



## Title VI Program for Federal Transit Administration Recipients, 2018-2021

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Public Transportation Division (PTN)

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## Chapter 1: Introduction

As a recipient of federal assistance, the Texas Department of Transportation (TxDOT) is required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Additionally, the Civil Rights Restoration Act of 1987 defined the word “program” to make clear that discrimination is prohibited throughout an entire agency if any part of the agency receives Federal assistance.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on Federal and Federally-assisted projects and programs based upon race, color, and national origin. Additionally, there are two Executive Orders that place further emphasis upon the Title VI protections of race and national origin. These are Executive Order #12898 (*“Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations”*) and Executive Order #13166 (*“Improving Access to Services for Persons with Limited English Proficiency”*).

### *Regulatory Requirements*

The Federal Transit Administration (FTA) provides recipients of FTA financial assistance with guidance and instructions necessary to carry out the U. S. Department of Transportation (USDOT) Title VI regulations (49 CFR part 21) and to integrate into their programs and activities considerations expressed in the USDOT’s Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons (70 Fed. Reg. 74087, December 14, 2005).

Section 12 of FTA’s Master Agreement, which provides, in pertinent part, that recipients agree to comply, and assure the compliance of each subrecipient, lessee, third party contractor, or other participant at any tier of the Project, with all provisions prohibiting discrimination on the basis of race, color, or national origin of Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. §§ 2000d et seq., and with USDOT regulations, “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act,” 49 CFR part 21. Recipients agree to follow all applicable provisions of the most recent edition of FTA Circular 4702.1B, “Title VI Requirements and Guidelines for Federal Transit Administration Recipients,” and any other applicable Federal directives that may be issued. Unless FTA states otherwise in writing, the Master Agreement requires all recipients to comply with all applicable Federal directives.

As a recipient of FTA financial assistance, TxDOT’s Public Transportation Division (PTN) and agencies who receive FTA financial assistance, also known as “subrecipients”, through PTN, are required to comply with the FTA regulations and guidance for Title VI.

### *FTA and PTN Reporting Requirements*

FTA requires that all direct and primary recipients document their compliance by submitting a Title VI Program once every three years. The Title VI Program must be approved by the direct or primary recipient’s board of directors or appropriate governing entity or official(s) responsible for policy

decisions prior to submission to FTA and/or PTN. Agencies, organizations, and businesses (subrecipients) that receive FTA financial assistance through PTN shall submit their Title VI Programs to PTN once every three years (or more if major changes occur).

PTN's Compliance Specialist will review and provide feedback on submitted Title VI Programs prior to approval by the agency's board of directors or appropriate governing officials. Subrecipients are encouraged to consult their Public Transportation Coordinator PTC for technical assistance and guidance throughout the development of the initial Title VI Programs and updates.

Contractors and subcontractors are responsible for complying with the Title VI Program of the recipient with whom they are contracting. Contractors are not required to prepare or submit Title VI Programs. Subrecipients are responsible for ensuring that contractors are following the Title VI Program, and complying with Title VI.

#### *Authorities*

The authorities applicable to PTN's Title VI program are included below:

- Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 2000d et seq.
- Federal Transit Laws, Title 49, United States Code, Chapter 53.
- Fixing America's Surface Transportation (FAST) Act
- 49 CFR part 1, § 1.91, (Delegations to Federal Transit Administrator)
- 49 CFR part 21
- 28 CFR § 42.401 et seq.
- FTA Master Agreement, Section 12
- FTA Annual Certifications and Assurances
- FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, (October 1, 2012)
- Title 43, Texas Administrative Code (TAC), §31.48(c)(1), Project Oversight, Civil Rights
- TxDOT Title VI/Nondiscrimination Plan, Federal Fiscal Year 2017, Civil Rights Division, (November 8, 2016)
- PTN Master Grant Agreements
- PTN Annual Certifications and Assurances
- PTN State Management Plan (SMP) for FTA Section 5310, 5311, and 5339 Grant Programs, (September 1, 2017)

## Chapter 2: Policy Statement

### *TxDOT Policy Statement*

Title VI of the Civil Rights Act of 1964 prohibits discrimination on federal and federally assisted projects and programs based on race, color, and national origin. Since 1964, additional statutes have prohibited discrimination based on sex (Federal-aid Highway Act of 1973), age (Age Discrimination Act of 1975), and disability (Section 504 of the Rehabilitation Act of 1973 and Americans with Disabilities Act of 1990). Taken together, these requirements define an overarching Title VI/Nondiscrimination Program. Additionally, the Civil Rights Restoration Act of 1987 defined the word “program” to make clear that discrimination is prohibited throughout an entire agency if any part of the agency receives federal assistance.

### *TxDOT FY2017 Title VI/Nondiscrimination Plan, Civil Rights Division, November 8, 2016*

“TxDOT, as a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion (where the primary objective of the financial assistance is to provide employment per 42 U.S.C. §2000d-3), 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 Department programs or activities.”

TxDOT documents acknowledging approval of PTN’s Title VI Program, including the Nondiscrimination statement signed by TxDOT’s Executive Director, James M. Bass is included as Appendix A.

### *PTN’s Title VI Program Overview*

TxDOT is organized into divisions and districts, of which PTN is included. PTN is responsible for the overall administration of federal and state bus public transportation financial assistance through several grant programs. PTN does not operate any transit service. PTN has headquarters staff located at the Riverside campus in Austin and PTCs are located in various TxDOT offices across the state to coordinate with transit agencies in each of TxDOT’s twenty-five districts.

PTN coordinates with the TxDOT Civil Rights Division (TxDOT-CIV) to ensure consistency with the TxDOT Title VI/Nondiscrimination Plan and inclusion of FTA requirements related to Title VI in the TxDOT’s overall Civil Rights Programs.

The PTCs are the first point of contact for agencies to request guidance and technical assistance for Title VI Programs. At the PTN Austin headquarters, the Program Services Section within PTN maintains a Compliance Section with a staff member who has primary responsibility for the division’s Title VI Program. PTCs may request technical assistance from the Compliance Section contact for Title VI.

The previously updated PTN Title VI Program was submitted to FTA Region VI, via the TEAM system, on April 1, 2015. The document, which is compliant with FTA Circular 4702.1B, is currently in “Under Review” status. No other comments have been provided. The program expires March 31, 2018.

The current PTN Title VI Program is compliant with FTA Circular 4702.1B and will be submitted in FTA’s TrAMS system on or before April 1, 2018. The updated document will be in effect for three years and will expire on March 31, 2021.

This Title VI Program update incorporates changes in policies and procedures based on the most current FTA Circular for Title VI (4702.1B), the TxDOT-CIV FY 2017 Title VI/Nondiscrimination Plan, Chapter 31 of Title 43 of the Texas Administrative Code, and the PTN State Management Plan (SMP) for Sections 5310, 5311, and 5339 Grant Programs.

### **Chapter 3: Requirement to Provide Title VI Assurances**

PTN submitted the FTA Annual Certifications and Assurances in TrAMS on the following dates:

- FY2015 submitted December 2, 2014
- FY2016 submitted May 6, 2016
- FY2017 submitted March 6, 2017

PTN collects Certifications and Assurances (C&A) from subrecipients on an annual basis. For fiscal year 2015, the C&A were collected from subrecipients via email and kept in an e-file within PTN as the office of record. The collection occurred during December 2014.

Starting in fiscal 2016, PTN implemented an e-Grants system and collected the signed C&A from subrecipients electronically. The e-Grants system is now the office of record. The 2016 C&A were collected from subrecipients August through December 2016.

Fiscal year 2017 C&A were collected from subrecipients via the e-Grants system March through April 2017.

Fiscal year 2018 C&A have not yet been released by FTA. Once released PTN will submit the C&A via TrAMS, FTA's web portal and subrecipient C&As will be collected via PTN's eGrants System.

## Chapter 4: Notifying Beneficiaries of Their Rights Under Title VI

### *TxDOT's Title VI Policy*

Pursuant to Title VI of the Civil Rights Act of 1964 as amended, the Civil Rights Restoration Act of 1987 and other nondiscrimination authorities, it is the policy of TxDOT that discrimination based on race, color, national origin, sex, age, or disability shall not occur in connection with any of its programs or activities.

TxDOT's efforts to prevent discrimination will address, but not be limited to, a program's impact upon access, benefits, participation, treatment, services, contracting opportunities, and training opportunities, investigation of complaints, allocation of funds, prioritization of projects, and the functions of planning, project development, design, right-of-way acquisition, construction, and research.

### *Title VI Notice to the Public*

PTN operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with TxDOT.

For more information on TxDOT's civil rights program, and the procedures to file a complaint, you may contact:

- The TxDOT-CIV at 512-416-4700; Fax 512-486-5539; or
- PTN at 512-486-5977; Fax 512-486-5968; or
- For more information, visit [www.txdot.gov/inside-txdot/division/civil-rights.html](http://www.txdot.gov/inside-txdot/division/civil-rights.html) or [www.txdot.gov/inside-txdot/division/public-transportation.html](http://www.txdot.gov/inside-txdot/division/public-transportation.html)

### *Filing a Complaint*

- The Federal Transit Administration, Civil Rights Division, Attention: Title VI Program Coordinator, East Building, 5<sup>th</sup> Floor-TCR, 1200 New Jersey Avenue, S.E., Washington, DC 20590; or,
- The Texas Department of Transportation, Civil Rights Division, 125 East 11<sup>th</sup> Street, Austin, TX 78701; or,
- The Texas Department of Transportation, Public Transportation Division, Attention: Title VI, 125 East 11<sup>th</sup> Street, Austin, TX 78701; or,
- Using the online form at: Using the online form at: <http://www.txdot.gov/txdotforms/GetForm?formName=/2193.pdf&appId=/CIV&status=/reportError.jsp&configFile=WFServletConfig.xml>

*Complaint information in Spanish*

Para presentar una demanda Título VI, puede obtener las formas necesarias en el Internet en la siguiente dirección:

<http://www.txdot.gov/txdot/forms/GetForm?formName=/2193s.pdf&applD=/CIV&status=/reportError.jsp&configFile=WFServletConfig.xml>

O se puede comunicar con la Sección de Derechos Civiles al número que se menciona a continuación. Enviela forma de Demanda Título VI y la forma de Consentimiento a Texas Department of Transportation, Civil Rights Division, 125 East 11<sup>th</sup> Street, Austin, TX 78701; Teléfono 512-416-4700; Fax 512-486-5539

A copy of the PTN Title VI Notice (see Appendix C) with the preceding information is posted on our website at [www.txdot.gov/inside-tdot/division/public-transportation.html](http://www.txdot.gov/inside-tdot/division/public-transportation.html) and in the reception area of the PTN administrative offices at 150 East Riverside, 4<sup>th</sup> Floor, Austin, TX 78704.

## Chapter 5: Title VI Complaint Procedures and Complaint Form

The following procedures address Title VI complaints against TxDOT or against subrecipients of TxDOT's FTA financial assistance grants.

### *Title VI Complaints Made Against TxDOT*

Any person who believes that he or she has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964 may submit a complaint. A complaint may also be filed by a representative on behalf of such a person or group.

Title VI complaints must be filed within 180 calendar days of the date of the alleged act of discrimination. Complaints must include the facts and circumstances surrounding the alleged discrimination. Complaints can be submitted to TxDOT by completing the External Discrimination Complaint form. Please note all complaints must include a signature.

### *Complaint Submission Process*

Complaints can be submitted using the following methods:

#### *Mail or Fax*

First complete a paper Form 2193, Title VI and ADA Compliant Form (see Appendix G) and submit it via postal mail to the Texas Department of Transportation, Civil Rights Division, 125 East 11<sup>th</sup> Street, Austin, TX 78701; or via fax at 512-486-5539.

#### *Internet*

A Title VI complaint may be completed using an online form on TxDOT's Customer Complaint System at <http://www.txdot.gov/inside-txdot/contact-us/complaints.html> or by completing an online form at TxDOT's Civil Rights Division at <http://www.txdot.gov/txdot/forms/GetForm?formName=/2193.pdf&applD=/CIV&status=/reportError.jsp&configFile=WFServletConfig.xml>.

#### *Verbally by Phone*

Hours of Information: Office hours for all TxDOT offices, except El Paso, are 8 a.m. to 5 p.m., Central Time, Monday-Friday. The El Paso District is open from 8 a.m. to 5 p.m., Mountain Time, Monday-Friday.

When we receive your call, we will:

- Discuss the issue and try to answer your inquiry immediately by phone
- Reply to you within five business days if we are unable to address your issue over the phone
- Update you quarterly if the issue takes more than 90 days to resolve.

- Local Information  
Dial (800) 558-9368, toll free, to automatically be connected to the local TxDOT District office nearest you.
- General Information  
Call our general switchboard at (512) 463-8588 for general TxDOT information.

#### *In Person*

Complaints may be filed in person by contacting any TxDOT business office and informing a TxDOT officer or employee of your complaint of discrimination. The officer and employee shall notify TxDOT-CIV and will be interviewed by TxDOT-CIV staff who will address the complaint from that point.

The TxDOT-CIV is charged with primary responsibility of processing Title VI complaints received by TxDOT. PTN has secondary responsibility and will consult closely with TxDOT-CIV on any public transportation-related Title VI complaints.

#### *Timeframe for Filing Complaints*

##### *Title VI Complaints*

*Any person who believes that he or she, individually, or as a member of any specific class has been subject to discrimination may file a complaint. A complaint may also be filed by a representative on behalf of such a person or group.*

*Title VI complaints must be filed within 180 calendar days of the date of the alleged act of discrimination. Complaints must include the facts and circumstances surrounding the alleged discrimination. Complaints can be submitted to TxDOT by completing the External Discrimination Complaint form. Please note all complaints must include a signature.*

*Upon receipt, TxDOT will determine which agency has jurisdiction to handle the complaint. If TxDOT does not have jurisdiction, the complaint will be forwarded to the appropriate agency for investigation. The allegations will be investigated and an attempt will be made to resolve any violations, if found.*

Within 10 calendar days of receipt of the complaint, TxDOT-CIV will acknowledge receipt of the allegation, inform the complainant of action taken or proposed action to process the allegation, and advise the complainant of other avenues of redress available.

#### *Investigative Process*

Within 60 calendar days of receipt of the complaint, TxDOT-CIV will conduct and complete an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings. The complaint will be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of

findings. No information is disclosed with TxDOT personnel or any other party not involved in the investigative process.

#### *Title VI Complaints Made Against Agencies Receiving FTA & State Funds Through PTN*

A person who believes that he or she has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964 by an agency that receives FTA and state public transportation funds through TxDOT is requested to file their complaint directly with that agency.

#### *Process*

Complainant must file their complaint no later than 180 days from the alleged incident.

Transit agencies are required to notify their PTC by email within 10 working days of the receipt of a Title VI complaint. Transit agency processes the complaint in accordance with their Title VI Program and PTN's Title VI Program, which has been approved by FTA.

If the complainant is dissatisfied after receiving the agency's response, or the person prefers not to file the complaint with the transit agency, the person may file their complaint using the methods described above in this chapter in the section entitled "Title VI Complaints Made Against TxDOT," including a copy of any agency responses, with any of the entities listed below:

- The PTN PTC for their area, generally located at the local TxDOT District Office; or
- The PTN Headquarters in Austin at Texas Department of Transportation, Public Transportation Division, 125 East 11<sup>th</sup> Street, Austin, TX 78701; or
- Texas Department of Transportation, Civil Rights Division, 125 East 11<sup>th</sup> Street, Austin, TX 78701; or
- Federal Transit Administration, Region VI, 819 Taylor Street, Room 8A36, Fort Worth, TX 76102; or
- U. S. Department of Transportation, 1200 New Jersey Ave, S.E., Washington, D.C. 20590.

## Chapter 6: Transit-related Title VI Investigations, Complaints, and Lawsuits

TxDOT is required to prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, and complaints naming TxDOT that allege discrimination based on race, color, or national origin.

There are no public transportation-related Title VI investigations, lawsuits, or complaints naming TxDOT that allege discrimination based on race, color, or national origin, since the approval of the last PTN Title VI Program in 2015. Future investigations, lawsuits, and complaints will be added, as they occur, to the following table and reported to FTA in the next program update.

|                       | Date | Summary | Status | Action(s) Taken |
|-----------------------|------|---------|--------|-----------------|
| <b>Investigations</b> |      |         |        |                 |
| 1.                    |      |         |        |                 |
| 2.                    |      |         |        |                 |
| <b>Lawsuits</b>       |      |         |        |                 |
| 1.                    |      |         |        |                 |
| 2.                    |      |         |        |                 |
| <b>Complaints</b>     |      |         |        |                 |
| 1.                    |      |         |        |                 |
| 2.                    |      |         |        |                 |

## **Chapter 7: Public Participation Plan**

### *Public Participation Plan*

This section includes a summary of the public outreach and involvement activities available to ensure that minority and low income persons have meaningful access to public transportation activities and services.

### *TxDOT's Website*

TxDOT's website provides information on full range of activities TxDOT uses to engage Texans in the transportation process, community programs, and TxDOT's strategic partnerships. The TxDOT website can be visited at [www.txdot.gov](http://www.txdot.gov).

### *TxDOT's Public Involvement Plan*

The Public Involvement Plan (PIP) demonstrates how TxDOT provides opportunities for public review and comment at key decision points during the statewide transportation planning process as required by the FAST Act which replaced the previously authorized funding for Moving Ahead for Progress in the 21st Century Act (MAP-21). TxDOT's Transportation Planning and Programming (TPP) Division, Public Involvement Section, continually monitors the PIP and all updates to the PIP will be sent through TPP for content/branding and coordinated with FHWA per TxDOT's policies.

### *Public Involvement and Consultative Tools*

TxDOT uses a number of methods to communicate information regarding department activities and opportunities for public and stakeholder participation in the statewide planning process. Some methods are:

- Newsletters/Mailings
- Media Releases
- Notices Published in the Texas Register
- Visualization Presentations/Techniques
- Local Community Public Meetings
- Statewide Public Hearings
- TxDOT's Interactive Internet Site
- MPO Internet Sites
- Social Media such as Facebook and Twitter
- Podcasts

### *Public and Stakeholder Outreach and Visualization Tools*

Proactive public involvement and stakeholder outreach is an important part of developing TxDOT's plan and programs. To ensure that all stakeholders are included in the long-range planning process and during the development of the PIP and other plans and programs referenced in it, TxDOT provides opportunities for stakeholders and the public to participate during public meetings and stakeholder working sessions as well as providing the public with access to all planning documents on TxDOT's website:

- Hearings and Meetings schedule is available at: <http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html>
- Planning documents are available at: <https://www.txdot.gov/inside-txdot/projects.html>
- Up-to-minute transportation information is available at: <http://www.txdot.gov/inside-txdot/media-center.html>

### *State Long Range Transportation Plan: The Texas Transportation Plan 2040*

The Department's updated State Long Range Transportation Plan is known as the Texas Transportation Plan 2040. The Transportation Planning and Programming Division (TPP) is the lead division within TxDOT for statewide planning activities. TPP implements the Stakeholder and Public Participation Plan (SPPP) as part of the Texas Transportation Plan 2040. The SPPP objectives include:

- Establish early and continuous public participation opportunities that provide timely information about transportation issues and decision-making processes to all interested parties
- Provide reasonable public access to educational, technical, and policy information to enhance the public's knowledge and ability to participate in the development of the TTP
- Provide adequate public notice of participation opportunities during the development of the TTP and time for public review and comment at key decision points in the planning process
- Ensure that public participation opportunities are held at convenient and accessible locations and times (in compliance with the ADA)
- Make information comprehensible using visualization techniques and available in appropriate electronically-accessible formats and means (i.e., PDF and PowerPoint) via TxDOT's Web site, technology-enabled media (i.e., Facebook and Twitter), and video-teleconferencing
- Include measures for seeking input from and considering the needs of those traditionally underserved by existing transportation, such as low-income, minority, and non-English speaking households who may face challenges accessing employment and other services, and

- Provide for the periodic review of the public participation process to ensure the effectiveness of TxDOT's public involvement efforts and revise the process as appropriate.

The TTP stakeholder and public participation activities are intended to solicit meaningful input from:

- Users of the transportation system (all modes), including disabled, low-income, minority, and non-English speaking populations
- Metropolitan and Rural Planning Organizations (MPOs and RPOs)
- Public transportation agencies (metropolitan and rural)
- Freight shippers and providers of freight services (in coordination with the Texas Freight Mobility Plan stakeholder engagement efforts)
- Private providers of transportation
- Affected state and federal resource agencies
- Affected Tribal Governments
- State and local elected officials (metropolitan and non-metropolitan areas)
- All other interested parties

#### *Development and Administration of the Statewide Transportation Improvement Program (STIP)*

The STIP is TxDOT's four-year capital improvement program that lists the projects that are to be completed to meet the goals of the Stateside Long-Range Transportation Plan (SLRTP). Public meetings are held in each district office for the adoption of the STIP and any subsequent revisions. A public hearing is held in Austin for the adoption of the STIP with hearings held for each revision to the STIP. All hearings occur after the completion of the public meetings in the districts.

#### *The Texas Register*

The Texas Register is the resource that TxDOT uses to publish official announcements to the public. The Texas Register includes a copy of the PTN annual calls for projects, as well as a planning notice on the STIP.

#### *Section 5310 Public Participation*

In accordance with the 43 TAC 31.31, the project must be included in the coordinated public transit-human service transportation plan developed in each of the 24 planning regions. PTN promotes and encourages local participation, especially by seniors and individuals with disabilities or their advocates, in decision-making.

PTN will establish public outreach processes involving local stakeholders. In an effort to streamline decision-making processes and maximize coordination opportunities, the department

may choose to combine contiguous department district boundaries for stakeholder engagement, project selection, and public outreach.

The stakeholder groups should include representatives of the following groups:

- Transportation partners
- Passengers and advocates
- Human service and work force agencies, and
- Others, such as emergency management agencies.

PTN also encourages transit districts to serve on mobility management consortiums or other local and regional human service transportation planning efforts. A portion of the PTN's Section 5304 funds are allocated each fiscal year to a discretionary program administered for regional coordinated public transportation planning activities of the state's twenty-four regional planning districts. These coordinated planning activities may result in transportation services and projects funded by Section 5310 grants.

#### *Section 5311 Public Participation*

Public involvement and participation for the planning and programming for the Section 5311 formula program occurs during the TxDOT STIP public involvement process.

#### *Coordinated Call for Projects*

The public participation process continues in the annual grant "coordinated call for projects" process for the:

- Section 5304 Statewide and Nonmetropolitan Transportation Planning ,
- Section 5311 Discretionary Program,
- Section 5311(b)(3) Rural Transportation Assistance Program,
- Section 5311(f) Intercity Bus Program,
- Section 5311 Fleet Replacement, and
- Section 5307 Fleet Replacement.

For the coordinated call for projects, the public is informed and involved using the following methods:

- The Texas Register
- E-mail announcements using PTN email address lists
- Local planning partner entities
- Advocacy/Nonprofit/Nongovernmental organizations interested in public transportation

- Webinars

### *Regionally Coordinated Transportation Planning Program*

Background: The purpose of the regionally coordinated transportation planning program is to plan for a more efficient and effective network of public transportation services for people in Texas to get to destinations as desired, especially people with low incomes, individuals with disabilities, individuals 65 and older, children, veterans, and others who are more likely to be dependent on public transportation.

This planning effort stems from federal and state mandates that called for a local, coordinated effort to address fragmented, duplicative, and possibly inefficient provision of transportation services.

### *Local, Stakeholder-Driven Process*

Texas has adopted a decentralized, stakeholder-driven approach. Each of Texas' 24 planning regions has a lead agency responsible for working with all regional stakeholder steering committees or groups that develop, adopt, and monitor a unique public transit-human services transportation plan. These stakeholder groups are comprised of diverse representatives including transportation providers, transportation planners, human services providers, individuals with disabilities, individuals 65 and older, veterans, advocates for children, and others.

Stakeholders in each region collaborate every five years to develop or update a public transit-human services transportation plan for their region. This involves conducting an inventory of available transportation resources, assessing unmet transportation needs, inefficiencies and gaps in service, and prioritizing strategies for resolving these unmet needs, inefficiencies, and gaps.

### *Lead Agencies*

Lead agencies conduct open meetings of their stakeholder and/or steering committees. Information regarding the Regionally Coordinated Transportation Planning process is maintained on a special website and can be visited at <http://www.regionalserviceplanning.org/>.

### *Advising the Public of Matters Before the Texas Transportation Commission*

Public transportation grants are awarded for projects by the Texas Transportation Commission (TTC) in open meetings in which public comments and testimony may be considered. The TTC posts meeting agendas and provides information on the TxDOT website.

TxDOT periodically changes, updates, and revises its rules and administrative procedures in the TAC. Changes are developed, reviewed, and discussed in open meetings with the public, stakeholders, the Public Transportation Advisory Committee (PTAC), and the TTC. Changes are posted to the Texas Register before being considered for adoption by the TTC. The public is encouraged to attend and comment on any proposed rule changes. The most recent changes to the

parts of the TAC related to the public transportation programs (43 TAC 31) became effective in December 6, 2017.

*Minority Representation On Planning and Advisory Bodies*

The PTAC is a nine seat committee with three seats each appointed by the Governor, the Lieutenant Governor, and the Speaker of the House of Representatives of Texas. The PTAC’s primary responsibilities include:

- Advising the commission on the needs of the state’s public transportation providers,
- Advising the commission on the allocation of public transportation funds, and
- Commenting on rules involving public transportation.

The PTAC advises TTC on matters related to PTN and the Texas transit agencies. The PTAC offers another avenue of public involvement, and PTAC meetings are open to the public.

In accordance with FTA Circular 4702.1B (Chapter III, Paragraph 10, Minority Representation on Planning and Advisory Boards), TxDOT must provide a table depicting the racial breakdown of the membership of transit-related, non-elected committees and a description of efforts made to encourage the participation of minorities on such committees. The PTAC qualifies as such a committee. As of the publishing of this program update, the PTAC is designed as a nine member committee; however, there are only currently six members serving on the committee. Two members have been appointed by each of the appointing offices.

Table Depicting Minority Membership Representation of the Public Transportation Advisory Committee 1/6 are Latino = 17% 5/6 are white = 83%

|                 | Caucasian | Latino | African American | Asian American | Native American |
|-----------------|-----------|--------|------------------|----------------|-----------------|
| PTAC            | 83%       | 17%    | 0%               | 0%             | 0%              |
| State of Texas* | 44%       | 39%    | 12%              | 4%             | 1%              |

\*(Source: 2011-2015 American Community Survey 5-Year Estimates (10-18-2017))

## Chapter 8: Meaningful Access to LEP Persons

LEP individuals are those who do not speak English as their primary language and have a limited ability to read, write, speak, or understand English, as a result of national origin. These individuals may be entitled to language assistance with respect to a particular type of service, benefit, or encounter.

Executive Order 13166, entitled "Improving Access to Services by Persons with Limited English Proficiency" requires Federal agencies to assess and address the needs of otherwise eligible persons seeking access to federally conducted programs and activities who, due to limited English proficiency, cannot fully and equally participate in or benefit from those programs and activities. The Department of Justice (DOJ) LEP Guidance advises each Federal department or agency to "take reasonable steps to ensure 'meaningful' access to LEP individuals to the information and services they provide."

The DOJ LEP Guidance explains that the identification of "reasonable steps" to ensure meaningful access will be contingent on a number of factors. Among the factors to be considered are the number or proportion of LEP persons in the eligible service population, the frequency with which LEP individuals come in contact with the program, the importance of the service provided by the program, and the resources available to the agency.

### *TxDOT's Departmental Language Assistance Plan*

TxDOT's Language Assistance Plan (LAP) has been developed to assist districts and divisions (DDs) in their efforts to ensure information and services are accessible to LEP individuals by providing guidance on translation, interpretation, and outreach services for LEP individuals seeking access to TxDOT programs. TxDOT-CIV will monitor the language assistance policies and procedures at least annually to evaluate its effectiveness in serving LEP individuals and modify it accordingly. To further implement the LAP, each DD must develop its own LEP Implementation Plan to improve access for LEP individuals to its programs and services. The LAP discusses how DDs can apply the four-factor framework, which is consistent with the USDOT LEP Guidance, and how to develop an LEP plan. Additionally, each DD will annually re-evaluate the changes in demographics, services and programs, and other factors that should be considered when determining LEP needs. This annual assessment will help guide DD's in determining what changes, if any, are needed to update its LEP plan.

TxDOT's LAP is available on TxDOT's Web site at <http://ftp.dot.state.tx.us/pub/txdot-info/ocr/language-assistance-plan.pdf>

## *Public Transportation Divisions Language Assistance Plan*

TxDOT does not directly provide any transit service. TxDOT's mission is: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods. PTN's mission in regard to transit mirrors that of the department as a whole, which states the following: Work with others to provide a network of safe, reliable mobility options for people who use alternatives to driving alone.

TxDOT will fulfill its Title VI responsibility of ensuring access to public transportation services to persons with limited English proficiency by assisting and monitoring the actions of the local agencies that do provide the service.

### *PTN's LEP*

The PTN LAP is designed to assist the local public transit agencies in communities with populations of 200,000 or less in understanding the necessity of providing services to those potential riders that may not be proficient in speaking English. This plan outlines the statewide identification of persons who may need language assistance, the ways in which assistance may be provided, the staff training that may be required, and how to notify LEP persons that assistance is available.

The first priority of the LAP is to improve access for LEP individuals to critical services or activities. In general, the LAP will also help focus on improving access to programs and services, particularly in those areas with regular contact with LEP persons.

### *Authorities*

PTN, as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied benefits, or be subjected to discrimination under any TxDOT programs or activities.

### *Title VI of the Civil Rights Act of 1964*

Section 601 of Title VI of the Civil Rights Act of 1964 states "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

### *Lau v. Nichols*

In 1974, the United States Supreme Court in *Lau v. Nichols* "held that national origin discrimination includes failing to provide LEP individuals meaningful opportunity to participate in federally funded programs."

### *Four-Factor Analysis*

As a recipient of federal financial assistance, PTN and its subrecipients must comply with Title VI of the Civil Rights Act of 1964, its implementing regulations, and Executive Order 13166. TxDOT's compliance with transit LEP requirements is met by the actions of their subrecipients.

Based on the Four-Factor analysis, PTN determined that the PTN Title VI Notice and TxDOT-CIV Title VI Complaint Form are vital documents and are published in both English and Spanish. The documents are available on the PTN website and are posted and available in the PTN administrative offices, at 150 E. Riverside - South Tower, Austin, TX 78704.

### *Statewide Assessment Using the Four-Factor Analysis*

The Four Factor Analysis is an individualized assessment that balances the following four factors: (1) demographics; (2) frequency; (3) nature and importance; and (4) available resources and costs.

PTN must take reasonable steps to ensure meaningful access to the information and services the Texas small urban, rural transit and elderly and disabled program agencies provide. In determining reasonable steps there are four factors to be considered. The four factors described below are derived from LEP guidance issued by the DOJ.

The guidance explains that the obligation to provide meaningful access is fact-dependent and starts with an individualized assessment that balances four factors. The data collected in those plans as well as data analysis of American Community Survey and an independent survey of 123 Texas transit agencies is the source of data below.

### *Factor 1 – Demographics: Statewide and Agency-Specific (Appendix K)*

The decision to provide language assistance services should include an assessment of the number or proportion of LEP persons from a particular language group served or encountered in the Texas transit agency service areas and statewide. The greater the number or proportion of LEP persons served or encountered, the more likely language services are needed.

### *Achieving Accurate Demographic Assessments*

For the assessment to be accurate, it must also include all communities that are eligible for services or are likely directly affected by PTN's programs or activities. PTN may determine the linguistic characteristics of a subrecipient's LEP population in its service area by:

- Examining the subrecipient's prior experiences with LEP individuals
- Analyzing the information available from a variety of resources such as: Federal Interagency Working Group on Limited English Proficiency <https://www.lep.gov/index.htm>
- Extracting U.S. Census Bureau data

For a statewide overview, PTN staff reviewed the 2010 American Community Survey U.S. Census Report and determined that approximately 7.5 million persons in the State of Texas [34%] of the population speak a language other than English. Of those 7.5 million persons approximately 50% have limited English proficiency and speak English "not well" or "not at all."

PTN has created maps of all of the 5311 and 5307 transit agencies service areas to illustrate the variety of languages spoken (Appendix K) in each distinct transit area.

According to the language breakdown for Texas in Appendix I, thirty percent of the state speaks Spanish. Vietnamese and Chinese are the next most spoken languages (approximately 1.5%). Based on the breakdown for the individual agencies, all agencies, small urban, rural, and elderly and disabled agencies, should have their vital documents translated into Spanish.

PTN collects and reviews all Title VI Programs for subrecipients, including the LEP Four-Factor Analysis and LAPs, as part of TxDOT's oversight and compliance program.

#### *Factor 2: Frequency of Contact*

The more frequent the contact, the more likely enhanced language services will be needed. PTN staff reviewed the frequency with which transit agency staff and bus/van drivers have or could have contact with LEP persons.

To date, PTN subrecipient transit agencies have had the maximum contact and requests for Spanish language interpretation and few to no contact or requests for translated program documents into languages other than Spanish. Most frequent LEP contact throughout the state is with persons that are native Spanish speakers who speak limited English.

#### *Factor 3: Nature and Importance*

The greater the importance of the activity, information, service, or program, the greater the possible consequences of contact with LEP individuals, and the more likely language services will be needed. In many of the rural Texas communities, the public bus service is the primary means of transportation for low income, older adults, and persons with disabilities. Many of the individuals of the transit-dependent populations are also limited English speakers.

Based on the 2010 analysis of the Texas LEP population, TxDOT is encouraging all agencies to have their vital documents as well as their scheduling information translated into Spanish. PTN can provide technical assistance to agencies to achieve this goal. The most common methods of contact with LEP speakers is for dispatch, reservations, drivers, riding the bus, trying to read the schedules, and public outreach opportunities.

Based on the various Texas transit agency analyses, it is clear that some Texas transit agencies may need assistance as they translate vital documents into other languages in addition to Spanish

based on the Safe Harbor provision (see page 27) which outlines circumstances that can provide a “safe harbor” for subrecipients regarding translation of written materials for LEP populations. Review of the Texas transit agency LEP plans indicated very limited request for translation to languages other than Spanish. TxDOT can provide technical assistance to those agencies that have multiple languages to accommodate.

#### *Factor 4: Available Resources and Cost*

PTN’s review of transit agencies Title VI Programs revealed that many of the agencies have already expended the resources to have information translated to Spanish. By virtue of the transit agencies being public service agencies, they may have hired bilingual staff or because of their geographical location, staff is bilingual. Also, many of the agencies have access to the language line (tele-interpreters) and “I Speak” cards, which are language identification cards to assist literate individuals who are not proficient in English to identify a preferred language. Agencies can request technical assistance for translation of vital documents and/or use grant funds as applicable to support these efforts.

#### *Language Assistance Based on Four-Factor Analysis*

Language assistance should be provided for LEP individuals through the translation of the most vital materials, as well as through oral language interpretation when necessary and possible. LEP persons are not obligated to provide their own interpreter. In the recent review of the agency LEP data, all of the larger agencies, small urban and rural, have the capacity to translate languages, especially Spanish, using interpreters, bilingual staff, or use of the language line. Only a very few small elderly and disabled program agencies have no mechanism for translation. The indication is that limited funding and/or lack of knowledge of resources is the reason for translation services not being available. PTN offers technical assistance to those agencies to bring them into compliance with the LEP guidance.

#### *Monitoring and Updating the LEP Plan*

In order for PTN’s LEP plan to be effective, PTN must periodically monitor, evaluate, and update its plan. This includes annually re-evaluating the changes in demographics, services, programs, and other factors that should be considered when determining LEP needs.

Monitoring and evaluating the accessibility and quality of language assistance needs of LEP persons ensures that LEP persons can meaningfully access agency programs and activities. PTN creates a record of language assistance services provided. By regularly collecting data, PTN will be able to accurately identify and address the changing needs of the subrecipient LEP communities which, in turn, can help inform PTN or its subrecipients on whether there should be changes to the quantity or type of language assistance services. At a minimum, the data collected should include:

- Primary language of customers served;
- Number of LEP individuals, by language group, who received language services;

- Number of translation services provided;
- Number of interpreter services provided;
- Number and type of complaints received by the PTN or against its subrecipients alleging lack of provision of services due to limited English proficiency; and
- Cost of translation and interpreter services provided.

### *Interpretation*

Interpretation is the immediate rendering of oral language from the source language into the target language. One way to determine the native language of LEP persons is to use the language identification cards, which invite LEP persons to identify their language needs to transit agency staff.

The following steps are examples of how to communicate with LEP customers in person or over the phone:

### *Translation*

Translation is the rendering of written text from one language (source language) into another language (target language). Ideally, the translated version of a document should be released when the English language version is released. If this is not possible or would substantially delay release of the English version, the translated version should be distributed as soon as possible after the distribution of the English language version.

It is important to ensure that written materials routinely provided in English are also provided in regularly encountered languages other than English. It is particularly important to ensure that vital documents are translated into the non-English language of each regularly encountered LEP group eligible to be served or likely to be affected by the program or activity. A document will be considered vital if it contains information that is critical for obtaining services and/or benefits or is required by law. TxDOT must provide a translation of vital documents, free of charge, to LEP individuals.

### *Vital Documents*

Vital documents must be translated when a significant number or percentage of the population eligible to be served or likely to be directly affected by the program/activity needs services or information in a language other than English to communicate effectively. For larger documents, translation of vital information contained within the document will suffice and the document need not be translated in its entirety. Vital documents can include:

- Applications,
- Consent and complaint forms,

- Notices of rights and disciplinary actions,
- Notices advising LEP persons of the availability of free language assistance, and
- Letters or notices that require a response from the beneficiary or client.

It is important to make an assessment of the population percentage and the frequency and importance of contact when considering the potential for translating vital documents. Whether or not a document (or the information it solicits) is “vital” will depend on the importance of the program, information, encounter, or service involved, and the consequence to the LEP person if the information is not provided accurately.

#### *Safe Harbor*

The FTA “Safe Harbor” Provision stipulates that, if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient’s written translation obligations.

Examples of vital documents that require consideration for translation are:

- Violation or deficiency notices
- Emergency transportation information
- Notices of proposed public meetings and hearings regarding proposed transportation plans, projects, or changes
- Notices of reduction, denial, or termination of services or benefits
- Signs in reception areas and other points of initial entry
- Statements about the services available and the right to free language assistance services in brochures, booklets, outreach and recruitment information and other materials routinely disseminated to the public
- Applications or instructions on how to participate in a program or activity or to receive benefits or services
- Consent forms
- Notices advising LEP persons of free language assistance

#### *Meaningful Access*

Awareness of rights and services is an important part of “meaningful access,” as a lack of awareness may effectively deny LEP individuals meaningful access. As noted earlier, a majority of Texas transit agencies already have translators and documents available in Spanish, which is the most common language of those potential riders that are LEP persons. PTN will assist the remaining agencies to achieve compliance. Another important activity is to determine exactly where

translation services and documents in other languages are needed and to locate the technical resources to accomplish the translation.

### *Providing Notice to LEP Persons*

When it has been determined that services must be provided in languages other than English, it is important to let LEP persons know that those services are available and that they are free of charge. Costs for providing language assistance may not be passed on to the customer.

This information should be provided in a language that LEP persons will understand. Some examples of notification ideas include the following:

- Posting signs in waiting areas to notify LEP individuals of available services and how to obtain these services
- Stating in outreach documents (brochures, booklets, pamphlets, and flyers) that language services are available
- Including notices on local newspapers in languages other than English
- Providing notices in non-English language radio and television stations about the availability of language assistance services for important events
- Presentations and/or notices at schools and religious organizations in languages other than English for important events or where community involvement is critical
- Using a telephone voice mail menu (if available) in the most common languages encountered.

### *Training Staff*

Texas' small urban, rural, and seniors/persons with disabilities programs' transit agencies have an obligation to provide meaningful access to information and services for LEP persons and all employees in public contact positions should be properly trained. Training staff on the procedures of providing language assistance and how to determine whether and what type of language services a customer needs is essential to bridging the gap between policies or procedures and actual practices. Training should include how to obtain language assistance services and how to communicate needs to interpreters and translators. Transit agencies can request specific training for their staff to be better prepared to serve the LEP riding public. PTN maintains a monthly calendar of training opportunities that may include training for staff on providing meaningful access to public transportation services for persons with LEP.

## Chapter 9: Providing Assistance to Subrecipients

This chapter includes a description of the resources and procedures TxDOT and PTN uses to provide technical assistance to existing and potential subrecipients in a non-discriminatory manner.

### *Technical Assistance*

One of TxDOT's roles is to provide technical assistance subrecipients. Assistance is provided to subrecipients upon request or as deemed necessary and appropriate by TxDOT to ensure the subrecipient's compliance with Title VI.

The most common and widely available form of technical assistance provided by PTN is through the PTCs located in or near the 25 TxDOT Districts across the state. PTCs serve as the first point of contact for technical assistance and if needed, may seek additional guidance from PTN HQ Compliance staff, the designated Title VI subject-matter experts located TxDOT Headquarters in Austin.

### *Office of Record*

The PTC office was the designated "office of record" for PTN through fiscal year 2015. Starting in fiscal year 2016, PTN developed an eGrants system, which is now the "office of record." Subrecipients upload grant supporting documentation into eGrants, including their Title VI Program plan into the eGrants system, including compliance monitoring forms. PTCs and PTN HQ staff are able to easily access subrecipient Title VI plans and, if needed, provide copies to FTA and TxDOT upon request.

### *Subrecipient Title VI Plans*

Starting in fiscal year 2015, PTN developed a Title VI template to assist subrecipients in building their Title VI Program plan. This is an optional resource subrecipients can use if needed. The template includes a checklist used by PTN HQ Compliance team to check subrecipient Title IV Program plans. Both the template and the accompanying checklist follow FTA Circular 4702.1B. A copy of the checklist (Appendix T) and template (Appendix V) are provided.

Subrecipients may develop their own Title VI Program or use the template provided by PTN. In either case, subrecipients must document the following:

- Description of Service
  - Geographic area or service area in which the subrecipient operates
  - Service the subrecipient provides and how they provide it. (Example: fixed-route, deviated route, demand response service, purchase of service)
  - Number of transit-related employees
  - Number of revenue service vehicles

- Notice to the Public Compliant Procedures document the following:
  - An individual may file a complaint with the transit agency, FTA, PTN, or TxDOT-CIV at:
    - Texas Department of Transportation, Attn: PTN, 125 E. 11th Street, Austin, TX 78701-2483, or
    - Texas Department of Transportation, Attn: Civil Rights Division, 125 East 11th Street, Austin, Texas 78701
    - Federal Transit Administration, Region VI, 819 Taylor Street, Room 8A36, Fort Worth, TX 76102.
- Safe Harbor
  - Document if applicable or not.
- Providing Assistance to Subrecipients
  - If the agency does not have subrecipients, document as such in the Title VI Program.
- Title VI Equity Analysis for Facilities
  - If applicable, include a copy of the Title VI equity analysis conducted during the planning stage with the regard to the location the facility. If not applicable, document as such.

Examples of technical assistance and outreach are described throughout this program document as they pertain to other chapters. Additional technical assistance offered is included in this chapter.

#### *Internet Website*

Information on Title VI, as well as other FTA and TxDOT public transportation is located on the PTN website at <http://www.txdot.gov/inside-txdot/division/public-transportation.html>.

#### *Conferences*

TxDOT provides information to subrecipients on transit conferences, on its website and, the PTN training and event calendar. Conferences often include information on civil rights programs. National-level organizations include the American Public Transportation Association (APTA), the Community Transportation Association of America (CTAA), the Southwest Transit Association (SWATA), and the National Transit Institute (NTI). Several conferences specific to Texas are hosted each year by the Texas Transit Association.

#### *Public Transportation Division's Semi-Annual Meetings*

Twice each year, the TxDOT Public Transportation Division hosts day-long Semi-Annual Statewide Transit Operator Business Meetings in Austin. Title may be a topic for training and discussion with

participation by FTA Region VI, TxDOT-CIV, and PTN leadership and staff for nearly 150 public transportation providers who are invited to attend.

*Specialized Training*

TxDOT posts all specialized training event on the PTN Division Training Calendar available on the internet website. TxDOT provides scholarships to attendees to defray travel and training expenses for these events and some workshops.

## **Chapter 10: Subrecipient Monitoring**

TxDOT conducts annual compliance reviews with all subrecipients to provide technical assistance and achieve compliance with Title VI requirements, PTN PTCs maintained copies of all subrecipient Title VI Programs in their offices for records prior to eGrants.

During fiscal years 2015 and 2016, subrecipients submitted Title VI Programs to PTN PTCs for review and approval. The PTCs reviewed subrecipient Title VI Programs using a checklist developed by PTN, which covered the requirements from FTA Circular 4702.1B Chapters III and VI. The checklist included additional guidance to assist PTCs during their review, such as a Title VI “Tip Sheet”.

Starting in fiscal year 2017, the PTN Compliance Team reviewed all subrecipient Title VI Programs using an internal Title VI checklist aligned to the circular, Chapters III – General Requirements, Chapter IV – Requirements for Fixed Routes and if applicable, Chapter VI – Requirements of Metropolitan Transportation Planning Organizations. A copy of the checklist is provided with Appendix T.

Contractors and subcontractors are responsible for complying with the Title VI Program of the subrecipient with whom they are contracting. Contractors are not required to prepare or submit Title VI Programs. Subrecipients are responsible for ensuring that contractors are following the Title VI Program, and complying with Title VI.

In some instances, a subrecipient may serve as a pass through entity and provide a sub-award or subcontract to a transit agency for the purpose of carrying out the subrecipient’s transit service. PTN subrecipients may adopt the sub-awardee’s or subcontractor’s Title VI Program as their own. If this occurs, PTN’s subrecipient must document, at the beginning of their program, an introductory paragraph describing the contractual relationship between the subrecipient and the contractor or sub-grantee. The purpose of this is to allow the PTN Compliance Team reviewer to understand the relationship between PTN’s subrecipient and the sub-awardee or subcontractor.

The board of PTN’s subrecipient shall approve the plan they are adopting from the sub-awardee or subcontractor. As with all Title VI Programs, PNT’s subrecipient must include a copy of their board minutes or resolution documenting approval of the program.

PTN Compliance annually tracks subrecipient Title VI Program submissions and documents in the eGrants system when the subrecipient’s program will expire. PTN Compliance notifies PTCs prior to the expiration date of the Title VI Program. The purpose of this is to give PTCs the opportunity to notify subrecipients and give them the opportunity to the update program and re-submit to PTN Compliance for review and approval before taking the program to their board or governing agency for approval.

In addition, PTN PTCs annually review all FTA programs; including Title VI using PTN's monitoring tools entitled the PTN-129 and PTN-137 forms (Appendices W and X).

In nearly all cases, technical assistance and consultation between PTN and subrecipients results in compliant Title VI programs. At times, an annual review may reveal a deficiency in a subrecipient's Title VI Program, and the PTC may issue an Improvement Action Plan (IAP). The IAP documents specific technical assistance and other actions to correct the deficiency, and a timeline in which to complete the corrective action(s). In rare cases, failure to comply with the IAP may result in sanctions as prescribed by the 43 TAC 9.135 or 9.136

Subrecipients are also required to notify PTN within 10 working days of any transit-related Title VI complaints submitted to their agency. PTN HQ's Information Officer will share the information with the PTN Compliance Title VI subject matter expert and follow-up appropriately with TxDOT. PTN's Information Officer may also follow-up with the subrecipient's PTC to obtain follow-up information.

## **Chapter 11: Statewide Transportation Planning Process**

The following information outlines statewide planning activities, and plans, programs developed, and administered by TPP that require the analysis of statewide demographic profiles that provides the identification and location of socioeconomic groups including low-income and minority populations. The Economically Disadvantaged Counties Program (EDCP) and the Border Colonia Access Program (BCAP) not only identify but serve the specific needs of low-income and minority populations. TxDOT self certifies that the statewide planning process is done in compliance with applicable requirements, as referenced below, a copy of the self-certification is provided in Appendix B.

### *Development of Travel Demand Models*

TxDOT collects demographic and socioeconomic survey data through statewide surveys for the development of local and regional travel demand models prepared by TxDOT. The purpose of the household travel survey is to collect information on the amount, types, and patterns of travel by households on an average weekday within the urban study area. Data collected from the survey will serve as input to local and/or regional travel demand models that forecast future traffic levels and patterns on the area roads and highways. The survey data, along with the model, assists MPOs and MPO-member entities in transportation planning and development of local and regional transportation improvement programs.

### *Data Collected*

The survey collects data and information about the household, its members, and characteristics. Data is collected on individuals in the household such as age, gender, employment, student status, etc. Data is also collected on the number and types of vehicles available to household members for travel. Over a 24 hour period, data is collected on the trips and activities in which each member of the household participates. This data is used to develop trip production rates that are put into the travel demand model.

### *Participants in the Survey*

Households are randomly selected and sent a pre-notification letter about the voluntary survey. The household is then contacted by phone and asked to participate in the survey. Participation is strictly voluntary.

### *How Surveys are Conducted*

Households that agree to participate in the survey are sent a survey packet containing travel and activity diaries for each member in the household. They are asked to complete a diary that details their travel and activities over a selected 24 hour period. Following the household's travel day, they are contacted and the travel and activity data are retrieved over the phone.

### *When Surveys are Conducted*

Households are surveyed to collect travel and activity data on an average weekday during the time of year public schools are in session.

### *Development and Administration of the Statewide Long-Range Transportation Plan (SLRTP)*

Demographic and socioeconomic data is collected statewide for the development of the SLRTP. Section 135 of Title 23 of the U.S. Code, 23 CFR 450.216, and 43 TAC 16.54 define the basic federal and state regulatory framework for the development of the SLRTP, as noted in 23 CFR 450.216(a), the state must develop a plan with:

“...a minimum 20-year forecast period at the time of adoption, that provides for the development and implementation of the multi-modal transportation system for the State. The long-range statewide transportation plan shall consider and include, as applicable, elements and connections between public transportation, nonmotorized modes, rail, commercial motor vehicle, waterway, and aviation facilities, particularly with respect to intercity travel.”

The SLRTP must also:

- Include capital, operations and management strategies, investments, procedures, and other measures to ensure the preservation and most efficient use of the existing transportation system;
- Reference other transportation plans, programs, studies and policies that were relevant to the development of the SLRTP;
- Include safety and security elements;
- Be developed in cooperation and consultation with Metropolitan Planning Organizations (MPOs) and nonmetropolitan officials responsible for transportation, and State, Tribal, and local agencies responsible for land use;
- Include a discussion of potential environmental mitigation activities; and
- Have been made available for public review to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties with a reasonable opportunity to comment on the SLRTP. (23 CFR 450.216)

### *Demographic and Socioeconomic Data*

Demographic and socioeconomic data is collected statewide to better assess the multi-modal demands and needs of the users of the transportation system in Texas. Effectively meeting the transportation needs of the state requires consideration of changes in population, employment,

and economic trends. Demographic and socioeconomic data from the following sources were used in the development of the SLRTP and identification of transportation needs:

- U.S. Bureau of the Census
- Texas State Data Center
- Texas Comptroller of Public Accounts
- American Community Survey (annual sample of U.S. households)
- HIS Global Insight

The latest SLRTP for Texas, known as the Texas Transportation Plan 2040 (TTP 2040), was adopted by the TTC on February 26, 2015, to serve as TxDOT's long-range, performance-based transportation plan. The TTP addresses the statewide planning requirements under the current federal surface transportation act, the FAST Act, which replaced the previously authorized Moving Ahead for Progress in the 21st Century Act (MAP-21), and Title 43, Texas Administrative Code, Chapter 16.

The TTP 2040 guides planning and programming decisions for the development, management, and operation of the statewide, multimodal transportation system in Texas over the next 25 years. The 2040 includes:

- An infrastructure inventory, such as highways and bridges, and their usage;
- A future infrastructure inventory and service needs;
- A future funding projection;
- A funding sources description and an analysis of alternative and innovative sources to address funding shortfalls; and
- Performance goals, measures, and targets.

The TTP 2040 was developed through a collaborative process of MPOs and communities, as well as city, county, transit, stakeholder and private company officials.

As part of the TTP 2040, TxDOT adopted the rural component of the SLRTP, now referred to as the Texas Rural Transportation Plan (TRTP). The TRTP is a detailed multi-modal assessment of rural connectivity needs and include a statewide prioritized list of highway projects up to the year 2040.

#### *Development and Administration of the Statewide Transportation Improvement Program*

MAP 21 contains several requirements related to metropolitan and statewide planning. This document incorporates metropolitan and rural area Transportation Improvement Programs (TIPs) into a 2015-2018 Statewide Transportation Improvement Program (STIP) as required under Title 23, US Code, Section 135 - Statewide and Nonmetropolitan Transportation Planning.

The STIP is TxDOT's four-year capital improvement program that lists the projects that are to be completed to meet the goals of the SLRTP.

## **Chapter 12: Program Administration**

### *Section 5311 Rural Public Transportation*

TxDOT follows a formula in the Texas Administrative Code, as approved by the TTC (43 TAC 31.36)(g)(2). The allocation to rural transit districts follows set-asides for intercity bus service, and state administration. If a portion of a rural transit service area is declared an urbanized area, or the service area is otherwise altered, TxDOT and the rural transit district negotiate an adjustment of funds as appropriate.

43 TAC 31.36(g) states that TxDOT ensure the fair and equitable distribution of funds within the state, funds are subtracted for state administrative expenses the TxDOT allocates Section 5311 funds to local subrecipients in the following manner and order.

### *Intercity Bus Allocation*

Unless the chief executive officer of the state or the executive officer's authorized designee certifies to the Secretary of the U.S. DOT that the intercity bus service needs of the state are being adequately met, TxDOT will allocate not less than 15 percent of the annual Section 5311 federal apportionment for the development and support of intercity bus transportation facilities and services providing access and connections to rural areas. If it is determined that all or a portion of the set-aside monies is not required for intercity bus service, those funds will be applied to the formula apportionment process. Procedures for determining if a certification of adequacy is warranted are as follows:

- (A) The department will review all data on intercity bus service availability, including outstanding requests from intercity operators and rural transit districts, and levels of service.
- (B) The department will consult with affected intercity bus service providers and rural transit districts.
- (C) The department will consult with other state agencies that have jurisdiction with respect to intercity bus regulation and seek their recommendations as to the adequacy of current service.
- (D) Based on the findings of subparagraphs (A), (B), and (C) of this paragraph, the commission, the chief executive officer of the state or the executive officer's authorized designee may certify to the adequacy of intercity bus service.

### *Need and Performance Allocation*

Excluding the amounts allocated as described in the previous paragraph for Intercity Bus Allocation, the balance of the annual Section 5311 federal apportionment, plus the remaining balance of previous Section 5311 federal apportionments, not to exceed \$20,104,352, will be allocated to transit providers as described below. (43 TAC 31.36(g)(2))

The need based allocation is 65 percent giving consideration to population weighted at 75 percent and on land area weighted at 25 percent by using the latest census data available from, and as defined by, the U.S. Census Bureau for each rural area relative to the sum of all rural areas. (43 TAC 31.36(g)(2)(A))

The performance based allocation is 35 percent. The subrecipient is eligible for funding under this subparagraph if it is in good standing with the department and little or no deficiencies and no unresolved findings of noncompliance. The commission will award the funding by giving equal consideration to local funds per operating expense, ridership per vehicle revenue mile, and vehicle revenue miles per operating expense. These criteria may be calculated using the subrecipient's annual audit for the previously completed fiscal year, data from other sources, or from the department's records. (43 TAC 31.36(g)(2)(B))

#### *Funding Stability*

Subject to the available apportionment, no award to a transit district under this paragraph will be less than 90 percent of the award to that transit district for the previous fiscal year. All allocations are subject to revision to comply with this standard.

If a rural transit district experiences a negative impact in its performance factor calculations due to the acquisition or loss of service area, a natural disaster, such as wind, fire, flood, or unforeseen anomaly, the department may mitigate that impact with an alternate calculation addressing the specific situation. This calculation may be repeated in subsequent years at the discretion of the department. (43 TAC 31.36(g)(2)(C))

#### *Discretionary Allocation*

If the amount of the Section 5311 federal apportionments exceeds the maximum amount that may be allocated under paragraph (2) above, a part of that excess, not to exceed 10 percent of the amount computed by subtracting from the annual Section 5311 federal apportionment, the funds for state administrative expenses and funds allocated for intercity bus transportation will be available to the commission for award at any time during the fiscal year on a pro rata basis, competitively, a combination of both pro rata and competitive, or as a one-time award to address changes in transit district boundaries. Consideration for the award of these additional funds may include, but is not limited to, coordination and technical support activities, compensation for unforeseen funding anomalies, assistance with eliminating waste and ensuring efficiency, maximum coverage in the provision of public transportation services, adjustment for reductions in purchasing power, furtherance of the department's goals, and reductions in air pollution. An award under this subparagraph will not be considered for the purpose of applying the funding stability allocation process under paragraph (2)(C) above in succeeding fiscal years. (43 TAC 31.36(g)(3))

### *Total Vehicle Mile Allocation*

Any amount of the annual Section 5311 federal apportionment that is not otherwise allocated under this subsection will be allocated to rural transit areas, with the amount allocated to a rural area based on the proportion of total vehicle miles for that rural area to the total of total vehicle miles for all rural areas.(43 TAC 31.36(g)(4))

### *Adjustments to Allocation*

If part of a transit district's service area is changed due to declaration by the U.S. Census Bureau or the service area is otherwise altered, the department and that subrecipient shall negotiate an appropriate adjustment in the funding year or any subsequent year, as appropriate.

If a previously designated urbanized area is declared rural by the United States Census Bureau, a public transportation subrecipient serving that area must apply for funds in accordance with paragraph (6) of this subsection. (43 TAC 31.36(g)(5))

### *Application and Contract*

Prior to receiving funds a subrecipient must complete and comply with all application requirements, rules, and regulations applicable to the Section 5311 program. A completed application must be submitted, in a form prescribed by the department, and document the need and demand for general public passenger transportation services. A contract shall be for no less than 12 months unless authorized by the department. (43 TAC 31.36(g)(6))

### *Section 5310 Seniors and Persons with Disabilities*

After the state administrative expenses are set aside, funds will be allocated on a formula basis as follows, in accordance with 43 TAC 31.31(g):

- For urbanized areas with a population less than 200,000, 25 percent of the available funds will be allocated equally, using department district boundaries of the districts that include such an area. To allocate the remaining 75 percent, the department will:
- Calculate the population of seniors and individuals with disabilities in each of those urbanized areas using the latest census figures available from the U.S. Census Bureau; and
- Divide each urbanized area's population of seniors and individuals with disabilities by the state's total population for urbanized areas with less than 200,000 in population to determine that urbanized area's formula allocation.

For rural areas, 25 percent of the available funds will be allocated equally, using department district boundaries of the districts that include such an area. To allocate the remaining 75 percent, the department will:

- Calculate the population of seniors and individuals with disabilities in each department district using the latest census figures for counties available from the United States Census Bureau; and
- Divide each department district's subtotal of the population of seniors and individuals with disabilities by the state total of that population in rural areas to determine the district's formula allocation.

For urbanized areas with 200,000 population or more for which the department is the designated recipient, funds will be allocated to the respective urbanized area based on the federal apportionment as published in the Federal Register.

#### *Residual Funds*

For urbanized areas with populations of less than 200,000 and rural areas and with completion of the project selection, if any portion of the allocation is not needed, the commission or the executive director may distribute the balances, as appropriate, to satisfy unmet needs in other areas of the state. This action may require the department to transfer funds, at the state level, between urbanized and rural areas to fully obligate the state's apportionment.

#### *Urbanized Areas with Populations of 200,000 or More*

On completion of the project selection procedures, any unallocated funds for urbanized areas with populations of 200,000 or more will remain in that urbanized area until allocated at a future date.

#### *Section 5304 State Planning and Research Program*

The Department has a multi-year funding strategy that includes periodic project calls for those seeking planning financial assistance from the Section 5304 program. These funds may be used to assist small urban and rural transit agencies and regional transportation planning agencies to develop projects and strategies to support the coordination of public, private, specialized, and human service transportation services in order to further meet the transportation needs of local residents using current program resources. Funds may also be used to support operational effectiveness and efficiency studies or training and educational programs.

#### *Section 5339 Bus & Bus Facilities Infrastructure Investment Program (49 U.S.C.*

#### *Section 5339 / FAST Act Section 3017)*

Eligible recipients that receive grant funding under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are local governmental public transportation agencies.

There are two formula components to this program:

- A statewide rural public transportation component which will be administered by TxDOT, including both the determination of the amounts of sub-awards (including Transportation

Development Credits (TDCs) to rural public transportation providers and the management of the grant and project grant agreements.

- A small urban component of local governmental entities (typically municipalities) that are members of the “Governor’s Apportionment” group of small urban transit agencies. TxDOT determines the amounts of awards to these small urban agencies, and makes TDCs available as needed, but the FTA manages the grant and the grant agreements with this group of small urban transit agencies.

The allocation amounts are based on total mileage as reported by transit agencies through the department’s PTN-128, Texas Transit Operational Report process.

There are also various discretionary pieces of the Section 5339 through which the FTA may provide awards to recipients on a competitive basis to achieve a range of program goals.

## Chapter 13: Demographic Profile of the State of Texas

Texas is the second most populated state in the nation with approximately 26.5 million people, according to the 2011-2015 American Community Survey courtesy of the Census Bureau.

Participants in the Census identified themselves according to the following, by race and/or ethnicity:

Race alone in combination with one or more other Races:

- White – 75%
  - Hispanic or Latin – 39%
- Black only: 12%
- Asian only: 4%
- Other: 5%

|   |                   |                           |
|---|-------------------|---------------------------|
| <b>Total Population Estimate (2015)</b>                           | <b>26,538,614</b> |                           |
| <b>One Race - Total</b>   | <b>26,538,614</b> | <b>% Texas Population</b> |
| White   | 19,874,610        | 74.89%                    |
| Black or African-American   | 3,152,917         | 11.88%                    |
| American Indian and Alaska Native                                 | 126,493           | 0.48%                     |
| Asian   | 1,124,011         | 4.24%                     |
| Native Hawaiian and Other Pacific Islander                        | 21,655            | 0.08%                     |
| Some Other Race   | 1,585,866         | 5.98%                     |
| Two or More Races   | 653,062           | 2.46%                     |
|   |                   | <b>% Texas Population</b> |
| <b>(1) Not Hispanic or Latino - Total</b>                         | <b>16,342,247</b> | <b>61.58%</b>             |
| White   | 11,635,757        | 43.84%                    |
| Black or African-American   | 3,070,821         | 11.57%                    |
| American Indian and Alaska Native                                 | 65,378            | 0.25%                     |
| Asian   | 1,110,772         | 4.19%                     |
| Native Hawaiian and Other Pacific Islander                        | 18,751            | 0.07%                     |
| Some Other Race   | 33,723            | 0.13%                     |
| Two or More Races   | 407,045           | 1.53%                     |
| <b>(2) Ethnicity - Hispanic or Latino - Total (2)</b>             | <b>10,196,367</b> | <b>38.42%</b>             |
| <b>TOTAL (1 and 2) -</b>  | <b>26,538,614</b> |                           |
| <b>SOURCE:</b>  |                   |                           |
| ACS DEMOGRAPHIC AND HOUSING ESTIMATES - DP05                      |                   |                           |
| 2011-2015 American Community Survey 5-Year Estimates (10-18-2017) |                   |                           |

Maps provided in the Appendices provide illustrations on demographic information for the following programs:

- Appendix K: Section 5311
- Appendix M: 5304 Planning Agencies by Minority Percentages
- Appendix P: Urbanized Areas by Minority Percentages

- Appendix Q: TXDOT Districts by Minority Percentages

## **Chapter 14: Distribution of Funds for Public Transportation Purposes and Impacts**

In Fiscal Year 2015, PTN allocated federal and state public transportation operating and capital financial assistance to approximately 38 rural public and 52 specialized and human services transit systems serving nearly 6 million people, or about 25% of population of Texas. Funds specifically for capital investment were provided to 57 small urban and rural agencies. Additionally, 21 agencies received planning assistance for rural public transportation planning.

In Fiscal Year 2016, PTN allocated federal and state public transportation operating and capital financial assistance to approximately 37 rural public and 43 specialized and human services transit systems serving nearly 6 million people, or about 25% of population of Texas. Funds specifically for capital investment were provided to 55 small urban and rural agencies. Additionally, 12 agencies received planning assistance for rural public transportation planning.

In Fiscal Year 2017, PTN allocated federal and state public transportation operating and capital financial assistance to approximately 37 rural public and 52 specialized and human services transit systems serving nearly 6 million people, or about 25% of population of Texas. In addition, 2 agencies were awarded funding for a capital investment and 3 agencies received planning assistance for rural public transportation planning.

The distribution of public transportation financial assistance by PTN in Fiscal Years 2015, 2016, and 2017 for both minority and non-minority populations is provided in the table below. Based on transit providers' varying sizes in populations and service areas for each source of funds, the analyses of distribution and impacts are performed on a per capita basis, comparing minority to non-minority populations. Minority populations were determined to include persons who responded to the 2010 Census as being all race categories other than white and as being Hispanic or Latino. The analyses were performed for financial assistance to agencies with specific service areas for which population data could be assigned. The detailed data analyses are included in Appendix Y.

*Fiscal Year 2015: Summary of Analyses*

Based on the analyses for Fiscal Year 2015, PTN determines that there appear to be no discriminatory impacts from the distribution of funds.

| Program      | Total \$            | Total Average Per Capita | Per Capita Avg. Nonminority | Per Capita Avg. Minority | Minority as % of Nonminority |
|--------------|---------------------|--------------------------|-----------------------------|--------------------------|------------------------------|
| Section 5304 | \$1,825,825         | \$.24                    | \$.13                       | \$.11                    | 84.64%                       |
| Section 5310 | \$6,903,200         | \$.86                    | \$.49                       | \$.37                    | 75.51%                       |
| Section 5311 | \$20,388,475        | \$3.74                   | \$1.78                      | \$1.97                   | 110.67%                      |
| Section 5339 | \$4,955,271         | \$0.69                   | \$0.38                      | \$0.31                   | 81.58%                       |
| <b>Total</b> | <b>\$34,072,771</b> | <b>\$2.44</b>            | <b>\$1.19</b>               | <b>\$1.28</b>            | <b>107%</b>                  |

*(Sources: 2010 Census; Texas Transportation Commission Minute Orders for Public Transportation Funds, FY 2015)*

*Fiscal Year 2016 Summary of Analyses*

Based on the analyses for Fiscal Year 2016, PTN determines there appear to be no discriminatory impacts from the distribution of funds.

| Program      | Total \$            | Total Average Per Capita | Per Capita Avg. Nonminority | Per Capita Avg. Minority | Minority as % of Nonminority |
|--------------|---------------------|--------------------------|-----------------------------|--------------------------|------------------------------|
| Section 5304 | \$1,765,936         | \$.88                    | \$.38                       | \$.50                    | 131.58%                      |
| Section 5310 | \$7,356,601         | \$1.17                   | \$.60                       | \$.58                    | 96.67%                       |
| Section 5311 | \$62,079,498        | \$10.08                  | \$4.62                      | \$5.46                   | 118.18%                      |
| Section 5339 | \$4,893,315         | \$.75                    | \$.40                       | \$.35                    | 87.50%                       |
| <b>Total</b> | <b>\$76,095,350</b> | <b>\$8.36</b>            | <b>\$3.84</b>               | <b>\$4.53</b>            | <b>118%</b>                  |

*(Sources: 2010 Census; Texas Transportation Commission Minute Orders for Public Transportation Funds, FY 2016)*

*Fiscal Year 2017: Summary of Analyses*

Based on the analyses for Fiscal Year 2017, PTN determines there appear to be no discriminatory impacts from the distribution of funds.

| Program      | Total \$            | Total Average Per Capita | Per Capita Avg. Nonminority | Per Capita Avg. Minority | Minority as % of Nonminority |
|--------------|---------------------|--------------------------|-----------------------------|--------------------------|------------------------------|
| Section 5304 | \$366,250           | \$.26                    | \$.16                       | \$.10                    | 62.50%                       |
| Section 5309 | \$38,871            | \$1.03                   | \$.69                       | \$.34                    | 49.28%                       |
| Section 5310 | \$6,251,032         | \$1.19                   | \$.70                       | \$.49                    | 70.00%                       |
| Section 5311 | \$32,856,830        | \$8.18                   | \$3.91                      | \$4.27                   | 109.21%                      |
| Section 5339 | \$271,897           | \$1.23                   | \$1.03                      | \$.20                    | 19.87%                       |
| <b>Total</b> | <b>\$39,784,880</b> | <b>\$6.95</b>            | <b>\$3.34</b>               | <b>\$3.60</b>            | <b>108%</b>                  |

*(Sources: 2010 Census; Texas Transportation Commission Minute Orders for Public Transportation Funds, FY 2017)*

For Fiscal Year 2015, 2016, and 2017, PTN determines no discriminatory impacts from the distribution of Section 5304, 5309, 5310, 5311, and 5339 funds. (Note: some anomalies appear in fiscal year 2017 due to unique competitive project calls and de-obligation/re-obligation of funds in the Section 5304, 5309, and 5339 programs.)

Appendix A: Approval by Executive Director, Texas Department of Transportation

In accordance with the Federal Transit Administration Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (October 1, 2012), I approve the Texas Department of Transportation's Public Transportation Division Title VI Program for Federal Transit Administration Recipients, 2018 - 2021.



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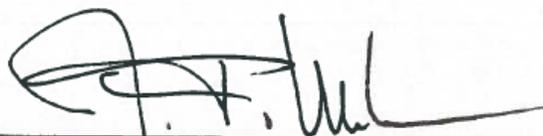
James M. Bass,  
Executive Director  
Texas Department of Transportation

**Appendix A: Document acknowledging and approval of PTN Title VI Program**

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**Appendix A: Approval by Executive Director, Texas Department of Transportation**

In accordance with the Federal Transit Administration Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (October 1, 2012), I approve the Texas Department of Transportation's Public Transportation Division Title VI Program for Federal Transit Administration Recipients, 2015-2018.



LtGen J. F. Weber, USMC (Ret), Executive Director  
Texas Department of Transportation

## Appendix A: Document acknowledging and approval of PTN Title VI Program

### Title VI and Related Statutes Nondiscrimination Statement

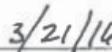
Texas Department of Transportation, as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion (where the primary objective of the financial assistance is to provide employment per 42 U.S.C. § 2000d-3), 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 Department programs or activities.



James M. Bass

Executive Director

Texas Department of Transportation



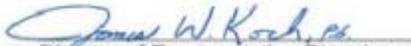
Date

## Appendix B: TxDOT 2015-2018 Statewide Transportation Improvement Program (STIP) Self-Certification of Compliance

### TEXAS DEPARTMENT OF TRANSPORTATION SELF-CERTIFICATION

In accordance with 23 CFR Part 450.218 and 450.334, the Texas Department of Transportation, hereby certify that the transportation planning process is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Director of Transportation Planning and Programming Division  
Texas Department of Transportation

7/9/14  
Date

## Appendix B.1: FTA and FHWA Joint Approval of FY 2015–2018 STIP



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION    FEDERAL HIGHWAY ADMINISTRATION  
819 TAYLOR STREET, ROOM 8A36    300 E. 8TH STREET, ROOM 826  
FORT WORTH, TEXAS 76102-9003    AUSTIN, TEXAS 78701

December 2, 2014

Refer to: HPP-TX

Joint Approval of FY 2015-2018 Statewide  
Transportation Improvement Program (STIP)

Lt.Gen Joe Weber (Ret)  
Executive Director  
Texas Department of Transportation  
125 E. 11<sup>th</sup> Street  
Austin, Texas 78701

Attention: Marc Williams

Dear General Weber:

We have reviewed the FY 2015-2018 Statewide Transportation Improvement Program (STIP) received on October 16, 2014. In accordance with 23 CFR 450.216 (b), the FY 2015-2018 STIP includes the Transportation Improvement Programs (TIP) for each of Texas' Metropolitan Planning Organizations (MPO) directly.

Based upon our review, we jointly find that the State of Texas and its twenty-five MPOs have generally complied with the joint statewide and metropolitan planning regulations issued by FTA and FHWA pursuant to Title 23 United States Code (USC) Sections 134 and 135, and the Federal Transit Act under Title 49 USC, as certified within the STIP documentation. Accordingly, the FY 2015-2018 STIP is hereby approved subject to the enclosed general and project specific comments generated upon review of the subject document.

Additionally, portions of the STIP corresponding to the Dallas-Fort Worth, El Paso and Houston-Galveston non-attainment and maintenance areas, have been reviewed for consistency with their currently conforming Transportation Plans. Based upon this review we hereby find that the TIPs for these areas conform, except as otherwise noted in the

We look forward to continuing to work with TxDOT and Texas' MPOs on the successful implementation of the electronic STIP. Please contact Ms. Lynn Hayes, FTA at (817) 978-0565, or Ms. Genevieve Bales, FHWA at (512) 536-5941 should you have any questions concerning this action.

Sincerely yours,

  
Donald R. Koski, Director  
Planning and Program Development  
Federal Transit Administration  
Region VI

  
Michael V. Leary, Director  
Planning and Program Development  
Federal Highway Administration  
Texas Division

Enclosure

cc:  
Lynn Hayes, FTA, Region VI  
Lori Morel, TxDOT TPP  
Kelly Kirkland, TxDOT PTN  
FHWA-HA-TX, HB-TX, HAM-TX, HPP-TX

## Appendix C: PTN Title VI Notice to the Public

Texas Department of Transportation  
Public Transportation Division

### Title VI Notice to the Public

The Texas Department of Transportation's Public Transportation Division (TxDOT-PTN) operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Texas Department of Transportation.

For more information on TxDOT's civil rights program, and the procedures to file a transit-related complaint, you may contact:

- TxDOT Civil Rights Division at 512-416-4700; Fax 512-486-5539.
- TxDOT Public Transportation Division at 512-486-5977, Fax 512-486-5968
- For more information, <https://www.txdot.gov/inside-txdot/division/civil-rights.html> or <https://www.txdot.gov/inside-txdot/division/public-transportation.html>.

A complainant may file a transit-related complaint directly with:

- The Federal Transit Administration, Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5<sup>th</sup> Floor-TCR, 1200 New Jersey Avenue, S.E., Washington, DC 20590; or,
- The Texas Department of Transportation, Civil Rights Division, 125 East 11<sup>th</sup> Street, Austin, TX 78701; or,
- Using the online form at:  
<http://www.txdot.gov/txdotforms/GetForm?formName=/2193.pdf&applD=/CIV&status=/reportError.jsp&configFile=WFServletConfig.xml> ; or,
- The Texas Department of Transportation, Public Transportation Division, Attention: Title VI, 125 East 11<sup>th</sup> Street, Austin, TX 78701.

Para presentar una demanda Titulo VI, puede obtener las formas necesarias en el Internet en la siguiente dirección:

<http://www.txdot.gov/txdotforms/GetForm?formName=/2193s.pdf&applD=/CIV&status=/reportError.jsp&configFile=WFServletConfig.xml>

O se puede comunicar a la Oficina de Derechos Civiles al número que se menciona a continuación. Enviela forma de Demanda Titulo VI y la forma de Consentimiento a Texas Department of Transportation, Civil Rights Division, 125 East 11<sup>th</sup> Street, Austin, TX 78701; Teléfono 512-416-4700; Fax 512-486-5539

## Appendix D: TxDOT Civil Rights Division, Title VI web page



### Title VI

Title VI is a federal law that protects individuals or groups, regardless of citizenship, from discrimination on the basis of race, color, national origin, sex, age and disability.

#### TxDOT's Title VI/Nondiscrimination Plan

TxDOT's [Title VI/Nondiscrimination Plan](#) clarifies the department's roles, responsibilities, and procedures to ensure compliance with Title VI.

- [Title VI Nondiscrimination Agreement](#)
- [Title VI Land Related Statutes Nondiscrimination Statement](#)
- [Título VI y e Estatutos Relacionados Declaración de No Discriminación](#)
- [Title VI Nondiscrimination Assurances](#)

#### Discrimination Prohibited under TxDOT's Title VI/Nondiscrimination Program

Discrimination is an action or inaction, intentional or not, through which any beneficiary, solely because of race, religion, color, national origin, sex, age, or disability has been otherwise subjected to unequal treatment or impacts.

Examples of prohibited behavior include:

- Denying program services, financial aid, or other benefits;
- Providing different services, financial aid, or other benefits, or providing them in a manner different from that provided to others;
- Segregating or treating individuals or groups differently in any matter related to the receipt of any service, financial aid, or other benefits;
- Denying an individual or group the opportunity to participate as a member of a planning, advisory, or similar body;
- Any other method or criteria of administering a program that has the effect of treating or affecting individuals or groups in a discriminatory manner;
- Intimidating, threatening, coercing, or discriminating against any individual for the purpose of interfering with any right or privilege secured by Title VI, or because the individual has made a complaint, testified, assisted, or participated in any manner in an investigation, proceeding, or hearing.

#### Title VI Complaints

Any person who believes that he or she, individually, or as a member of any specific class has been subject to discrimination may file a complaint. A complaint may also be filed by a representative on behalf of such a person or group.

Title VI complaints must be filed within 180 days of the date of the alleged act of discrimination. Complaints must include the facts and circumstances surrounding the alleged discrimination. Complaints can be submitted to TxDOT by completing the External Discrimination Complaint form. Please note all complaints must include a signature.

Upon receipt, TxDOT will determine which agency has jurisdiction to handle the complaint. If TxDOT does not have jurisdiction, the complaint will be forwarded to the appropriate agency for investigation. The allegations will be investigated and an attempt will be made to resolve any violations, if found.

- [External Discrimination Complaint Form](#)
- [Formulario de Denuncia de Discriminación Externa](#)
- [Title VI Poster](#)

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- [External Discrimination Complaint Form](#)
- [Formulario de Denuncia de Discriminación Externa](#)
- [Title VI Poster](#)



# Title VI

## Protecting your civil rights is good business

It is our policy to ensure that no person in the United States of America shall on the grounds of race, color, national origin, sex, age or disability be excluded from the participation in, be denied the benefits of, or otherwise be subjected to discrimination under any of our programs and activities.

The Texas Department of Transportation (TxDOT) hereby gives public notice that it is the policy of the Department to assure full compliance with Title VI of the Civil Rights Acts of 1964, the Civil Rights Restoration Act of 1987 and related statutes and regulations in all programs and activities.

Any person who believes they have been subjected to unlawful discriminatory practices under Title VI has the right to file a formal complaint. Any such complaint must be filed in writing or in person with the Texas Department of Transportation, Civil Rights Division, 125 East 11th Street, Austin, Texas 78701-2483 within 180 days following the date of the alleged discriminatory action.



[www.txdot.gov](http://www.txdot.gov)

## Appendix F: TxDOT and Related Statues Nondiscrimination Statement

### Title VI and Related Statues Nondiscrimination Statement

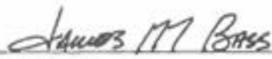
Texas Department of Transportation, as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion (where the primary objective of the financial assistance is to provide employment per 42 U.S.C. § 2000d-3), 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 Department programs or activities.

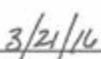
  
\_\_\_\_\_  
James M. Bass  
Executive Director  
Texas Department of Transportation

  
\_\_\_\_\_  
Date

### Titulo VI y Estatutos Relacionados Declaracion de No Discriminacion

Departamento de Transporte de Texas, como recipiente de Asistencia Financiera Federal y segun el Acta de Derechos Civiles Titulo VI del 1964 Y estatutos relacionados, asegura que ninguna persona sera excluida a causa de raza, religion (donde el objetivo principal es asistencia financiera para proveer empleo segun 42 U.S.C. § 2000d-3), color, origen nacional, sexo, edad o incapacidad de participacion en, o negados los beneficios de, o de otra manera sea sujeto a discriminacion en cualquiera de los programas o actividades del Departamento.

  
\_\_\_\_\_  
James M. Bass  
Director Ejecutivo  
Departamento de Transporte de Texas

  
\_\_\_\_\_  
Date

# Appendix G: Title VI Complaint Form

|   |  |   |
|---|--|---|
|  | External Discrimination Complaint Form | Form 2193<br>(Rev. 4/17)<br>Page 1 of 2 |
|---|--|---|

Mail the signed form to Texas Department of Transportation, Civil Rights Division,  
125 East 11th Street, Austin, Texas 78701 or fax to 512/486-5539.

|  |                                 |  |  |
|--|---------------------------------|--|--|
| Last Name  |                                 | First Name   |  |
| Mailing Address  |                                 | City   | State <input type="text" value=""/>  |
| Telephone  | Alternate Telephone             | Zip  |  |
| E-mail Address   |                                 |  |  |
| Please indicate the basis of your complaint:   |                                 |  |  |
| <input type="checkbox"/> Race  | <input type="checkbox"/> Age    | <input type="checkbox"/> National Origin   | <input type="checkbox"/>   |
| <input type="checkbox"/> Color   | <input type="checkbox"/> Gender | <input type="checkbox"/> Disability  | <input type="checkbox"/>   |
| Date and place of alleged discriminatory action(s). Please include the earliest date of discrimination and the most recent date of discrimination.   |                                 |  |  |
| How were you discriminated against? Describe the nature of the action, decision, or conditions of the alleged discrimination. Explain as clearly as possible what happened and why you believe your protected status (basis) was a factor in the discrimination. Include how other persons were treated differently from you. (Attach additional pages, if necessary).   |                                 |  |  |
|  |                                 |  |  |
| If applicable, please provide a description and the exact location of the non-accessible feature.  |                                 | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> (Street Name) <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |  |
| Please provide comments, suggestions, or other information that may assist us in providing a better service to you.  |                                 | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> (Street Name)   |  |
|  |                                 | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>  | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> |
| The law prohibits intimidation or retaliation against anyone because he/she has either taken action, or participated in action, to secure rights protected by these laws. If you feel that you have been retaliated against, separate from the discrimination alleged above, please explain the circumstances below. Explain what action you took which you believe was the cause for the alleged retaliation. |                                 |  |  |
|  |                                 |  |  |

Appendix G: Title VI Complaint Form (continued)

Form 2193 (Rev. 4/17)  
Page 2 of 2

|  |                      |                  |
|--|----------------------|------------------|
| Names of individuals responsible for the discriminatory action(s):   |                      |                  |
|  |                      |                  |
| Names of persons (witnesses, fellow employees, supervisors, or others) whom we may contact for additional information to support or clarify your complaint: (Attach additional pages, if necessary). |                      |                  |
|  | <b>Name</b>          | <b>Address</b>   |
| 1.   |                      | <b>Telephone</b> |
| 2.   |                      |                  |
| 3.   |                      |                  |
| 4.   |                      |                  |
| Have you filed, or intend to file, a complaint regarding the matter raised with any of the following? If yes, please provide the filing dates. Check all that apply.                                 |                      |                  |
| <input type="checkbox"/> U.S. Department of Transportation _____   |                      |                  |
| <input type="checkbox"/> Federal Highway Administration _____  |                      |                  |
| <input type="checkbox"/> Federal Transit Administration _____  |                      |                  |
| <input type="checkbox"/> Office of Federal Contract Compliance Programs _____  |                      |                  |
| <input type="checkbox"/> U.S. Equal Employment Opportunity Commission _____  |                      |                  |
| <input type="checkbox"/> U.S. Department of Justice _____  |                      |                  |
| <input type="checkbox"/> Other _____   |                      |                  |
| Have you discussed the complaint with any TxDOT representative? If yes, provide the name, position, and date of discussion.  |                      |                  |
|  |                      |                  |
| Briefly explain what remedy, or action, you are seeking for the alleged discrimination.  |                      |                  |
|  |                      |                  |
| Please provide any additional information and/or photographs, if applicable, that you believe will assist with an investigation.   |                      |                  |
|  |                      |                  |
| <b>We cannot accept an unsigned complaint. Please sign and date the complaint form below.</b>  |                      |                  |
| Complainant's Signature  |                      | Date             |
| <b>FOR OFFICE USE ONLY</b>   |                      |                  |
| Date Complaint Received: _____   | Case #: _____        |                  |
| Processed by: _____  | Date Referred: _____ |                  |
| Referred to: <input type="checkbox"/> USDOT <input type="checkbox"/> FHWA <input type="checkbox"/> FTA <input type="checkbox"/> OFCCP <input type="checkbox"/> Other _____                           |                      |                  |

Contact/Help

|   |  |   |
|---|--|---|
|  | Formulario de Denuncia de Discriminación Externa | Form 2193-S<br>(Rev. 5/17)<br>Page 1 of 2 |
|---|--|---|

Enviar forma firmada al Departamento de Transporte del Estado de Texas - Sección de Derechos Civiles,  
125 East 11th Street, Austin, Texas 78701 o por fax al 512/486-5539.

|  |                               |  |  |
|--|-------------------------------|--|--|
| Apellido   |                               | Nombre                                   |  |
| Dirección  |                               | Ciudad                                   | Estado <input style="width: 20px; border: none; border-bottom: 1px solid black; text-align: center; font-size: 0.8em; vertical-align: middle;" type="text"/> |
| Teléfono   |                               | Teléfono Alternativo                     | Código Postal  |
|  |                               | Correo Electrónico                       |  |
| Indica por favor la(s) base(s) de su queja.  |                               |  |  |
| <input type="checkbox"/> Raza  | <input type="checkbox"/> Edad | <input type="checkbox"/> Origen Nacional | <input style="width: 100%;" type="text"/>  |
| <input type="checkbox"/> Color   | <input type="checkbox"/> Sexo | <input type="checkbox"/> Discapacidad    | <input style="width: 100%;" type="text"/>  |
| Fecha y lugar de la(s) presunta(s) acción(es) discriminatoria(s). Favor de incluir la primera fecha de la presunta discriminación y la fecha más reciente de la presunta discriminación.   |                               |  |  |
|  |                               |  |  |
| ¿Cómo se discriminó contra usted? Describa la naturaleza de la acción, decisión o las circunstancias de la presunta discriminación. Explique, de la manera mas clara posible, que sucedió y porqué cree usted que su estatus protegido fue un factor en la discriminación. Incluya como otras personas fueron tratadas de distinta manera que usted. (Adjunte hojas adicionales de ser necesario).   |                               |  |  |
|  |                               |  |  |
| La ley prohíbe intimidación o represalias contra cualquier persona ya sea por tomar acción o por participar en la toma de acción para asegurar los derechos protegidos por estas leyes. Si usted siente que se han tomado represalias en su contra, aparte de la presunta discriminación mencionada anteriormente, favor de explicar las circunstancias a continuación. Explique la acción que usted tomó que cree sea la causa de la presunta represalia. |                               |  |  |
|  |                               |  |  |
| Nombre de los individuos responsables de la(s) acción(es) discriminatoria(s):  |                               |  |  |
|  |                               |  |  |

Appendix G: Title VI Complaint Form, Spanish (continued)

Form 2193-S (Rev. 5/17)  
Page 1 of 2

Nombre de personas (testigos, compañeros de trabajo, supervisores u otros) a quienes podemos contactar para obtener información adicional para respaldar o aclarar su queja: (Adjunte hojas adicionales de ser necesario).

|    | <u>Nombre</u> | <u>Dirección</u> | <u>Teléfono</u> |
|----|---------------|------------------|-----------------|
| 1. |               |                  |                 |
| 2. |               |                  |                 |
| 3. |               |                  |                 |
| 4. |               |                  |                 |

¿Alguna vez ha presentado, o tiene la intención de presentar, una queja con respecto a esta situación con cualquiera de las organizaciones que se mencionan a continuación? De ser así, favor de proporcionar las fechas en que se presentaron. Marque todas las que apliquen.

Departamento de Transporte de los EE.UU. \_\_\_\_\_

Administración Federal de Carreteras de los EE.UU. \_\_\_\_\_

Administración de Transporte Federal de los EE.UU. \_\_\_\_\_

Oficina de Programas de Cumplimiento de Contratos Federales de los EE.UU. \_\_\_\_\_

Comisión para la Igualdad de Oportunidades en el Empleo de los EE.UU. \_\_\_\_\_

Tribunal Federal o Estatal de los EE.UU. \_\_\_\_\_

Otros \_\_\_\_\_

¿Ha hablado sobre la queja con algún representante de TxDOT? De ser así, favor de proporcionar el nombre y puesto de la persona y la fecha en la que tuvo la conversación.

\_\_\_\_\_

Explique brevemente que remedio, o acción está usted buscando por la presunta discriminación.

\_\_\_\_\_

Favor de proporcionar cualquier información adicional y/o fotografías, si son pertinentes, que usted crea ayudaran el la investigación.

\_\_\_\_\_

No podemos aceptar una queja sin firma. Favor de incluir su firma y la fecha a continuación:

\_\_\_\_\_

**Firma del Demandante** **Fecha**

UNICAMENTE PARA USO OFICIAL

Fecha de Recibo de Queja: \_\_\_\_\_ No. de Caso: \_\_\_\_\_

Procesado por: \_\_\_\_\_ Fecha Remitida: \_\_\_\_\_

Remitida a:  USDOT  FHWA  FTA  OFCCP  Other \_\_\_\_\_

[Contacto/Ayuda](#)

## Appendix H: Title VI Complaint Form (online form)

[http://www.txdot.gov/contact-us/form.html?id=.](http://www.txdot.gov/contact-us/form.html?id=)



### Contact Us

Office hours for TxDOT offices are Monday-Friday, 8 a.m. to 5 p.m. Central Time (Mountain Time, El Paso District only). To contact us by phone or by mail, [click here](#).

\* Contact Reason:

How would you prefer TxDOT contact you?

E-Mail  Phone

Your contact information [\*- Required]

\* Salutation:

Title:

\* First Name:

\* Last Name:

\* E-mail Address:

\* Confirm E-mail Address:

Mailing Address:

Characters left: 50

City:

State:

Zip Code:  -

\* Phone:  -  -  Ext

Comment/Request (Limit to 350 characters) [\*- Required]

Please include any background and facts with your comments.

\*

Characters left: 350

\* Is this a complaint?  Yes  No (Read about TxDOT's [complaint process](#).)

Please be aware that all information (except your email address) that you submit on this form is subject to public disclosure under the Texas Public Information Act.

## Appendix I: Languages Spoken at Home

|  |                           |
|--|---------------------------|
| <b>Total Population Estimate (2015)***</b>   | <b>24,587,309</b>         |
| <b>Language</b>  | <b>Number of Speakers</b> |
| English  | 15,973,189                |
| Spanish  | 7,252,074                 |
| Vietnamese   | 201,627                   |
| Chinese  | 155,324                   |
| Tagalog  | 78,547                    |
| Hindi  | 67,850                    |
| French   | 67,100                    |
| Urdu   | 66,251                    |
| German   | 65,688                    |
| Arabic   | 63,643                    |
| Korean   | 56,927                    |
| Gujarati   | 30,911                    |
| Persian  | 29,092                    |
| Portuguese   | 23,479                    |
| Russian  | 22,634                    |
| Japanese   | 16,312                    |
| Italian  | 12,431                    |
| Mon-Khmer, Cambodian   | 10,692                    |
| Laotian  | 10,489                    |
| Thai   | 10,210                    |
| Polish   | 8,615                     |
| French Creole  | 7,372                     |
| Serbo-Croatian   | 7,291                     |
| Greek  | 6,400                     |
| Hebrew   | 5,966                     |
| Hungarian  | 3,308                     |
| Armenian   | 1,493                     |
| Navajo   | 1,163                     |
| Hmong  | 712                       |
| Yiddish  | 389                       |
| <b>TOTAL SPECIFIED</b>   | <b>24,257,179</b>         |
| <b>TOTAL UNSPECIFIED</b>   | <b>333,130</b>            |
| <b>SOURCE:</b><br><b>LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER</b><br>Universe: Population 5 years and over more information<br>2011-2015 American Community Survey 5-Year Estimates |                           |

## Appendix J: Literacy Data

National Center for Education Statistics

Indirect estimate of percent lacking *Basic* prose literacy skills and corresponding credible intervals : Texas 2003

| Location | FIPS code <sup>0</sup> | Population size <sup>1</sup> | Percent lacking<br><i>basic</i>       | 95% credible interval <sup>3</sup> |             |
|----------|------------------------|------------------------------|---------------------------------------|------------------------------------|-------------|
|          |                        |                              | prose literacy<br>skills <sup>2</sup> | Lower bound                        | Upper bound |
| Texas    | 48000                  | 15,936,279                   | 19                                    | 16.4                               | 22.1        |

\* The state and county Federal Information processing Standards (FIPS) codes are standardized unique state and county identifiers. The first two positions identify the state, and the last three positions identify the county. For more information, see <http://www.census.gov/geo/www/fips/fips.html>

<sup>1</sup> Estimated population size of persons 16 years and older in households in 2003.

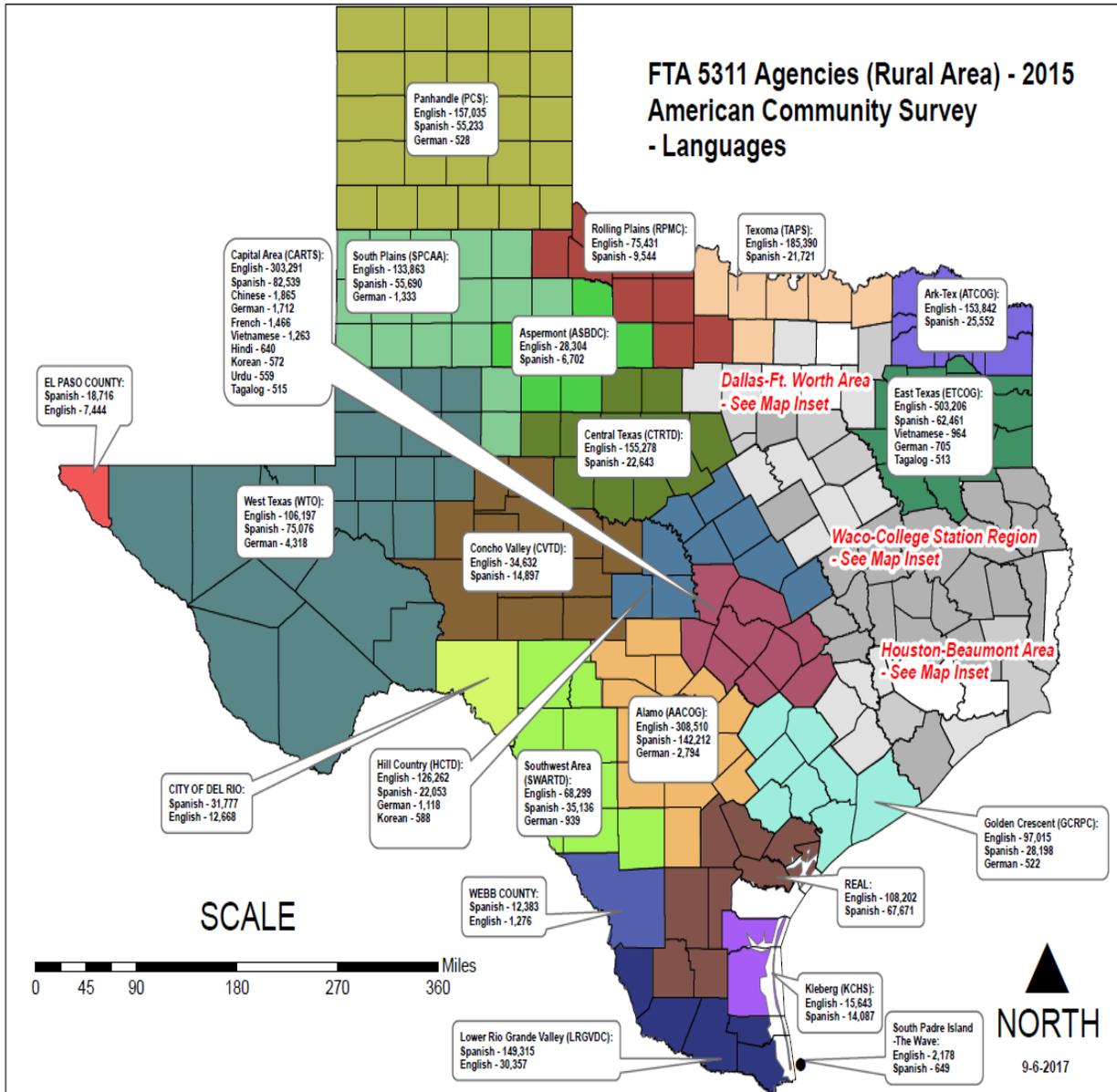
<sup>2</sup> Those lacking *Basic* prose literacy skills include those who scored *Below Basic* in prose and those who could not be tested due to language barriers.

<sup>3</sup> The estimated percent lacking *Basic* prose literacy skills has a margin of error as measured by the associated credible interval. There is a 95% chance that the value of the percent lacking *Basic* prose literacy skills is contained between the lower and upper bound.

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

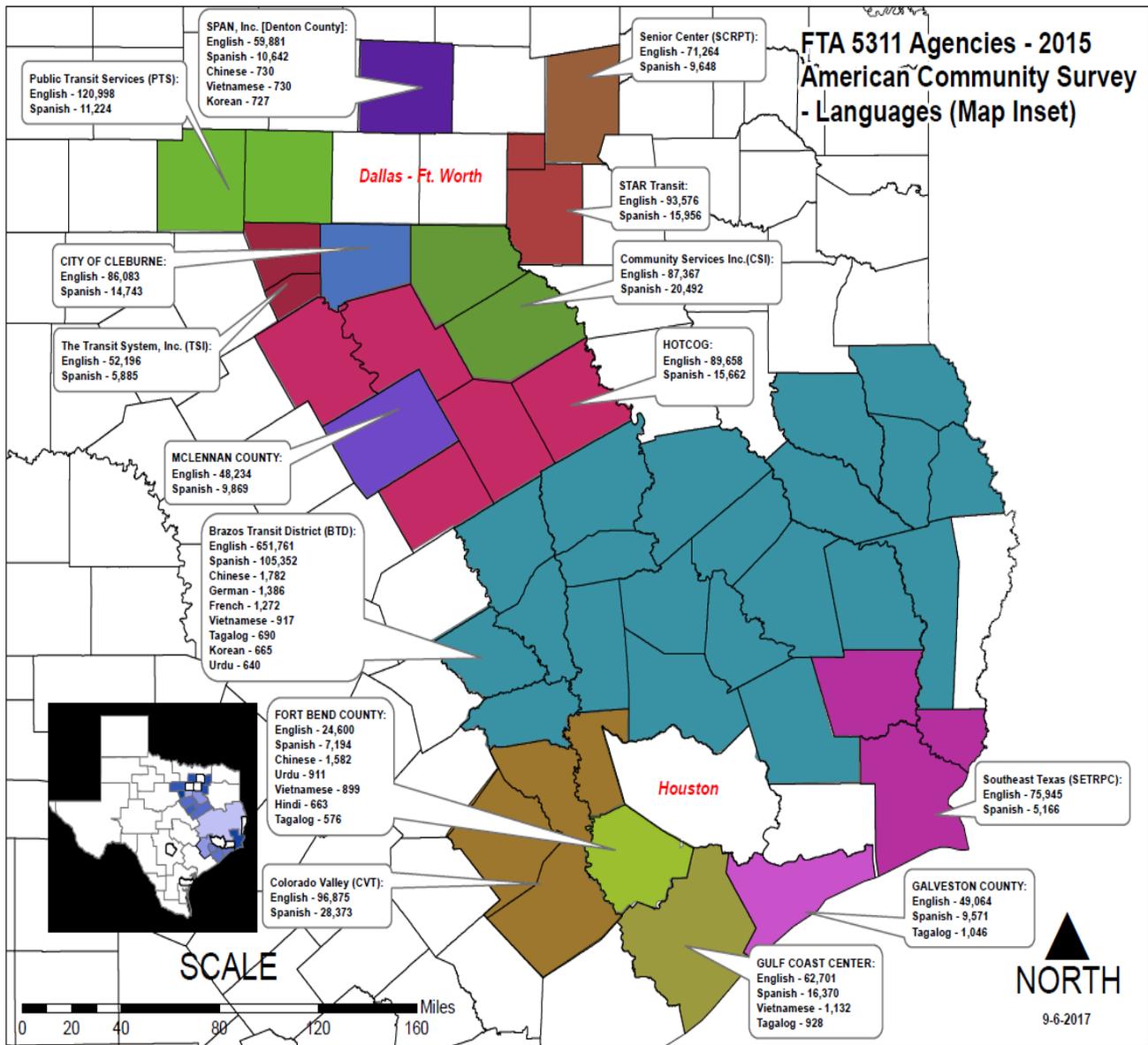
# Appendix K: PTN Demographic Maps

## FTA 5311 Agencies – 2015 American Community Survey Languages

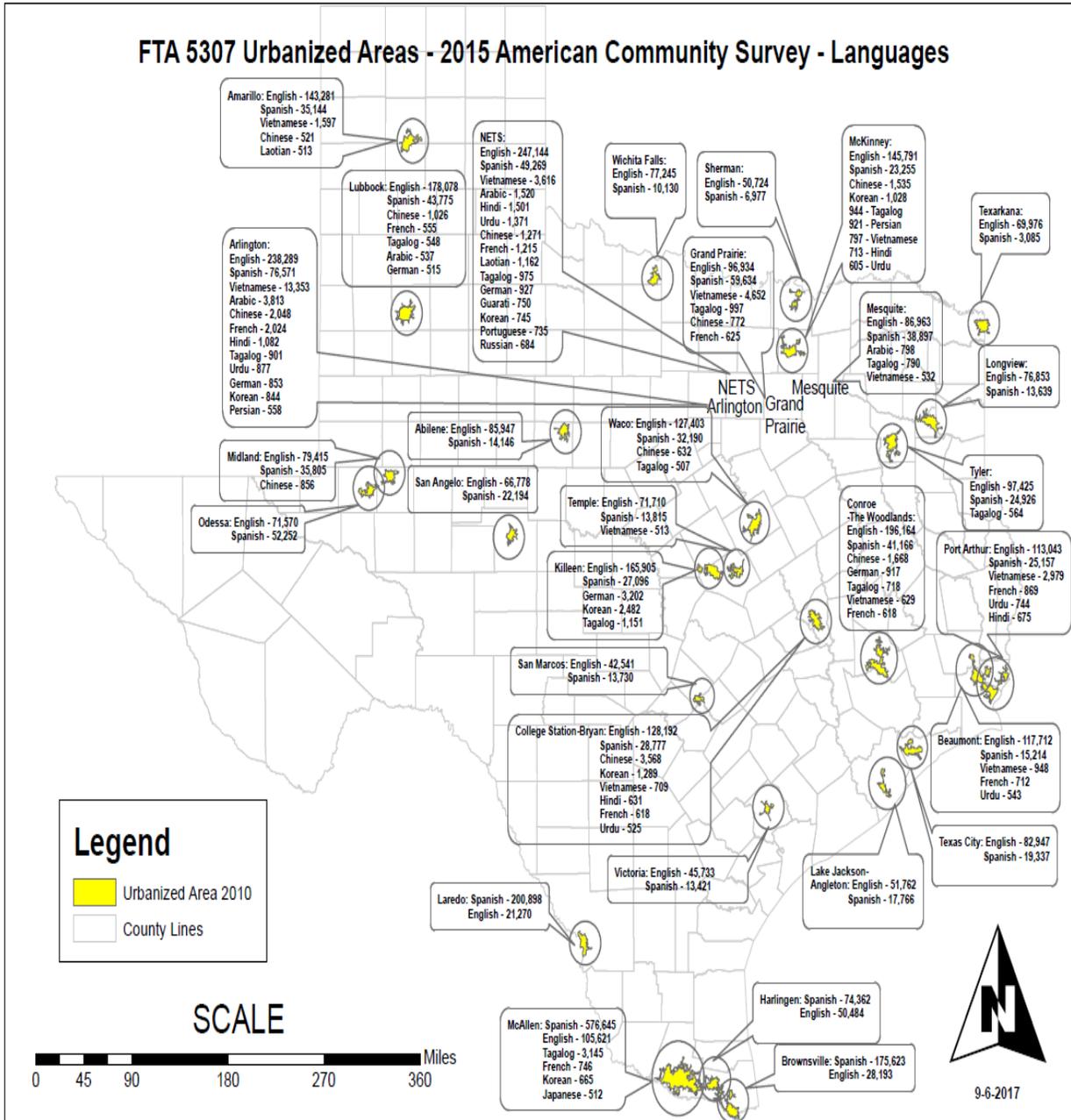


Appendix K: PTN Demographic Maps (continued)

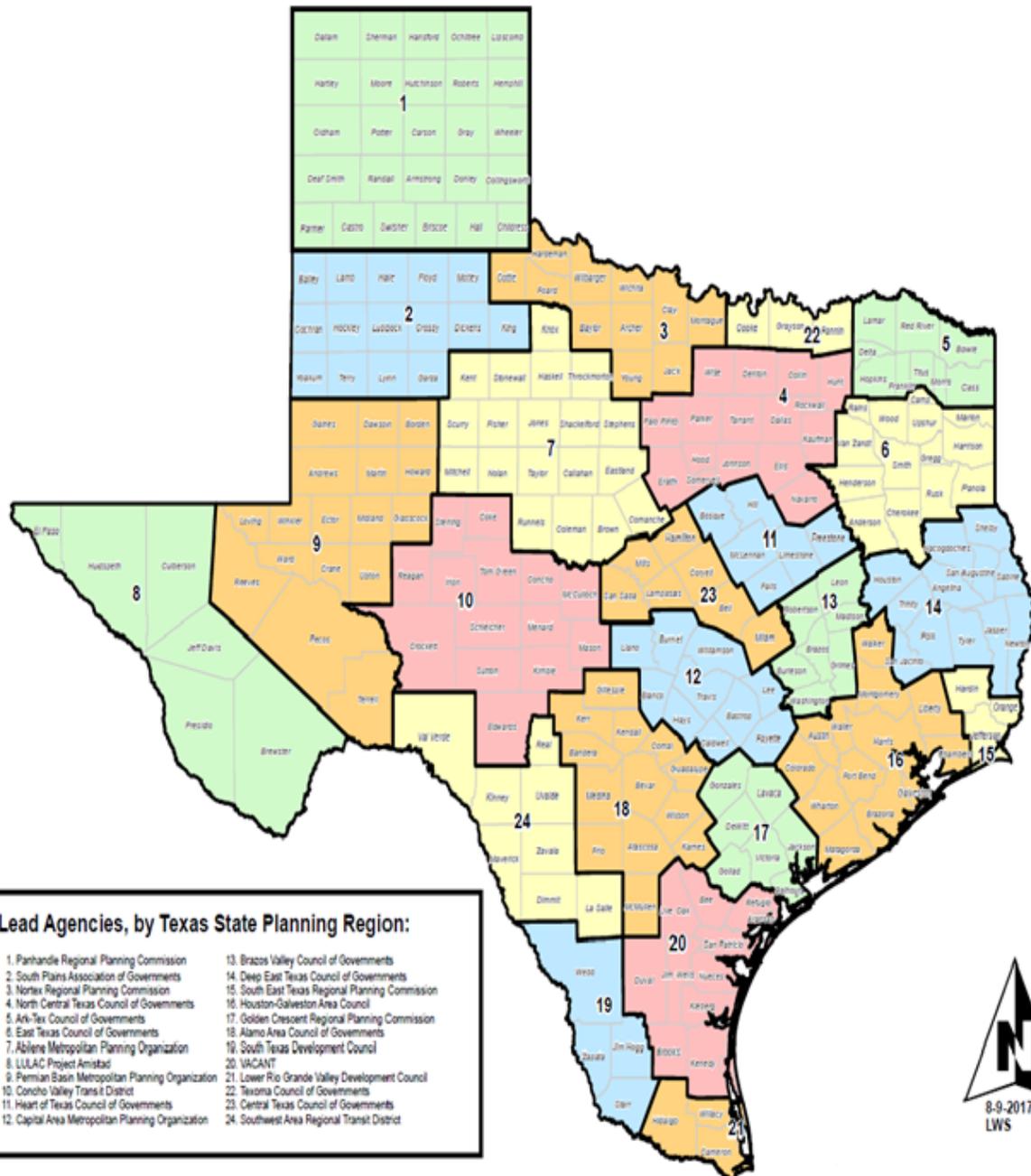
FTA 5311 Agencies – 2015 American Community Survey Languages (Map Inset)



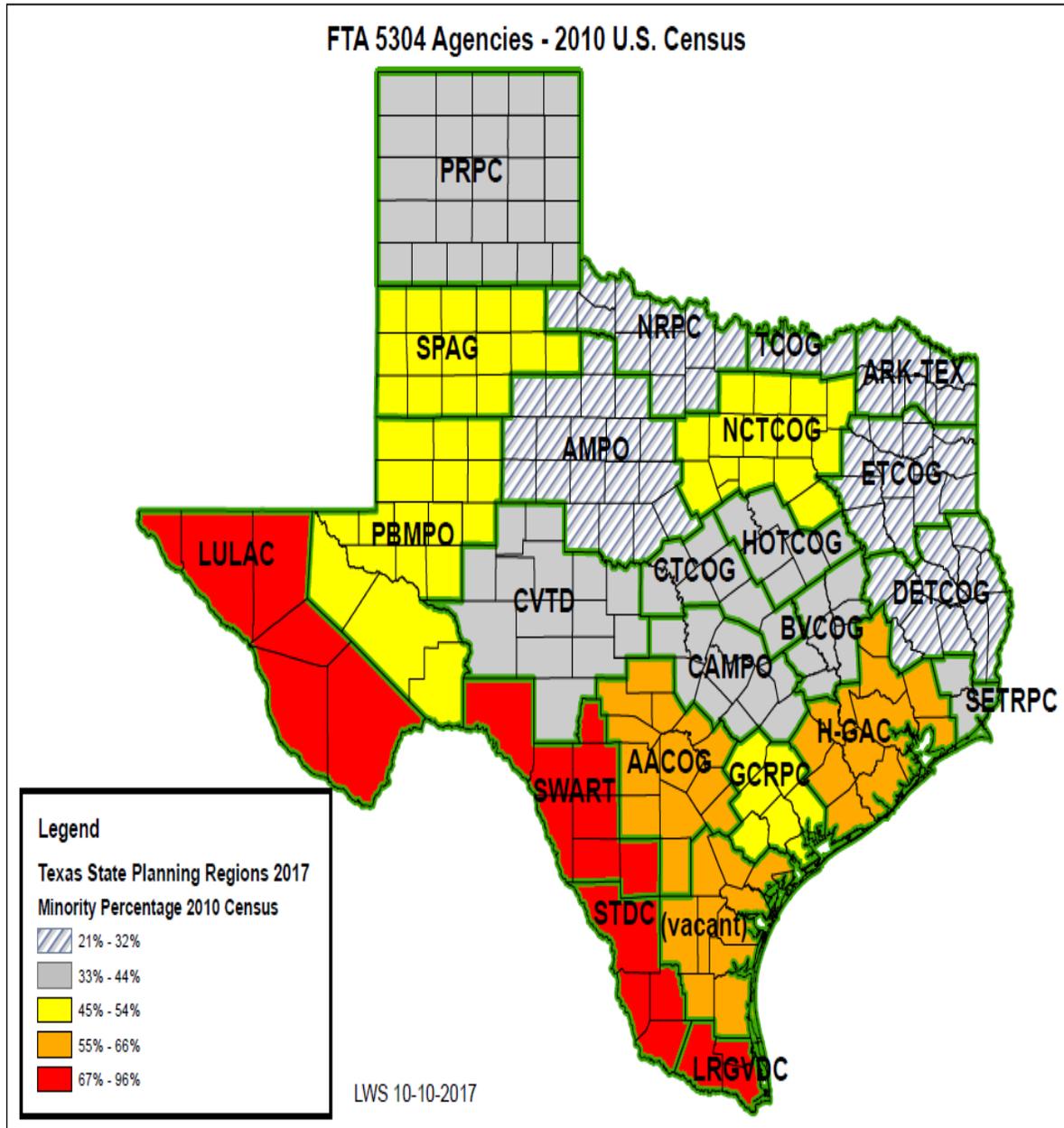
Appendix K: PTN Demographic Maps (continued)



# Appendix L: Lead Agencies by Texas State Planning Regions (2017)

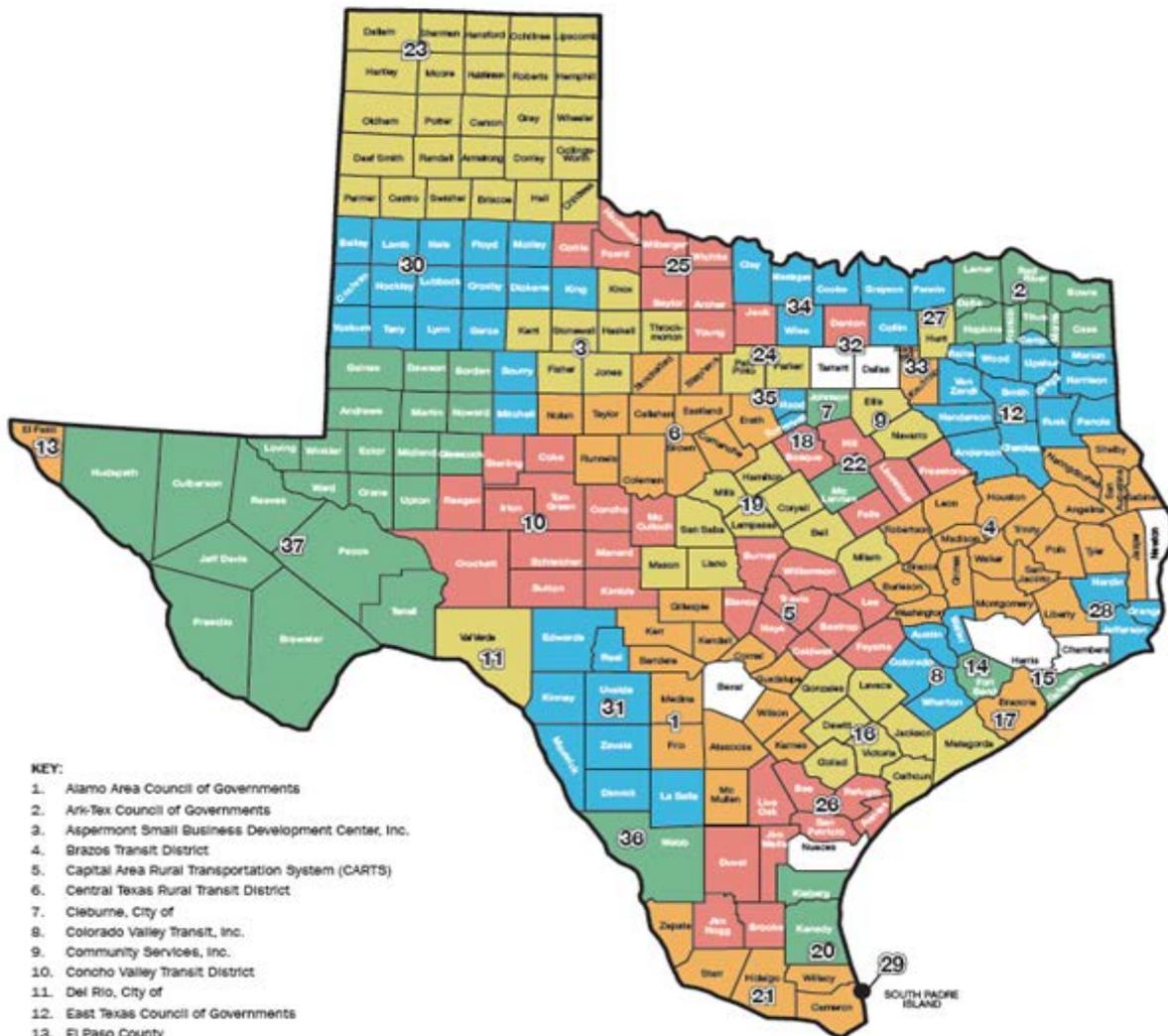


**Appendix M: 5304 Planning Agencies by Minority Percentage (2017)**





# Appendix O: Rural Transit District (2017)

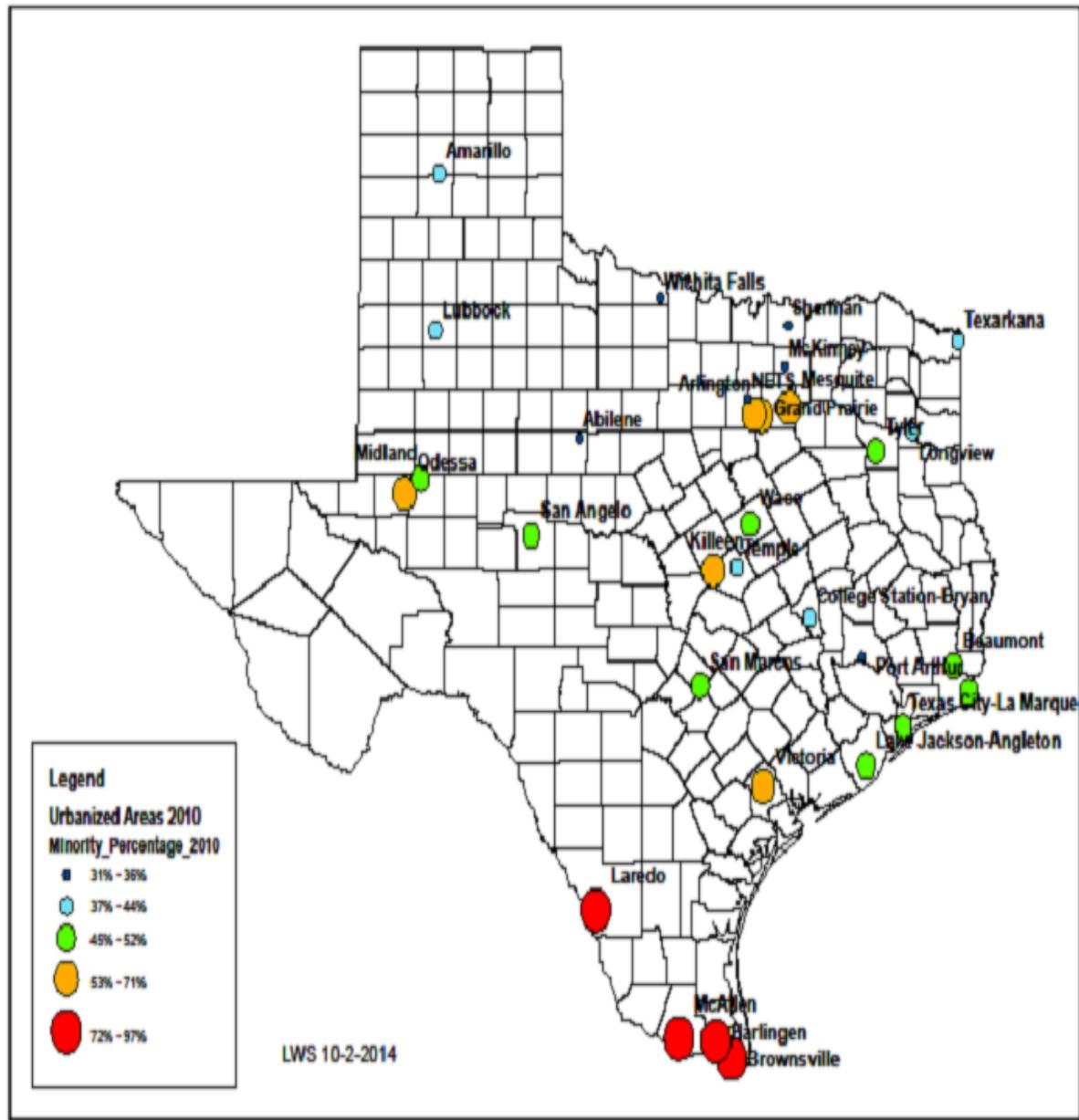


**KEY:**

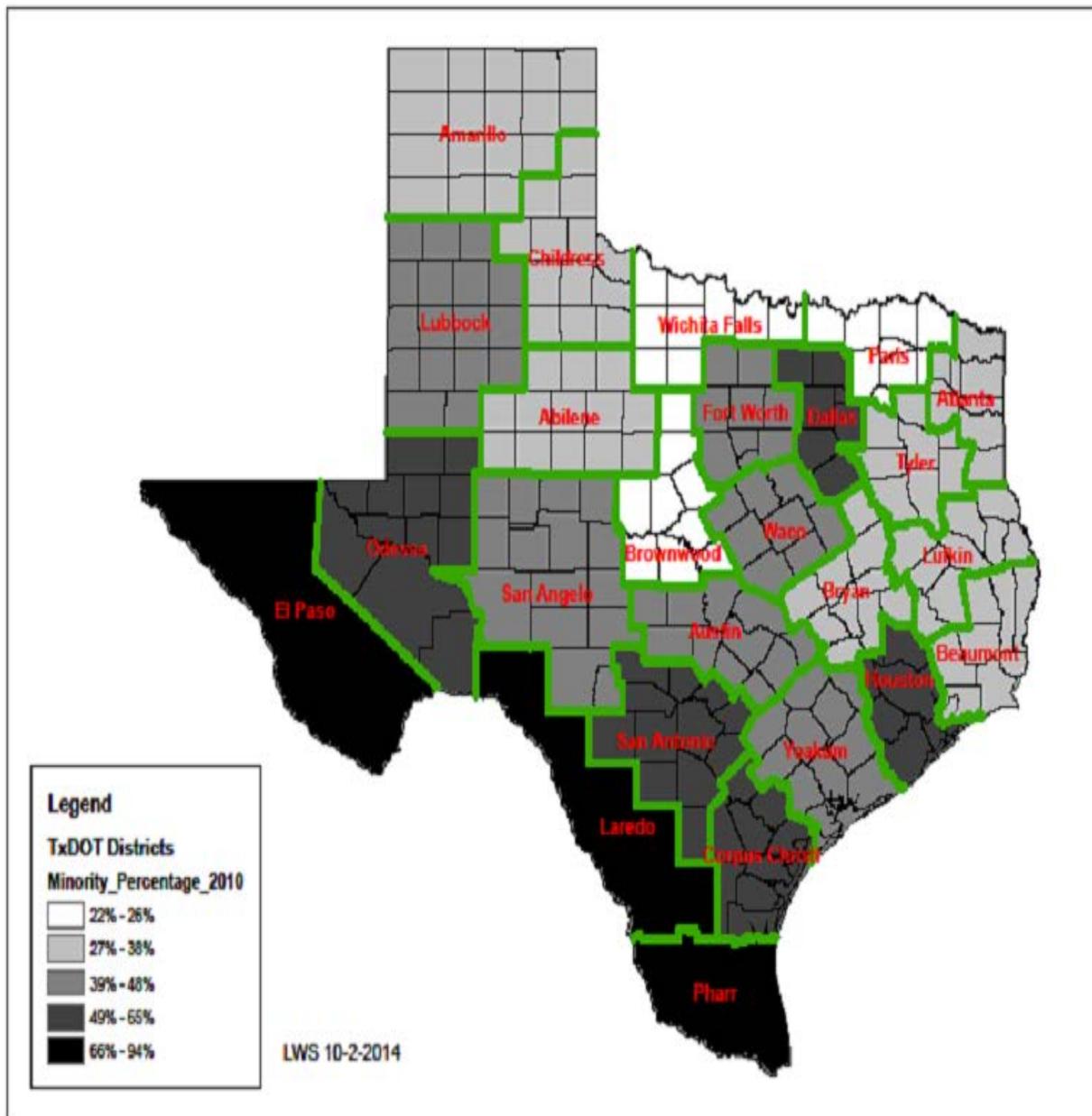
- 1. Alamo Area Council of Governments
- 2. Ark-Tex Council of Governments
- 3. Aspermont Small Business Development Center, Inc.
- 4. Brazos Transit District
- 5. Capital Area Rural Transportation System (CARTS)
- 6. Central Texas Rural Transit District
- 7. Cleburne, City of
- 8. Colorado Valley Transit, Inc.
- 9. Community Services, Inc.
- 10. Concho Valley Transit District
- 11. Del Rio, City of
- 12. East Texas Council of Governments
- 13. El Paso County
- 14. Fort Bend County
- 15. Galveston County Transit District
- 16. Golden Crescent Regional Planning Commission
- 17. Gulf Coast Center
- 18. Heart of Texas Council of Governments
- 19. Hill Country Transit District
- 20. Kieberg County Human Services
- 21. Lower Rio Grande Valley Development Council
- 22. McLennan County Rural Transit District
- 23. Panhandle Community Services
- 24. Public Transit Services
- 25. Rolling Plains Management Corporation
- 26. Rural Economic Assistance League, Inc.
- 27. Senior Center Resources & Public Transit, Inc.
- 28. South East Texas Regional Planning Commission
- 29. South Padre Island, City of
- 30. South Plains Community Action Association, Inc.
- 31. Southwest Area Regional Transit District
- 32. SPAN, Inc.
- 33. STAR Transit
- 34. Texoma Area Paratransit System, Inc.
- 35. The Transit System, Inc.
- 36. Webb County Community Action Agency
- 37. West Texas Opportunities, Inc.

October 1, 2017

# Appendix P: Urbanized Areas by Minority Percentages (2010)



# Appendix Q: TxDOT Districts by Minority Percentages (2014)



## Appendix R: Rural Transit District (Rural Population only)

| RURAL TRANSIT DISTRICT (Rural population only)     | ENGLISH | SPANISH | FRENCH | CREOLE | ITALIAN | PORTUGUES |       | GERMAN | YIDDISH | GREEK | RUSSIAN | POLISH |
|--|---------|---------|--------|--------|---------|-----------|-------|--------|---------|-------|---------|--------|
|  |         |         |        |        |         | E         | E     |        |         |       |         |        |
| Alamo Area Council of Governments                  | 308,510 | 142,212 | 311    | 0      | 241     | 145       | 2,794 | 19     | 0       | 117   | 490     |        |
| Ark-Tex Council of Governments                     | 153,842 | 25,552  | 79     | 35     | 11      | 32        | 123   | 7      | 0       | 62    | 12      |        |
| Aspermont Small Business Development Center        | 28,304  | 6,702   | 37     | 0      | 2       | 2         | 36    | 0      | 0       | 17    | 0       |        |
| Brazos Transit District                            | 651,761 | 105,352 | 1,272  | 73     | 227     | 338       | 1,386 | 0      | 86      | 259   | 217     |        |
| Capital Area Rural Transportation System           | 303,291 | 82,539  | 1,466  | 63     | 125     | 269       | 1,712 | 11     | 64      | 225   | 219     |        |
| Central Texas Rural Transit District               | 155,278 | 22,643  | 145    | 3      | 13      | 18        | 182   | 0      | 23      | 55    | 2       |        |
| City/County Transportation                         | 86,083  | 14,743  | 60     | 6      | 0       | 64        | 242   | 0      | 0       | 71    | 0       |        |
| Colorado Valley Transit                            | 96,875  | 28,373  | 140    | 0      | 12      | 47        | 385   | 4      | 20      | 6     | 89      |        |
| Community Services, Inc.                           | 87,367  | 20,492  | 68     | 0      | 61      | 32        | 84    | 0      | 0       | 4     | 37      |        |
| Concho Valley Transit District                     | 34,632  | 14,897  | 25     | 7      | 18      | 4         | 136   | 0      | 4       | 6     | 0       |        |
| Del Rio, City of                                   | 12,668  | 31,777  | 45     | 0      | 19      | 0         | 149   | 0      | 0       | 0     | 0       |        |
| East Texas Council of Governments                  | 503,206 | 62,461  | 490    | 38     | 173     | 83        | 705   | 18     | 17      | 204   | 47      |        |
| El Paso, County of                                 | 7,444   | 18,716  | 43     | 2      | 10      | 14        | 106   | 1      | 3       | 13    | 3       |        |
| Fort Bend County                                   | 24,600  | 7,194   | 156    | 16     | 28      | 116       | 41    | 0      | 10      | 101   | 75      |        |
| Galveston County Rural                             | 49,064  | 9,571   | 261    | 6      | 56      | 45        | 127   | 17     | 27      | 78    | 17      |        |
| Golden Crescent Regional Planning Commission       | 97,015  | 28,198  | 55     | 4      | 29      | 40        | 413   | 0      | 5       | 13    | 33      |        |
| Gulf Coast Center                                  | 62,701  | 16,370  | 146    | 65     | 15      | 37        | 202   | 0      | 25      | 66    | 14      |        |
| Heart of Texas Council of Governments              | 89,658  | 15,662  | 110    | 15     | 15      | 36        | 272   | 0      | 11      | 42    | 3       |        |
| Hill Country Rural Transit District                | 126,262 | 22,053  | 227    | 74     | 55      | 51        | 1,118 | 0      | 21      | 42    | 54      |        |
| Kleberg County Human Services                      | 15,643  | 14,087  | 16     | 0      | 3       | 0         | 0     | 0      | 0       | 2     | 2       |        |
| Lower Rio Grande Valley Develop. Council           | 30,357  | 149,315 | 94     | 8      | 23      | 17        | 76    | 0      | 1       | 23    | 4       |        |
| McLennan County Rural                              | 48,234  | 9,869   | 135    | 6      | 25      | 24        | 109   | 0      | 12      | 8     | 3       |        |
| Panhandle Community Services                       | 157,035 | 55,233  | 118    | 11     | 15      | 65        | 528   | 0      | 15      | 41    | 14      |        |
| Public Transit Services                            | 120,998 | 11,224  | 93     | 0      | 0       | 5         | 248   | 0      | 0       | 61    | 0       |        |
| Rolling Plains Management Corp.                    | 75,431  | 9,544   | 41     | 9      | 51      | 17        | 171   | 0      | 8       | 12    | 11      |        |
| Rural Economic Assistance League, Inc.             | 108,202 | 67,671  | 202    | 0      | 5       | 23        | 250   | 0      | 0       | 24    | 18      |        |
| Senior Center Resources and Public Transit Service | 71,264  | 9,648   | 132    | 0      | 23      | 47        | 188   | 0      | 0       | 138   | 0       |        |
| South East Texas Regional Planning Comm.           | 75,945  | 5,166   | 302    | 31     | 6       | 2         | 82    | 0      | 2       | 10    | 2       |        |
| South Padre Island, City of                        | 2,178   | 649     | 0      | 0      | 0       | 0         | 0     | 0      | 0       | 0     | 0       |        |
| South Plains Community Action Assoc.               | 133,863 | 55,690  | 122    | 21     | 36      | 39        | 1,333 | 0      | 29      | 28    | 42      |        |
| Southwest Area Regional Transit District           | 68,299  | 35,136  | 44     | 0      | 2       | 54        | 939   | 0      | 0       | 6     | 0       |        |
| SPAN, Inc.   | 59,881  | 10,642  | 192    | 12     | 47      | 115       | 245   | 0      | 21      | 135   | 51      |        |
| STAR Transit                                       | 93,576  | 15,956  | 109    | 2      | 14      | 156       | 477   | 0      | 8       | 32    | 34      |        |
| Texoma Area Paratransit System                     | 185,390 | 21,721  | 200    | 0      | 58      | 130       | 464   | 12     | 0       | 24    | 1       |        |
| The Transit System, Inc.                           | 52,196  | 5,885   | 31     | 0      | 9       | 28        | 47    | 0      | 25      | 0     | 0       |        |
| Webb Co. CAA                                       | 1,276   | 12,383  | 0      | 0      | 0       | 0         | 2     | 0      | 0       | 2     | 0       |        |
| West Texas Opportunities, Inc.                     | 106,197 | 75,076  | 265    | 1      | 14      | 41        | 4,318 | 8      | 27      | 19    | 41      |        |

| RURAL TRANSIT DISTRICT (Rural population only)     | SERBO-CROATIAN | ARMENIAN | PERSIAN | GHARATI | HINDI | URDU | CHINESE | JAPANESE | KOREAN | MON-KHMER |       | THAI | LAOTIAN | VIETNAMESE | TASALDO | MIVAO | HUNGARIAN | ARABIC | HEBREW |
|--|----------------|----------|---------|---------|-------|------|---------|----------|--------|-----------|-------|------|---------|------------|---------|-------|-----------|--------|--------|
|  |                |          |         |         |       |      |         |          |        | KHMER     | HMONG |      |         |            |         |       |           |        |        |
| Alamo Area Council of Governments                  | 0              | 11       | 60      | 28      | 109   | 35   | 470     | 163      | 208    | 65        | 0     | 90   | 59      | 264        | 476     | 34    | 0         | 170    | 5      |
| Ark-Tex Council of Governments                     | 15             | 0        | 0       | 25      | 75    | 12   | 184     | 25       | 106    | 8         | 0     | 14   | 8       | 208        | 110     | 14    | 0         | 53     | 15     |
| Aspermont Small Business Development Center        | 0              | 0        | 0       | 0       | 0     | 30   | 21      | 11       | 6      | 25        | 0     | 7    | 9       | 2          | 0       | 4     | 0         | 21     | 8      |
| Brazos Transit District                            | 36             | 1        | 282     | 366     | 228   | 640  | 1,782   | 127      | 665    | 167       | 4     | 69   | 72      | 917        | 690     | 24    | 82        | 482    | 39     |
| Capital Area Rural Transportation System           | 72             | 3        | 376     | 341     | 640   | 559  | 1,865   | 211      | 572    | 19        | 14    | 131  | 32      | 1,263      | 515     | 7     | 30        | 409    | 64     |
| Central Texas Rural Transit District               | 0              | 0        | 49      | 41      | 38    | 7    | 157     | 54       | 84     | 140       | 0     | 52   | 4       | 32         | 383     | 2     | 11        | 28     | 22     |
| City/County Transportation                         | 4              | 0        | 0       | 76      | 0     | 107  | 152     | 0        | 0      | 14        | 0     | 0    | 101     | 40         | 25      | 11    | 0         | 22     | 0      |
| Colorado Valley Transit                            | 0              | 0        | 62      | 24      | 3     | 20   | 7       | 10       | 62     | 0         | 0     | 85   | 0       | 54         | 37      | 0     | 0         | 23     | 11     |
| Community Services, Inc.                           | 4              | 8        | 12      | 0       | 29    | 44   | 28      | 5        | 24     | 0         | 0     | 4    | 13      | 168        | 169     | 0     | 15        | 39     | 0      |
| Concho Valley Transit District                     | 2              | 0        | 3       | 0       | 0     | 51   | 24      | 3        | 34     | 2         | 0     | 6    | 23      | 149        | 38      | 0     | 0         | 5      | 10     |
| Del Rio, City of                                   | 0              | 0        | 0       | 0       | 0     | 0    | 10      | 41       | 0      | 0         | 0     | 0    | 0       | 0          | 34      | 0     | 0         | 66     | 0      |
| East Texas Council of Governments                  | 58             | 0        | 185     | 208     | 138   | 85   | 310     | 122      | 218    | 221       | 0     | 43   | 26      | 964        | 513     | 11    | 11        | 171    | 30     |
| El Paso, County of                                 | 5              | 1        | 20      | 6       | 7     | 10   | 44      | 17       | 57     | 3         | 0     | 2    | 0       | 19         | 44      | 4     | 4         | 38     | 4      |
| Fort Bend County                                   | 5              | 4        | 114     | 423     | 663   | 911  | 1,582   | 13       | 70     | 22        | 0     | 46   | 8       | 899        | 576     | 0     | 0         | 243    | 3      |
| Galveston County Rural                             | 8              | 0        | 8       | 45      | 152   | 173  | 252     | 34       | 45     | 38        | 0     | 19   | 0       | 413        | 1,046   | 0     | 79        | 494    | 43     |
| Golden Crescent Regional Planning Commission       | 0              | 0        | 0       | 0       | 26    | 39   | 522     | 13       | 40     | 3         | 0     | 1    | 0       | 340        | 106     | 0     | 21        | 47     | 3      |
| Gulf Coast Center                                  | 79             | 0        | 18      | 154     | 152   | 39   | 435     | 62       | 54     | 168       | 0     | 28   | 50      | 1,132      | 928     | 3     | 40        | 81     | 2      |
| Heart of Texas Council of Governments              | 0              | 0        | 0       | 0       | 0     | 31   | 82      | 21       | 22     | 43        | 0     | 5    | 0       | 93         | 41      | 0     | 9         | 58     | 0      |
| Hill Country Rural Transit District                | 12             | 1        | 32      | 6       | 71    | 45   | 104     | 92       | 588    | 17        | 13    | 61   | 11      | 269        | 287     | 9     | 6         | 77     | 4      |
| Kleberg County Human Services                      | 0              | 0        | 0       | 5       | 10    | 5    | 109     | 0        | 26     | 0         | 0     | 2    | 0       | 45         | 73      | 0     | 0         | 42     | 0      |
| Lower Rio Grande Valley Develop. Council           | 1              | 4        | 19      | 13      | 20    | 46   | 64      | 32       | 80     | 2         | 0     | 7    | 1       | 56         | 342     | 0     | 6         | 88     | 1      |
| McLennan County Rural                              | 0              | 0        | 18      | 33      | 34    | 39   | 185     | 36       | 83     | 0         | 0     | 0    | 0       | 146        | 137     | 0     | 0         | 39     | 36     |
| Panhandle Community Services                       | 31             | 25       | 14      | 52      | 27    | 36   | 282     | 67       | 106    | 122       | 0     | 16   | 85      | 219        | 205     | 0     | 3         | 277    | 7      |
| Public Transit Services                            | 0              | 0        | 46      | 0       | 12    | 37   | 130     | 30       | 79     | 0         | 24    | 8    | 0       | 29         | 26      | 0     | 12        | 33     | 0      |
| Rolling Plains Management Corp.                    | 0              | 0        | 14      | 15      | 9     | 27   | 76      | 49       | 48     | 54        | 0     | 0    | 0       | 110        | 86      | 0     | 3         | 40     | 2      |
| Rural Economic Assistance League, Inc.             | 33             | 0        | 6       | 82      | 27    | 12   | 27      | 95       | 138    | 105       | 0     | 0    | 28      | 406        | 54      | 25    | 14        | 44     | 29     |
| Senior Center Resources and Public Transit Service | 0              | 0        | 20      | 86      | 82    | 3    | 196     | 26       | 133    | 105       | 0     | 0    | 0       | 323        | 44      | 20    | 0         | 0      | 8      |
| South East Texas Regional Planning Comm.           | 0              | 0        | 8       | 5       | 101   | 113  | 132     | 6        | 20     | 19        | 0     | 21   | 10      | 463        | 135     | 16    | 26        | 28     | 2      |
| South Padre Island, City of                        | 0              | 0        | 0       | 0       | 0     | 0    | 0       | 0        | 0      | 0         | 0     | 0    | 0       | 0          | 0       | 0     | 0         | 0      | 0      |
| South Plains Community Action Assoc.               | 1              | 0        | 62      | 57      | 43    | 11   | 199     | 30       | 154    | 7         | 0     | 68   | 53      | 146        | 236     | 4     | 0         | 107    | 68     |
| Southwest Area Regional Transit District           | 0              | 0        | 0       | 0       | 0     | 52   | 89      | 47       | 0      | 47        | 0     | 0    | 0       | 94         | 29      | 93    | 10        | 0      | 27     |
| SPAN, Inc.   | 32             | 17       | 160     | 103     | 335   | 417  | 730     | 82       | 727    | 124       | 4     | 52   | 21      | 730        | 210     | 0     | 7         | 178    | 7      |
| STAR Transit                                       | 12             | 0        | 9       | 12      | 20    | 0    | 58      | 50       | 40     | 0         | 0     | 132  | 206     | 231        | 107     | 0     | 34        | 38     | 3      |
| Texoma Area Paratransit System                     | 19             | 0        | 1       | 64      | 138   | 38   | 199     | 80       | 76     | 8         | 92    | 11   | 22      | 106        | 149     | 12    | 41        | 119    | 6      |
| The Transit System, Inc.                           | 0              | 0        | 0       | 0       | 0     | 21   | 24      | 19       | 0      | 0         | 0     | 13   | 0       | 130        | 0       | 0     | 0         | 0      | 0      |
| Webb Co. CAA                                       | 0              | 0        | 1       | 0       | 8     | 0    | 2       | 12       | 8      | 0         | 0     | 0    | 0       | 3          | 15      | 0     | 0         | 0      | 1      |
| West Texas Opportunities, Inc.                     | 31             | 0        | 2       | 53      | 50    | 29   | 287     | 19       | 230    | 2         | 0     | 56   | 15      | 182        | 216     | 18    | 0         | 30     | 28     |

## Appendix S: Rural Transit District (Urban – Rural Population only)

| RURAL TRANSIT DISTRICT (Urban-Rural population)    | ENGLISH   | SPANISH | FRENCH | CREOLE | ITALIAN | PORTUGUESE | GERMAN | YIDDISH | GREEK | RUSSIAN | POLISH |
|--|-----------|---------|--------|--------|---------|------------|--------|---------|-------|---------|--------|
| Alamo Area Council of Governments                  | 411,098   | 166,327 | 394    | 0      | 315     | 200        | 3,940  | 19      | 0     | 217     | 572    |
| Ark-Tex Council of Governments                     | 199,840   | 27,829  | 121    | 52     | 11      | 43         | 191    | 7       | 0     | 105     | 12     |
| Aspermont Small Business Development Center        | 28,304    | 6,702   | 37     | 0      | 2       | 2          | 36     | 0       | 0     | 17      | 0      |
| Brazos Transit District                            | 1,033,729 | 184,731 | 2,431  | 88     | 545     | 1,061      | 2,521  | 0       | 192   | 853     | 270    |
| Capital Area Rural Transportation System           | 1,341,766 | 396,721 | 7,852  | 545    | 966     | 2,311      | 6,354  | 75      | 706   | 2,310   | 836    |
| Central Texas Rural Transit District               | 243,563   | 35,630  | 450    | 3      | 73      | 67         | 564    | 0       | 140   | 83      | 14     |
| City/County Transportation                         | 121,931   | 20,883  | 85     | 8      | 0       | 91         | 343    | 0       | 0     | 101     | 0      |
| Colorado Valley Transit                            | 97,555    | 28,579  | 141    | 0      | 12      | 47         | 387    | 4       | 20    | 6       | 90     |
| Community Services, Inc.                           | 153,682   | 34,968  | 132    | 0      | 74      | 58         | 178    | 0       | 0     | 10      | 84     |
| Concho Valley Transit District                     | 102,962   | 35,669  | 109    | 47     | 45      | 20         | 302    | 0       | 26    | 39      | 0      |
| Del Rio, City of                                   | 12,668    | 31,777  | 45     | 0      | 19      | 0          | 149    | 0       | 0     | 0       | 0      |
| East Texas Council of Governments                  | 682,145   | 94,225  | 837    | 50     | 276     | 211        | 1,060  | 18      | 30    | 301     | 57     |
| El Paso, County of                                 | 212,685   | 534,735 | 1,227  | 59     | 282     | 414        | 3,026  | 21      | 88    | 380     | 80     |
| Fort Bend County                                   | 378,455   | 110,683 | 2,393  | 250    | 431     | 1,786      | 630    | 0       | 151   | 1,551   | 1,150  |
| Galveston County Rural                             | 230,346   | 44,934  | 1,225  | 27     | 263     | 213        | 594    | 80      | 129   | 364     | 82     |
| Golden Crescent Regional Planning Commission       | 161,751   | 47,717  | 70     | 16     | 73      | 152        | 588    | 0       | 5     | 13      | 38     |
| Gulf Coast Center                                  | 228,005   | 59,528  | 531    | 238    | 55      | 136        | 736    | 0       | 91    | 241     | 51     |
| Heart of Texas Council of Governments              | 89,658    | 15,662  | 110    | 15     | 15      | 36         | 272    | 0       | 11    | 42      | 3      |
| Hill Country Rural Transit District                | 366,405   | 61,559  | 811    | 357    | 223     | 260        | 4,418  | 0       | 130   | 197     | 111    |
| Kleberg County Human Services                      | 15,643    | 14,087  | 16     | 0      | 3       | 0          | 0      | 0       | 0     | 2       | 2      |
| Lower Rio Grande Valley Develop. Council           | 223,491   | 975,158 | 1,070  | 77     | 219     | 209        | 453    | 0       | 20    | 181     | 40     |
| McLennan County Rural                              | 181,331   | 37,101  | 509    | 21     | 95      | 91         | 408    | 0       | 46    | 30      | 11     |
| Panhandle Community Services                       | 303,155   | 88,429  | 350    | 36     | 36      | 167        | 832    | 0       | 40    | 65      | 14     |
| Public Transit Services                            | 127,151   | 11,742  | 97     | 0      | 0       | 5          | 261    | 0       | 0     | 65      | 0      |
| Rolling Plains Management Corp.                    | 156,190   | 19,251  | 127    | 36     | 175     | 69         | 592    | 0       | 32    | 22      | 18     |
| Rural Economic Assistance League, Inc.             | 118,481   | 73,174  | 227    | 0      | 7       | 23         | 280    | 0       | 0     | 32      | 20     |
| Senior Center Resources and Public Transit Service | 71,264    | 9,648   | 132    | 0      | 23      | 47         | 188    | 0       | 0     | 138     | 0      |
| South East Texas Regional Planning Comm.           | 307,577   | 43,688  | 1,937  | 290    | 73      | 24         | 408    | 0       | 26    | 105     | 10     |
| South Padre Island, City of                        | 2,178     | 649     | 0      | 0      | 0       | 0          | 0      | 0       | 0     | 0       | 0      |
| South Plains Community Action Assoc.               | 312,439   | 100,544 | 649    | 38     | 179     | 171        | 1,824  | 0       | 43    | 112     | 96     |
| Southwest Area Regional Transit District           | 68,299    | 35,136  | 44     | 0      | 2       | 54         | 939    | 0       | 0     | 6       | 0      |
| SPAN, Inc.   | 529,917   | 94,179  | 1,695  | 106    | 418     | 1,015      | 2,165  | 0       | 190   | 1,196   | 448    |
| STAR Transit                                       | 153,224   | 23,829  | 244    | 2      | 59      | 200        | 804    | 0       | 50    | 50      | 35     |
| Texoma Area Paratransit System                     | 238,237   | 26,796  | 279    | 0      | 67      | 150        | 534    | 19      | 0     | 44      | 1      |
| The Transit System, Inc.                           | 52,196    | 5,885   | 31     | 0      | 9       | 28         | 47     | 0       | 25    | 0       | 0      |
| Webb Co. CAA                                       | 21,998    | 213,508 | 3      | 0      | 8       | 0          | 37     | 0       | 8     | 26      | 7      |
| West Texas Opportunities, Inc.                     | 257,832   | 163,229 | 475    | 6      | 106     | 64         | 4,835  | 8       | 43    | 106     | 67     |

| RURAL TRANSIT DISTRICT (Urban-Rural population)    | SERBO-CRO | ARMENIAN | PERSIAN | GUJARATI | HINDI  | URDU   | CHINESE | JAPANESE | KOREAN | MON-KHMER | THAI | LAOTIAN | VIETNAMESE | TAGALOG | NAVAJO | HUNGARIAN | ARABIC | HEBREW |     |   |
|--|-----------|----------|---------|----------|--------|--------|---------|----------|--------|-----------|------|---------|------------|---------|--------|-----------|--------|--------|-----|---|
| Alamo Area Council of Governments                  | 0         | 22       | 77      | 62       | 113    | 64     | 573     | 238      | 366    | 127       | 0    | 140     | 81         | 466     | 787    | 35        | 0      | 184    | 9   |   |
| Ark-Tex Council of Governments                     | 27        | 0        | 0       | 27       | 96     | 12     | 388     | 44       | 125    | 8         | 0    | 24      | 8          | 299     | 183    | 14        | 0      | 54     | 15  |   |
| Aspermont Small Business Development Center        | 0         | 0        | 0       | 0        | 0      | 0      | 30      | 21       | 11     | 8         | 35   | 0       | 7          | 9       | 2      | 0         | 4      | 0      | 22  | 0 |
| Brazos Transit District                            | 224       | 8        | 976     | 708      | 1,008  | 1,751  | 6,260   | 443      | 1,386  | 229       | 12   | 167     | 156        | 2,035   | 1,644  | 34        | 266    | 1,201  | 194 |   |
| Capital Area Rural Transportation System           | 743       | 49       | 2,468   | 2,405    | 6,529  | 3,093  | 15,592  | 1,641    | 5,990  | 161       | 87   | 776     | 346        | 11,422  | 3,515  | 78        | 401    | 4,017  | 825 |   |
| Central Texas Rural Transit District               | 0         | 0        | 75      | 120      | 101    | 45     | 597     | 251      | 177    | 229       | 0    | 179     | 26         | 93      | 332    | 10        | 11     | 41     | 66  |   |
| City/County Transportation                         | 5         | 0        | 0       | 107      | 0      | 152    | 215     | 0        | 0      | 20        | 0    | 0       | 143        | 56      | 36     | 15        | 0      | 31     | 0   |   |
| Colorado Valley Transit                            | 0         | 0        | 63      | 25       | 3      | 20     | 7       | 10       | 63     | 0         | 0    | 87      | 0          | 55      | 37     | 0         | 0      | 24     | 11  |   |
| Community Services, Inc.                           | 10        | 8        | 18      | 0        | 65     | 100    | 36      | 5        | 30     | 1         | 0    | 10      | 30         | 354     | 227    | 0         | 35     | 88     | 0   |   |
| Concho Valley Transit District                     | 11        | 0        | 21      | 0        | 0      | 53     | 135     | 17       | 225    | 34        | 0    | 38      | 146        | 120     | 208    | 0         | 0      | 33     | 11  |   |
| Del Rio, City of                                   | 0         | 0        | 0       | 0        | 0      | 0      | 18      | 41       | 0      | 0         | 0    | 0       | 0          | 0       | 34     | 0         | 0      | 66     | 0   |   |
| East Texas Council of Governments                  | 137       | 0        | 242     | 421      | 204    | 133    | 623     | 542      | 344    | 443       | 0    | 82      | 43         | 1,341   | 1,124  | 11        | 11     | 276    | 33  |   |
| El Paso, County of                                 | 153       | 31       | 568     | 166      | 186    | 289    | 1,248   | 499      | 1,620  | 77        | 0    | 54      | 7          | 541     | 1,264  | 503       | 122    | 1,087  | 105 |   |
| Fort Bend County                                   | 72        | 61       | 1,754   | 6,100    | 20,205 | 14,015 | 24,334  | 315      | 1,676  | 345       | 0    | 750     | 117        | 13,836  | 8,856  | 0         | 0      | 1,246  | 31  |   |
| Galveston County Rural                             | 38        | 0        | 17      | 210      | 713    | 811    | 1,381   | 138      | 211    | 177       | 0    | 90      | 0          | 2,035   | 1,046  | 0         | 79     | 494    | 43  |   |
| Golden Crescent Regional Planning Commission       | 0         | 0        | 0       | 0        | 99     | 110    | 794     | 42       | 72     | 12        | 0    | 1       | 0          | 865     | 245    | 0         | 25     | 84     | 13  |   |
| Gulf Coast Center                                  | 286       | 0        | 87      | 560      | 551    | 340    | 1,581   | 226      | 198    | 610       | 0    | 182     | 180        | 4,118   | 3,376  | 12        | 146    | 220    | 7   |   |
| Heart of Texas Council of Governments              | 0         | 0        | 0       | 0        | 0      | 31     | 62      | 21       | 22     | 43        | 0    | 5       | 0          | 51      | 41     | 0         | 9      | 39     | 0   |   |
| Hill Country Rural Transit District                | 48        | 5        | 41      | 33       | 251    | 187    | 432     | 313      | 1,034  | 79        | 53   | 283     | 74         | 997     | 1,176  | 57        | 36     | 471    | 30  |   |
| Kleberg County Human Services                      | 0         | 0        | 0       | 0        | 10     | 9      | 109     | 0        | 28     | 0         | 0    | 2       | 0          | 45      | 73     | 0         | 0      | 42     | 0   |   |
| Lower Rio Grande Valley Develop. Council           | 4         | 72       | 34      | 133      | 212    | 453    | 770     | 538      | 891    | 35        | 0    | 63      | 14         | 428     | 1,890  | 0         | 105    | 757    | 9   |   |
| McLennan County Rural                              | 0         | 0        | 68      | 124      | 54     | 147    | 694     | 135      | 313    | 0         | 0    | 0       | 0          | 548     | 515    | 0         | 0      | 147    | 39  |   |
| Panhandle Community Services                       | 59        | 25       | 30      | 158      | 77     | 95     | 739     | 119      | 210    | 109       | 0    | 73      | 586        | 1,705   | 496    | 0         | 11     | 684    | 30  |   |
| Public Transit Services                            | 0         | 0        | 46      | 0        | 12     | 19     | 137     | 32       | 83     | 0         | 25   | 8       | 0          | 30      | 27     | 0         | 12     | 35     | 0   |   |
| Rolling Plains Management Corp.                    | 0         | 0        | 11      | 60       | 20     | 108    | 197     | 194      | 175    | 145       | 0    | 0       | 0          | 404     | 300    | 0         | 12     | 119    | 6   |   |
| Rural Economic Assistance League, Inc.             | 13        | 0        | 6       | 111      | 37     | 13     | 119     | 134      | 107    | 0         | 0    | 0       | 28         | 406     | 66     | 25        | 19     | 44     | 29  |   |
| Senior Center Resources and Public Transit Service | 0         | 0        | 20      | 36       | 62     | 9      | 296     | 38       | 133    | 105       | 0    | 0       | 0          | 123     | 44     | 30        | 0      | 0      | 0   |   |
| South East Texas Regional Planning Comm.           | 0         | 0        | 100     | 59       | 874    | 1,116  | 655     | 20       | 176    | 118       | 0    | 55      | 124        | 4,136   | 803    | 52        | 73     | 301    | 18  |   |
| South Padre Island, City of                        | 0         | 0        | 0       | 0        | 0      | 0      | 0       | 0        | 0      | 0         | 0    | 0       | 0          | 0       | 0      | 0         | 0      | 0      | 0   |   |
| South Plains Community Action Assoc.               | 5         | 0        | 139     | 264      | 251    | 77     | 1,066   | 119      | 541    | 7         | 0    | 277     | 53         | 503     | 672    | 4         | 0      | 610    | 68  |   |
| Southwest Area Regional Transit District           | 0         | 0        | 0       | 0        | 0      | 32     | 69      | 47       | 0      | 47        | 0    | 0       | 0          | 54      | 29     | 33        | 10     | 0      | 27  | 0 |
| SPAN, Inc.   | 287       | 149      | 1,412   | 910      | 2,961  | 3,694  | 6,460   | 730      | 6,412  | 1,095     | 34   | 404     | 189        | 6,464   | 1,862  | 0         | 64     | 1,579  | 64  |   |
| STAR Transit                                       | 36        | 0        | 58      | 72       | 38     | 0      | 290     | 123      | 142    | 0         | 0    | 143     | 245        | 403     | 206    | 0         | 93     | 204    | 20  |   |
| Texoma Area Paratransit System                     | 19        | 0        | 3       | 72       | 233    | 71     | 371     | 85       | 134    | 17        | 92   | 17      | 22         | 120     | 195    | 24        | 41     | 180    | 12  |   |
| The Transit System, Inc.                           | 0         | 0        | 0       | 0        | 0      | 0      | 23      | 24       | 19     | 0         | 0    | 0       | 0          | 0       | 130    | 0         | 0      | 0      | 0   |   |
| Webb Co. CAA                                       | 0         | 0        | 9       | 0        | 146    | 0      | 27      | 201      | 135    | 0         | 0    | 0       | 0          | 53      | 255    | 0         | 0      | 0      | 9   |   |
| West Texas Opportunities, Inc.                     | 31        | 0        | 20      | 117      | 162    | 58     | 1,080   | 158      | 322    | 38        | 0    | 89      | 85         | 627     | 647    | 87        | 0      | 250    | 123 |   |

## Appendix T: PTN Review Checklist for Subrecipient Title VI Programs

This Checklist is a monitoring tool the PTN Compliance section uses to review subrecipient Title VI Programs. August 2017

### TITLE VI PROGRAM REVIEW CHECKLIST

|  |  |             |
|--|--|-------------|
| Transit Agency:  | Date of Plan:  | Expires:    |
| PTC:   | Compliant: <input type="checkbox"/> Y <input type="checkbox"/> N | Date:       |
| Reviewer:  | If no, date sent for revision: _____                             |             |
| Demand Response <input type="checkbox"/> Fixed Route <input type="checkbox"/><br>Planning (5304) <input type="checkbox"/> Purchase of Service <input type="checkbox"/> | Revision due date: _____   |             |
| Approved in eGrants: _____   | Compliant: <input type="checkbox"/> Y <input type="checkbox"/> N | Date: _____ |

#### CHECKLIST PURPOSE

This checklist is a tool for the review of Title VI Programs for compliance with TxDOT PTN and FTA Title VI requirements.

#### Title VI Requirements for All Recipients of Funding:

| 1. Description of Service (Ref: TxDOT PTN Title VI Program)  | Status  |
|--|---|
| Does the plan include a description of transit service that includes the:  |   |
| a. Geographic area or service area the sub-recipient operates in?  | <input type="checkbox"/> Y <input type="checkbox"/> N |
| b. Service they provide and how they provide it?<br>(Example: fixed-route, deviated route, demand response service, purchase of service) | <input type="checkbox"/> Y <input type="checkbox"/> N |
| c. Number of transit-related employees   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| d. Number of revenue service vehicles  | <input type="checkbox"/> Y <input type="checkbox"/> N |
| Comments:  |   |



| 2. Notice to the Public (Ref: FTA C4702.1B, pg. III-4 and Appendix B)  | Status  |
|--|---|
| a. Is a copy of the Title VI Notice included in the plan?  | <input type="checkbox"/> Y <input type="checkbox"/> N |
| b. Does the plan state the Notice to the Public will be posted:  |   |
| i. On the agency's website <input type="checkbox"/>  | <input type="checkbox"/> Y <input type="checkbox"/> N |
| ii. At the reception desk, and <input type="checkbox"/>  |   |
| iii. In public meeting rooms. <input type="checkbox"/>   |   |
| c. Does the Notice to the Public include:  |   |
| i. Statement agency operates programs w/out regard to race, color, or national origin.   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| ii. Description of procedures members of the public should follow to request additional information on Title VI Program.   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| iii. Description of procedures members of the public should follow to file a Title VI discrimination complaint against the agency.   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| d. Does the Notice to the Public state that an individual may submit a complaint to the <input type="checkbox"/> transit agency, <input type="checkbox"/> FTA or <input type="checkbox"/> TxDOT PTN? |   |
| i. Texas Department of Transportation, Attn: TxDOT-PTN, 125 E. 11th Street, Austin, TX 78701-2483;   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| or   |   |
| ii. Federal Transit Administration, Region VI, 819 Taylor Street, Room 8A36, Fort Worth, TX 76102;   |   |
| Comments:  |   |

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Appendix T: PTN Review Checklist for Subrecipient Title VI Programs (continued)

| 3. Complaint Procedures and Form (Ref: FTA C4702.1B, pg. III-5 and Appendices C & D)   | Status  |
|--|---|
| <b>Complaint Procedures:</b>   |   |
| a. Does the plan include complaint procedures that include a process for:<br><input type="checkbox"/> Investigating complaints and <input type="checkbox"/> Tracking complaints?   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| b. Does the complaint procedures state:<br>i. Complaint procedures are available on the transit provider's website? <input type="checkbox"/><br>ii. Complaint form is available on the transit provider's website? <input type="checkbox"/><br>iii. Transit provider's website address? <input type="checkbox"/><br>iv. Complaints may be made no more than 180 days after the alleged incident? <input checked="" type="checkbox"/> | <input type="checkbox"/> Y <input type="checkbox"/> N |
| c. Does the complaint procedure state that agency will notify their PTC by email or fax of any Title VI-related complaints received within 10 working days of the receipt of the complaint, including a paper or electronic copy of the complaint form?  | <input type="checkbox"/> Y <input type="checkbox"/> N |
| <b>Complaint Form:</b>   |   |
| d. Does the plan include a copy of the complaint form?   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| Comments:  |   |

| 4. Transit-related Title VI Investigations, Complaints and Lawsuits (Ref: FTA C4702.1B, pg. III-5 and Appendix E)  | Status  |
|--|---|
| a. Does the plan contain a table or list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the agency since the time of the last submission? <i>(If there are no investigations, complaints, or lawsuits, then the plan should include a blank table or text explaining that there are none. This will convey to the reviewer that this required information has not been omitted.)</i> | <input type="checkbox"/> Y <input type="checkbox"/> N |
| Comments:  |   |

| 5. Public Participation Plan (Ref: FTA C4702.1B, pg. III-5; and FTA C4703.1, Environmental Justice Policy)                                      | Status  |
|---|---|
| a. Does the Title VI Plan include a public participation plan than includes an outreach plan to engage minority and limited English populations | <input type="checkbox"/> Y <input type="checkbox"/> N |
| b. Is there a summary of outreach efforts made since the last Title VI Program submission?  | <input type="checkbox"/> Y <input type="checkbox"/> N |
| Comments:   |   |

Appendix T: PTN Review Checklist for Subrecipient Title VI Programs (continued)

| 6. Language Assistance Plan (Ref: FTA C4702.1B, pg. III-6 thru III-9 and Appendix M and TxDOT PTN Title VI Program)   | Status   |
|---|--|
| 2) Frequency with which LEP persons come into contact w/ the program (examples can include: bus service, ticket purchases, public meetings, customer service, surveys)  | <input type="checkbox"/> Y <input type="checkbox"/> N                                    |
| 3) Nature and importance of the program, activity or service provided by the program to people's lives (providing meaningful access of services for LEP persons)  | <input type="checkbox"/> Y <input type="checkbox"/> N                                    |
| 4) Resources available for LEP outreach, as well as the cost associated w/ outreach.  | <input type="checkbox"/> Y <input type="checkbox"/> N                                    |
| <b>Language Assistance Plan</b>   |  |
| d. Is a copy of the recipient's Language Assistance Plan included within Title VI Plan?   | <input type="checkbox"/> Y <input type="checkbox"/> N                                    |
| e. Does the Language Assistance Plan address the following questions:<br>i. Include results of Four Factor Analysis? <input type="checkbox"/><br>ii. Describe how the recipient provides <b>language assistance services by language</b> ; <input type="checkbox"/><br>iii. Describe how the recipient provides <b>notice to LEP persons</b> about the availability of language assistance; <input type="checkbox"/><br>iv. Describe how the recipient <b>monitors, evaluates and updates</b> the language access plan; and <input type="checkbox"/><br>v. Describe how the recipient <b>trains employees</b> to provide timely and reasonable language assistance to LEP populations. <input type="checkbox"/> | <input type="checkbox"/> Y <input type="checkbox"/> N                                    |
| f. Did the Language Assistance Plan identify any foreign languages that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or affected by the agency's services?<br><i>If yes, these identified languages met the Safe Harbor threshold, and all identified vital documents should be translated into identified foreign languages.</i>  | <input type="checkbox"/> Y <input type="checkbox"/> N                                    |
| g. As a result of the Four Factor Analysis, did the agency determine an effective LEP plan included the translation of vital documents?<br><br>If yes, does the Language Assistance Plan provide a list of all vital documents that will be translated into required foreign languages?<br><br>Vital written documents include, but are not limited to, consent and complaint forms; intake and application forms with the potential for important consequences; written notices of rights; notices of denials, losses, or decreases in benefits or services; and notices advising LEP individuals of free language assistance services   | <input type="checkbox"/> NA<br><br><input type="checkbox"/> Y <input type="checkbox"/> N |
| h. If a Safe Harbor foreign language has been identified, does the submitted plan at least contain the following documents translated into the foreign language?<br>i. Notice to the Public <input type="checkbox"/><br>ii. Complaint Procedure <input type="checkbox"/><br>iii. Complaint Form <input type="checkbox"/>  | <input type="checkbox"/> NA<br><br><input type="checkbox"/> Y <input type="checkbox"/> N |
| i. If a Safe Harbor Threshold language has been identified, does the English version of the forms below contain the phrase in the foreign language: "If information is needed in another language, then contact [phone number]?"<br>i. Notice to the Public <input type="checkbox"/><br>ii. Complaint Procedure <input type="checkbox"/><br>iii. Complaint Form <input type="checkbox"/>  | <input type="checkbox"/> NA<br><br><input type="checkbox"/> Y <input type="checkbox"/> N |
|   |  |

Appendix T: PTN Review Checklist for Subrecipient Title VI Programs (continued)

|   |   |
|---|---|
| <b>7. A Table Depicting the Membership of Non-elected Committees and Councils (Ref: FTA C4701.1B pg. III-9 and Appendix E)</b>  | <b>Status</b>   |
| <p>a. Does the agency have a non-elected transit-related committee or council?</p> <p>1) If yes, then the plan must contain:</p> <p>i. A table depicting the membership of non-elected transit related committee/council, and <input type="checkbox"/></p> <p>ii. A description of efforts made to encourage the participation of minorities on such committees. <input type="checkbox"/></p> <p>2) If no, then the plan should include a blank table or text explaining that the agency doesn't have a non-elected transit-related committee of council.</p> | <input type="checkbox"/> Y <input type="checkbox"/> N |
| Comments:   |   |
| <b>8. Providing Assistance to and Monitoring Sub-recipients (Ref: FTA 4701.1B, pg. III-10)</b>  | <b>Status</b>   |
| <p>a. Does the agency provide funding to sub-recipients?</p> <p>i. If yes, does the plan include a section stating how the agency will monitor sub-recipients?</p> <p>ii. If no, does the plan include a statement that the agency has no sub-recipients? This will convey to the reviewer that you are aware of the requirement in your program.</p>   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| Comments:   |   |
| <b>9. Title VI Equity Analysis for Facilities (Ref: FTA C4702.1B, pg. III-11)</b>   | <b>Status</b>   |
| <p>a. Was a Title VI equity analysis included with Title VI plan?</p> <p>If the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc., the recipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.</p>   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| Comments:   |   |
| <b>10. Transit Provider Approval (Ref: FTA C4702.1B, pg III-1)</b>  | <b>Status</b>   |
| <p>a. Is a copy of plan approval documentation contained in the Title VI plan?</p> <p>Title VI Programs shall be updated at least once every three years and approved by the sub-recipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions.</p>  | <input type="checkbox"/> Y <input type="checkbox"/> N |
| Comments:   |   |

Part Two: Requirements for Fixed Route Transit Providers All fixed-route transit providers must submit:  NA

|   |  |
|---|--|
| <b>11. Fixed Route Requirements (Ref: FTA Circular 4702.1B Chapter IV and Appendices G and H)</b>   | <b>Status</b>  |
| <p>a. Does Provider offer fixed route service? If yes, this section must be completed.</p> <p>b. Service Standards:</p> <p>i. Vehicle load for each mode <input type="checkbox"/></p> <p>ii. Vehicle headway for each mode <input type="checkbox"/></p> <p>iii. On time performance for each mode <input type="checkbox"/></p> <p>iv. Service availability for each mode <input type="checkbox"/></p> <p>c. Service policies:</p> <p>i. Transit amenities for each mode <input type="checkbox"/></p> <p>ii. Vehicle assignment for each mode <input type="checkbox"/></p> | <p><input type="checkbox"/> Y <input type="checkbox"/> N</p> <p><input type="checkbox"/> Y <input type="checkbox"/> N</p> <p><input type="checkbox"/> Y <input type="checkbox"/> N</p> |
| Comments:   |  |

Appendix T: PTN Review Checklist for Subrecipient Title VI Programs (continued)

**Part Three: Requirements for Metropolitan Planning Organizations (MPOs)**

All MPOs must complete Part Three; in addition to the requirements specified in Part One.

| MPO Requirements (Ref: FTA Circular 4702.1B Chapter VI)   | Status  |
|---|---|
| 1) Does the plan contain a demographic profile of the metropolitan area that includes identification of the locations of minority populations in the aggregate?   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| 2) A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process?   | <input type="checkbox"/> Y <input type="checkbox"/> N |
| 3) Demographic maps that overlay the percent minority and non-minority populations as identified by Census or American Community Survey (ACS) data, at the Census tract or block group level, and charts that analyze the impacts of the distribution of State and Federal funds in the aggregate for public transportation purposes, including federal funds managed by the MPO as a designated recipient? | <input type="checkbox"/> Y <input type="checkbox"/> N |
| 4) Analysis of disparate impacts on the basis of race, color, or national origin, and, if so, determines whether there is a substantial legitimate justification for the policy that resulted in the disparate impacts, and if there are alternatives that could be employed that would have a less discriminatory impact.  | <input type="checkbox"/> Y <input type="checkbox"/> N |
| Comments:   |   |

## Some Tips on Title VI Programs (...or “Learning from Other Peoples’ Mistakes”)

**\*NOTE:** these tips do NOT cover every requirement, so don't use this as your checklist. It only addresses some common issues, patterns, and best practices that may augment your use of the FTA Circular and our checklist.

1. Requirement#1: **Title VI Notice to the Public.**
  - Use the example in Appendix B of FTA Circular 4702.1B. It has ALL the required language you need. Don't leave ANY of it out...the FTA reviewers check this very carefully!
  - If you use the example in the circular, CHANGE the names, phone numbers, address, URLs, email addresses for your organization. Believe it or not...yes, you guessed it. Some people leave the *sample* ones in their program.
2. Requirement#2: **Title VI Complaint Procedures and Complaint Form.**
  - Attach copies of your complaint form to the plan, including any in Spanish or other languages identified in your Language Assistance Plan.
  - In your procedures, make sure you tell the public WHERE they can get the complaint form, both electronically and in paper form. Remember: many people do not have internet access, so make sure you have forms on your buses, in your offices, at your terminals, etc.
3. Requirement#3: **A list of Transit-related Title VI Investigations, Complaints, and Lawsuits.**
  - Use the example in Appendix E of the Circular. It's perfect.
  - Include a blank table if you have none. That way the public and FTA reviewers will know that you didn't just forget about the requirement.
4. Requirement#4: **Public Participation Plan.**
  - Remember to list and/or explain what public participation you did to either develop this plan (if it's your first one) or what you did since the last plan was adopted. This isn't *what you're going to do*...but what you actually *did*. Did. Did. Did! DID!!!! DID!!!! **Almost every plan leaves this out!!!**
  - Your public participation and outreach must describe how you outreach to minority and limited English proficient people. What did you do specifically to reach THEM? Not just you're “garden variety” public participation efforts that covers John Q Public.
  - Use the FTA Environmental Justice Circular 4703.1 for public outreach ideas. Some great examples.
5. Requirement#5: **Language Assistance Plan.**
  - You must use the 2010 Census numbers. The 2000 Census is out of date. No good. Don't use it!
  - Remember the Safe Harbor Provision thresholds on page III-9 of the circular: if you have 1000 persons or 5% of your service area, **WHICHEVER IS LESS**, who speak English “less than well,” then you have to translate written vital documents... ahead of time. Not when requested. Not when you have the time or money. **NOW!** List which documents you consider vital; you get to decide, but make sure you understand why. Attach them as appendices. Have them available online and in your office. **This is another one that trips people up OFTEN.**
6. Requirement#6: **A Table Depicting the Membership of Non-elected Committees and Councils.**

October 31, 2014

## Appendix U: PTN Title VI Tip Sheet (continued)

- Use the example in Appendix F in the circular. It's got all you need.
  - Make sure you include only transit-related... non-elected... membership of which is selected by YOU.
7. **Requirement#7: Monitoring Subrecipients.**
- If you pass money down to another agency...they're a subrecipient. Your plan must describe HOW you will monitor them for Title VI compliance. They don't need to produce a Title VI Program, but you must tell us how you will ensure that they meet the law and regulatory requirements.
  - If you have contactors...they're subrecipients. Tell us how you will monitor them. TxDOT has to know. We're responsible for all subrecipients. They don't need to produce a Title VI Program, but you must tell us how you will ensure that they meet the law and regulatory requirements.
8. **Requirement#8: Title VI Equity Analysis for Facilities.**
- Only for facilities built after October 1, 2012.
  - Only for FTA-funded facilities.
  - Not all facilities are "facilities" for Title VI purposes. Some things you think of as facilities are exempt from this requirement...so read the circular carefully.
  - "Facilities" do NOT include bus shelters, transit stations, power substations. Don't need to be covered in your Title VI Program because they're covered in project development and NEPA processes.
  - "Facilities" DO include (but are not limited to) storage facilities, maintenance facilities, operations centers.
  - Confused? It's ok. So are we. Just call if you have a question.
9. **Requirement#9: Approving Your Title VI Program.**
- Must be updated and approved once every 3 years.
  - If you get money from TxDOT and FTA directly, we both have to review the thing.
  - Must be approved by your "Board of Directors or appropriate governing entity or official(s) responsible for policy decisions prior to submitting it." (FTA Circular 4702.1B, page III-1).
  - So, attach a document with signatures approving the Program when you submit it.



# Appendix V: PTN Title VI Subrecipient Template (continued)

**Section 4: Title VI Complaint Procedure**

The **(Insert Agency Name)** Title VI Complaint Procedure is made available in the following locations (check box for **Agency**):

Required:

- Agency website: **(Insert website address here)**

Optional:

- Public office
- Reception area
- Meeting rooms
- Available in appropriate language for LEP populations, meeting the Safe Harbor Threshold
- Other: \_\_\_\_\_

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the **(Insert Agency Name)** may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form. Complaint forms can be found at: **(Insert URL)**, or requested at: **(Insert address)**.

The **(Insert Agency Name)** investigates complaints received no more than 180 days after the alleged incident. The **(Insert Agency Name)** will process complaints that are complete.

Once the complaint is received, the **(Insert Agency Name)** will review it to determine if our office has jurisdiction. A copy of each Title VI complaint received will be forwarded to TxDOT, Public Transportation Coordinator, unless ten (10) calendar days of receipt. The complainant will receive an acknowledgment letter informing her/him whether the complaint will be investigated by our office.

The **(Insert Agency Name)** has 90 days to investigate the complaint. If more information is needed to resolve the case, **(Insert Agency Name)** may contact the complainant.

The complainant has 90 business days from the date of the letter to send requested information to the investigator assigned to the case.

If the investigator is not contacted by the complainant or does not receive the additional information within 90 business days, **(Insert Agency Name)** can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he will issue one of two (2) letters to the complainant: a closure letter or a letter of finding (LOF).

- A closure letter summarizes the allegations and states that there was not a Title VI violation and the case will be closed.
- A letter of finding (LOF) summarizes the allegations and the findings regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff, signage, or other action will occur.

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If the complainant wishes to appeal the decision, she/he has 90 days after the date of the letter or the LOF to do so.

A person may also file a complaint directly with the Texas Department of Transportation, Attn: TxDOT-PTN, 125 E. 11th Street, Austin, TX 78701-2482, or Federal Transit Administration, Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TD, 1200 New Jersey Ave., SE Washington, DC 20590.

If information is needed in another language, then contact: 800-666-0000. **(This statement should be made in English and in any other language spoken by LEP populations that meet the Safe Harbor Threshold)**

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**Section 5: Title VI Complaint Form**

The **(Insert Agency Name)** Title VI Complaint Procedure is made available in the following locations (check box for **Agency**):

Required:

- Agency website: **(Insert website address here)**
- Hand copy in the central office
- Available in appropriate language for LEP populations meeting the Safe Harbor Threshold
- Other: \_\_\_\_\_

**Section I:**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone (Home): \_\_\_\_\_ Telephone (Work): \_\_\_\_\_

Email Address: \_\_\_\_\_

Accessibility Requirements?  Large Print  Audio Tape  TDD  Other: \_\_\_\_\_

**Section II:**

Are you filing this complaint on your own behalf?  Yes  No

If you answered "yes" to the question, go to Section III.

If not, please supply the name and relationship of the person for whom you are completing: \_\_\_\_\_

Please explain why you have filed for a third party: \_\_\_\_\_

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party:  Yes  No

**Section III:**

I believe the discrimination I experienced was based on (check all that apply):

Race  Color  National Origin

Date of Alleged Discrimination (Month, Day, Year): \_\_\_\_\_

Describe as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of the form.

**Section IV:**

Have you previously filed a Title VI complaint with this agency?  Yes  No

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**Section VI:**

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?

Yes  No

If yes, check all that apply:

Federal Agency: \_\_\_\_\_

Federal Court: \_\_\_\_\_  State Agency: \_\_\_\_\_

State Court: \_\_\_\_\_  Local Agency: \_\_\_\_\_

Please provide information about a contact person at the agency/court where the complaint was filed:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Agency: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

**Section VII:**

Name of agency/court against:

Contact person: \_\_\_\_\_

Title: \_\_\_\_\_

Telephone number: \_\_\_\_\_

You may attach any written materials or other information that you think is relevant to your complaint. Signature and date required below:

Signature \_\_\_\_\_ Date \_\_\_\_\_

If information is needed in another language, contact 800-666-0000.

Please submit this form in person at the address below, or mail this form to:

**(Insert Agency Name and address)**

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**Section 6: List of Transit Related Title VI Investigations, Complaints and Results**

The **(Insert Agency Name)** maintains a list or log of all Title VI investigations, complaints and results, pertaining to transit-related activities.

**Check One:**

There have been no investigations, complaints and/or lawsuits filed against us since the last submission.

There have been investigations, complaints and/or lawsuits filed against us. See list below. Attach additional information as needed.

| Investigation    | Date (Month/Day/Year) | Summary (include date of receipt, case status, or outcome sought) | Status | Reference Number |
|------------------|-----------------------|---|--------|------------------|
| Investigation 1: |                       |   |        |                  |
| Lawsuits 1:      |                       |   |        |                  |
| Complaints 1:    |                       |   |        |                  |

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**Section 7: Public Participation Plan**

**Engages and Desired Outcomes**

To promote inclusion in public participation, the **(Insert Agency Name)** will employ the following strategies, as appropriate (make three (3) determinations based on a demographic analysis of the population(s) affected, type of plan program and/or service, under consideration, and resources available):

- Provide for early, frequent and continuous engagement by the public.
- Select accessible and varied meeting locations and times.
- Provide different meeting times and formats.
- Provide childcare and food during meetings, if possible.
- Use social media in addition to other resources as a way to gain public involvement.
- Use radio, television or newspaper ads on stations and in publications that serve LEP populations.
- Outreach to LEP populations may also include audio programming available on podcasts.
- Expand traditional outreach methods by utilizing ethnic stores/markets and restaurants, community centers, libraries, faith-based institutions, local festivals, etc.

**Public Outreach Activities**

The public outreach and involvement activities conducted by the **(Insert Agency Name)** since the last Title VI Program submission are summarized in the table below:

**How were the Public Participation activities in the table below:**

| Event Date | (Insert Agency Name) Staff | Activity | Communication Method (Public Notice, Posters, Social Media) | Notes |
|------------|----------------------------|----------|---|-------|
|            |                            |          |   |       |
|            |                            |          |   |       |
|            |                            |          |   |       |
|            |                            |          |   |       |
|            |                            |          |   |       |

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## COMPLIANCE REVIEW

(Section 5310, 5311, 5339, and State Funds)

**General Information**

Organization:  
 Transit Provider Representative(s):  
 TxDOT PTN Reviewer:  
 Date of Review:

**Active Project Grant Agreement(s) (PGAs) at Time of Review (check all that apply)**

- Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program
- Section 5311 Formula Grants for Rural Areas
- Section 5339
- State Funds

**Funding Received Directly From FTA**

Does the agency receive 5307 Urbanized Formula grant funds from FTA? Yes  No

**Review Results (check all that apply):**

- Compliant       Noncompliant in the following Program Areas
- 1. Project Management
  - 2. Financial Management and Capacity
  - 3. Procurement
  - 4. Disadvantage Business Enterprise (DBE)
  - 5. Asset Management
  - 6. Charter Service
  - 7. School Bus Operations
  - 8. Americans with Disabilities Act (ADA)
  - 9. Title VI of the 1964 Civil Rights Act
  - 10. Equal Employment Opportunity (EEO)
  - 11. Drug-free Workplace Act / Drug and Alcohol Programs

**Improvement Action Plan (IAP) issued?**

- No  
 Yes:  
 IAP Number:  
 Requested IAP Completion Date:

\_\_\_\_\_  
 TxDOT PTN Reviewer Name      TxDOT PTN Reviewer Signature      Date

\_\_\_\_\_  
 Transit Provider Representative      Representative Signature      Date

Appendix W: PTN Annual Monitoring Review, PTN 129 (continued)

**9. TITLE VI**

Pursuant to FTA C 4702.1B and the TxDOT-PTN Title VI Program, subrecipients shall prohibit discrimination on the grounds of race, color, and national origin, in the delivery of public transit services.

| <b>Title VI Plan</b>   |   | Yes                      | No                       |
|--|---|--------------------------|--------------------------|
| 1.   | Does the subrecipient receive FTA funds from PTN? <i>If no, proceed to Section 10.</i>  | <input type="checkbox"/> | <input type="checkbox"/> |
| 2.   | Does the Transit Provider have a PTN approved Title VI Plan that complies with FTA Circular 4702.1B and the PTN Title VI Program?<br>a. Date of subrecipient board approval of Title VI Program:<br>b. Date of PTN Approval:<br>c. Expiration date of Title VI Program:<br>d. Were there any transit service or service area changes, or plan revisions since date of PTN's Title VI Plan approval? Summary of service changes: | <input type="checkbox"/> | <input type="checkbox"/> |
| <i>Note: Transit services changes, service area changes, or plan revisions are activities that could require Title VI plan update and review by PTN.</i> |   |                          |                          |
| <b>Complaints and Lawsuits</b>   |   | Yes                      | No                       |
| 3.   | Did the agency receive any Title VI complaints in the last two years?   | <input type="checkbox"/> | <input type="checkbox"/> |
|  | a. If yes, did the agency provide the PTC a copy of Title VI complaints within 10 business days? (Ref. PTN Title VI Program)  | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Website Review</b>  |   | Yes                      | No                       |

| 4.  | Does the Transit Provider's website contain the following information as required by FTA Circular 4702.1B?<br>a. Title VI Notice to the Public<br>b. Complaint Procedures<br>c. Complaint Form                               | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--|--------------------------|--------------------------|
| 5.  | Date website review conducted:   | <input type="checkbox"/> | <input type="checkbox"/> |
| 6.  | Web address of required Title VI items:  |                          |                          |
| <b>Public Notice Posting Review</b>                       |  | Yes                      | No                       |
| 7.  | Has the Transit Provider posted the Title VI Notice to the Public in the following places as required by FTA Circular 4702.1B?<br>a. Reception Desk, Public Meeting Rooms, and Website                                       | <input type="checkbox"/> | <input type="checkbox"/> |
| <b>Sub-recipient's Title VI Monitoring of Contractors</b> |  | Yes                      | No                       |
| 8.  | Does the agency use contractors to provide transit service?<br>a. If yes, how does the agency monitor contractors to ensure the contractors are complying with Title VI requirements outlined in the agency's Title VI plan? | <input type="checkbox"/> | <input type="checkbox"/> |
| Comments:   |  |                          |                          |

Appendix X: PTN Annual Monitoring Form, PTN - 137



Form PTN-137  
(Rev. 9/16)

**COMPLIANCE REVIEW**  
(Vehicles/Real Property Funded with PTN Assistance)

**General Information**

Organization:  
Transit Provider Representative(s):  
TxDOT PTN Reviewer:  
Date of Review:

**Vehicles or Real Property Funded with PTN Assistance**

Please briefly describe project(s) previously funded with PTN assistance:

- Transit Vehicle
- Transit Facility Improvements or Construction
- Other

**Review Results (check all that apply):**

- Compliant
- Noncompliant in the following Program Areas
  - Project Management
  - Asset Management
  - Charter Service
  - School Bus Operations
  - Americans with Disabilities Act (ADA)
  - Title VI

**Improvement Action Plan (IAP) required?**

- No
- Yes:

IAP Number:  
Projected Date of IAP Completion:

|                                 |                          |      |
|---------------------------------|--------------------------|------|
| TxDOT Reviewer Name             | TxDOT Reviewer Signature | Date |
| Transit Provider Representative | Representative Signature | Date |

**9. TITLE VI**

Pursuant to FTA C 4702.1B and the TxDOT-PTN Title VI Program, subrecipients shall prohibit discrimination on the grounds of race, color, and national origin, in the delivery of public transit services.

| Title VI Complaints  | Yes                      | No                       |
|--|--------------------------|--------------------------|
| 1. Did the agency receive any Title VI complaints in the last two years?                 | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Did the agency provide the PTC a copy of Title VI complaints within 10 business days? | <input type="checkbox"/> | <input type="checkbox"/> |

## Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables

### FY15 Section 5310

(Source: PTN Index of Minute Orders, FY 2015)

| Seniors & Disabled 5310 FTA Program                                  | Total Populati    | White            | Minorit          | % Minorit     | Federal 5          | Per Capi      | Per Capita- White | Per Capita- Minorit |
|--|-------------------|------------------|------------------|---------------|--------------------|---------------|-------------------|---------------------|
| Abilene, City of   | 110,421           | 70,235           | 40,186           | 36.39%        | \$76,500           | \$0.69        | \$0.44            | \$0.25              |
| Adult Enrichment Center  | 154,192           | 89,723           | 64,469           | 41.81%        | \$16,320           | \$0.11        | \$0.06            | \$0.04              |
| Affectionate Arms Adult Day Health Care Center                       | 333,423           | 181,477          | 151,766          | 45.52%        | \$26,730           | \$0.08        | \$0.04            | \$0.04              |
| Alamo Area Council of Governments                                    | 407,529           | 244,072          | 163,457          | 40.11%        | \$60,000           | \$0.15        | \$0.09            | \$0.06              |
| Ark-Tex Council of Governments                                       | 229,857           | 166,460          | 63,397           | 27.58%        | \$477,782          | \$2.08        | \$1.51            | \$0.57              |
| Bastrop Emergency Food Pantry  | 74,169            | 41,386           | 32,783           | 44.20%        | \$5,700            | \$0.08        | \$0.04            | \$0.03              |
| Bowie Senior Citizens Project  | 83,908            | 65,218           | 18,690           | 22.27%        | \$40,885           | \$0.49        | \$0.38            | \$0.11              |
| Brazos Transit District  | 805,898           | 560,397          | 245,501          | 30.46%        | \$404,302          | \$0.50        | \$0.35            | \$0.15              |
| Capital Area Rural Transportation System (CARTS)                     | 398,674           | 256,798          | 141,876          | 35.59%        | \$91,200           | \$0.23        | \$0.15            | \$0.08              |
| Central Texas MHMR   | 172,378           | 88,081           | 84,297           | 48.90%        | \$19,200           | \$0.11        | \$0.06            | \$0.05              |
| Central Texas Rural Transit District                                 | 190,802           | 146,632          | 44,170           | 23.15%        | \$241,604          | \$1.27        | \$0.97            | \$0.29              |
| Coastal Bend CIL   | 573,893           | 202,493          | 371,400          | 64.72%        | \$104,802          | \$0.18        | \$0.06            | \$0.12              |
| Colorado Valley Transit, Inc.  | 132,858           | 69,397           | 63,461           | 47.77%        | \$131,000          | \$0.99        | \$0.52            | \$0.47              |
| Community Services, Inc.   | 113,786           | 69,851           | 43,980           | 38.65%        | \$158,000          | \$1.39        | \$0.85            | \$0.54              |
| Concho Valley Transit District                                       | 57,196            | 35,992           | 21,204           | 37.07%        | \$193,431          | \$3.38        | \$2.13            | \$1.25              |
| Disability in Action   | 257,994           | 167,573          | 90,421           | 35.05%        | \$186,796          | \$0.72        | \$0.47            | \$0.25              |
| East Texas Council of Governments                                    | 600,618           | 437,782          | 162,836          | 27.11%        | \$382,403          | \$0.64        | \$0.46            | \$0.17              |
| Eden Home  | 57,196            | 35,992           | 21,204           | 37.07%        | \$67,200           | \$1.17        | \$0.74            | \$0.44              |
| Friends of Elder Citizens  | 161,645           | 90,004           | 71,641           | 44.32%        | \$11,500           | \$0.07        | \$0.04            | \$0.03              |
| Galveston County Transit District                                    | 61,937            | 32,228           | 29,709           | 47.97%        | \$46,324           | \$0.75        | \$0.39            | \$0.36              |
| Galveston, City of   | 47,743            | 21,500           | 26,243           | 54.97%        | \$20,000           | \$0.42        | \$0.19            | \$0.23              |
| Golden Crescent Regional Planning Commission                         | 161,645           | 90,004           | 71,641           | 44.32%        | \$228,207          | \$1.41        | \$0.79            | \$0.63              |
| Gulf Coast Center  | 86,202            | 52,913           | 33,289           | 38.62%        | \$95,171           | \$1.10        | \$0.68            | \$0.43              |
| Heart of Texas Council of Governments                                | 176,895           | 128,221          | 48,674           | 27.52%        | \$128,424          | \$0.73        | \$0.53            | \$0.20              |
| Jim Hogg County  | 5,300             | 333              | 4,967            | 93.72%        | \$8,000            | \$1.51        | \$0.09            | \$1.41              |
| Kaufman County Senior Citizens                                       | 113,285           | 80,463           | 32,822           | 28.97%        | \$22,000           | \$0.19        | \$0.14            | \$0.06              |
| Kleberg County Human Services  | 32,477            | 7,565            | 24,912           | 76.71%        | \$35,267           | \$1.09        | \$0.25            | \$0.83              |
| Lower Rio Grande Valley Development Council                          | 118,234           | 14,449           | 103,785          | 87.78%        | \$100,105          | \$0.85        | \$0.10            | \$0.74              |
| Montgomery County Committee on Aging (Friendship Ctr)                | 455,760           | 316,297          | 139,463          | 30.60%        | \$212,934          | \$0.47        | \$0.32            | \$0.14              |
| Mounting Horizons  | 5,781,090         | 2,244,353        | 3,536,737        | 61.18%        | \$284,199          | \$0.05        | \$0.02            | \$0.03              |
| NDMJ Ltd.  | 667,152           | 451,381          | 215,771          | 32.34%        | \$120,000          | \$0.18        | \$0.12            | \$0.06              |
| Nortex Regional Planning Commission                                  | 222,860           | 164,519          | 58,341           | 26.18%        | \$191,027          | \$0.86        | \$0.63            | \$0.22              |
| Odessa, City of  | 99,875            | 41,448           | 58,427           | 58.50%        | \$232,250          | \$2.33        | \$0.97            | \$1.36              |
| Panhandle Community Services   | 231,276           | 143,159          | 88,117           | 38.10%        | \$252,600          | \$1.09        | \$0.68            | \$0.42              |
| Panhandle Independent Living Center                                  | 377,567           | 232,394          | 145,173          | 38.45%        | \$68,000           | \$0.18        | \$0.11            | \$0.07              |
| Permian Basin Community Centers                                      | 244,212           | 113,169          | 113,043          | 46.29%        | \$63,250           | \$0.26        | \$0.14            | \$0.12              |
| Rolling Plains Management Corporation                                | 83,908            | 65,218           | 18,690           | 22.27%        | \$129,888          | \$1.55        | \$1.20            | \$0.34              |
| Rural Economic Assistance League, Inc.                               | 201,995           | 87,768           | 114,227          | 56.55%        | \$185,000          | \$0.92        | \$0.40            | \$0.52              |
| Services Program for Aging Needs (SPAN)                              | 75,149            | 59,949           | 15,200           | 20.23%        | \$30,000           | \$0.40        | \$0.32            | \$0.08              |
| Smith County   | 209,714           | 128,554          | 81,160           | 38.70%        | \$96,000           | \$0.46        | \$0.28            | \$0.18              |
| South East Texas Regional Planning Commission                        | 87,673            | 73,806           | 13,867           | 15.82%        | \$245,000          | \$2.79        | \$2.35            | \$0.44              |
| South Padre Island, City of  | 2,816             | 1,893            | 923              | 32.78%        | \$155,000          | \$55.04       | \$37.00           | \$18.04             |
| South Plains Community Action Association                            | 200,627           | 99,339           | 101,288          | 50.49%        | \$134,946          | \$0.67        | \$0.33            | \$0.34              |
| Southwest Area Regional Transit District                             | 118,131           | 16,817           | 101,314          | 85.76%        | \$165,300          | \$1.40        | \$0.20            | \$1.20              |
| Star Transit   | 113,285           | 80,463           | 32,822           | 28.97%        | \$9,750            | \$0.09        | \$0.06            | \$0.02              |
| Texoma Area Paratransit System, Inc.                                 | 220,927           | 184,313          | 36,614           | 16.57%        | \$220,000          | \$1.00        | \$0.83            | \$0.17              |
| The Transit System, Inc.   | 59,672            | 51,183           | 8,489            | 14.23%        | \$81,000           | \$1.36        | \$1.16            | \$0.19              |
| Tyler, City of   | 96,900            | 49,225           | 47,675           | 49.20%        | \$146,510          | \$1.51        | \$0.77            | \$0.74              |
| University of Texas Health Science Center                            | 96,900            | 49,225           | 47,675           | 49.20%        | \$96,000           | \$0.99        | \$0.50            | \$0.49              |
| Waco, City of  | 124,805           | 57,160           | 67,645           | 54.20%        | \$275,431          | \$2.21        | \$1.01            | \$1.20              |
| West Texas Opportunities, Inc.                                       | 198,733           | 89,473           | 109,260          | 54.98%        | \$122,262          | \$0.62        | \$0.28            | \$0.34              |
| Zapata County  | 14,018            | 813              | 13,205           | 94.20%        | \$8,000            | \$0.57        | \$0.03            | \$0.54              |
| <b>FY15 Section 5310 Subrecipients with Geographic Service Areas</b> | <b>15,705,200</b> | <b>8,249,158</b> | <b>7,437,907</b> | <b>47.36%</b> | <b>\$6,903,200</b> | <b>\$0.44</b> | <b>\$0.23</b>     | <b>\$0.21</b>       |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

FY15 Section 5311

(Source: Summary of PTN Index of Minute Orders, FY 2015)

| 5311 FTA Program - Grouped By Grantee            | Total Population | White      | Minority  | % Minority | 5311         | Total Per Capita | Per Capita White | Per Capita Minority |
|--|------------------|------------|-----------|------------|--------------|------------------|------------------|---------------------|
| Alamo Area Council of Governments                | 407,529          | 244,072    | 163,457   | 40.11%     | \$364,454    | \$0.89           | \$0.54           | \$0.36              |
| All Aboard America                               | 417,679          | 193,873    | 223,806   | 53.58%     | \$1,020,047  | \$2.44           | \$1.13           | \$1.31              |
| ArkTex Council of Governments                    | 229,857          | 166,460    | 63,397    | 27.58%     | \$502,000    | \$2.18           | \$1.58           | \$0.60              |
| ArkTex Council of Governments                    | 229,857          | 166,460    | 63,397    | 27.58%     | \$285,395    | \$1.24           | \$0.90           | \$0.34              |
| Aspermont Small Business Development Center      | 37,733           | 25,169     | 12,564    | 33.30%     | \$118,757    | \$3.15           | \$2.10           | \$1.05              |
| Aspermont Small Business Development Center      | 37,733           | 25,169     | 12,564    | 33.30%     | \$5,173      | \$0.14           | \$0.09           | \$0.05              |
| Brazos Transit District                          | 805,898          | 560,397    | 245,501   | 30.46%     | \$375,000    | \$0.47           | \$0.32           | \$0.14              |
| Brazos Transit District                          | 805,898          | 560,397    | 245,501   | 30.46%     | \$524,337    | \$0.65           | \$0.45           | \$0.20              |
| Brazos Transit District                          | 805,898          | 560,397    | 245,501   | 30.46%     | \$31,787     | \$0.04           | \$0.03           | \$0.01              |
| Brownsville, City of                             | 1,291,048        | 110,518    | 1,180,530 | 91.44%     | \$821,095    | \$0.64           | \$0.05           | \$0.58              |
| Capital Area Rural Transportation System         | 398,674          | 256,798    | 141,876   | 35.59%     | \$1,168,000  | \$2.93           | \$1.89           | \$1.04              |
| Capital Area Rural Transportation System         | 398,674          | 256,798    | 141,876   | 35.59%     | \$863,287    | \$2.17           | \$1.39           | \$0.77              |
| Capital Area Rural Transportation System         | 398,674          | 256,798    | 141,876   | 35.59%     | \$73,795     | \$0.19           | \$0.12           | \$0.07              |
| Central Texas Rural Transit District             | 190,802          | 146,632    | 44,170    | 23.15%     | \$529,300    | \$2.77           | \$2.13           | \$0.64              |
| Cleburne, City of                                | 106,596          | 78,342     | 28,254    | 26.51%     | \$105,527    | \$0.99           | \$0.73           | \$0.26              |
| Cleburne, City of                                | 106,596          | 78,342     | 28,254    | 26.51%     | \$302        | \$0.00           | \$0.00           | \$0.00              |
| Colorado Valley Transit                          | 132,858          | 69,397     | 63,461    | 47.77%     | \$149,084    | \$1.12           | \$0.59           | \$0.54              |
| Community Services, Inc.                         | 113,786          | 69,851     | 43,980    | 38.65%     | \$102,997    | \$0.91           | \$0.56           | \$0.35              |
| Community Services, Inc.                         | 113,786          | 69,851     | 43,980    | 38.65%     | \$43,420     | \$0.38           | \$0.23           | \$0.15              |
| Concho Coaches Buses                             | 154,192          | 89,723     | 64,469    | 41.81%     | \$67,602     | \$0.44           | \$0.26           | \$0.18              |
| Concho Valley Transit District                   | 154,192          | 89,723     | 64,469    | 41.81%     | \$105,659    | \$0.69           | \$0.40           | \$0.29              |
| Concho Valley Transit District                   | 154,192          | 89,723     | 64,469    | 41.81%     | \$508        | \$0.00           | \$0.00           | \$0.00              |
| Del Rio, City of                                 | 48,879           | 8,548      | 40,331    | 82.51%     | \$111,582    | \$2.28           | \$0.40           | \$1.88              |
| East Texas Council of Governments                | 600,618          | 437,782    | 162,836   | 27.11%     | \$387,427    | \$0.65           | \$0.47           | \$0.17              |
| Echo Tours & Charters                            | 2,270,739        | 1,309,312  | 961,427   | 42.34%     | \$395,981    | \$0.17           | \$0.10           | \$0.07              |
| El Paso County                                   | 28,273           | 3,455      | 24,818    | 87.78%     | \$420,180    | \$14.86          | \$1.82           | \$13.05             |
| El Paso County                                   | 28,273           | 3,455      | 24,818    | 87.78%     | \$623,926    | \$22.07          | \$2.70           | \$19.37             |
| El Paso County                                   | 28,273           | 3,455      | 24,818    | 87.78%     | \$6,762      | \$0.24           | \$0.03           | \$0.21              |
| Fort Bend County Rural Transit District          | 38,177           | 22,270     | 15,907    | 41.67%     | \$462,916    | \$12.13          | \$7.07           | \$5.05              |
| Fort Bend County Rural Transit District          | 38,177           | 22,270     | 15,907    | 41.67%     | \$2,921      | \$0.08           | \$0.04           | \$0.03              |
| Galveston County Transit District                | 61,937           | 32,228     | 29,709    | 47.97%     | \$255,376    | \$4.12           | \$2.15           | \$1.98              |
| Galveston, City of                               | 47,743           | 21,500     | 26,243    | 54.97%     | \$500,000    | \$10.47          | \$4.72           | \$5.76              |
| Golden Crescent Regional Planning Commission     | 161,645          | 90,004     | 71,641    | 44.32%     | \$400,634    | \$2.48           | \$1.38           | \$1.10              |
| Golden Crescent Regional Planning Commission     | 161,645          | 90,004     | 71,641    | 44.32%     | \$5,933      | \$0.04           | \$0.02           | \$0.02              |
| Greyhound Lines                                  | 4,192,126        | 1,962,020  | 2,230,106 | 53.20%     | \$1,433,423  | \$0.34           | \$0.16           | \$0.18              |
| Gulf Coast Center                                | 86,202           | 52,913     | 33,289    | 38.62%     | \$65,604     | \$0.76           | \$0.47           | \$0.29              |
| Heart of Texas Council of Governments            | 176,895          | 128,221    | 48,674    | 27.52%     | \$225,901    | \$1.28           | \$0.93           | \$0.35              |
| Hill Country Transit District                    | 164,934          | 123,970    | 40,964    | 24.84%     | \$305,411    | \$1.85           | \$1.39           | \$0.46              |
| Kleberg County Human Services                    | 32,477           | 7,565      | 24,912    | 76.71%     | \$52,497     | \$1.62           | \$0.38           | \$1.24              |
| Kleberg County Human Services                    | 32,477           | 7,565      | 24,912    | 76.71%     | \$524        | \$0.02           | \$0.00           | \$0.01              |
| Lower Rio Grande Valley Development Council      | 118,234          | 14,449     | 103,785   | 87.78%     | \$136,620    | \$1.16           | \$0.14           | \$1.01              |
| Lower Rio Grande Valley Development Council      | 118,234          | 14,449     | 103,785   | 87.78%     | \$169,749    | \$1.44           | \$0.18           | \$1.26              |
| Lower Rio Grande Valley Development Council      | 118,234          | 14,449     | 103,785   | 87.78%     | \$15,198     | \$0.13           | \$0.02           | \$0.11              |
| McLennan County                                  | 234,906          | 138,295    | 96,611    | 41.13%     | \$19,644     | \$0.08           | \$0.05           | \$0.03              |
| McLennan County Rural Transit District           | 113,786          | 69,851     | 43,980    | 38.65%     | \$40,000     | \$0.35           | \$0.22           | \$0.14              |
| McLennan County Rural Transit District           | 113,786          | 69,851     | 43,980    | 38.65%     | \$240,000    | \$2.11           | \$1.29           | \$0.82              |
| Panhandle Community Services                     | 231,276          | 143,159    | 88,117    | 38.10%     | \$100,000    | \$0.43           | \$0.27           | \$0.16              |
| Panhandle Community Services                     | 231,276          | 143,159    | 88,117    | 38.10%     | \$380,872    | \$1.65           | \$1.02           | \$0.63              |
| Public Transit Services                          | 147,148          | 123,145    | 24,003    | 16.31%     | \$2,340,000  | \$15.90          | \$13.31          | \$2.59              |
| Public Transit Services                          | 147,148          | 123,145    | 24,003    | 16.31%     | \$222,516    | \$1.51           | \$1.27           | \$0.25              |
| Rolling Plains Management Corporation            | 83,908           | 65,218     | 18,690    | 22.27%     | \$210,548    | \$2.51           | \$1.95           | \$0.56              |
| Rolling Plains Management Corporation            | 83,908           | 65,218     | 18,690    | 22.27%     | \$7,916      | \$0.09           | \$0.07           | \$0.02              |
| Rural Economic Assistance League                 | 201,995          | 87,768     | 114,227   | 56.55%     | \$100,000    | \$0.50           | \$0.22           | \$0.28              |
| Rural Economic Assistance League                 | 201,995          | 87,768     | 114,227   | 56.55%     | \$256,645    | \$1.27           | \$0.55           | \$0.72              |
| Rural Economic Assistance League                 | 201,995          | 87,768     | 114,227   | 56.55%     | \$11,889     | \$0.06           | \$0.03           | \$0.03              |
| Senior Center Resources and Public Transit, Inc. | 86,129           | 64,393     | 21,736    | 25.24%     | \$120,691    | \$1.40           | \$1.05           | \$0.35              |
| Services Program for Aging Needs (SPAN)          | 75,149           | 59,949     | 15,200    | 20.23%     | \$183,610    | \$2.44           | \$1.95           | \$0.49              |
| South East Texas Regional Planning Commission    | 87,673           | 73,806     | 13,867    | 15.82%     | \$159,963    | \$1.82           | \$1.54           | \$0.29              |
| South East Texas Regional Planning Commission    | 87,673           | 73,806     | 13,867    | 15.82%     | \$80,117     | \$0.91           | \$0.77           | \$0.14              |
| South Plains Community Action Association        | 200,627          | 99,339     | 101,288   | 50.49%     | \$100,000    | \$0.50           | \$0.25           | \$0.25              |
| South Plains Community Action Association        | 200,627          | 99,339     | 101,288   | 50.49%     | \$349,022    | \$1.74           | \$0.86           | \$0.88              |
| South Plains Community Action Association        | 200,627          | 99,339     | 101,288   | 50.49%     | \$11,715     | \$0.06           | \$0.03           | \$0.03              |
| Southwest Area Regional Transit District         | 118,131          | 16,817     | 101,314   | 85.76%     | \$358,974    | \$3.04           | \$0.43           | \$2.61              |
| STAR Transit                                     | 113,285          | 80,463     | 32,822    | 28.97%     | \$39,950     | \$0.35           | \$0.25           | \$0.10              |
| STAR Transit                                     | 113,285          | 80,463     | 32,822    | 28.97%     | \$395,857    | \$3.49           | \$2.48           | \$1.01              |
| Texoma Area Paratransit System                   | 220,927          | 184,313    | 36,614    | 16.57%     | \$100,000    | \$0.45           | \$0.38           | \$0.08              |
| Texoma Area Paratransit System, Inc              | 220,927          | 184,313    | 36,614    | 16.57%     | \$420,435    | \$1.90           | \$1.59           | \$0.32              |
| Texoma Area Paratransit System, Inc. (TAPS)      | 220,927          | 184,313    | 36,614    | 16.57%     | \$11,817     | \$0.05           | \$0.04           | \$0.01              |
| The Transit System                               | 59,672           | 51,183     | 8,489     | 14.23%     | \$79,622     | \$1.33           | \$1.14           | \$0.19              |
| The Transit System                               | 59,672           | 51,183     | 8,489     | 14.23%     | \$39,339     | \$0.66           | \$0.57           | \$0.09              |
| Webb County Community Action Agency              | 14,574           | 572        | 14,002    | 96.08%     | \$79,154     | \$5.43           | \$0.21           | \$5.22              |
| Webb County Community Action Agency              | 14,574           | 572        | 14,002    | 96.08%     | \$5,753      | \$0.39           | \$0.02           | \$0.38              |
| West Texas Opportunities, Inc                    | 198,733          | 89,473     | 109,260   | 54.98%     | \$100,000    | \$0.50           | \$0.23           | \$0.28              |
| West Texas Opportunities, Inc                    | 198,733          | 89,473     | 109,260   | 54.98%     | \$586,335    | \$2.95           | \$1.33           | \$1.62              |
| Total  | 20,531,416       | 11,322,228 | 9,209,368 | 44.86%     | \$20,388,475 | \$0.99           | \$0.55           | \$0.45              |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

FY15 Section 5304

(Source: PTN Index of Minute Orders, FY 2015)

| Planning Funds- Grouped By State Planning Regions        | Total Pop  | White     | Minority  | % Minority | Federal \$  | Total Per Capita | Per Capita White | Per Capita Minority |
|--|------------|-----------|-----------|------------|-------------|------------------|------------------|---------------------|
| Alamo Area Council of Governments                        | 2,249,718  | 838,314   | 1,411,404 | 62.74%     | \$93,605    | \$0.04           | \$0.02           | \$0.03              |
| Ark-Tex Council of Governments                           | 281,947    | 196,252   | 85,695    | 30.39%     | \$124,530   | \$0.44           | \$0.31           | \$0.13              |
| Brazos Valley COG  | 805,898    | 560,397   | 245,501   | 30.46%     | \$96,325    | \$0.12           | \$0.08           | \$0.04              |
| Capital Area Metropolitan Planning Organization          | 1,830,003  | 1,025,479 | 804,524   | 43.96%     | \$113,325   | \$0.06           | \$0.03           | \$0.03              |
| Central Texas COG  | 723,597    | 414,206   | 309,391   | 42.76%     | \$96,325    | \$0.13           | \$0.08           | \$0.06              |
| Central Texas Rural Transit District                     | 190,802    | 146,632   | 44,170    | 23.15%     | \$69,170    | \$0.36           | \$0.28           | \$0.08              |
| Concho Valley Transit District                           | 154,192    | 89,723    | 64,469    | 41.81%     | \$60,000    | \$0.39           | \$0.23           | \$0.16              |
| County of El Paso  | 825,913    | 114,015   | 711,898   | 86.20%     | \$129,720   | \$0.16           | \$0.02           | \$0.14              |
| Deep East Texas Council of Governments                   | 378,477    | 261,725   | 116,752   | 30.85%     | \$69,630    | \$0.18           | \$0.13           | \$0.06              |
| East Texas Council of Governments                        | 829,749    | 568,228   | 261,521   | 31.52%     | \$69,745    | \$0.08           | \$0.06           | \$0.03              |
| Golden Crescent Regional Planning Commission             | 188,626    | 99,542    | 89,084    | 47.23%     | \$67,500    | \$0.36           | \$0.19           | \$0.17              |
| Houston Galveston Council of Governments                 | 5,781,260  | 2,244,523 | 3,536,737 | 61.18%     | \$96,325    | \$0.02           | \$0.01           | \$0.01              |
| Lower Rio Grande Valley Development Commission           | 1,203,123  | 106,215   | 1,096,908 | 91.17%     | \$75,135    | \$0.06           | \$0.01           | \$0.06              |
| Midland-Odessa Transportation Organization               | 417,679    | 193,873   | 223,806   | 53.58%     | \$67,500    | \$0.16           | \$0.08           | \$0.09              |
| Nortex Regional Planning Commission                      | 222,860    | 164,519   | 58,341    | 26.18%     | \$67,500    | \$0.30           | \$0.22           | \$0.08              |
| Panhandle Regional Planning Commission                   | 427,927    | 259,774   | 168,153   | 39.29%     | \$105,600   | \$0.25           | \$0.15           | \$0.10              |
| REAL, Inc. (Rural Economic Assistance League)            | 186,992    | 65,764    | 121,228   | 64.83%     | \$113,325   | \$0.61           | \$0.21           | \$0.39              |
| South Plains Association of Governments                  | 411,659    | 218,381   | 193,278   | 46.95%     | \$14,575    | \$0.04           | \$0.02           | \$0.02              |
| South Texas Development Council                          | 167,010    | 25,365    | 141,645   | 84.81%     | \$96,325    | \$0.58           | \$0.09           | \$0.49              |
| Southeast Texas Regional Planning Commission             | 388,745    | 228,486   | 160,259   | 41.22%     | \$124,530   | \$0.32           | \$0.19           | \$0.13              |
| Texoma Area Paratransit System, Inc.                     | 193,229    | 152,791   | 40,438    | 20.93%     | \$75,135    | \$0.39           | \$0.31           | \$0.08              |
| Section 5304 Subrecipients with Geographic Service Areas | 17,859,406 | 7,974,204 | 9,885,202 | 55%        | \$1,825,825 | \$0.10           | \$0.05           | \$0.05              |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

**FY15 Section 5339 – Small Urban and Rural**  
 (Source: PTN Index of Minute Orders, FY 2015)

| Section 5339 FTA Program - Grouped By Grantees  | Total Population | White            | Minority         | % Minority    | Federal            | Per Capita Total | Per Capita White | Per Capita Minority |
|---|------------------|------------------|------------------|---------------|--------------------|------------------|------------------|---------------------|
| Abilene, City of  | 110,421          | 70,235           | 40,186           | 36.39%        | \$301,951          | \$2.73           | \$1.74           | \$1.00              |
| Alamo Area Council of Governments   | 407,529          | 244,072          | 163,457          | 40.11%        | \$75,481           | \$0.19           | \$0.11           | \$0.07              |
| Amarillo, City of   | 196,651          | 116,615          | 80,036           | 40.70%        | \$170,437          | \$0.87           | \$0.51           | \$0.35              |
| ArkTex Council of Governments   | 229,857          | 166,460          | 63,397           | 27.58%        | \$83,242           | \$0.36           | \$0.26           | \$0.10              |
| Aspermont Small Business Development Center   | 37,733           | 25,169           | 12,564           | 33.30%        | \$6,670            | \$0.18           | \$0.12           | \$0.06              |
| Beaumont, City of   | 147,922          | 71,379           | 76,543           | 51.75%        | \$234,860          | \$1.59           | \$0.77           | \$0.82              |
| Brazos Transit District   | 805,898          | 560,397          | 245,501          | 30.46%        | \$39,202           | \$0.05           | \$0.03           | \$0.01              |
| Capital Area Rural Transportation System  | 398,674          | 256,798          | 141,876          | 35.59%        | \$100,341          | \$0.25           | \$0.16           | \$0.09              |
| Central Texas Rural Transit District  | 190,802          | 146,632          | 44,170           | 23.15%        | \$61,838           | \$0.32           | \$0.25           | \$0.08              |
| Cleburne, City of   | 106,596          | 78,342           | 28,254           | 26.51%        | \$13,525           | \$0.13           | \$0.09           | \$0.03              |
| College Station-Bryan   | 171,345          | 97,532           | 73,813           | 43.08%        | \$226,869          | \$1.32           | \$0.75           | \$0.57              |
| Colorado Valley Transit   | 132,858          | 69,397           | 63,461           | 47.77%        | \$17,810           | \$0.13           | \$0.07           | \$0.06              |
| Community Services, Inc.  | 113,786          | 69,851           | 43,980           | 38.65%        | \$11,945           | \$0.10           | \$0.06           | \$0.04              |
| Concho Valley Transit District  | 154,192          | 89,723           | 64,469           | 41.81%        | \$41,905           | \$0.27           | \$0.16           | \$0.11              |
| Del Rio, City of  | 48,879           | 8,548            | 40,331           | 82.51%        | \$26,979           | \$0.55           | \$0.10           | \$0.46              |
| East Texas Council of Governments   | 600,618          | 437,782          | 162,836          | 27.11%        | \$75,687           | \$0.13           | \$0.09           | \$0.03              |
| El Paso County  | 28,273           | 3,455            | 24,818           | 87.78%        | \$8,772            | \$0.31           | \$0.04           | \$0.27              |
| Fort Bend County Rural Transit District   | 38,177           | 22,270           | 15,907           | 41.67%        | \$17,657           | \$0.46           | \$0.27           | \$0.19              |
| Galveston County Transit District   | 61,937           | 32,228           | 29,709           | 47.97%        | \$19,313           | \$0.31           | \$0.16           | \$0.15              |
| Golden Crescent Regional Planning Commission  | 161,645          | 90,004           | 71,641           | 44.32%        | \$35,907           | \$0.22           | \$0.12           | \$0.10              |
| Gulf Coast Center   | 86,202           | 52,913           | 33,289           | 38.62%        | \$9,366            | \$0.11           | \$0.07           | \$0.04              |
| Harlingen, City of  | 135,663          | 19,492           | 116,171          | 85.63%        | \$20,618           | \$0.15           | \$0.02           | \$0.13              |
| Heart of Texas Council of Governments   | 176,895          | 128,221          | 48,674           | 27.52%        | \$29,166           | \$0.16           | \$0.12           | \$0.05              |
| Hill Country Transit District   | 164,934          | 123,970          | 40,964           | 24.84%        | \$44,491           | \$0.27           | \$0.20           | \$0.07              |
| Kleberg County Human Services   | 32,477           | 7,565            | 24,912           | 76.71%        | \$6,774            | \$0.21           | \$0.05           | \$0.16              |
| Lake Jackson-Angleton   | 74,830           | 39,610           | 35,220           | 47.07%        | \$82,681           | \$1.10           | \$0.58           | \$0.52              |
| Longview, City of   | 98,884           | 59,538           | 39,346           | 39.79%        | \$96,569           | \$0.98           | \$0.59           | \$0.39              |
| Lower Rio Grande Valley Development Council   | 118,234          | 14,449           | 103,785          | 87.78%        | \$24,531           | \$0.21           | \$0.03           | \$0.18              |
| McKinney, City of   | 170,030          | 110,818          | 59,212           | 34.82%        | \$143,710          | \$0.85           | \$0.55           | \$0.29              |
| McLennan County Transit District  | 62,528           | 50,214           | 12,314           | 19.69%        | \$12,374           | \$0.20           | \$0.16           | \$0.04              |
| Midland-Odessa, City of   | 244,212          | 113,169          | 113,043          | 46.29%        | \$331,688          | \$1.36           | \$0.73           | \$0.63              |
| Panhandle Community Services  | 231,276          | 143,159          | 88,117           | 38.10%        | \$49,796           | \$0.22           | \$0.13           | \$0.08              |
| Port Arthur, City of  | 153,150          | 83,301           | 69,849           | 45.61%        | \$124,030          | \$0.81           | \$0.44           | \$0.37              |
| Public Transit Services   | 147,148          | 123,145          | 24,003           | 16.31%        | \$17,628           | \$0.12           | \$0.10           | \$0.02              |
| Rolling Plains Management Corporation   | 83,908           | 65,218           | 18,690           | 22.27%        | \$18,989           | \$0.23           | \$0.18           | \$0.05              |
| Rural Economic Assistance League  | 201,995          | 87,768           | 114,227          | 56.55%        | \$40,899           | \$0.20           | \$0.09           | \$0.11              |
| San Angelo, City of   | 92,984           | 50,639           | 42,345           | 45.54%        | \$292,579          | \$3.15           | \$1.71           | \$1.43              |
| San Marcos, City of   | 52,826           | 26,500           | 26,326           | 49.84%        | \$64,732           | \$1.23           | \$0.61           | \$0.61              |
| Senior Center Resources and Public Transit, Inc.  | 86,129           | 64,393           | 21,736           | 25.24%        | \$15,965           | \$0.19           | \$0.14           | \$0.05              |
| Services Program for Aging Needs (SPAN)   | 75,149           | 59,949           | 15,200           | 20.23%        | \$18,336           | \$0.24           | \$0.19           | \$0.05              |
| Sherman, City of  | 220,927          | 184,313          | 36,614           | 16.57%        | \$200,324          | \$0.91           | \$0.76           | \$0.15              |
| South East Texas Regional Planning Commission   | 87,673           | 73,806           | 13,867           | 15.82%        | \$15,206           | \$0.17           | \$0.15           | \$0.03              |
| South Plains Community Action Association   | 200,627          | 99,339           | 101,288          | 50.49%        | \$52,098           | \$0.26           | \$0.13           | \$0.13              |
| Southwest Area Regional Transit District  | 118,131          | 16,817           | 101,314          | 85.76%        | \$59,015           | \$0.50           | \$0.07           | \$0.43              |
| STAR Transit  | 113,285          | 80,463           | 32,822           | 28.97%        | \$48,597           | \$0.43           | \$0.30           | \$0.12              |
| Temple, City of   | 90,390           | 53,162           | 37,228           | 41.19%        | \$233,937          | \$2.59           | \$1.52           | \$1.07              |
| Texarkana, City of  | 52,090           | 29,792           | 22,298           | 42.81%        | \$44,458           | \$0.85           | \$0.49           | \$0.37              |
| Texas City-La Marque, City of   | 106,383          | 53,654           | 52,729           | 49.57%        | \$100,398          | \$0.94           | \$0.48           | \$0.47              |
| Texoma Area Paratransit System  | 220,927          | 184,313          | 36,614           | 16.57%        | \$60,903           | \$0.28           | \$0.23           | \$0.05              |
| The Transit System  | 59,672           | 51,183           | 8,489            | 14.23%        | \$7,743            | \$0.13           | \$0.11           | \$0.02              |
| Tyler, City of  | 130,247          | 70,908           | 59,339           | 45.56%        | \$139,563          | \$1.07           | \$0.58           | \$0.49              |
| Victoria, City of   | 63,683           | 26,938           | 36,745           | 57.70%        | \$111,530          | \$1.75           | \$0.74           | \$1.01              |
| Waco, City of   | 172,378          | 88,081           | 84,297           | 48.90%        | \$634,921          | \$3.68           | \$1.88           | \$1.80              |
| Webb County Community Action Agency   | 14,574           | 572              | 14,002           | 96.08%        | \$7,396            | \$0.51           | \$0.02           | \$0.49              |
| West Texas Opportunities, Inc   | 198,733          | 89,473           | 109,260          | 54.98%        | \$63,126           | \$0.32           | \$0.14           | \$0.17              |
| Wichita Falls, City of  | 99,437           | 64,724           | 34,713           | 34.91%        | \$160,743          | \$1.62           | \$1.05           | \$0.56              |
| <b>Total</b>  | <b>8,582,404</b> | <b>5,248,458</b> | <b>3,315,991</b> | <b>38.64%</b> | <b>\$4,955,271</b> | <b>\$0.94</b>    | <b>\$0.58</b>    | <b>\$0.36</b>       |
| For information purposes only. The South Padre Island funding is a statistical outlier due to exceptionally high ridership as a heavily-visited resort community, resulting in an extreme per capita funding level. |                  |                  |                  |               |                    |                  |                  |                     |
| South Padre Island  | 2,816            | 1,893            | 923              | 33%           | \$9,614            | \$3.41           | \$2.30           | \$1.12              |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

FY16 Section 5310

(Source: PTN Index of Minute Orders, FY 2016)

| Seniors & Disabled 5310 FTA Program   | Total Population  | White            | Minority         | % Minority    | Federal 5310     | Per Capita    | Per Capita White | Per Capita Minority |
|---|-------------------|------------------|------------------|---------------|------------------|---------------|------------------|---------------------|
| Affectionate Arms Adult Day Health Care Center  | 333,423           | 181,477          | 151,766          | 45.52%        | \$32,015         | \$0.10        | \$0.05           | \$0.04              |
| ARCIL, Inc. (Austin Resource CIL)   | 1,834,298         | 1,030,005        | 804,293          | 43.85%        | \$24,855         | \$0.01        | \$0.01           | \$0.01              |
| Area Agency on Aging of the Concho Valley   | 158,935           | 92,074           | 66,861           | 42.07%        | \$161,958        | \$1.02        | \$0.59           | \$0.43              |
| Ark-Tex Council of Governments  | 229,857           | 166,460          | 63,397           | 27.58%        | \$57,283         | \$0.25        | \$0.18           | \$0.07              |
| Ark-Tex Council of Governments  | 229,857           | 166,460          | 63,397           | 27.58%        | \$564,000        | \$2.45        | \$1.78           | \$0.68              |
| Border Area Nutrition Council   | 397,380           | 23,905           | 373,475          | 93.98%        | \$5,400          | \$0.01        | \$0.00           | \$0.01              |
| Brazos Transit District   | 805,898           | 560,397          | 245,501          | 30.46%        | \$474,952        | \$0.59        | \$0.41           | \$0.18              |
| Central Texas Rural Transit District  | 190,802           | 146,632          | 44,170           | 23.15%        | \$110,200        | \$0.58        | \$0.44           | \$0.13              |
| Central Texas Rural Transit District  | 190,802           | 146,632          | 44,170           | 23.15%        | \$197,410        | \$1.03        | \$0.80           | \$0.24              |
| Coastal Bend CIL  | 573,893           | 202,493          | 371,400          | 64.72%        | \$104,802        | \$0.18        | \$0.06           | \$0.12              |
| Colorado Valley Transit, Inc.   | 132,858           | 69,397           | 63,461           | 47.77%        | \$163,000        | \$1.23        | \$0.64           | \$0.59              |
| Community Services, Inc.  | 113,786           | 69,851           | 43,980           | 38.65%        | \$130,000        | \$1.14        | \$0.70           | \$0.44              |
| Concho Valley Transit District  | 57,196            | 35,992           | 21,204           | 37.07%        | \$60,000         | \$1.05        | \$0.66           | \$0.39              |
| Del Rio, City of  | 48,879            | 8,548            | 40,331           | 82.51%        | \$50,000         | \$1.02        | \$0.18           | \$0.84              |
| Disability in Action  | 257,994           | 167,573          | 90,421           | 35.05%        | \$187,600        | \$0.73        | \$0.47           | \$0.25              |
| Duval County  | 11,782            | 1,206            | 10,576           | 89.76%        | \$47,806         | \$4.06        | \$0.42           | \$3.64              |
| East Texas Council of Governments   | 600,618           | 437,782          | 162,836          | 27.11%        | \$296,200        | \$0.49        | \$0.36           | \$0.13              |
| Galveston County Transit District   | 61,937            | 32,228           | 29,709           | 47.97%        | \$20,000         | \$0.32        | \$0.17           | \$0.15              |
| Golden Crescent Regional Planning Commission  | 161,645           | 90,004           | 71,641           | 44.32%        | \$238,845        | \$1.48        | \$0.82           | \$0.65              |
| Gulf Coast Center   | 86,202            | 52,913           | 33,289           | 38.62%        | \$118,305        | \$1.37        | \$0.84           | \$0.53              |
| Heart of Texas Council of Governments   | 176,895           | 128,221          | 48,674           | 27.52%        | \$180,000        | \$1.02        | \$0.74           | \$0.28              |
| Heart of Texas Council of Governments   | 176,895           | 128,221          | 48,674           | 27.52%        | \$128,425        | \$0.73        | \$0.53           | \$0.20              |
| Jim Hogg County   | 5,300             | 333              | 4,967            | 93.72%        | \$8,000          | \$1.51        | \$0.09           | \$1.41              |
| Kleberg County Human Services   | 32,477            | 7,565            | 24,912           | 76.71%        | \$57,267         | \$1.76        | \$0.41           | \$1.35              |
| Lower Rio Grande Valley Development Council   | 118,234           | 14,449           | 103,785          | 87.78%        | \$65,556         | \$0.55        | \$0.07           | \$0.49              |
| McLennan County   | 234,906           | 138,295          | 96,611           | 41.13%        | \$102,558        | \$0.44        | \$0.26           | \$0.18              |
| Montgomery County Committee on Aging (Friendship Ctr)   | 455,760           | 316,297          | 139,463          | 30.60%        | \$152,000        | \$0.33        | \$0.23           | \$0.10              |
| Mounting Horizons   | 5,781,090         | 2,244,353        | 3,536,737        | 61.18%        | \$546,000        | \$0.09        | \$0.04           | \$0.06              |
| NDMJ Ltd.   | 667,152           | 451,381          | 215,771          | 32.34%        | \$27,504         | \$0.04        | \$0.03           | \$0.01              |
| NDMJ Ltd.   | 667,152           | 451,381          | 215,771          | 32.34%        | \$86,205         | \$0.13        | \$0.09           | \$0.04              |
| Nortex Regional Planning Commission   | 222,860           | 164,519          | 58,341           | 26.18%        | \$168,820        | \$0.76        | \$0.56           | \$0.20              |
| Odessa, City of   | 99,875            | 41,448           | 58,427           | 58.50%        | \$252,250        | \$2.53        | \$1.05           | \$1.48              |
| Panhandle Community Services  | 231,276           | 143,159          | 88,117           | 38.10%        | \$183,315        | \$0.79        | \$0.49           | \$0.30              |
| Panhandle Independent Living Center   | 377,567           | 232,394          | 145,173          | 38.45%        | \$63,000         | \$0.17        | \$0.10           | \$0.06              |
| Panhandle Independent Living Center   | 377,567           | 232,394          | 145,173          | 38.45%        | \$196,000        | \$0.52        | \$0.32           | \$0.20              |
| Rolling Plains Management Corporation   | 83,908            | 65,218           | 18,690           | 22.27%        | \$144,355        | \$1.72        | \$1.34           | \$0.38              |
| Rural Economic Assistance League, Inc.  | 201,995           | 87,768           | 114,227          | 56.55%        | \$126,636        | \$0.63        | \$0.27           | \$0.35              |
| Services Program for Aging Needs (SPAN)   | 75,149            | 59,949           | 15,200           | 20.23%        | \$30,000         | \$0.40        | \$0.32           | \$0.08              |
| Smith County  | 209,714           | 128,554          | 81,160           | 38.70%        | \$150,000        | \$0.72        | \$0.44           | \$0.28              |
| South East Texas Regional Planning Commission   | 87,673            | 73,806           | 13,867           | 15.82%        | \$366,000        | \$4.17        | \$3.51           | \$0.66              |
| South Plains Community Action Association   | 200,627           | 99,339           | 101,288          | 50.49%        | \$198,542        | \$0.99        | \$0.49           | \$0.50              |
| Southwest Area Regional Transit District  | 118,131           | 16,817           | 101,314          | 85.76%        | \$236,450        | \$2.00        | \$0.28           | \$1.72              |
| Starr County  | 60,968            | 2,377            | 58,591           | 96.10%        | \$67,000         | \$1.10        | \$0.04           | \$1.06              |
| The Transit System, Inc.  | 59,672            | 51,183           | 8,489            | 14.23%        | \$59,600         | \$1.00        | \$0.86           | \$0.14              |
| Tyler, City of  | 96,900            | 49,225           | 47,675           | 49.20%        | \$322,000        | \$3.32        | \$1.69           | \$1.63              |
| Waco, City of   | 124,805           | 57,160           | 67,645           | 54.20%        | \$275,431        | \$2.21        | \$1.01           | \$1.20              |
| West Texas Opportunities, Inc.  | 198,733           | 89,473           | 109,260          | 54.98%        | \$119,056        | \$0.60        | \$0.27           | \$0.33              |
| <b>Total</b>  | <b>17,621,323</b> | <b>9,157,308</b> | <b>8,463,880</b> | <b>48.03%</b> | <b>7,356,601</b> | <b>\$0.42</b> | <b>\$0.22</b>    | <b>\$0.20</b>       |
| For information purposes only. The South Padre Island funding is a statistical outlier due to exceptionally high ridership as a heavily-visited resort community, resulting in an extreme per capita funding level. |                   |                  |                  |               |                  |               |                  |                     |
| South Padre Island  | 2,816             | 1,893            | 923              | 33%           | \$154,400        | \$54.83       | \$36.86          | \$17.97             |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

FY16 Section 5311

(Source: PTN Index of Minute Orders, FY 2016)

| 5311 FTA Program - Grouped By Grantee        | Total Population | White     | Minority  | % Minority | 5311        | Total Section 5311 | Total Per Capita | Per Capita White | Per Capita Minority |
|--|------------------|-----------|-----------|------------|-------------|--------------------|------------------|------------------|---------------------|
| Alamo Area Council of Governments            | 407,529          | 244,072   | 163,457   | 40.11%     | \$928,265   | \$928,265          | \$2.28           | \$1.36           | \$0.91              |
| Alamo Area Council of Governments            | 407,529          | 244,072   | 163,457   | 40.11%     | \$349,410   | \$349,410          | \$0.86           | \$0.51           | \$0.34              |
| All Aboard America                           | 417,679          | 193,873   | 223,806   | 53.58%     | \$1,020,047 | \$1,020,047        | \$2.44           | \$1.13           | \$1.31              |
| All Aboard America                           | 417,679          | 193,873   | 223,806   | 53.58%     | \$2,065,000 | \$2,065,000        | \$4.94           | \$2.29           | \$2.65              |
| ArkTex Council of Governments                | 229,857          | 166,460   | 63,397    | 27.58%     | \$502,000   | \$502,000          | \$2.18           | \$1.58           | \$0.60              |
| ArkTex Council of Governments                | 229,857          | 166,460   | 63,397    | 27.58%     | \$584,187   | \$584,187          | \$2.54           | \$1.84           | \$0.70              |
| ArkTex Council of Governments                | 229,857          | 166,460   | 63,397    | 27.58%     | \$132,000   | \$132,000          | \$0.57           | \$0.42           | \$0.16              |
| ArkTex Council of Governments                | 229,857          | 166,460   | 63,397    | 27.58%     | \$1,791,062 | \$1,791,062        | \$7.79           | \$5.64           | \$2.15              |
| ArkTex Council of Governments                | 229,857          | 166,460   | 63,397    | 27.58%     | \$324,981   | \$324,981          | \$1.41           | \$1.02           | \$0.39              |
| Aspermont Small Business Development Center  | 37,733           | 25,169    | 12,564    | 33.30%     | \$276,984   | \$276,984          | \$7.34           | \$4.90           | \$2.44              |
| Aspermont Small Business Development Center  | 37,733           | 25,169    | 12,564    | 33.30%     | \$5,173     | \$5,173            | \$0.14           | \$0.09           | \$0.05              |
| Aspermont Small Business Development Center  | 37,733           | 25,169    | 12,564    | 33.30%     | \$143,848   | \$143,848          | \$3.81           | \$2.54           | \$1.27              |
| Brazos Transit District                      | 805,898          | 560,397   | 245,501   | 30.46%     | \$375,000   | \$375,000          | \$0.47           | \$0.32           | \$0.14              |
| Brazos Transit District                      | 805,898          | 560,397   | 245,501   | 30.46%     | \$1,707,089 | \$1,707,089        | \$2.12           | \$1.47           | \$0.65              |
| Brazos Transit District                      | 805,898          | 560,397   | 245,501   | 30.46%     | \$31,787    | \$31,787           | \$0.04           | \$0.03           | \$0.01              |
| Brazos Transit District                      | 805,898          | 560,397   | 245,501   | 30.46%     | \$1,095,000 | \$1,095,000        | \$1.36           | \$0.94           | \$0.41              |
| Brazos Transit District                      | 805,898          | 560,397   | 245,501   | 30.46%     | \$674,020   | \$674,020          | \$0.84           | \$0.58           | \$0.25              |
| Brownsville, City of                         | 1,291,048        | 110,518   | 1,180,530 | 91.44%     | \$821,095   | \$821,095          | \$0.64           | \$0.05           | \$0.58              |
| Brownsville, City of                         | 1,291,048        | 110,518   | 1,180,530 | 91.44%     | \$2,557,809 | \$2,557,809        | \$1.98           | \$0.17           | \$1.81              |
| Capital Area Rural Transportation System     | 398,674          | 256,798   | 141,876   | 35.59%     | \$1,168,000 | \$1,168,000        | \$2.93           | \$1.89           | \$1.04              |
| Capital Area Rural Transportation System     | 398,674          | 256,798   | 141,876   | 35.59%     | \$940,321   | \$940,321          | \$2.36           | \$1.52           | \$0.84              |
| Capital Area Rural Transportation System     | 398,674          | 256,798   | 141,876   | 35.59%     | \$73,795    | \$73,795           | \$0.19           | \$0.12           | \$0.07              |
| Capital Area Rural Transportation System     | 398,674          | 256,798   | 141,876   | 35.59%     | \$2,108,970 | \$2,108,970        | \$5.29           | \$3.41           | \$1.88              |
| Capital Area Rural Transportation System     | 398,674          | 256,798   | 141,876   | 35.59%     | \$737,726   | \$737,726          | \$1.85           | \$1.19           | \$0.66              |
| Central Texas Rural Transit District         | 190,802          | 146,632   | 44,170    | 23.15%     | \$632,070   | \$632,070          | \$3.31           | \$2.55           | \$0.77              |
| Central Texas Rural Transit District         | 190,802          | 146,632   | 44,170    | 23.15%     | \$358,050   | \$358,050          | \$1.88           | \$1.44           | \$0.43              |
| Central Texas Rural Transit District         | 190,802          | 146,632   | 44,170    | 23.15%     | \$520,949   | \$520,949          | \$2.73           | \$2.10           | \$0.63              |
| Cleburne, City of                            | 106,596          | 78,342    | 28,254    | 26.51%     | \$326,373   | \$326,373          | \$3.06           | \$2.25           | \$0.81              |
| Cleburne, City of                            | 106,596          | 78,342    | 28,254    | 26.51%     | \$302       | \$302              | \$0.00           | \$0.00           | \$0.00              |
| Cleburne, City of                            | 106,596          | 78,342    | 28,254    | 26.51%     | \$125,623   | \$125,623          | \$1.18           | \$0.87           | \$0.31              |
| Coastal Bend CIL                             | 573,893          | 202,493   | 371,400   | 64.72%     | \$200,000   | \$200,000          | \$0.35           | \$0.12           | \$0.23              |
| Colorado Valley Transit                      | 132,858          | 69,397    | 63,461    | 47.77%     | \$434,793   | \$434,793          | \$3.27           | \$1.71           | \$1.56              |
| Colorado Valley Transit                      | 132,858          | 69,397    | 63,461    | 47.77%     | \$147,042   | \$147,042          | \$1.11           | \$0.58           | \$0.53              |
| Community Services, Inc.                     | 113,786          | 69,851    | 43,980    | 38.65%     | \$395,546   | \$395,546          | \$3.48           | \$2.13           | \$1.34              |
| Community Services, Inc.                     | 113,786          | 69,851    | 43,980    | 38.65%     | \$43,420    | \$43,420           | \$0.38           | \$0.23           | \$0.15              |
| Community Services, Inc.                     | 113,786          | 69,851    | 43,980    | 38.65%     | \$90,791    | \$90,791           | \$0.80           | \$0.49           | \$0.31              |
| Concho Coaches Busslines                     | 154,192          | 89,723    | 64,469    | 41.81%     | \$67,602    | \$67,602           | \$0.44           | \$0.26           | \$0.18              |
| Concho Valley Transit District               | 154,192          | 89,723    | 64,469    | 41.81%     | \$426,440   | \$426,440          | \$2.77           | \$1.61           | \$1.16              |
| Concho Valley Transit District               | 154,192          | 89,723    | 64,469    | 41.81%     | \$508       | \$508              | \$0.00           | \$0.00           | \$0.00              |
| Concho Valley Transit District               | 154,192          | 89,723    | 64,469    | 41.81%     | \$200,000   | \$200,000          | \$1.30           | \$0.75           | \$0.54              |
| Concho Valley Transit District               | 154,192          | 89,723    | 64,469    | 41.81%     | \$131,959   | \$131,959          | \$0.86           | \$0.50           | \$0.36              |
| Del Rio, City of                             | 48,879           | 8,548     | 40,331    | 82.51%     | \$302,838   | \$302,838          | \$6.20           | \$1.08           | \$5.11              |
| Del Rio, City of                             | 48,879           | 8,548     | 40,331    | 82.51%     | \$118,205   | \$118,205          | \$2.42           | \$0.42           | \$2.00              |
| East Texas Council of Governments            | 600,618          | 437,782   | 162,836   | 27.11%     | \$1,225,269 | \$1,225,269        | \$2.04           | \$1.49           | \$0.55              |
| East Texas Council of Governments            | 600,618          | 437,782   | 162,836   | 27.11%     | \$393,414   | \$393,414          | \$0.66           | \$0.48           | \$0.18              |
| Echo Tours & Charters                        | 2,270,739        | 1,309,312 | 961,427   | 42.34%     | \$395,981   | \$395,981          | \$0.17           | \$0.10           | \$0.07              |
| El Paso County                               | 28,273           | 3,455     | 24,818    | 87.78%     | \$420,180   | \$420,180          | \$14.86          | \$1.82           | \$13.05             |
| El Paso County                               | 28,273           | 3,455     | 24,818    | 87.78%     | \$288,788   | \$288,788          | \$10.21          | \$1.25           | \$8.97              |
| El Paso County                               | 28,273           | 3,455     | 24,818    | 87.78%     | \$6,762     | \$6,762            | \$0.24           | \$0.03           | \$0.21              |
| El Paso County                               | 28,273           | 3,455     | 24,818    | 87.78%     | \$840,360   | \$840,360          | \$29.72          | \$3.63           | \$26.09             |
| El Paso County                               | 28,273           | 3,455     | 24,818    | 87.78%     | \$718,380   | \$718,380          | \$25.41          | \$3.10           | \$22.30             |
| Fort Bend County Rural Transit District      | 38,177           | 22,270    | 15,907    | 41.67%     | \$271,320   | \$271,320          | \$7.11           | \$4.15           | \$2.96              |
| Fort Bend County Rural Transit District      | 38,177           | 22,270    | 15,907    | 41.67%     | \$2,921     | \$2,921            | \$0.08           | \$0.04           | \$0.03              |
| Fort Bend County Rural Transit District      | 38,177           | 22,270    | 15,907    | 41.67%     | \$578,782   | \$578,782          | \$15.16          | \$8.84           | \$6.32              |
| Galveston County Transit District            | 61,937           | 32,228    | 29,709    | 47.97%     | \$494,924   | \$494,924          | \$7.99           | \$4.16           | \$3.83              |
| Galveston County Transit District            | 61,937           | 32,228    | 29,709    | 47.97%     | \$427,100   | \$427,100          | \$6.90           | \$3.59           | \$3.31              |
| Galveston County Transit District            | 61,937           | 32,228    | 29,709    | 47.97%     | \$320,075   | \$320,075          | \$5.17           | \$2.69           | \$2.48              |
| Galveston, City of                           | 47,743           | 21,500    | 26,243    | 54.97%     | \$500,000   | \$500,000          | \$10.47          | \$4.72           | \$5.76              |
| Golden Crescent Regional Planning Commission | 161,645          | 90,004    | 71,641    | 44.32%     | \$527,041   | \$527,041          | \$3.26           | \$1.82           | \$1.45              |
| Golden Crescent Regional Planning Commission | 161,645          | 90,004    | 71,641    | 44.32%     | \$5,933     | \$5,933            | \$0.04           | \$0.02           | \$0.02              |
| Golden Crescent Regional Planning Commission | 161,645          | 90,004    | 71,641    | 44.32%     | \$290,425   | \$290,425          | \$1.80           | \$1.00           | \$0.80              |
| Golden Crescent Regional Planning Commission | 161,645          | 90,004    | 71,641    | 44.32%     | \$434,704   | \$434,704          | \$2.69           | \$1.50           | \$1.19              |
| Greyhound                                    | 4,192,126        | 1,962,020 | 2,230,106 | 53.20%     | \$4,687,650 | \$4,687,650        | \$1.12           | \$0.52           | \$0.59              |
| Greyhound Lines                              | 4,192,126        | 1,962,020 | 2,230,106 | 53.20%     | \$1,433,423 | \$1,433,423        | \$0.34           | \$0.16           | \$0.18              |
| Greyhound Lines, Inc                         | 4,192,126        | 1,962,020 | 2,230,106 | 53.20%     | \$371,658   | \$371,658          | \$0.09           | \$0.04           | \$0.05              |
| Gulf Coast Center                            | 86,202           | 52,913    | 33,289    | 38.62%     | \$292,474   | \$292,474          | \$3.39           | \$2.08           | \$1.31              |
| Gulf Coast Center                            | 86,202           | 52,913    | 33,289    | 38.62%     | \$59,470    | \$59,470           | \$0.69           | \$0.42           | \$0.27              |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

FY16 Section 5311 (continued)

(Source: PTN Index of Minute Orders, FY 2016)

| 5311 FTA Program - Grouped By Grantee                            | Total Population | White   | Minority | % Minority | 5311        | Total Section 5311 | Total Per Capita | Per Capita White | Per Capita Minority |
|--|------------------|---------|----------|------------|-------------|--------------------|------------------|------------------|---------------------|
| Gulf Coast Center  | 86,202           | 52,913  | 33,289   | 38.62%     | \$59,470    | \$59,470           | \$0.69           | \$0.42           | \$0.27              |
| Heart of Texas Council of Governments                            | 176,895          | 128,221 | 48,674   | 27.52%     | \$391,348   | \$391,348          | \$2.21           | \$1.60           | \$0.61              |
| Heart of Texas Council of Governments                            | 176,895          | 128,221 | 48,674   | 27.52%     | \$291,594   | \$291,594          | \$1.65           | \$1.19           | \$0.45              |
| Heart of Texas Workforce Development Board (McLennan is Grantee) |                  |         |          |            |             |                    |                  |                  |                     |
| (Service area is McLennan and Falls County)                      | 80,394           | 59,595  | 20,799   | 25.87%     | \$14,971    | \$14,971           | \$0.19           | \$0.14           | \$0.05              |
| Hill Country Transit District                                    | 164,934          | 123,970 | 40,964   | 24.84%     | \$547,390   | \$547,390          | \$3.32           | \$2.49           | \$0.82              |
| Hill Country Transit District                                    | 164,934          | 123,970 | 40,964   | 24.84%     | \$150,000   | \$150,000          | \$0.91           | \$0.68           | \$0.23              |
| Hill Country Transit District                                    | 164,934          | 123,970 | 40,964   | 24.84%     | \$308,099   | \$308,099          | \$1.87           | \$1.40           | \$0.46              |
| Kleberg County Human Services                                    | 32,477           | 7,565   | 24,912   | 76.71%     | \$246,701   | \$246,701          | \$7.60           | \$1.77           | \$5.83              |
| Kleberg County Human Services                                    | 32,477           | 7,565   | 24,912   | 76.71%     | \$524       | \$524              | \$0.02           | \$0.00           | \$0.01              |
| Kleberg County Human Services                                    | 32,477           | 7,565   | 24,912   | 76.71%     | \$69,000    | \$69,000           | \$2.12           | \$0.49           | \$1.63              |
| Kleberg County Human Services                                    | 32,477           | 7,565   | 24,912   | 76.71%     | \$96,127    | \$96,127           | \$2.96           | \$0.69           | \$2.27              |
| Longview, City of  | 80,455           | 45,215  | 35,240   | 43.80%     | \$1,400,000 | \$1,400,000        | \$17.40          | \$9.78           | \$7.62              |
| Lower Rio Grande Valley Development Council                      | 118,234          | 14,449  | 103,785  | 87.78%     | \$136,620   | \$136,620          | \$1.16           | \$0.14           | \$1.01              |
| Lower Rio Grande Valley Development Council                      | 118,234          | 14,449  | 103,785  | 87.78%     | \$525,262   | \$525,262          | \$4.44           | \$0.54           | \$3.90              |
| Lower Rio Grande Valley Development Council                      | 118,234          | 14,449  | 103,785  | 87.78%     | \$15,198    | \$15,198           | \$0.13           | \$0.02           | \$0.11              |
| Lower Rio Grande Valley Development Council                      | 118,234          | 14,449  | 103,785  | 87.78%     | \$109,007   | \$109,007          | \$0.92           | \$0.11           | \$0.81              |
| McLennan County  | 80,394           | 59,595  | 20,799   | 25.87%     | \$592,000   | \$592,000          | \$7.36           | \$5.46           | \$1.91              |
| McLennan County  | 80,394           | 59,595  | 20,799   | 25.87%     | \$341,806   | \$341,806          | \$4.25           | \$3.15           | \$1.10              |
| McLennan County Rural Transit District                           | 80,394           | 59,595  | 20,799   | 25.87%     | \$240,000   | \$240,000          | \$2.99           | \$2.21           | \$0.77              |
| Panhandle Community Services                                     | 231,276          | 143,159 | 88,117   | 38.10%     | \$100,000   | \$100,000          | \$0.43           | \$0.27           | \$0.16              |
| Panhandle Community Services                                     | 231,276          | 143,159 | 88,117   | 38.10%     | \$879,837   | \$879,837          | \$3.80           | \$2.35           | \$1.45              |
| Panhandle Community Services                                     | 231,276          | 143,159 | 88,117   | 38.10%     | \$200,000   | \$200,000          | \$0.86           | \$0.54           | \$0.33              |
| Panhandle Community Services                                     | 231,276          | 143,159 | 88,117   | 38.10%     | \$434,649   | \$434,649          | \$1.88           | \$1.16           | \$0.72              |
| Public Transit Services  | 147,148          | 123,145 | 24,003   | 16.31%     | \$430,128   | \$430,128          | \$2.92           | \$2.45           | \$0.48              |
| Public Transit Services  | 147,148          | 123,145 | 24,003   | 16.31%     | \$22,000    | \$22,000           | \$0.15           | \$0.13           | \$0.02              |
| Public Transit Services  | 147,148          | 123,145 | 24,003   | 16.31%     | \$248,932   | \$248,932          | \$1.69           | \$1.42           | \$0.28              |
| Rolling Plains Management Corporation                            | 83,908           | 65,218  | 18,690   | 22.27%     | \$402,162   | \$402,162          | \$4.79           | \$3.73           | \$1.07              |
| Rolling Plains Management Corporation                            | 83,908           | 65,218  | 18,690   | 22.27%     | \$7,916     | \$7,916            | \$0.09           | \$0.07           | \$0.02              |
| Rolling Plains Management Corporation                            | 83,908           | 65,218  | 18,690   | 22.27%     | \$19,000    | \$19,000           | \$0.23           | \$0.18           | \$0.05              |
| Rolling Plains Management Corporation                            | 83,908           | 65,218  | 18,690   | 22.27%     | \$190,711   | \$190,711          | \$2.27           | \$1.77           | \$0.51              |
| Rural Economic Assistance League                                 | 201,995          | 87,768  | 114,227  | 56.55%     | \$100,000   | \$100,000          | \$0.50           | \$0.22           | \$0.28              |
| Rural Economic Assistance League                                 | 201,995          | 87,768  | 114,227  | 56.55%     | \$771,055   | \$771,055          | \$3.82           | \$1.66           | \$2.16              |
| Rural Economic Assistance League                                 | 201,995          | 87,768  | 114,227  | 56.55%     | \$11,889    | \$11,889           | \$0.06           | \$0.03           | \$0.03              |
| Rural Economic Assistance League                                 | 201,995          | 87,768  | 114,227  | 56.55%     | \$250,000   | \$250,000          | \$1.24           | \$0.54           | \$0.70              |
| Rural Economic Assistance League                                 | 201,995          | 87,768  | 114,227  | 56.55%     | \$265,391   | \$265,391          | \$1.31           | \$0.57           | \$0.74              |
| Senior Center Resources and Public Transit, Inc.                 | 86,129           | 64,393  | 21,736   | 25.24%     | \$346,442   | \$346,442          | \$4.02           | \$3.01           | \$1.02              |
| Senior Center Resources and Public Transit, Inc.                 | 86,129           | 64,393  | 21,736   | 25.24%     | \$166,209   | \$166,209          | \$1.93           | \$1.44           | \$0.49              |
| Services Program for Aging Needs (SPAN)                          | 75,149           | 59,949  | 15,200   | 20.23%     | \$274,525   | \$274,525          | \$3.65           | \$2.91           | \$0.74              |
| Services Program for Aging Needs (SPAN)                          | 75,149           | 59,949  | 15,200   | 20.23%     | \$21,000    | \$21,000           | \$0.28           | \$0.22           | \$0.06              |
| Services Program for Aging Needs (SPAN)                          | 75,149           | 59,949  | 15,200   | 20.23%     | \$100,000   | \$100,000          | \$1.33           | \$1.06           | \$0.27              |
| Services Program for Aging Needs (SPAN)                          | 75,149           | 59,949  | 15,200   | 20.23%     | \$214,343   | \$214,343          | \$2.85           | \$2.28           | \$0.58              |
| South East Texas Regional Planning Commission                    | 87,673           | 73,806  | 13,867   | 15.82%     | \$330,709   | \$330,709          | \$3.77           | \$3.18           | \$0.60              |
| South East Texas Regional Planning Commission                    | 87,673           | 73,806  | 13,867   | 15.82%     | \$80,117    | \$80,117           | \$0.91           | \$0.77           | \$0.14              |
| South East Texas Regional Planning Commission                    | 87,673           | 73,806  | 13,867   | 15.82%     | \$176,659   | \$176,659          | \$2.01           | \$1.70           | \$0.32              |
| South Plains Community Action Association                        | 200,627          | 99,339  | 101,288  | 50.49%     | \$100,000   | \$100,000          | \$0.50           | \$0.25           | \$0.25              |
| South Plains Community Action Association                        | 200,627          | 99,339  | 101,288  | 50.49%     | \$835,007   | \$835,007          | \$4.16           | \$2.06           | \$2.10              |
| South Plains Community Action Association                        | 200,627          | 99,339  | 101,288  | 50.49%     | \$11,715    | \$11,715           | \$0.06           | \$0.03           | \$0.03              |
| South Plains Community Action Association                        | 200,627          | 99,339  | 101,288  | 50.49%     | \$2,500,000 | \$2,500,000        | \$12.46          | \$6.17           | \$6.29              |
| South Plains Community Action Association                        | 200,627          | 99,339  | 101,288  | 50.49%     | \$385,752   | \$385,752          | \$1.92           | \$0.95           | \$0.97              |
| Southwest Area Regional Transit District                         | 118,131          | 16,817  | 101,314  | 85.76%     | \$503,417   | \$503,417          | \$4.26           | \$0.61           | \$3.65              |
| Southwest Area Regional Transit District                         | 118,131          | 16,817  | 101,314  | 85.76%     | \$370,000   | \$370,000          | \$3.13           | \$0.45           | \$2.69              |
| Southwest Area Regional Transit District                         | 118,131          | 16,817  | 101,314  | 85.76%     | \$338,052   | \$338,052          | \$2.86           | \$0.41           | \$2.45              |
| STAR Transit   | 113,285          | 80,463  | 32,822   | 28.97%     | \$39,950    | \$39,950           | \$0.35           | \$0.25           | \$0.10              |
| STAR Transit   | 113,285          | 80,463  | 32,822   | 28.97%     | \$349,638   | \$349,638          | \$3.09           | \$2.19           | \$0.89              |
| STAR Transit   | 113,285          | 80,463  | 32,822   | 28.97%     | \$942,400   | \$942,400          | \$8.32           | \$5.91           | \$2.41              |
| STAR Transit   | 113,285          | 80,463  | 32,822   | 28.97%     | \$519,548   | \$519,548          | \$4.59           | \$3.26           | \$1.33              |
| The Transit System   | 59,672           | 51,183  | 8,489    | 14.23%     | \$259,176   | \$259,176          | \$4.34           | \$3.73           | \$0.62              |
| The Transit System   | 59,672           | 51,183  | 8,489    | 14.23%     | \$39,339    | \$39,339           | \$0.66           | \$0.57           | \$0.09              |
| The Transit System   | 59,672           | 51,183  | 8,489    | 14.23%     | \$100,574   | \$100,574          | \$1.69           | \$1.45           | \$0.24              |
| Waco, City of  | 124,805          | 57,160  | 67,645   | 54.20%     | \$40,000    | \$40,000           | \$0.32           | \$0.15           | \$0.17              |
| Waco, City of  | 124,805          | 57,160  | 67,645   | 54.20%     | \$100,000   | \$100,000          | \$0.80           | \$0.37           | \$0.43              |
| Webb County Community Action Agency                              | 14,574           | 572     | 14,002   | 96.08%     | \$287,532   | \$287,532          | \$19.73          | \$0.77           | \$18.95             |
| Webb County Community Action Agency                              | 14,574           | 572     | 14,002   | 96.08%     | \$5,753     | \$5,753            | \$0.39           | \$0.02           | \$0.38              |
| Webb County Community Action Agency                              | 14,574           | 572     | 14,002   | 96.08%     | \$87,437    | \$87,437           | \$6.00           | \$0.24           | \$5.76              |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

**FY16 Section 5311 (continued)**

(Source: PTN Index of Minute Orders, FY 2016)

| 5311 FTA Program - Grouped By Grantee   | Total Population  | White             | Minority          | % Minority    | 5311                | Total Section 5311  | Total Per Capita | Per Capita White | Per Capita Minority |
|---|-------------------|-------------------|-------------------|---------------|---------------------|---------------------|------------------|------------------|---------------------|
| Webb County Community Action Agency   | 14,574            | 572               | 14,002            | 96.08%        | \$87,437            | \$87,437            | \$6.00           | \$0.24           | \$5.76              |
| West Texas Opportunities, Inc   | 198,733           | 89,473            | 109,260           | 54.98%        | \$100,000           | \$100,000           | \$0.50           | \$0.23           | \$0.28              |
| West Texas Opportunities, Inc   | 198,733           | 89,473            | 109,260           | 54.98%        | \$1,044,751         | \$1,044,751         | \$5.26           | \$2.37           | \$2.89              |
| West Texas Opportunities, Inc   | 198,733           | 89,473            | 109,260           | 54.98%        | \$1,077,000         | \$1,077,000         | \$5.42           | \$2.44           | \$2.98              |
| West Texas Opportunities, Inc   | 198,733           | 89,473            | 109,260           | 54.98%        | \$600,022           | \$600,022           | \$3.02           | \$1.36           | \$1.66              |
|   | <b>40,195,965</b> | <b>21,249,489</b> | <b>18,946,611</b> | <b>47.14%</b> | <b>\$62,079,498</b> | <b>\$62,079,498</b> | <b>\$1.54</b>    | <b>\$0.82</b>    | <b>\$0.72</b>       |
|   |                   |                   |                   |               |                     |                     |                  |                  |                     |
|   |                   |                   |                   |               |                     |                     |                  |                  |                     |
|   |                   |                   |                   |               |                     |                     |                  |                  |                     |
| For information purposes only. The South Padre Island funding is a statistical outlier due to exceptionally high ridership as a heavily-visited |                   |                   |                   |               |                     |                     |                  |                  |                     |
| South Padre Island  | 2,816             | 1,893             | 923               | 33%           | \$239,000           | \$239,000           | \$84.87          | \$57.05          | \$27.82             |
|   | 2,816             | 1,893             | 923               | 33%           | \$673,154           | \$673,154           | \$239.05         | \$160.69         | \$78.35             |
|   | 2,816             | 1,893             | 923               | 33%           | \$131,737           | \$131,737           | \$46.78          | \$31.45          | \$15.33             |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

**FY16 Section 5304**

(Source: PTN Index of Minute Orders, FY 2016)

| Planning Funds- Grouped By State Planning Regions        | Total Pop | White     | Minority  | % Minority | Federal \$  | Total Per | Per Capita | Per Capita |
|--|-----------|-----------|-----------|------------|-------------|-----------|------------|------------|
| Ark-Tex Council of Governments                           | 281,947   | 196,252   | 85,695    | 30.39%     | \$74,400    | \$0.26    | \$0.18     | \$0.08     |
| Coastal Bend CIL   | 573,893   | 202,493   | 371,400   | 64.72%     | \$200,000   | \$0.35    | \$0.12     | \$0.23     |
| Concho Valley Transit District                           | 154,192   | 89,723    | 64,469    | 41.81%     | \$100,000   | \$0.65    | \$0.38     | \$0.27     |
| Kleberg County   | 32,477    | 7,565     | 24,912    | 76.71%     | \$69,000    | \$2.12    | \$0.49     | \$1.63     |
| Panhandle Community Services                             | 231,276   | 143,159   | 88,117    | 38.10%     | \$200,000   | \$0.86    | \$0.54     | \$0.33     |
| REAL, Inc. (Rural Economic Assistance League)            | 186,992   | 65,764    | 121,228   | 64.83%     | \$250,000   | \$1.34    | \$0.47     | \$0.87     |
| South Plains Association of Governments                  | 411,659   | 218,381   | 193,278   | 46.95%     | \$22,563    | \$0.05    | \$0.03     | \$0.03     |
| South Plains CAA   | 200,627   | 99,339    | 101,288   | 50.49%     | \$500,000   | \$2.49    | \$1.23     | \$1.26     |
| Southwest Area Rural Transit (SWART)                     | 118,131   | 16,817    | 101,314   | 85.76%     | \$100,000   | \$0.85    | \$0.12     | \$0.73     |
| STAR Transit   | 113,285   | 80,463    | 32,822    | 28.97%     | \$100,000   | \$0.88    | \$0.63     | \$0.26     |
| Waco MPO   | 234,906   | 138,295   | 96,611    | 41.13%     | \$100,000   | \$0.43    | \$0.25     | \$0.18     |
| WTO (West Texas Opportunities)                           | 198,733   | 89,473    | 109,260   | 54.98%     | \$50,000    | \$0.25    | \$0.11     | \$0.14     |
|  |           |           |           |            |             |           |            |            |
| Section 5304 Subrecipients with Geographic Service Areas | 2,738,118 | 1,347,724 | 1,390,394 | 50.78%     | \$1,765,963 | \$0.64    | \$0.32     | \$0.32     |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

**FY16 Section 5339 – Small Urban and Rural**  
 (Source: PTN Index of Minute Orders, FY 2016)

| Combined Section 5339 Program of Projects   |                  |                  |                  |               |                    |                  |                  |                     |
|---|------------------|------------------|------------------|---------------|--------------------|------------------|------------------|---------------------|
| Section 5339 FTA Program - Grouped By Grantees  | Total Population | White            | Minority         | % Minority    | Federal            | Per Capita Total | Per Capita White | Per Capita Minority |
| Abilene, City of  | 110,421          | 70,235           | 40,186           | 36.39%        | \$278,307          | \$2.52           | \$1.60           | \$0.92              |
| Alamo Area Council of Governments   | 407,529          | 244,072          | 163,457          | 40.11%        | \$90,172           | \$0.22           | \$0.13           | \$0.09              |
| Amarillo, City of   | 196,651          | 116,615          | 80,036           | 40.70%        | \$140,368          | \$0.71           | \$0.42           | \$0.29              |
| ArkTex Council of Governments   | 229,857          | 166,460          | 63,397           | 27.58%        | \$64,077           | \$0.28           | \$0.20           | \$0.08              |
| Aspermont Small Business Development Center   | 37,733           | 25,169           | 12,564           | 33.30%        | \$15,355           | \$0.41           | \$0.27           | \$0.14              |
| Beaumont, City of   | 147,922          | 71,379           | 76,543           | 51.75%        | \$219,838          | \$1.49           | \$0.72           | \$0.77              |
| Brazos Transit District   | 805,898          | 560,397          | 245,501          | 30.46%        | \$59,539           | \$0.07           | \$0.05           | \$0.02              |
| Capital Area Rural Transportation System  | 398,674          | 256,798          | 141,876          | 35.59%        | \$195,302          | \$0.49           | \$0.32           | \$0.17              |
| Central Texas Rural Transit District  | 190,802          | 146,632          | 44,170           | 23.15%        | \$74,512           | \$0.39           | \$0.30           | \$0.09              |
| Cleburne, City of   | 106,596          | 78,342           | 28,254           | 26.51%        | \$14,637           | \$0.14           | \$0.10           | \$0.04              |
| College Station-Bryan, City of  | 171,345          | 97,532           | 73,813           | 43.08%        | \$414,042          | \$2.42           | \$1.38           | \$1.04              |
| Colorado Valley Transit   | 132,858          | 69,397           | 63,461           | 47.77%        | \$44,719           | \$0.34           | \$0.18           | \$0.16              |
| Community Services, Inc.  | 113,786          | 69,851           | 43,980           | 38.65%        | \$14,300           | \$0.13           | \$0.08           | \$0.05              |
| Concho Valley Council of Governments  | 57,196           | 35,992           | 21,204           | 37.07%        | \$39,662           | \$0.69           | \$0.44           | \$0.26              |
| Del Rio, City of  | 48,879           | 8,548            | 40,331           | 82.51%        | \$22,642           | \$0.46           | \$0.08           | \$0.38              |
| East Texas Council of Governments   | 600,618          | 437,782          | 162,836          | 27.11%        | \$50,113           | \$0.08           | \$0.06           | \$0.02              |
| El Paso County  | 28,273           | 3,455            | 24,818           | 87.78%        | \$21,390           | \$0.76           | \$0.09           | \$0.66              |
| Fort Bend County Rural Transit District   | 38,177           | 22,270           | 15,907           | 41.67%        | \$37,401           | \$0.98           | \$0.57           | \$0.41              |
| Galveston County Transit District   | 61,937           | 32,228           | 29,709           | 47.97%        | \$47,271           | \$0.76           | \$0.40           | \$0.37              |
| Golden Crescent Regional Planning Commission  | 161,645          | 90,004           | 71,641           | 44.32%        | \$63,680           | \$0.39           | \$0.22           | \$0.17              |
| Gulf Coast Center   | 86,202           | 52,913           | 33,289           | 38.62%        | \$7,150            | \$0.08           | \$0.05           | \$0.03              |
| Harlingen, City of  | 135,663          | 19,492           | 116,171          | 85.63%        | \$15,990           | \$0.12           | \$0.02           | \$0.10              |
| Heart of Texas Council of Governments   | 176,895          | 128,221          | 48,674           | 27.52%        | \$27,730           | \$0.16           | \$0.11           | \$0.04              |
| Hill Country Transit District   | 164,934          | 123,970          | 40,964           | 24.84%        | \$63,038           | \$0.38           | \$0.29           | \$0.09              |
| Kleberg County Human Services   | 32,477           | 7,565            | 24,912           | 76.71%        | \$18,181           | \$0.56           | \$0.13           | \$0.43              |
| Lake Jackson-Angleton, City of  | 74,830           | 39,610           | 35,220           | 47.07%        | \$72,572           | \$0.97           | \$0.51           | \$0.46              |
| Longview, City of   | 98,884           | 59,538           | 39,346           | 39.79%        | \$88,784           | \$0.90           | \$0.54           | \$0.36              |
| Lower Rio Grande Valley Development Council   | 118,234          | 14,449           | 103,785          | 87.78%        | \$41,435           | \$0.35           | \$0.04           | \$0.31              |
| McKinney, City of   | 170,030          | 110,818          | 59,212           | 34.82%        | \$106,678          | \$0.63           | \$0.41           | \$0.22              |
| McLennan County Transit District  | 62,528           | 50,214           | 12,314           | 19.69%        | \$15,492           | \$0.25           | \$0.20           | \$0.05              |
| Midland-Odessa, City of   | 244,212          | 113,169          | 113,043          | 46.29%        | \$322,014          | \$1.32           | \$0.71           | \$0.61              |
| Panhandle Community Services  | 231,276          | 143,159          | 88,117           | 38.10%        | \$92,204           | \$0.40           | \$0.25           | \$0.15              |
| Port Arthur, City of  | 153,150          | 83,301           | 69,849           | 45.61%        | \$170,723          | \$1.11           | \$0.61           | \$0.51              |
| Public Transit Services   | 147,148          | 123,145          | 24,003           | 16.31%        | \$21,130           | \$0.14           | \$0.12           | \$0.02              |
| Rolling Plains Management Corporation   | 83,908           | 65,218           | 18,690           | 22.27%        | \$48,310           | \$0.58           | \$0.45           | \$0.13              |
| Rural Economic Assistance League  | 201,995          | 87,768           | 114,227          | 56.55%        | \$75,352           | \$0.37           | \$0.16           | \$0.21              |
| San Angelo, City of   | 92,984           | 50,639           | 42,345           | 45.54%        | \$231,092          | \$2.49           | \$1.35           | \$1.13              |
| San Marcos, City of   | 52,826           | 26,500           | 26,326           | 49.84%        | \$62,530           | \$1.18           | \$0.59           | \$0.59              |
| Senior Center Resources and Public Transit, Inc.  | 86,129           | 64,393           | 21,736           | 25.24%        | \$17,448           | \$0.20           | \$0.15           | \$0.05              |
| Services Program for Aging Needs (SPAN)   | 75,149           | 59,949           | 15,200           | 20.23%        | \$27,180           | \$0.36           | \$0.29           | \$0.07              |
| South East Texas Regional Planning Commission   | 87,673           | 73,806           | 13,867           | 15.82%        | \$34,743           | \$0.40           | \$0.33           | \$0.06              |
| South Plains Community Action Association   | 200,627          | 99,339           | 101,288          | 50.49%        | \$76,911           | \$0.38           | \$0.19           | \$0.19              |
| Southwest Area Regional Transit District  | 118,131          | 16,817           | 101,314          | 85.76%        | \$72,129           | \$0.61           | \$0.09           | \$0.52              |
| STAR Transit  | 113,285          | 80,463           | 32,822           | 28.97%        | \$63,710           | \$0.56           | \$0.40           | \$0.16              |
| Temple, City of   | 90,390           | 53,162           | 37,228           | 41.19%        | \$214,799          | \$2.38           | \$1.40           | \$0.98              |
| Texarkana, City of  | 52,090           | 29,792           | 22,298           | 42.81%        | \$37,241           | \$0.71           | \$0.41           | \$0.31              |
| Texas City-La Marque, City of   | 106,383          | 53,654           | 52,729           | 49.57%        | \$72,572           | \$0.68           | \$0.34           | \$0.34              |
| The Transit System  | 59,672           | 51,183           | 8,489            | 14.23%        | \$22,123           | \$0.37           | \$0.32           | \$0.05              |
| Tyler, City of  | 130,247          | 70,908           | 59,339           | 45.56%        | \$92,738           | \$0.71           | \$0.39           | \$0.32              |
| Victoria, City of   | 63,683           | 26,938           | 36,745           | 57.70%        | \$107,022          | \$1.68           | \$0.71           | \$0.97              |
| Waco, City of   | 172,378          | 88,081           | 84,297           | 48.90%        | \$413,008          | \$2.40           | \$1.22           | \$1.17              |
| Webb County Community Action Agency   | 14,574           | 572              | 14,002           | 96.08%        | \$19,831           | \$1.36           | \$0.05           | \$1.31              |
| West Texas Opportunities, Inc   | 198,733          | 89,473           | 109,260          | 54.98%        | \$87,101           | \$0.44           | \$0.20           | \$0.24              |
| Wichita Falls, City of  | 99,437           | 64,724           | 34,713           | 34.91%        | \$147,027          | \$1.48           | \$0.96           | \$0.52              |
|   | <b>8,043,554</b> | <b>4,826,101</b> | <b>3,199,498</b> | <b>39.78%</b> | <b>\$4,893,315</b> | <b>\$0.61</b>    | <b>\$0.37</b>    | <b>\$0.24</b>       |
| For information purposes only. The South Padre Island funding is a statistical outlier due to exceptionally high ridership as a heavily-visited resort community, resulting in an extreme per capita funding level. |                  |                  |                  |               |                    |                  |                  |                     |
| South Padre Island  | 2,816            | 1,893            | 923              | 33%           | \$76,911           | \$27.31          | \$18.36          | \$8.95              |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

**FY17 Section 5304**

(Source: PTN Index of Minute Orders, FY 2017)

| 5304 FTA Program - Grouped By Grantee   | Total Populati   | White          | Minority       | % Minorit     | 5304 Awar        | Total Section<br>5304 | Total Per<br>Capita | Per Capita<br>White | Per Capita<br>Minority |
|---|------------------|----------------|----------------|---------------|------------------|-----------------------|---------------------|---------------------|------------------------|
| East Texas Council of Governments       | 600,618          | 437,782        | 162,836        | 27.11%        | \$106,250        | \$106,250             | \$0.18              | \$0.13              | \$0.05                 |
| Panhandle Regional Planning Commission  | 427,927          | 259,774        | 168,153        | 39.29%        | \$160,000        | \$160,000             | \$0.37              | \$0.23              | \$0.15                 |
| South Plains Association of Governments | 411,659          | 218,381        | 193,278        | 46.95%        | \$100,000        | \$100,000             | \$0.24              | \$0.13              | \$0.11                 |
|   |                  |                |                |               |                  |                       |                     |                     |                        |
| <b>TOTAL</b>                            | <b>1,440,204</b> | <b>915,937</b> | <b>524,267</b> | <b>36.40%</b> | <b>\$366,250</b> | <b>\$366,250</b>      | <b>\$0.25</b>       | <b>\$0.16</b>       | <b>\$0.09</b>          |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

FY17 Section 5311

(Source: PTN Index of Minute Orders, FY 2017)

| Section 5311 FTA Program - Grouped By Grantee | Total Population | White   | Minority | % Minority | Federal     | Per Capita Total | Per Capita White | Per Capita Minority |
|---|------------------|---------|----------|------------|-------------|------------------|------------------|---------------------|
| Alamo Area Council of Governments             | 407,529          | 244,072 | 163,457  | 40.11%     | \$933,842   | \$2.29           | \$1.37           | \$0.92              |
| Alamo Area Council of Governments             | 407,529          | 244,072 | 163,457  | 40.11%     | \$277,867   | \$0.68           | \$0.41           | \$0.27              |
| ArkTex Council of Governments                 | 229,857          | 166,460 | 63,397   | 27.58%     | \$590,270   | \$2.57           | \$1.86           | \$0.71              |
| ArkTex Council of Governments                 | 229,857          | 166,460 | 63,397   | 27.58%     | \$385,051   | \$1.68           | \$1.21           | \$0.46              |
| Aspermont Small Business Development Center   | 37,733           | 25,169  | 12,564   | 33.30%     | \$279,868   | \$7.42           | \$4.95           | \$2.47              |
| Aspermont Small Business Development Center   | 37,733           | 25,169  | 12,564   | 33.30%     | \$154,618   | \$4.10           | \$2.73           | \$1.36              |
| Aspermont Small Business Development Center   | 37,733           | 25,169  | 12,564   | 33.30%     | \$5,173     | \$0.14           | \$0.09           | \$0.05              |
| Brazos Transit District                       | 805,898          | 560,397 | 245,501  | 30.46%     | \$1,668,307 | \$2.07           | \$1.44           | \$0.63              |
| Brazos Transit District                       | 805,898          | 560,397 | 245,501  | 30.46%     | \$597,768   | \$0.74           | \$0.52           | \$0.23              |
| Brazos Transit District                       | 805,898          | 560,397 | 245,501  | 30.46%     | \$31,787    | \$0.04           | \$0.03           | \$0.01              |
| Brazos Transit District                       | 805,898          | 560,397 | 245,501  | 30.46%     | \$73,750    | \$0.09           | \$0.06           | \$0.03              |
| Capital Area Rural Transportation System      | 398,674          | 256,798 | 141,876  | 35.59%     | \$365,000   | \$0.92           | \$0.59           | \$0.33              |
| Capital Area Rural Transportation System      | 398,674          | 256,798 | 141,876  | 35.59%     | \$908,701   | \$2.28           | \$1.47           | \$0.81              |
| Capital Area Rural Transportation System      | 398,674          | 256,798 | 141,876  | 35.59%     | \$804,209   | \$2.02           | \$1.30           | \$0.72              |
| Capital Area Rural Transportation System      | 398,674          | 256,798 | 141,876  | 35.59%     | \$73,795    | \$0.19           | \$0.12           | \$0.07              |
| Central Texas Rural Transit District          | 190,802          | 146,632 | 44,170   | 23.15%     | \$638,652   | \$3.35           | \$2.57           | \$0.77              |
| Central Texas Rural Transit District          | 190,802          | 146,632 | 44,170   | 23.15%     | \$595,905   | \$3.12           | \$2.40           | \$0.72              |
| Central Texas Rural Transit District          | 190,802          | 146,632 | 44,170   | 23.15%     | \$73,750    | \$0.39           | \$0.30           | \$0.09              |
| Cleburne, City of                             | 106,596          | 78,342  | 28,254   | 26.51%     | \$329,772   | \$3.09           | \$2.27           | \$0.82              |
| Cleburne, City of                             | 106,596          | 78,342  | 28,254   | 26.51%     | \$135,148   | \$1.27           | \$0.93           | \$0.34              |
| Cleburne, City of                             | 106,596          | 78,342  | 28,254   | 26.51%     | \$302       | \$0.00           | \$0.00           | \$0.00              |
| Colorado Valley Transit                       | 132,858          | 69,397  | 63,461   | 47.77%     | \$424,244   | \$3.19           | \$1.67           | \$1.53              |
| Colorado Valley Transit                       | 132,858          | 69,397  | 63,461   | 47.77%     | \$151,786   | \$1.14           | \$0.60           | \$0.55              |
| Community Services, Inc.                      | 113,786          | 69,851  | 43,980   | 38.65%     | \$391,272   | \$3.44           | \$2.11           | \$1.33              |
| Community Services, Inc.                      | 113,786          | 69,851  | 43,980   | 38.65%     | \$94,991    | \$0.83           | \$0.51           | \$0.32              |
| Community Services, Inc.                      | 113,786          | 69,851  | 43,980   | 38.65%     | \$43,420    | \$0.38           | \$0.23           | \$0.15              |
| Concho Valley Transit District                | 154,192          | 89,723  | 64,469   | 41.81%     | \$430,881   | \$2.79           | \$1.63           | \$1.17              |
| Concho Valley Transit District                | 154,192          | 89,723  | 64,469   | 41.81%     | \$33,300    | \$0.22           | \$0.13           | \$0.09              |
| Concho Valley Transit District                | 154,192          | 89,723  | 64,469   | 41.81%     | \$156,330   | \$1.01           | \$0.59           | \$0.42              |
| Del Rio, City of                              | 48,879           | 8,548   | 40,331   | 82.51%     | \$302,009   | \$6.18           | \$1.08           | \$5.10              |
| Del Rio, City of                              | 48,879           | 8,548   | 40,331   | 82.51%     | \$105,949   | \$2.17           | \$0.38           | \$1.79              |
| East Texas Council of Governments             | 600,618          | 437,782 | 162,836  | 27.11%     | \$1,238,028 | \$2.06           | \$1.50           | \$0.56              |
| East Texas Council of Governments             | 600,618          | 437,782 | 162,836  | 27.11%     | \$449,030   | \$0.75           | \$0.54           | \$0.20              |
| El Paso County                                | 28,273           | 3,455   | 24,818   | 87.78%     | \$291,795   | \$10.32          | \$1.26           | \$9.06              |
| El Paso County                                | 28,273           | 3,455   | 24,818   | 87.78%     | \$864,967   | \$30.59          | \$3.74           | \$26.85             |
| Fort Bend County Rural Transit District       | 38,177           | 22,270  | 15,907   | 41.67%     | \$253,508   | \$6.64           | \$3.87           | \$2.77              |
| Fort Bend County Rural Transit District       | 38,177           | 22,270  | 15,907   | 41.67%     | \$701,630   | \$18.38          | \$10.72          | \$7.66              |
| Fort Bend County Rural Transit District       | 38,177           | 22,270  | 15,907   | 41.67%     | \$2,921     | \$0.08           | \$0.04           | \$0.03              |
| Galveston County Transit District             | 61,937           | 32,228  | 29,709   | 47.97%     | \$500,078   | \$8.07           | \$4.20           | \$3.87              |
| Galveston County Transit District             | 61,937           | 32,228  | 29,709   | 47.97%     | \$340,811   | \$5.50           | \$2.86           | \$2.64              |
| Golden Crescent Regional Planning Commission  | 161,645          | 90,004  | 71,641   | 44.32%     | \$532,529   | \$3.29           | \$1.83           | \$1.46              |
| Golden Crescent Regional Planning Commission  | 161,645          | 90,004  | 71,641   | 44.32%     | \$213,371   | \$1.32           | \$0.73           | \$0.59              |
| Golden Crescent Regional Planning Commission  | 161,645          | 90,004  | 71,641   | 44.32%     | \$5,933     | \$0.04           | \$0.02           | \$0.02              |
| Golden Crescent Regional Planning Commission  | 161,645          | 90,004  | 71,641   | 44.32%     | \$73,750    | \$0.46           | \$0.25           | \$0.20              |
| Gulf Coast Center                             | 86,202           | 52,913  | 33,289   | 38.62%     | \$263,227   | \$3.05           | \$1.87           | \$1.18              |
| Gulf Coast Center                             | 86,202           | 52,913  | 33,289   | 38.62%     | \$64,585    | \$0.75           | \$0.46           | \$0.29              |
| Heart of Texas Council of Governments         | 176,895          | 128,221 | 48,674   | 27.52%     | \$376,747   | \$2.13           | \$1.54           | \$0.59              |
| Heart of Texas Council of Governments         | 176,895          | 128,221 | 48,674   | 27.52%     | \$203,351   | \$1.15           | \$0.83           | \$0.32              |
| Heart of Texas Workforce Development Board    | 80,394           | 59,595  | 20,799   | 25.87%     | \$307,625   | \$3.83           | \$2.84           | \$0.99              |
| Hill Country Transit District                 | 164,934          | 123,970 | 40,964   | 24.84%     | \$553,090   | \$3.35           | \$2.52           | \$0.83              |
| Hill Country Transit District                 | 164,934          | 123,970 | 40,964   | 24.84%     | \$321,813   | \$1.95           | \$1.47           | \$0.48              |
| Kleberg County Human Services                 | 32,477           | 7,565   | 24,912   | 76.71%     | \$249,270   | \$7.68           | \$1.79           | \$5.89              |
| Kleberg County Human Services                 | 32,477           | 7,565   | 24,912   | 76.71%     | \$114,368   | \$3.52           | \$0.82           | \$2.70              |
| Kleberg County Human Services                 | 32,477           | 7,565   | 24,912   | 76.71%     | \$524       | \$0.02           | \$0.00           | \$0.01              |
| Lower Rio Grande Valley Development Council   | 118,234          | 14,449  | 103,785  | 87.78%     | \$525,058   | \$4.44           | \$0.54           | \$3.90              |
| Lower Rio Grande Valley Development Council   | 118,234          | 14,449  | 103,785  | 87.78%     | \$173,525   | \$1.47           | \$0.18           | \$1.29              |
| Lower Rio Grande Valley Development Council   | 118,234          | 14,449  | 103,785  | 87.78%     | \$15,198    | \$0.13           | \$0.02           | \$0.11              |
| Lower Rio Grande Valley Development Council   | 118,234          | 14,449  | 103,785  | 87.78%     | \$73,750    | \$0.62           | \$0.08           | \$0.55              |
| McLennan County                               | 234,906          | 138,295 | 96,611   | 41.13%     | \$102,891   | \$0.44           | \$0.26           | \$0.18              |
| Panhandle Community Services                  | 231,276          | 143,159 | 88,117   | 38.10%     | \$888,999   | \$3.84           | \$2.38           | \$1.46              |
| Panhandle Community Services                  | 231,276          | 143,159 | 88,117   | 38.10%     | \$474,404   | \$2.05           | \$1.27           | \$0.78              |
| Public Transit Services                       | 147,148          | 123,145 | 24,003   | 16.31%     | \$434,607   | \$2.95           | \$2.47           | \$0.48              |
| Public Transit Services                       | 147,148          | 123,145 | 24,003   | 16.31%     | \$265,197   | \$1.80           | \$1.51           | \$0.29              |
| Rolling Plains Management Corporation         | 83,908           | 65,218  | 18,690   | 22.27%     | \$406,350   | \$4.84           | \$3.76           | \$1.08              |
| Rolling Plains Management Corporation         | 83,908           | 65,218  | 18,690   | 22.27%     | \$248,199   | \$2.96           | \$2.30           | \$0.66              |
| Rolling Plains Management Corporation         | 83,908           | 65,218  | 18,690   | 22.27%     | \$7,916     | \$0.09           | \$0.07           | \$0.02              |
| Rural Economic Assistance League              | 201,995          | 87,768  | 114,227  | 56.55%     | \$763,987   | \$3.78           | \$1.64           | \$2.14              |
| Rural Economic Assistance League              | 201,995          | 87,768  | 114,227  | 56.55%     | \$226,048   | \$1.12           | \$0.49           | \$0.63              |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

FY17 Section 5311 (continued)

(Source: PTN Index of Minute Orders, FY 2017)

| Section 5311 FTA Program - Grouped By Grantee    | Population        | White             | Minority         | % Minority    | Federal             | Per Capita Total | White         | Minority      |
|--|-------------------|-------------------|------------------|---------------|---------------------|------------------|---------------|---------------|
| Rural Economic Assistance League                 | 201,995           | 87,768            | 114,227          | 56.55%        | \$11,889            | \$0.06           | \$0.03        | \$0.03        |
| Rural Economic Assistance League                 | 201,995           | 87,768            | 114,227          | 56.55%        | \$55,000            | \$0.27           | \$0.12        | \$0.15        |
| Senior Center Resources and Public Transit, Inc. | 86,129            | 64,393            | 21,736           | 25.24%        | \$345,354           | \$4.01           | \$3.00        | \$1.01        |
| Senior Center Resources and Public Transit, Inc. | 86,129            | 64,393            | 21,736           | 25.24%        | \$199,447           | \$2.32           | \$1.73        | \$0.58        |
| Services Program for Aging Needs (SPAN)          | 75,149            | 59,949            | 15,200           | 20.23%        | \$277,384           | \$3.69           | \$2.94        | \$0.75        |
| Services Program for Aging Needs (SPAN)          | 75,149            | 59,949            | 15,200           | 20.23%        | \$225,537           | \$3.00           | \$2.39        | \$0.61        |
| South East Texas Regional Planning Commission    | 87,673            | 73,806            | 13,867           | 15.82%        | \$327,181           | \$3.73           | \$3.14        | \$0.59        |
| South East Texas Regional Planning Commission    | 87,673            | 73,806            | 13,867           | 15.82%        | \$192,109           | \$2.19           | \$1.84        | \$0.35        |
| South East Texas Regional Planning Commission    | 87,673            | 73,806            | 13,867           | 15.82%        | \$80,117            | \$0.91           | \$0.77        | \$0.14        |
| South Plains Community Action Association        | 200,627           | 99,339            | 101,288          | 50.49%        | \$842,039           | \$4.20           | \$2.08        | \$2.12        |
| South Plains Community Action Association        | 200,627           | 99,339            | 101,288          | 50.49%        | \$393,489           | \$1.96           | \$0.97        | \$0.99        |
| South Plains Community Action Association        | 200,627           | 99,339            | 101,288          | 50.49%        | \$11,715            | \$0.06           | \$0.03        | \$0.03        |
| Southwest Area Regional Transit District         | 118,131           | 16,817            | 101,314          | 85.76%        | \$37,000            | \$0.31           | \$0.04        | \$0.27        |
| Southwest Area Regional Transit District         | 118,131           | 16,817            | 101,314          | 85.76%        | \$508,659           | \$4.31           | \$0.61        | \$3.69        |
| Southwest Area Regional Transit District         | 118,131           | 16,817            | 101,314          | 85.76%        | \$321,692           | \$2.72           | \$0.39        | \$2.34        |
| STAR Transit                                     | 113,285           | 80,463            | 32,822           | 28.97%        | \$353,279           | \$3.12           | \$2.21        | \$0.90        |
| STAR Transit                                     | 113,285           | 80,463            | 32,822           | 28.97%        | \$598,314           | \$5.28           | \$3.75        | \$1.53        |
| Texoma Area Paratransit System, Inc. (TAPS)      | 220,927           | 184,313           | 36,614           | 16.57%        | \$1,091,885         | \$4.94           | \$4.12        | \$0.82        |
| Texoma Area Paratransit System, Inc. (TAPS)      | 220,927           | 184,313           | 36,614           | 16.57%        | \$792,397           | \$3.59           | \$2.99        | \$0.59        |
| Texoma Area Paratransit System, Inc. (TAPS)      | 220,927           | 184,313           | 36,614           | 16.57%        | \$40,091            | \$0.18           | \$0.15        | \$0.03        |
| Texoma Area Paratransit System, Inc. (TAPS)      | 220,927           | 184,313           | 36,614           | 16.57%        | \$11,817            | \$0.05           | \$0.04        | \$0.01        |
| The Transit System                               | 59,672            | 51,183            | 8,489            | 14.23%        | \$246,786           | \$4.14           | \$3.55        | \$0.59        |
| The Transit System                               | 59,672            | 51,183            | 8,489            | 14.23%        | \$106,422           | \$1.78           | \$1.53        | \$0.25        |
| The Transit System                               | 59,672            | 51,183            | 8,489            | 14.23%        | \$39,339            | \$0.66           | \$0.57        | \$0.09        |
| Webb County Community Action Agency              | 14,574            | 572               | 14,002           | 96.08%        | \$267,416           | \$18.35          | \$0.72        | \$17.63       |
| Webb County Community Action Agency              | 14,574            | 572               | 14,002           | 96.08%        | \$89,845            | \$6.16           | \$0.24        | \$5.92        |
| Webb County Community Action Agency              | 14,574            | 572               | 14,002           | 96.08%        | \$5,753             | \$0.39           | \$0.02        | \$0.38        |
| West Texas Opportunities, Inc                    | 198,733           | 89,473            | 109,260          | 54.98%        | \$1,055,302         | \$5.31           | \$2.39        | \$2.92        |
| West Texas Opportunities, Inc                    | 198,733           | 89,473            | 109,260          | 54.98%        | \$687,775           | \$3.46           | \$1.56        | \$1.90        |
| West Texas Opportunities, Inc                    | 198,733           | 89,473            | 109,260          | 54.98%        | \$55,000            | \$0.28           | \$0.12        | \$0.15        |
|  | <b>17,437,973</b> | <b>10,956,996</b> | <b>6,481,112</b> | <b>37.17%</b> | <b>\$32,856,830</b> | <b>\$1.88</b>    | <b>\$1.18</b> | <b>\$0.70</b> |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

**FY17**Section 5309

(Source: PTN Index of Minute Orders, FY 2017)

| 5309 Grant Program                          | Total<br>Populatio | White  | Minority | % Minorit | 5309 Grant<br>Award | Total Section<br>5311 | Total Per<br>Capita | Per Capita<br>White | Per Capita<br>Minority |
|---|--------------------|--------|----------|-----------|---------------------|-----------------------|---------------------|---------------------|------------------------|
| Aspermont Small Business Development Center | 37,733             | 25,169 | 12,564   | 33.30%    | \$38,871            | \$38,871              | \$1.03              | \$0.69              | \$0.34                 |
| TOTAL                                       | 37,733             | 25,169 | 12,564   | 33.30%    | 38871               | \$38,871              | \$1.03              | \$0.69              | \$0.34                 |

Appendix Y: Distribution of Funds for Public Transportation Purposes, Tables (continued)

**FY17** Section 5339 – Small Urban and Rural  
 (Source: *PTN Index of Minute Orders, FY 2017*)

| 5339 FTA Program - Grouped By Program   | Total Population | White   | Minority | % Minority | 5339 Award | Total Section 5339 | Total Per Capita | Per Capita White | Per Capita Minority |
|---|------------------|---------|----------|------------|------------|--------------------|------------------|------------------|---------------------|
| Texoma Area Paratransit System, Inc. (T | 220,927          | 184,313 | 36,614   | 16.57%     | \$271,897  | \$271,897          | \$1.23           | \$1.03           | \$0.20              |
|   |                  |         |          |            |            |                    |                  |                  |                     |
| <b>TOTAL</b>                            | 220,927          | 184,313 | 36,614   | 16.57%     | 271897     | \$271,897          | \$1.23           | \$1.03           | \$0.20              |

# Appendix Z: FTA Region 6, Categorical Exclusion Worksheet – PTN 135

|   |   |
|---|---|
| <b>Federal Transit Administration-Region 6</b>  | <small>Applications (Agency Use Only)</small> |
| <b>Categorical Exclusion Worksheet</b>  |   |
| <p>This Worksheet will assist grantees in complying with the National Environmental Policy Act. This worksheet will also help identify C or D list Categorical Exclusions and provide grantees with a template for documenting a D list Categorical Exclusion. Please contact Region 6 at 817-978-0550 or your FTA Planner if you need any assistance with filling out this form.</p> |   |
| <b>Section I:</b>   |   |
| Project Title: <a href="#">Click here to enter text.</a>  |   |
| Project Description (Include the following information in the description):   |   |
| <ul style="list-style-type: none"> <li>• Reason for the proposed project<br/><a href="#">Click here to enter text.</a></li> <li>• Project size or scale<br/><a href="#">Click here to enter text.</a></li> <li>• Scope of Work<br/><a href="#">Click here to enter text.</a></li> </ul>   |   |
| Attach an image of the project site. If the project involves construction include:  |   |
| <ul style="list-style-type: none"> <li>• Project location or map<br/><a href="#">Click here to enter text.</a></li> <li>• Basic construction site plan showing access points and construction site boundaries<br/><a href="#">Click here to enter text.</a></li> </ul>  |   |

1

**Section II: Answer the following questions:**

Will the project significantly impact the natural, physical, social, and/or economic environment?

Yes, contact Region 6, this project may not qualify for categorical exclusion  
 No, continue

Is the significance of the project's natural, physical, social, and/or economic impact unknown?

Yes, contact Region 6, this project may not qualify for categorical exclusion  
 No, continue

Is the project likely to generate intense public discussion, concern, or controversy, even though it may be limited to relatively small subset of the community?

Yes, contact Region 6, this project may not qualify for categorical exclusion  
 No, continue

Will the project have disproportionately high and adverse impacts on minority/low income populations?

Yes, contact Region 6, this project may not qualify for categorical exclusion  
 No, continue to Section III

Will the project be located on historic property or within the vicinity of a historic district?

Yes, contact Region 6, this project may require consultation with the SHPO.  
 No, continue to Section III

Will the project be located within a 100-year flood plain?

Yes, contact Region 6, this project may require further evaluation under Executive Order 11988.  
 No, continue to Section III

2

**Section III: Select the most appropriate C or D list Categorical Exclusion**

Note: More information on Categorical Exclusions can be found [here](#) (Adobe Page 20) and [here](#) (Adobe Page 13). These numbers are from the regulations, so some numbers are omitted (reserved).

**C-List Categorical Exclusion(s)**

(1) Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

(2) Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: a multiuse pathway, lane, trail, or pedestrian bridge; and transit plaza amenities.

(3) Activities designed to mitigate environmental harm that cause no harm themselves or to maintain and enhance environmental quality and site aesthetics, AND

Employs construction best management practices, such as: noise mitigation activities; rehabilitation of public transportation buildings, structures, or facilities; retrofitting for energy or other resource conservation; and landscaping or re-vegetation.

(4) Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

(5) Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

(6) Acquisition or transfer of an interest in real property that is not within or adjacent to recognized environmentally sensitive areas (e.g., wetlands, non-urban parks, wildlife management areas) AND

Does not result in a substantial change in the functional use of the property or in substantial displacements, such as: acquisition for scenic easements or historic sites for the purpose of preserving the site. This CE extends only to acquisitions and transfers that will not limit the evaluation of alternatives for future FTA-assisted projects that make use of the acquired or transferred property.

3

(7) Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

(8) Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint AND

Do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

(9) Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including flood plain regulations) AND

Uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.

(10) Development of facilities for transit and non-transit purposes, located on, above, or adjacent to existing transit facilities, that are not part of a larger transportation project AND

Do not substantially enlarge such facilities, such as: police facilities, daycare facilities, public service facilities, amenities, and commercial, retail, and residential development.

(11) The following actions are for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):

(i) Emergency repairs under 49 U.S.C. 5324; and

(ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:

4

Appendix Z: FTA Region 6, Categorical Exclusions, PTN -135 (continued)

(A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and

(B) Is commenced within a 2-year period beginning on the date of the declaration.

**Note: (c)(11) should be used for Emergency Action only.**

(12) Projects, as defined in 23 U.S.C. 101, that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit vending structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.

(13) Federally-funded projects:

- (i) That receive less than \$5,000,000 of Federal funds; or
- (ii) With a total estimated cost of not more than \$30,000,000 and Federal funds comprising less than 15 percent of the total estimated project cost.

(14) Bridge removal and bridge removal related activities, such as in-channel work, disposal of materials and debris in accordance with applicable regulations, and transportation facility realignment.

(15) Preventative maintenance, including safety treatments, to culverts and channels within and adjacent to transportation right-of-way to prevent damage to the transportation facility and adjoining property, plus any necessary channel work, such as restoring, replacing, reconstructing, and rehabilitating culverts and drainage pipes; and, expanding existing culverts and drainage pipes.

(16) Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling, archeological investigations for archeology resources assessment or similar survey, and wetland surveys.

**If your project falls within one of the above categories, you may stop and proceed to the signature block.**

5

**D-List Categorical Exclusion(s)**

**If your project falls within any of the categories listed below, please mark the appropriate category and proceed to Section IV.**

(1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes (e.g., lanes for parking, weaving, turning, climbing).

(2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.

(3) Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

(4) Acquisition of right-of-way. No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives has been completed.

(5) Reserved for future use.

(6) Facility modernization through construction or replacement of existing components.

(7) Minor transportation facility realignment for rail safety reasons, such as improving vertical and horizontal alignment of railroad crossings, and improving sight distance at railroad crossings.

(8) Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards.

Other: General exclusion (no specific activity category applies, but the project is still exempt per the conditions of 23 CFR 771.118(a) and (b)).

**If your project does not meet the C- or D-List criteria listed above, it may not qualify for a Categorical Exclusion. Contact Region 6 for more information.**

6

**Section IV:** The purpose of this section is to check to make sure criteria for D-List Categorical Exclusions are satisfied and that significant environmental effects will not result.

**Land Use/Zoning:**

- Attach a land use map showing the project location and its surrounding parcel's land use classification.
- Attach a zoning map showing the project's zoning classification.

**Traffic:**

- Describe potential parking traffic impacts, if any?  
[Click here to enter text.](#)
- Indicate whether the existing roadways have a adequate capacity to handle increased bus or other vehicular traffic.  
[Click here to enter text.](#)
- Describe connectivity to other transportation facilities and modes, and coordination with relevant agencies.  
[Click here to enter text.](#)
- If the project will modify an existing roadway configuration include a map/diagram.

**Noise:**

[Note: Refer to FTA's Noise and Vibration Manual](#)  
Does the project have the potential to increase noise?

No, there are no receptors within the screening distance for this project. Screening distance criteria can be found in Table 4-1 of FTA's Noise and Vibration Manual.

Yes, please attach a general noise assessment.  
Follow the procedures in Chapter 5 of FTA's Noise and Vibration Manual. Describe impacts, if any, proposed mitigation measures, and remaining impacts after mitigation.

**Vibration:**

[Note: Refer to FTA's Noise and Vibration Manual](#)  
Does the project cross or have the potential for vibration impacts?

No, there are no receptors within the screening distance for this project. Screening distance criteria can be found in Table 9-2 of FTA's Noise and Vibration Manual.

Yes, please include a general vibration assessment.  
Follow the procedures in Chapter 5 of FTA's Noise and Vibration Manual. Describe impacts, if any, proposed mitigation measures, and remaining impacts after mitigation.

**Environmental Justice:**

[Note: Refer to FTA's Criteria on Environmental Justice](#)

- Determine the presence of minority low-income populations within the project area.  
[Click here to enter text.](#)
- Indicate whether the project will have disproportionately high and adverse impacts on minority low-income populations.  
[Click here to enter text.](#)
- Describe any outreach efforts targeted specifically at minority low-income populations.  
[Click here to enter text.](#)

**Historic/Cultural Resources:**

[Note: Refer to Section 106 process and Section 4\(f\) Handbook](#)

- Describe any cultural, historic, or archaeological resource that is located in or around the immediate vicinity of the proposed project.  
[Click here to enter text.](#)

- Describe the potential for the project to affect that resource (Attach any relevant documentation and correspondence). If the project has the potential to affect historic resources the Section 106 process must be followed. Contact your FTA planner for further guidance.  
[Click here to enter text.](#)

**Section 4(f) Resources (Public Parks/Recreation Areas, Historic Sites):**

[Note: Refer to Section 4\(f\) Handbook](#)  
Is the project located in or adjacent to a publicly-owned park, recreation area or wildlife or waterfowl refuge, or a publicly or privately owned historic district property?

No

Yes, describe the potential impacts to the park/recreation area  
[Click here to enter text.](#)

**Biological Resources:**

[Note: Refer to U.S. Fish & Wildlife Service and the National Marine Fisheries Service](#)  
Are there any species located within the project vicinity that are listed as threatened or endangered under the Endangered Species Act?

No

Yes, describe any critical habitat, essential fish habitat or other ecologically sensitive areas within or near the project area.  
[Click here to enter text.](#)

Appendix Z: FTA Region 6, Categorical Exclusions, PTN -135 (continued)

**Property Acquisition/Relocations:**

Will property be acquired for this project?  
 No  
 Yes, indicate whether acquisition will result in relocation of individuals/businesses. Attach maps or graphs of a affected parcel including relocations.  
[Click here to enter text.](#)

**Wetlands:**

Note: Refer to [Wetlands Info Packet](#)  
 Will the project affect potential on site adjacent wetlands?  
 No  
 Yes, describe the impact and attach correspondence with the US Army Corps of Engineers  
[Click here to enter text.](#)

**Water Quality:**

Does the project have the potential to impact water quality, including during construction?  
 No  
 Yes, describe potential impacts and best management practices which will be in place  
[Click here to enter text.](#)

Will there be an increase in new impervious surface or restored pervious surface?  
 No  
 Yes, describe potential impacts and proposed treatment for storm water runoff  
[Click here to enter text.](#)

Is the project located in the vicinity of an EPA-designated sole source aquifer?  
 No  
 Yes, provide the name of the aquifer which the project is located in and describe any potential impacts to the aquifer. Also, include the approximate amount of new impervious surface created by the project.  
[Click here to enter text.](#)

9

**Air Quality:**

Is the project located in an Environmental Protection Agency designated non-attainment or maintenance area?  
 No  
 Yes, indicate the criteria pollutant below and contact FTA to determine if a hot spot analysis is necessary.  
 Carbon Monoxide (CO)  
 Ozone (O<sub>3</sub>)  
 Particulate Matter (PM<sub>10</sub>)  
 Particulate Matter (PM<sub>2.5</sub>)  
 Nitrogen Dioxide (NO<sub>2</sub>)  
 Sulfur Dioxide (SO<sub>2</sub>)

Describe any impacts to air quality resulting from the project.  
[Click here to enter text.](#)

Does the project require conformity analysis?  
 No, it is exempt from conformity analysis under 40 CFR Part 51 §93.126  
 Yes, it is not exempt under §93.126 or §93.127

If the non-attainment area is also in a metropolitan area, was the project included in the MPO's Transportation Improvement Program (TIP) air quality conformity analysis?  
 No  
 Yes, Date of USDOT conformity finding: [Click here to enter a date.](#)

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**Hazardous Materials:**

Is there any known potential contamination at the project site?  
 Contamination may include lead asbestos, above underground storage tanks, or a history of industrial sites.  
 No, describe the analysis used to determine whether hazardous materials were present  
[Click here to enter text.](#)  
 Yes, describe mitigation and clean-up measures that will be taken to remove hazardous materials. If the project includes property acquisition, a Phase I Environmental Site Assessment may be required for the land to be acquired. Contact the FTA planner to discuss the Phase I Environmental Site Assessment requirements.  
[Click here to enter text.](#)

**Prime and Unique Farmlands:**

Note: Refer to [Farmland Protection Policy Act](#)  
 Does the proposal involve the use of any prime or unique farmlands?  
 No  
 Yes, describe potential impacts and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture.  
[Click here to enter text.](#)

**Safety/Security:**

Describe all measures that would need to be taken and that have been included for the safe and secure operation of the project after its construction.  
[Click here to enter text.](#)

**Construction Impacts:**

Describe temporary impacts associated with construction activities such as noise, air quality, sidewalk and road closures, traffic detour, access change, construction schedules (e.g., local ordinance may restrict late night work activity in residential neighborhoods). Describe mitigation measures to address the impacts, if applicable.

**Mitigation Measures:**

Describe all measures, if any, to be taken to mitigate project impacts.  
[Click here to enter text.](#)

|   |  |   |
|---|--|---|
| <b>Submitted by:</b><br><a href="#">Click here to enter text.</a> | <b>Title:</b><br><a href="#">Click here to enter text.</a> | <b>Date:</b><br><a href="#">Click here to enter a date.</a> |
|---|--|---|

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# Appendix AA Environmental Justice Training (2015)

TEXAS DEPARTMENT OF TRANSPORTATION



## ENVIRONMENTAL JUSTICE (EJ)

Semi-Annual Meeting - January 2015  
Public Transportation Division (PTD)

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### Environmental Justice

#### Executive Order 12898

February 11, 1994:

- Requires FTA to make environmental justice (EJ) part of its mission
- Identify and address disproportionately high and adverse human health or environmental effects
- Of programs, policies, and activities
- On minority and/or low-income populations



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### From FTA EJ Circular

August 15, 2012...  
a new FTA Circular on EJ

"Today, environmental justice and Title VI are receiving greater emphasis..." -page 3



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### EJ Principles

- Avoid, minimize, mitigate effects
- Ensure full, fair participation
- Prevent denial of, or reduction in, or significant delay in benefits to EJ populations



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### 4 Major Components of EJ Circular...

- 1) EJ Analysis: how to do it
- 2) Meaningful Public Engagement
- 3) Integrating EJ in Transportation Planning/ Service Delivery
- 4) EJ Principles in NEPA Process



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### References

- Executive Order 12898 (February 11, 1994)
- USDOT Order 5610.2(e), Actions to Address EJ in Minority & Low-income Populations (May 10, 2012)
- FTA Circular 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients (August 15, 2012)
- NEPA
- Title VI
- Joint FHWA/FTA Regulations for Statewide and Metropolitan Planning
- Council on Environmental Quality (CEQ) EJ Guidance
- FTA Master Agreement



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