

# Texas Transportation

Basic analysis of the 203 voting members of the 9 largest Metropolitan Planning Organizations. General analysis of the equity and efficiency of the entire Texas transportation decision making system

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Decide Texas

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**Texas  
Sunset  
Commission  
Edition  
Friday Afternoon Edition**

# Equity Assessment

Decide  Texas

# Executive Summary

"Our failures with city neighborhoods are failures in localized self-government. And our successes are successes at government."

- Jane Jacobs

**Texas does not have an equitable, or efficient system for transportation planning and funding allocation decisions.**

**Women are not at the tables of power deciding the large financial allocations or setting goals, visions, or strategies.**

**People of color are not at the tables of power deciding the large financial allocations or setting goals, visions, or strategies.**

**People who live in - or wish they could live in - pedestrian urban places are not fairly represented at the tables of power deciding the large financial allocations or setting goals, visions, or strategies**

**Texas can and should adopt a fair, equitable, and efficient system for transportation planning and funding allocation decisions. Not doing so could violate Title VI**

Our inequity is yielding less than optimal decisions.

The nine largest Metropolitan Planning Organizations in Texas are home to 20,622,547 people as of July 1, 2015 - 75% of Texans - in 34 counties. These counties are the source of 85% of the state's Gross Domestic Product and a similar ratio of the state's tax base.

Transportation planning for these beating hearts of the Texas economy is done mostly (disproportionately) by men who are mostly (disproportionately) white.

Looking at all nine of the largest MPOs in Texas, we see a large contingent of Hispanic men. However, these Hispanic men in decision making roles are predominantly in San Antonio, El Paso, Brownsville, and Hidalgo County, specifically not in Houston and Dallas - Fort Worth, home to 2/3 of Texas' economy and half its people.

That being said, the fact that the Texas transportation decision making system includes rooms dominated by Hispanic men making decisions for major metropolitan regions

should not be diminished.

Texas is trying to figure out how to be a pluralistic, multicultural society and our experiences are way more advanced than those of most states.

Nonetheless, these 203 people do not represent the ethnic, racial, gender, lifestyle, and ability of the people of Texas.

Every month in nine rooms across Texas millions of dollars in spending are allocated and prioritized by these 203 people. They are important. How and why they make decisions are important.

The following report is an unfinished version of the full report which will be published in January and delivered to every member of the Texas House and Senate, as well as local, regional, and federal governments.

I hope that this work is useful to the Sunset Commission in its search to optimize the work of TXDOT. I believe that many of the issues - and the underlying data - presented here are sorely missing from the transportation policy debate in Texas.

## The Wikipedia definition of Institutional Racism:

"Institutional racism was defined by Sir William Macpherson in the 1999 Lawrence report (UK) as: "The collective failure of an organization to provide an appropriate and professional service to people because of their color, culture, or ethnic origin. It can be seen or detected in processes, attitudes and behavior which amount to discrimination through unwitting prejudice, ignorance, thoughtlessness and racist stereotyping which disadvantage minority ethnic people."

The service TXDOT and other elements of the Texas transportation system provide is safe multimodal access - one of the core functions of liberal democratic government - or the reduction of transaction costs. Transactions means actual purchases, where public agencies help us drive to the store and buy groceries or get to work. In this concept of governance, transactions also include all the elements of our lives - visiting with friends and relatives, going to church, falling in love, and spending at the park. A well functioning transportation and urban planning system reduce the transaction costs making all of these things more accessible to each person.

Yet, the Texas transportation decision making system has significant biases that inhibit its role in reducing transaction costs. The most significant is that TXDOT - and most of the other elements of the statewide system - continue to focus on only one strategy of reducing transaction costs - subsidizing the option of using a single occupant vehicle.

Ironically, the decision making system's resistance to considering feedback loops and comprehensive understandings of its decisions makes this one strategy ineffective. Building unnecessary roads on open prairies, based upon flawed circular logic growth forecasts, actually induces car-dependent developments. TXDOT thus causes increased demand for SOV travel - higher vehicle miles traveled required to live in such car dependent areas - leaving the region as a whole less accessible by car than if they had not built the unnecessary road in the first place.

However, to show that this system is also an instance of institutional racism, we must establish that the provision of reduction in transaction costs varies among different groups.

Do white people have easier access to all the elements of life using the Texas transportation system than people of color?

Do women have less options to access all the elements of life in Texas based upon deficiencies

in the transportation system?

Is a bias toward subsidizing SOV transportation disproportionately benefiting white men?

In particular with the Metropolitan Planning Organization, the Federal Government requires that the MPOs provide meaningful access to public decision making process to all people.

Can we find a clear pattern of underrepresentation of women, people of color, low income people, and other groups on the decision making entities at MPOs? Is that in an of itself a violation of Title VI?

Can we establish a causal connection between underrepresentation and the failure to provide basic services the Texas transportation system seeks to provide in an equitable manner to all the people of Texas?

These questions will not all be answered here, but they will be explored and the facts will be laid out on the table.

# 203 People

*"If they don't give you  
a seat at the table,  
bring a folding chair."  
- Shirley Chisolm*

This study looks at the actual people serving on the decision making bodies at Texas Metropolitan Planning Organizations. These decision making entities have different names, such as Transportation Policy Council, Transportation Planning Policy Board, or Regional Council.

These committees are in fact the MPO, a regional coordination and decision making entity required by Federal law.

They are way more important than the proportional public attention they get.

These committees are a key link in the Texas transportation decision making system, with control of long range planning data, methods, goals, visions, and metrics, and actual discretion over the spending of massive amounts of funds.

I looked at the actual people serving on these committees

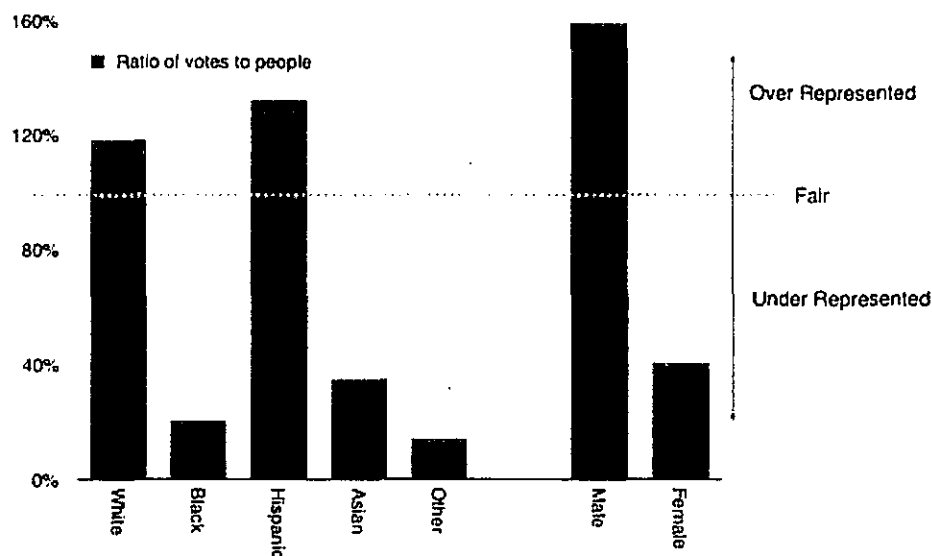
as of June 2016. I tried to determine their gender, race, ethnicity, and the county they represent, and catalogue these details and the basics of the people and entities they represent. I also tried to figure out how they identify in terms of sexual orientations or disability.

There is no chance that I got this right. There must be errors in terms of how some of the

people in this report are identified versus how they would identify themselves.

Systematically, the facts are so stark that the conclusions of this report are well outside the margin of error.

Irrefutably, the Texas transportation decision making decision remains dominated by white men well beyond their



proportion of the people - including at these MPOs.

Texas is home to 27,469,114 people and 20,581,061 of them live within the boundaries of the nine Metropolitan Planning Organizations where transportation

From 2005 to 2015, TXDOT spent \$42,702,095,351 on construction of new roads or added lanes to roads or direct connectors and such. 30% of this was spent outside of the largest 9 MPOs. During that same period, TXDOT spent \$11,186,249,786 on maintenance and 60% of it was spent outside of the largest 9 MPOs.

While the large and medium metro areas in general are subsidizing small metros and rural areas, representation and outcomes vary greatly across these 9 MPOs. Further research should try to establish how the inequitable representation at these MPOs is impacting Texans' lives and our economy.

The ideas, perspectives, experiences, and biases of the people who sit in these 203 seats matters for all Texans.

		MAI	WAI	GAI	=	VAI
<b>Dallas Fort Worth</b>	<b>NCTCOG</b>	0.72	0.70	0.16		-0.07
<b>Houston</b>	<b>HGAC</b>	0.86	1.32	0.63		1.19
<b>Austin</b>	<b>CAMPO</b>	0.30	0.56	0.21		-0.58
<b>San Antonio</b>	<b>AAMPO</b>	0.60	0.64	0.36		-0.05
<b>El Paso</b>	<b>ELMPO</b>	0.33	0.49	0.05		-0.78
<b>Hidalgo County</b>	<b>HCMPO</b>	0.69	0.55	0.00		-0.41
<b>Corpus Christi</b>	<b>CCMPO</b>	0.71	1.36	0.68		1.11
<b>Killeen Temple</b>	<b>KTMPO</b>	0.71	0.63	0.09		-0.22
<b>Brownsville</b>	<b>BMPO</b>	0.23	1.24	0.00		-0.18

The Votes Advantage Index combines the three other indices to indicate the overall extent to which each MPO fails to provide equitable democratic representation to the people of its region. Under each category, those highlighted in red are the four worst. For MAI, WAI, GAI, a score of zero would mean equity.

MAI = Male Advantage Index.

WAI = White Advantage Index.

GAI = Geographic Advantage Index.



Texas has always seen itself as a welcoming land where we all don't agree who is in charge and resist giving power.

A consistent pattern of disenfranchising people of color in the transportation decision making system is neither good for Texas or just.

As our state grows to 52 million people, we're all minorities and we've all got to contribute to the complex issues in front of us. Texas MPOs, the Texas Transportation Commission, and TXDOT staff do not reflect the racial and ethnic diversity of Texas today or in the future. This is a mistake that makes our investments less efficient.

Overall, people of color do not have as many votes on the de-

cision making bodies at Texas metropolitan planning organizations that they should. El Paso, San Antonio, and Hidalgo County uniquely have a lot of Hispanic Texans in positions of power, but otherwise the major Texas MPOs give too many seats to white men - like me - and not enough to people of color.

As a remarkable example, the Houston - Galveston Area Council (H-GAC) Transportation Policy Council met this summer to approve a \$10B spending plan - the Transportation Improvement Plan - and only white men spoke for the entirety of the deliberation.

Not that there aren't any women on the committee. There is one. And there are three peo-

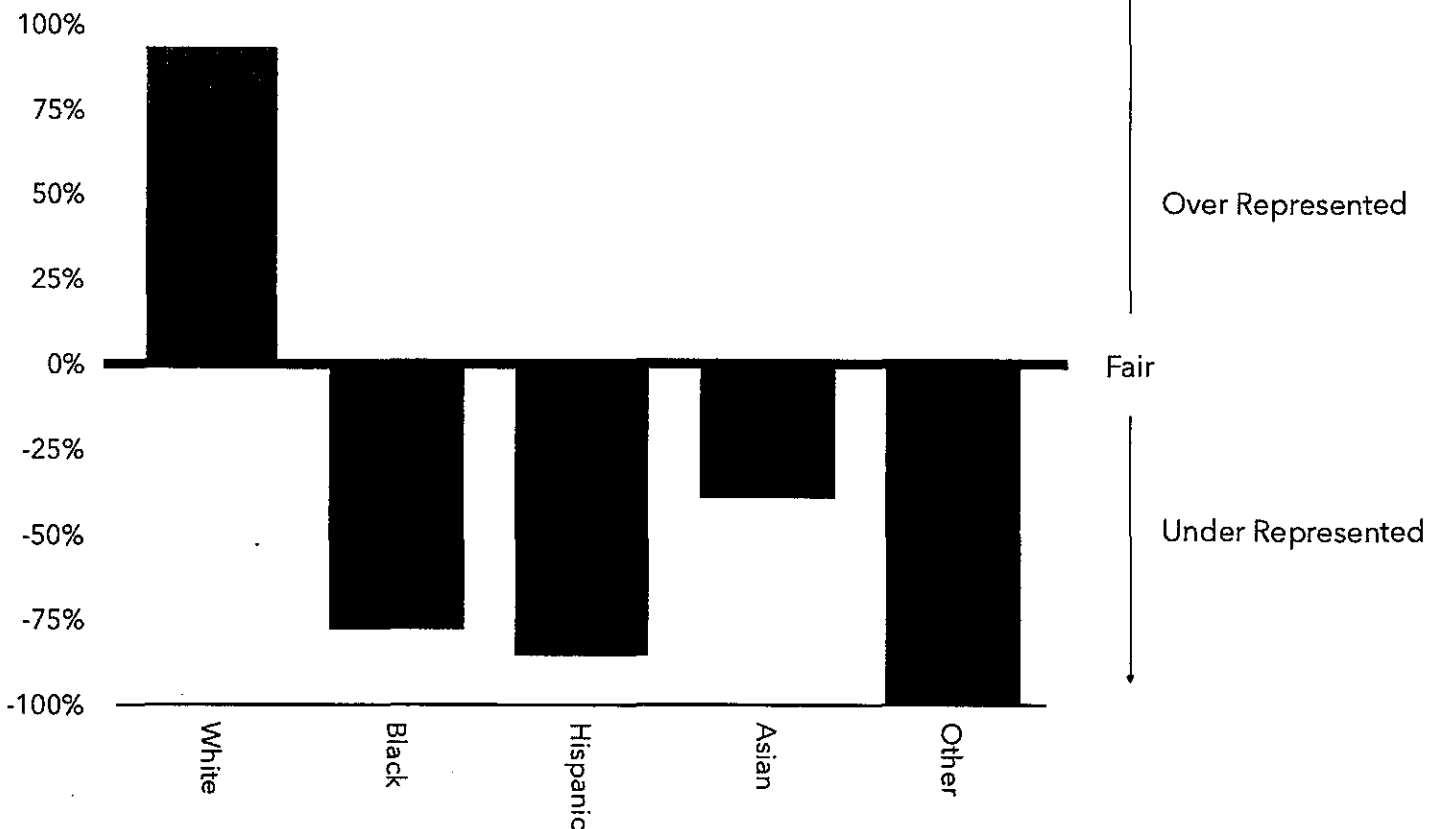
# Race

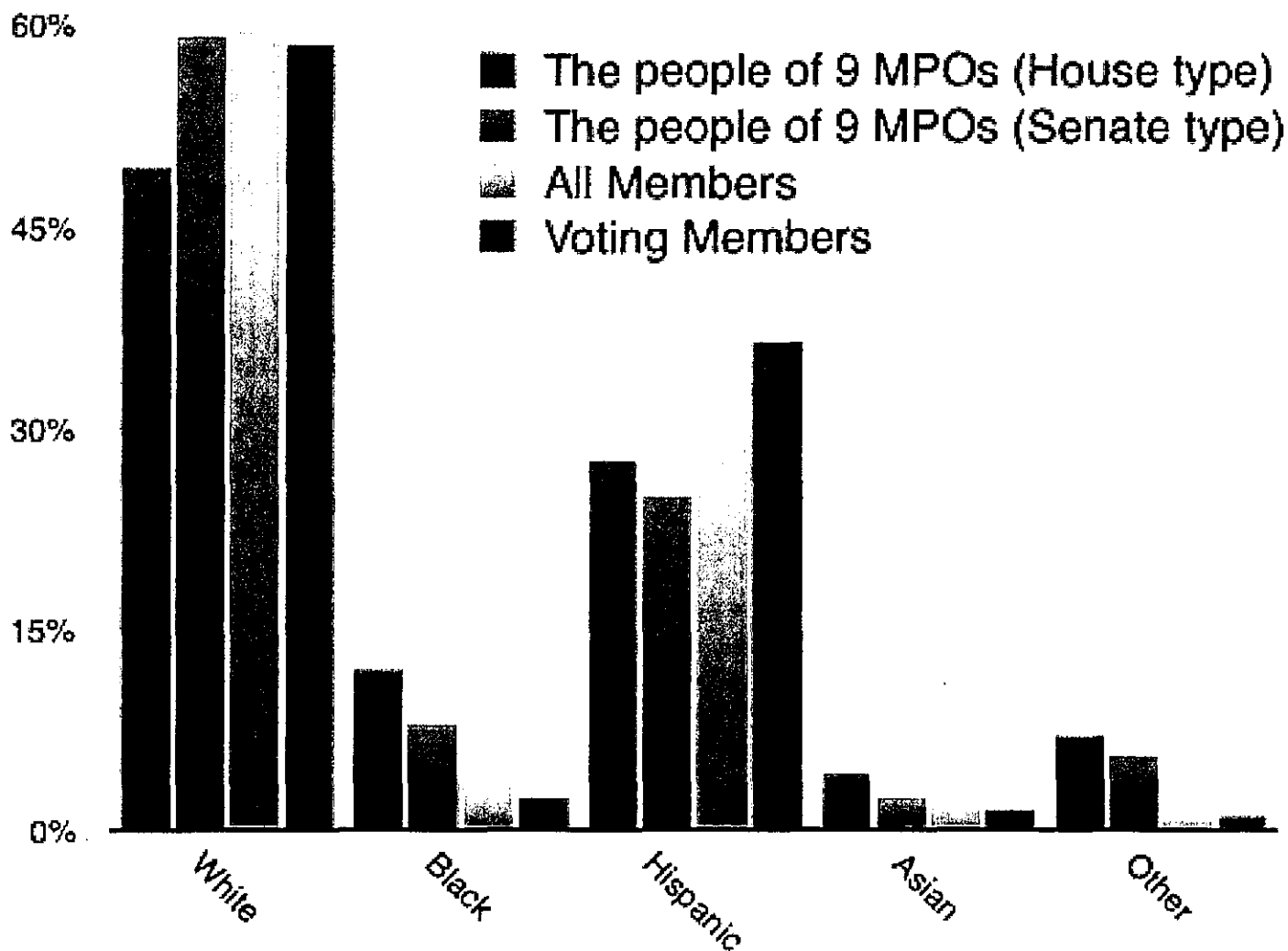
ple of color.

Including a diversity of points of view is important at all stages of a massive regional project, like those undertaken at our MPOs. Missing whole sectors of society in such discussions will yield less optimal results and less efficient use of public funds and less favorable results for all.

The fact that MPOs have underrepresentation from people of color does not mean that any of the people involved are racist or that any of those individuals should be removed

**Representation on the H-GAC Transportation Policy Council**





from the transportation decision making system. A white man can very much effectively advocate for the needs of and represent the views of a black woman - and vice versa. But systematically, the Texas transportation decision making system does not include enough people of color at the table.

A systemic exclusion of representative amounts of people of color - and women - not only is profoundly unfair, but is likely yielding suboptimal results as important needs and desires simply cannot be considered at the table. As one example, we know that people of color are more likely to not own a car

and more likely to be killed as a pedestrian.

People of color deserve more seats than they currently have at the MPOs, which would mean adding seats or replacing existing voting members.

The CAMPO Transportation Policy Board voted to further disenfranchise the people of Travis County on their Technical Advisory Committee over the summer - with the stated purpose being to decrease the size of the committee.

If we take this as precedence, it gives us two

resulting concepts: Texas decision makers find it acceptable to remove existing representation on MPO committees and that they believe that the size of committees in general should not be increased.

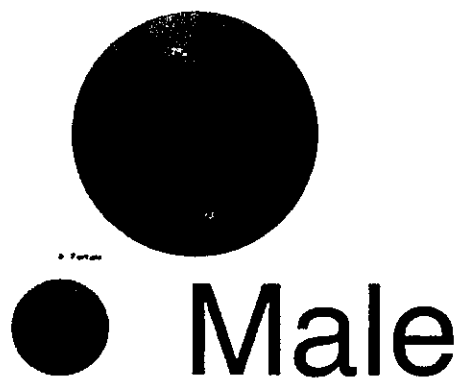
Thus the recommendations presented for each MPO suggest replacing to fix the issue.

## White Privilege Index

Half of Texans are actually women, but you wouldn't know it if you look at our legislature and the decisions making bodies that allocate massive amounts of public funds to transportation needs every year. The representation of women at TXDOT, the Texas Transportation Commission, and the MPOs is completely unacceptable today. Right now, men make 80% of the regional transportation decision makers in our major metros.

Unacceptable.

In some places, like Houston, it is much worse:



Women - and people of color and people with disabilities - need more seats at the table on both the policy councils and subcommittees of MPOs.

Some MPOs seems to have a policy of referring to the leaders of committees with non-gendered terms. However,

## Male Privilege Index

even in Austin, Chair Conley seems to prefer to gender the term, referring to himself as "chairman" on all of his own websites, while members of the TPB refer to him as "chairman" during meeting.

Gendered leadership terms are outdated and an impediment to equitable representation.

Clearly we have a lot of work to bring Texas to parity between men and women's participation in our democracy at all levels of government decision making. We need more women in engineering professions and running for office. But member governments of the MPOs could stop participating today in the failed concept that transportation decision making can reach optimal solutions without equal parts men and women throughout the process. Gendered terms should be wholly removed from use for positions of power as a minimal start.

Beyond the scope of this report, we need to understand how having women and people of color at the table will in fact yield different decisions. For just one example, from the Houston - Galveston Area Council Our Great Region Survey, we know that women in the Houston area prioritize safety and walking more than men and would allo-

# Gender

cate more money to those than men.

Every single decision made at our MPOs are lacking a normal amount of female perspective and it is not a stretch to assume many decisions reflect this bias, reaching different outcomes than if women were equally present at the table.

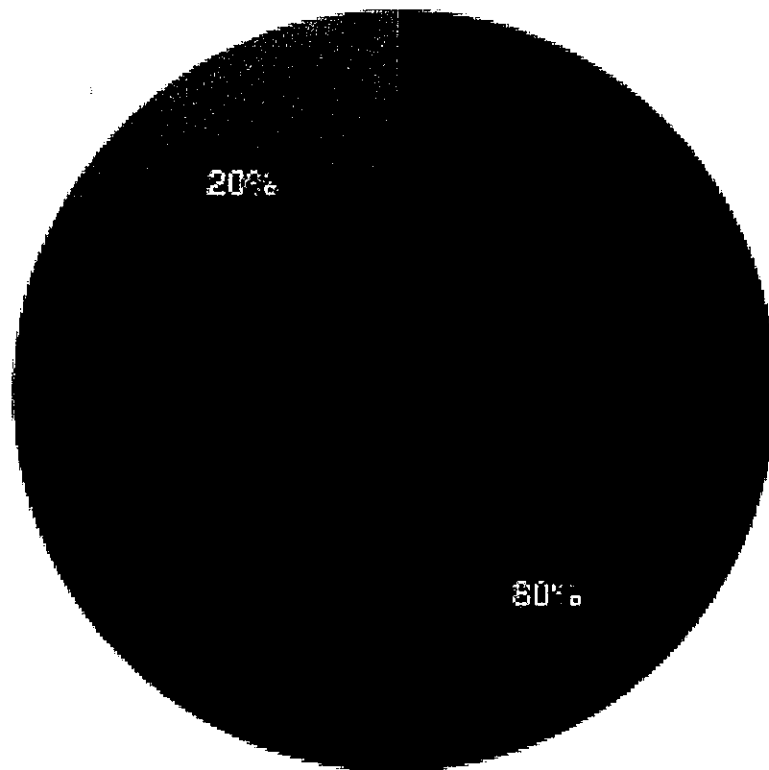
The extent to which MPO decision making seats must be filled by elected officials varies among the MPOs, and impacts the ability to build a representative group of people as a policy council.

A bill has been filed for the 2017 session to require that all members of the MPO policy councils be elected officials. This would mean less women and people of color.

Member governments of MPOs are allowed to nominate who they want to take their seats and could quickly bring better balance to the gender, race, and ethnic representation on MPO committees, but if they are limited to current elected officials - which are known to dramatically under represent women and people of color in Texas - even local governments that wished to treat women and people of color as equals of white men would have a harder time doing so.



## Voting Members of 9 Largest Texas MPO Decision Making Bodies



● Female



Male

Under representation of women runs throughout the Texas transportation decision making system.

Texas has had only one female Governor in its entire history. There is both under representation of women and documented harassment of women at the Texas Legislature.

The leadership of the Texas Department of Transportation needs to be radically changed immediately to include women. Of the administrative leadership in Austin, there are no women. Of the 25 District Engineers, there is only one woman.

Many will think about the general lack of women in engineering fields and note that there are serious and important attempts to bring more women into the fields, including important and serious attempts at TXDOT to bring women into the agencies' career pipeline. That has nothing to do with the fact that leadership roles are not at all given to women.

Much of the leadership come from a variety of disciplines - including legal and communications - and the CEO post is chosen from in and outside TXDOT's career pipeline by the male dominated Texas Transportation Commission.

We can both support women and girls entering into the Texas transportation field from the bottom up and begin fixing the gross inequity from the top.

The issue of gender closely links with the issues of LGBTQ Texans and Texans at various places on the spectrum of gender. Throughout this research, I did not find evidence of any voting member of the policy councils of the 9 large MPOs being out as LGBTQ or trans-gender. There may be people who are out, but that I did not detect when searching for each of these 203 people. There, of course, are certainly closeted elected officials in Texas.

Many may question how one's sexual orientation would impact transportation planning or funding decisions. I believe that I can leave this up to LGBTQ people to explain, but believe that the idea that there are no people in this crucial decision making system who are publicly representing 7% of our population seems a significant canary in the coal mine.

A truly representative transportation decision making system would not include the people that each of us thinks knows this stuff, but instead a generally representative group of people who can bring to the table complex understandings of the wide variety of issues impacted by these decisions.

According to the Kinder Houston Area Survey, about half of the people living in the Houston region - 3.4 million people or 13% of the population of Texas - wish that they could live in a pedestrian urbanism environment. At least a million of them cannot find such a home.

We can assume that the state's other major metros are home to similar ratios of people

wanting a less car-dependent, healthy transportation lifestyle. It is possible that something close to half of Texans wish they could walk, bike, take transit in their daily lives, and most of them cannot.

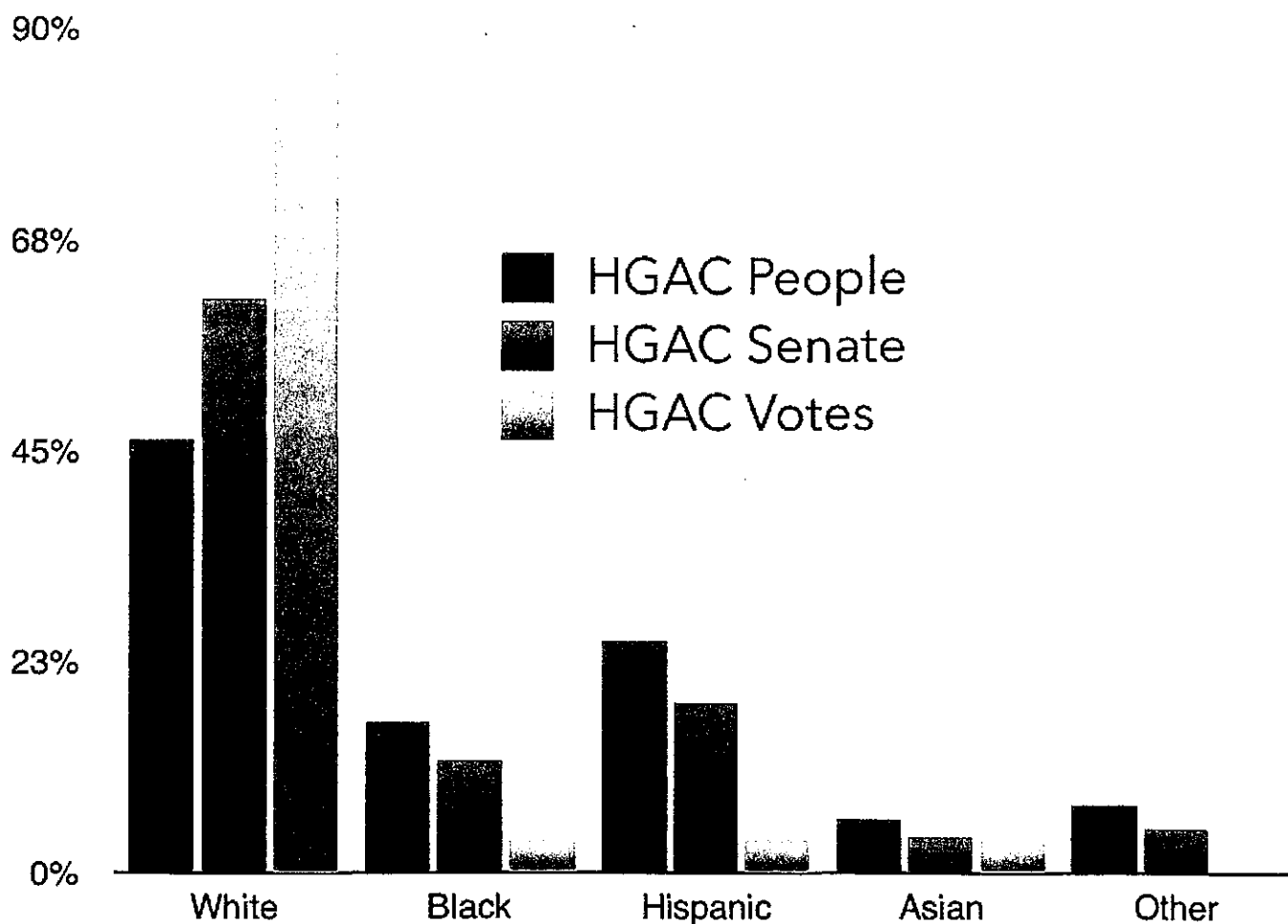
Why does the Texas housing market continue to host a massive unmet demand for pedestrian urbanism?

# Geography

One factor seems the voting structure of MPOs, with urban populations underrepresented across the state in the regional transportation decision making apparatus.

Texas was built with cities with pedestrian urban cores with nice street grids. Texas today is a state made up of intact pieces of Texas land and intact human habitat, as well as massive

**The People of the Houston region and the H-GAC  
Transportation Policy Council**



sprawl in between those two.

Our transpiration decision making system currently over represents suburban interests and fails to provide for traditional Texas cities and healthy neighborhoods.

Transportation policy debates in each MPO - like most of the country - keep returning to bitter disagreements where residents of sub-urban areas feel they are not getting their fair share. Perhaps they see all the benefits of urban living and feel cheated by the bill of goods they were sold - car dependent, inaccessible housing.

But who is really being cheated? Who is paying for whom? And what do we all deserve in the way of representation? How can we develop a fair, equitable, more cooperative regionalism? First, we need a better public understanding of the current system of transportation planning and spending allocations, which is the main intent of this report.

Were one to desire a strict one - person, one - vote system to represent all the people of each region on MPO committees, the Governments inside the core counties should have six more seats on the TAC as now and two more seats on the TPB as now.

The concept that MPOs are skewed toward suburban interests is not a new theory for those interested in urban planning and transportation. Where the capital area seems

unique is the seemingly honestly held belief by suburban residents - or perhaps just elected officials - that they are getting the short end of the stick, when all evidence points to the opposite, including the simple math of representation on MPO committees.

The problem represented by the Geographic Privilege Index is also accentuating the problems of representation of women and people of color. The core counties of the large Texas MPOs are home to thriving diverse populations of all races and tend to elect more women to public office.

As shown in the chart to the left and the stats on the following spreads, we can easily compare the race, ethnic, and gender makeup of the actual people of the region's, the 203 people who actually get to vote at the MPOs and what the racial makeup of a "senate" style representation would look like.

In the senate models, each county's racial makeup has equal weight. A theoretical county with only four people who are all white would get the same amount of votes as a theoretical county of 4 million diverse people.

Often in debates about Texas MPOs, there is an assumption that each county should have a say and that dominating core counties need to be kept in check by ensuring a spread of

## Geographic Privilege Index

votes geographically.

For each Texas county, you can now find the race and ethnic impact of choosing to structure MPOs as a senate instead of a house.

In general the senate model means more votes for white males.

Crucial to the problem of geographic inequity is that Texas MPOs have a long history of establishing official regional forecasts that are heavily biased toward suburban interests. These misleading forecasts then result in maps, analysis, and traffic demand models that make the case for more roads and more spending.

Every time that TXDOT or TTI staff tell you large figures of unmet need for transportation spending, their data is partially based upon misleading regional forecasts that paint a more expensive, higher spending future than Texans actually want or need.

The geographic privilege rampant at Texas MPOs most likely has a measurable negative effect on transit, walk, bike, and safe infrastructure.

# The Big 9

Texas is home to 27,469,114 people and 20,581,061 of them live within the boundaries of nine Metropolitan Planning Organizations.

The vast majority of the State's economy and population are inside of these 9 areas, with transportation planning and funding decisions coordinated by the voting members of the Transportation Policy Boards of these MPOs.

As noted above, the 203 people with voting seats on these decision making entities do not represent the full diversity of the people of the State of Texas, but the types of advantages vary across the state, which may have substantial effects on the effectiveness of Texas trans-

portation and spending.

For example, the Houston region has a much higher rate on the Geographic Advantage Index than Dallas Fort Worth - in general suburban interests in Houston have much more power and representation in regional decision making than urban interests - and Houston has significantly lower per capita funding from TXDOT than DFW area. Has the system of disadvantaging the urban core of Houston from regional decision making actually damaged the region's ability to advocate for itself and build regional transportation projects?

Women do not have enough representation on MPO decision making committees across Texas - something that should be remedied almost immediately if we want TXDOT to be able to efficiently fulfill

the charge of spending about \$100 billion over the next twelve years.

However, the participation of women in decision making systems varies greatly across the state, with Austin, El Paso, and Brownsville markedly better than the other MPOs, yet still at only 1/3 female voting members.

People of color - including Hispanic people of all races - are dramatically under represented in the Texas transportation decision making system, yet this also varies across the MPOs. However, even the region's with a strong Hispanic majority have meaningful scores on the White Advantage Index - indicating that non-Hispanic white residents remain over represented compared to their share of population.

The following pages include a broad set of indicators of these metro regions that are the heart of the Texas economy. Much of the information presented here does not seem to make its way into the transportation decision making system, including into the draft Sunset report.

Vehicle miles traveled varies greatly across the state. According to the TXDOT DISCOS data, the Houston and DFW regions have both actually seen reductions in total vehicle miles traveled every day on TXDOT roads in their regions.

H-GAC specifically refuted this information at a Texas Transportation Committee hearing over the summer, because they do not seem to understand that behavior of Texans is actually significantly shifting. Across the state VMT per capita has reduced by about 2 miles a day over the last decade.

Houston and DFW - with massive vertical growth, access to transit, walking, biking, and short trips, are leading this change. Even though they

have both added more people much faster than the rest of the state, total car use appears to have gone down over the last ten years.

If the TXDOT DISCOS data proves to be correct - contrary to H-GAC's claims - and if current trend in reduction of VMT per capita continues across the state, 2014 will prove to be the year that Texas peaked in terms of total vehicle miles traveled. The rate to which we are changing our behavior is now out-pacing the impact of new residents.

The variation in VMT across the state also dramatically seems to impact traffic deaths. Small metros and rural areas 162% more dangerous for humans than the 9 large MPOs with a traffic death fatality rate of 24 deaths per 100,000 people every year, compared to only 10 in the 9 MPOs.

However, among the MPOs there is great variation that seems to track with VMT. In general, the Texas transportation decision making system seems completely unaware of

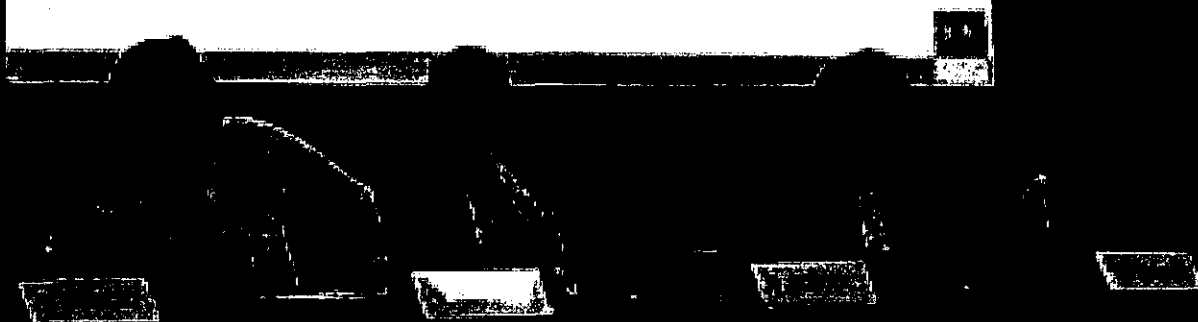
these key understandings of the outcomes of its decisions.

Also presented here are the amounts that each region contribute to taxes. In general, TXDOT has been a system of reallocating wealth from the cities to rural roads - which was made into an explicit policy of parts of the Prop 7 funding.

Houston and DFW generally pay a majority of the taxes in the State of Texas, but receive collectively only 36% of TXDOT funding over the last ten years and only 43% of all state spending between 2007 and 2013. Texas legislators speak often about the perception that Texas is a donor state in terms of Federal Gas Tax, but the socialist system of give what you can and take what you need is much stronger in the Texas transportation funding allocation system.

Important to note is that Gas Tax receipts are not included in this report, because the Comptroller's Office confirmed that Texas has no idea where gas taxes are being paid across the state.

## Midtown Management District projects



## North Central Texas

is home to 230 member governments of the Dallas - Fort Worth Metroplex who make up the North Central Texas Council of Governments. They have the largest conglomeration of people living in the state of Texas and the longest light rail system in the nation.

Like Houston, Dallas pays for the rest of Texas and does not get a fair return on investment for the taxes it pours into the transportation system, but it seems to get substantially more in return from TXDOT than Houston, almost \$3 billion more in spending over the last decade.

While not quite as bad as in Houston, people of color and women are dramatically under represented as voting members of the NCTCOG Regional Transportation Council, which is somewhat more acutely problematic given that many in Texas perceive that NCTCOG is a well run MPO and a model for others. Women fare only slightly better at NCTCOG than the women of Houston. What makes NCTCOG truly different is that its core counties are not nearly underrepresented as in Houston and perhaps approaching okay in Texas terms with a low GAL of 16.

NCTCOG is unique in having two truly urban core counties within its metro area, the 2nd and 3rd largest counties in Texas.

**Male  
Advantage  
Index: 72**

# DFW

## R a w S t a t s Twelve County DFW region

### Percent of State Total

Population, 2014	26%
Jobs, 2015	29%
Voters, November 2016	24%
Sales Tax Contribution	27%
Income Tax Contribution	26%
Gross Domestic Product	31%
TXDOT Spending	20%
TXDOT Construction	26%
TXDOT Maintenance	12%
Vehicle Miles Traveled, 2015	20%
Traffic Deaths, 2015	16%

### Per capita

Daily Vehicle Miles Traveled, 2015	14
Annual TXDOT Spending 2006-2015	\$216
Annual State Spending, 2007-2013	\$3,327
Wages, 2015	\$27,137

### Per 100,000

Traffic Deaths, 2015	8
Incapacitating Injuries, 2015	58
Jobs, 2015	49,203

### Total

Population, 2014	6,694,445
People of Color, 2014	3,391,977
Jobs, 2015	3,293,901

Traffic Deaths, 2015	557
Traffic Crashes, 2015	112,018
TXDOT Spending, 2015	\$2,013,512,409
TXDOT Spending, 06-15	\$14,455,442,198
Construction	\$11,025,082,900
Maintenance	\$3,430,359,299
Daily Vehicle Miles Traveled	95,890,426

# NCTCOG

## Representation North Central Texas Council of Governments

### **The people of North Central Texas**

Non Hispanic White	49%
Hispanic	28%
Black	15%
Asian	6%
Other	2%

Women ~50%

Estimated Undocumented 6%

Dallas & Tarrant County residents 65%

### **Voting members (43) of the NCTCOG Regional Transportation Council**

Non Hispanic White	84%
Hispanic	9%
Black	5%
Asian	2%
Other	0%

Men 86%

Women 14%

Dallas & Tarrant County 68%

### **One County One Vote Representation**

Non Hispanic White	68%
Hispanic	19%
Black	8%
Asian	3%
Other	2%

### **County Judges**

10 White Males, 2 White Females

### **TXDOT District Engineers**

2 White Males (Dallas, Fort Worth)

## Geographic Advantage Index: 16

Equitable representation for all the people of North Central Texas on the voting membership of the NCTCOG Transportation Policy Council - without increasing the size of the council - would mean replacing 16 men with women, 14 White people with 4 African Americans, 8 Hispanics, 1 Asian, and 1 "other" people, as well as ensuring 9 represented the interests of people with disabilities and 3 represented LGBTQ.

## White Advantage Index: 70

**The 8 county Houston region** is home to the 5th largest population of Americans and an economy that would be the 9th largest state, just bigger than New Jersey.

Houston's race, ethnic, and gender representation at the MPO, TXDOT, and County governments is remarkably inequitable. H-GAC's over representation of white males is one of the worst civil rights violations in the state of Texas. The most diverse large metropolitan area in the nation has only white male County Judges and white male TXDOT traffic engineers.

Along with the Dallas Fort Worth, the Houston region pays for most of the State of Texas. Houston contributes 32% of Federal income taxes collected from the State of Texas and 27% of the sales taxes. Houston seems to have gotten the short end of the stick from TXDOT over the last ten years, with only 16% of TXDOT spending in the 8 counties of H-GAC. While, most likely about a third of TXDOT funding came from Houston. Houston received \$5.5 billion less in actual funding than if TXDOT had allocated funding equally per capita over the last ten years.

H-GAC has the highest (worst) Geographic Privilege Ratio in Texas. Residents of Harris County are represented at a rate of 567,254 to 1 vote at the MPO, while residents of the 7 suburban counties are represented at rate of 149,240 to 1 vote.

**Male  
Advantage  
Index: 86**

# Houston

## R a w S t a t s Eight County Houston region

### Percent of State Total

Population, 2014	24%
Jobs, 2015	25%
Voters, November 2016	23%
Sales Tax Contribution	27%
Income Tax Contribution	32%
Gross Domestic Product	33%
TXDOT Spending	16%
TXDOT Construction	20%
TXDOT Maintenance	10%
Vehicle Miles Traveled, 2015	18%
Traffic Deaths, 2015	17%

### Per capita

Daily Vehicle Miles Traveled, 2015	12
Annual TXDOT Spending 2006-2015	\$183
Annual State Spending, 2007-2013	\$3,112
Wages, 2015	\$28,511

### Per 100,000

Traffic Deaths, 2015	9
Incapacitating Injuries, 2015	52
Jobs, 2015	46,560

### Total

Population, 2014	6,175,417
People of Color, 2014	3,800,056
Jobs, 2015	2,875,299

Traffic Deaths, 2015	599
Traffic Crashes, 2015	144,333
TXDOT Spending, 2015	\$908,862,478
TXDOT Spending, 06-15	\$11,478,800,128
Construction	\$8,578,992,688
Maintenance	\$2,742,342,135
Daily Vehicle Miles Traveled	86,519,628



# H-GAC

## Representation Houston - Galveston Area Council

### **The people of Houston**

Non Hispanic White	38%
Hispanic	36%
Black	17%
Asian	7%
Other	2%

Women ~50%

Estimated Undocumented 7%

Harris County residents 68%

### **Voting members (28) of the H-GAC Transportation Policy Council**

Non Hispanic White	89%
Hispanic	4%
Black	4%
Asian	4%
Other	0%

Men 93%

Women 7%

Harris County 36%

### **One County One Vote Representation**

Non Hispanic White	53%
Hispanic	26%
Black	14%
Asian	5%
Other	2%

### **County Judges**

8 White Men

### **TXDOT District Engineers**

3 White Men (Houston, Beaumont, Yoakum)

## Geographic Advantage Index: 66

Equitable representation for all the people of Houston among the voting members of the H-GAC Transportation Policy Council - without increasing the size - would mean replacing 12 men with women, 12 White people with 3 African Americans, 6 Hispanics, 1 Asian, and 2 "other" people, as well as ensuring 6 represented the interests of people with disabilities and 2 represented LGBTQ people.

Houston has the largest population of undocumented immigrants. Any political solution to these issues will include an argument to exclude those people from representation, which would mean basically reducing the recommendation for Hispanic seats above by two. However, the Federal Title VI legislation clearly bars discrimination based upon national origin. One might seek to wait for national policy, while other equity issues are fixed.

## White Advantage Index: 132

## Texas' third fourth

is the seven other major metros that together are home to about the same amount of people as one Houston or DFW. Most of these people live in the Austin San Antonio Metroplex that deserves its own equitable and successful MPO, as US DOT has been pressuring Texas to do.

This third child isn't as rich as its older siblings, but it's close, and it is less diverse than its more complex siblings, being home to the centers of Hispanic Texas in San Antonio, El Paso, and the Rio Grande Valley. Nonetheless, non-Hispanic white people are over represented at the MPO level with a WAI of 21 for all 7 MPOs.

Male Advantage remains a problem here, but not as much as in Houston and DFW, with Austin and Brownsville leading Texas in representing women in Transportation decision making, but only at about 1/3 of the vote instead of the 1/2 they deserve.

TXDOT spends more per capita and in total on the people of these 7 MPOs than Houston and DFW, but less than the rural areas and smaller metros outside of the 9 large MPOs.

**Male  
Advantage  
Index: 49**

# 7 Other

## R a w S t a t s Seven Other Metro Areas

### Percent of State Total

Population, 2015	26%
Jobs, 2015	25%
Voters, November 2016	25%
Sales Tax Contribution	23%
Income Tax Contribution	21%
Gross Domestic Product	20%
TXDOT Spending	22%
TXDOT Construction	25%
TXDOT Maintenance	18%
Vehicle Miles Traveled, 2015	23%
Traffic Deaths, 2015	21%

### Per capita

Daily Vehicle Miles Traveled, 2015	12
Annual TXDOT Spending 2006-2015	230
Annual State Spending, 2007-2013	4,274
Wages, 2015	\$18,937

### Per 100,000

Traffic Deaths, 2015	10
Incapacitating Injuries, 2015	52
Jobs, 2015	41,720

### Total

Population, July 2015	6,800,470
People of Color, July 2015	4,521,894
Jobs, 2015	2,837,142

Traffic Deaths, 2015	725
Traffic Crashes, 2015	133,101
TXDOT Spending, 2015	\$2,014,793,139
TXDOT Spending, 06-15	\$15,649,672,130
Construction	\$10,636,123,777
Maintenance	\$5,013,548,352
Daily Vehicle Miles Traveled	110,841,802

# MPOs

## Representation AA- B- CA- CC- EL- HC- KT- MPOs

### **The people**

Non Hispanic White	34%
Hispanic	56%
Black	6%
Asian	3%
Other	2%

Estimated Undocumented 5%

Core county residents 82%

### **Voting members (130) of 7 MPO Transportation Policy Boards**

Non Hispanic White	44%
Hispanic	53%
Black	2%
Asian	0%
Other	1%

Men 75%

Women 25%

Core county 78%

### **One County One Vote Representation**

Non Hispanic White	46%
Hispanic	44%
Black	6%
Asian	2%
Other	2%

### **County Judges**

12 White Men, 1 White Woman, 2 Hispanic Men, 1 Hispanic Woman

### **TXDOT District Engineers**

2 Hispanic Men, 4 White Men

## Geographic Advantage Index: 22

Equitable representation for all the people of the 7 Other MPOs on the voting membership of their Transportation Policy Councils or to form one big MPO - without increasing the size of the councils - would mean replacing 32 men with women, 13 White people with 5 African Americans, 4 Hispanics, 3 Asians, and 1 "other" person, as well as ensuring 29 represented the interests of people with disabilities and 9 represented LGBTQ people.

## White Advantage Index: 32

## Smaller metros and rural

areas of Texas are heavily subsidized by Houston and DFW, with about an equal amount of people, but lower GDP and tax contributions, and much higher rate of investment from TXDOT.

Of the four fourths of Texas considered in this section of this report, The Rest of Texas is the only one that remains majority non-Hispanic white. However, this part of Texas came out and voted at a higher rate than any other.

A full 60% of TXDOT's maintenance spending over the last decade took place in this place home to only 25% of Texans and 16% of its GDP. But even the more discretionary construction funding was greater here than in either Houston or DFW.

TXDOT subsidy of this region is almost assuredly perverting markets to cause more people to stay in these areas and drive more than they would in the cities. And the people of this fourth of Texas drive a lot more than the rest of Texas and they suffer a much higher rate of traffic deaths, suffering from 47% of the deaths in 2015, high above its population share.

This part of Texas does not make a lot of money in wages per capita - at almost half the rate of DFW, and the lower rate of jobs per 100,000 people in the state.

# The Rest

## R a w S t a t s Outside the 9 Large MPOs

### Percent of State Total

Population, 2015	25%
Jobs, 2015	21%
Voters, November 2016	28%

Sales Tax Contribution	23%
Income Tax Contribution	21%
Gross Domestic Product	16%

TXDOT Spending	41%
TXDOT Construction	29%
TXDOT Maintenance	60%
Vehicle Miles Traveled, 2015	40%
Traffic Deaths, 2015	47%

### Per capita

Daily Vehicle Miles Traveled, 2015	28
Annual TXDOT Spending 2006-2015	454
Annual State Spending, 2007-2013	4,012
Wages, 2015	\$15,834

### Per 100,000

Traffic Deaths, 2015	24
Incapacitating Injuries, 2015	86
Jobs, 2015	38,035

### Total

Population, July 2015	6,421,701
People of Color, July 2015	2,815,653
Jobs, 2015	2,442,483

Traffic Deaths, 2015	1,650
Traffic Crashes, 2015	129,125
TXDOT Spending, 2015	\$2,802,062,966
TXDOT Spending, 06-15	\$29,137,510,756
Construction	\$12,461,895,986
Maintenance	\$16,675,614,769
Daily Vehicle Miles Traveled	193,768,148

# of Texas

## Representation Smaller Metros and Rural Areas

### The people of the 217 Counties

Non Hispanic White	56%
Hispanic	32%
Black	9%
Asian	1%
Other	2%
Estimated Undocumented	4%
Women	~50%

### One County One Vote Representation

Non Hispanic White	59%
Hispanic	33%
Black	6%
Asian	1%
Other	2%

This study did not look at the representation characteristics of the smaller MPOs in Texas. Rural areas have no MPO system to access, although they may receive higher levels of service from TXDOT district staff. They definitely receive more funding per capita.

### County Judges

To be assessed in future editions

### TXDOT District Engineers

12 White Men, 1 White Woman, 1 Hispanic Man

## The San Antonio Region

is considered by some the Mexican - American Capital and is home to a Hispanic majority, yet the Alamo Area MPO maintains a non-Hispanic white voting majority.

The three county Judges of the region are also white men, although the City of San Antonio is currently led by its first African American Mayor. Yet, women hold only 20% of the voting seats at the MPO.

The San Antonio region seems to be getting the short end of the stick, similar to Houston, with only 5% of TXDOT spending - both in construction and maintenance - for an area home to 8% of the people, jobs, and sales tax contributions of the state and 7% of the VMT.

Of the four large metros, San Antonio and Austin drive a lot more per capita on their TXDOT roads than Houston and DFW, with San Antonio at 16 miles a day on average.

Geographic representation at AAMPO is skewed - as in most Texas MPOs - with the vast majority of residents and even greater percentage of jobs in Bexar County, but only 67% of AAMPO votes held by the county or entities within the county. Only Houston and Corpus Christi have higher GAI than San Antonio's 36, making AAMPO the 3rd worst in terms of geographic inequity.

**Male  
Advantage  
Index: 60**

# San Antonio

## R a w S t a t s Three County San Antonio Region

### Percent of State Total

Population, 2015	8%
Jobs, 2015	8%
Voters, November 2016	8%
Sales Tax Contribution	8%
Income Tax Contribution	6%
Gross Domestic Product	7%
TXDOT Spending	5%
TXDOT Construction	5%
TXDOT Maintenance	5%
Vehicle Miles Traveled, 2015	7%
Traffic Deaths, 2015	6%

### Per capita

Daily Vehicle Miles Traveled, 2015	16
Annual TXDOT Spending 2006-2015	\$164
Annual State Spending, 2007-2013	\$3,481
Wages, 2015	\$19,899

### Per 100,000

Traffic Deaths, 2015	10
Incapacitating Injuries, 2015	61
Jobs, 2015	44,273

### Total

Population, July 2015	2,044,605
People of Color, July 2015	1,358,870
Jobs, 2015	905,219

Traffic Deaths, 2015	222
Traffic Crashes, 2015	52,668
TXDOT Spending, 2015	\$278,149,379
TXDOT Spending, 06-15	\$3,346,773,675
Construction	\$1,995,183,079
Maintenance	\$1,351,590,596
Daily Vehicle Miles Traveled	35,336,446

# AAMPO

## Representation Alamo Area MPO

### **The people of San Antonio**

Non Hispanic White	34%
Hispanic	56%
Black	7%
Asian	2%
Other	2%

Women ~50%

Estimated Undocumented 3%

Bexar County residents 88%

### **Voting members (22) of the AAMPO Transportation Policy Board**

Non Hispanic White	55%
Hispanic	40%
Black	5%
Asian	0%
Other	0%

Men 80%

Women 20%

Bexar County 67%

### **One County One Vote Representation**

Non Hispanic White	51%
Hispanic	40%
Black	5%
Asian	2%
Other	2%

### **County Judges**

3 White Men

### **TXDOT District Engineers**

1 Hispanic Man (San Antonio)

## Geographic Advantage Index: 36

Equitable representation for all the people of San Antonio on the voting membership of the AAMPO Transportation Policy Board - without increasing the size of the council - would mean replacing 6 men with women, 4 White people with 3 Hispanics, and 1 Asian as well as ensuring 3 represented the interests of people with disabilities and 1 represented LGBTQ people.

## White Advantage Index: 64

## The Capital Area

is the only major metro in Texas that still has a non Hispanic white majority of residents and they make up 85% of the representation on the CAMPO decision making board.

Austin has the lowest MAI of the major metros, with women making up 35% of the votes on the TPB. Of the region's 6 white County Judges, one is female, although she is the Executive of the largest county, home to 57% of area residents.

Although it has been a hot topic of debate and urban interests and transit advocates believe that CAMPO mistakenly favors sprawl and road spending for the perceived benefit to suburban residents, the GAI of CAMPO is only slightly higher than that of the DFW area, while nonetheless somewhat inequitable.

African Americans are dramatically under represented at CAMPO, with no votes on the TPB and no member of the Technical Advisory Council. This summer, the TPB voted to change the structure of the TAC to give even greater advantage to suburban counties, which tend to be home to less African Americans. A member of the CAMPO Executive Committee recently called for a lynching of an African American suspected of murdering a police officer. The Pedernales Electric Co-op Board is likely kicking him out this month, but no word yet on a CAMPO response.

**Male  
Advantage  
Index: 30**

# Austin

## R a w S t a t s Eight County Houston region

### Percent of State Total

Population, 2015	7%
Jobs, 2015	8%
Voters, November 2016	9%

Sales Tax Contribution	8%
Income Tax Contribution	10%
Gross Domestic Product	7%

TXDOT Spending	8%
TXDOT Construction	9%
TXDOT Maintenance	6%
Vehicle Miles Traveled, 2015	7%
Traffic Deaths, 2015	7%

### Per capita

Daily Vehicle Miles Traveled, 2015	17
Annual TXDOT Spending 2006-2015	\$284
Annual State Spending, 2007-2013	\$5,585
Wages, 2015	\$27,363

### Per 100,000

Traffic Deaths, 2015	12
Incapacitating Injuries, 2015	61
Jobs, 2015	50,122

### Total

Population, July 2015	1,878,927
People of Color, July 2015	856,318
Jobs, 2015	941,756

Traffic Deaths, 2015	249
Traffic Crashes, 2015	29,698
TXDOT Spending, 2015	\$540,264,265
TXDOT Spending, 06-15	\$5,344,806,655
Construction	\$3,723,542,837
Maintenance	\$1,621,263,818
Daily Vehicle Miles Traveled	34,259,132



# CAMPO

## Representation Houston - Galveston Area Council

### **The people of Central Texas**

Non Hispanic White	54%
Hispanic	31%
Black	7%
Asian	5%
Other	2%

Women ~50%

Estimated Undocumented 4%

Travis County residents 57%

### **Voting members (20) of the CAMPO Transportation Policy Board**

Non Hispanic White	85%
Hispanic	15%
Black	0%
Asian	0%
Other	0%

Men 65%

Women 35%

Travis County 50%

### **One County One Vote Representation**

Non Hispanic White	57%
Hispanic	33%
Black	6%
Asian	2%
Other	2%

### **County Judges**

5 White Men, 1 White Woman

### **TXDOT District Engineers**

1 White Man (Austin)

## Geographic Advantage Index: 21

Equitable representation for all the people of Austin on the voting membership of the CAMPO Transportation Policy Board - without increasing the size of the council - would mean replacing 3 men with women, 6 White people with 2 African Americans, 3 Hispanics, and 1 Asian, as well as ensuring 4 represented the interests of people with disabilities and 1 represented LGBTQ people.

## White Advantage Index: 56

**The El Paso metro region** reaching across much of New Mexico and across the international border with Mexico is actually home to more people than the San Antonio or Austin metro regions when you include the 1.5 million residents of the Mexican city of Juárez, whose economy and culture are tied together with El Paso's.

The El Paso MPO is the only major MPO crossing into another state with representation for ~200,000 people living in Doña Ana County, NM. Yet, of the MPOs with more than one county, El Paso has the most equitable geographic representation with a GAI of only 5. Residents of the core are over very slightly over represented - the opposite of all the other MPOs.

Women are better off in the El Paso area than in Houston and DFW, Although the MPO has a MAI of 33, it's lower than most MPOs and the one Texas County Judge for the region is a Hispanic Female.

El Paso drives much less than Austin and San Antonio, and at the same rate as Houston at 12 miles per day. El Paso is home to the Chair of the House Transportation Committee, who - along with a powerful member of the TTC - seems to have brought an out-sized share of TXDOT construction spending over the last decade compared to population or VMT.

**Male  
Advantage  
Index: 33**

# El Paso

## R a w S t a t s Two County El Paso region

### Percent of State Total

Population, 2015	3%
Jobs, 2015	3%
Voters, November 2016	2%
Sales Tax Contribution	2%
Income Tax Contribution	1%
Gross Domestic Product	2%
TXDOT Spending	3%
TXDOT Construction	5%
TXDOT Maintenance	2%
Vehicle Miles Traveled, 2015	2%
Traffic Deaths, 2015	2%

### Per capita

Daily Vehicle Miles Traveled, 2015	12
Annual TXDOT Spending 2006-2015	\$290
Annual State Spending, 2007-2013	\$3,609
Wages, 2015	\$12,864

### Per 100,000

Traffic Deaths, 2015	7
Incapacitating Injuries, 2015	37
Jobs, 2015	35,443

### Total

Population, July 2015	823,862
People of Color, July 2015	713,575
Jobs, 2015	292,002

Traffic Deaths, 2015	62
Traffic Crashes, 2015	18,521
TXDOT Spending, 2015	\$819,229,111
TXDOT Spending, 06-15	\$2,390,910,064
Construction	\$1,967,715,443
Maintenance	\$423,194,622
Daily Vehicle Miles Traveled	10,038,469

# ELMPO

## Representation El Paso MPO

### **The people of El Paso**

Non Hispanic White	13%
Hispanic	81%
Black	3%
Asian	1%
Other	1%

Women ~50%

Estimated Undocumented 7%

El Paso County residents 79%

### **Voting members (30) of the ELMPO Transportation Policy Board**

Non Hispanic White	20%
Hispanic	77%
Black	0%
Asian	0%
Other	3%

Men 67%

Women 33%

El Paso County 80%

### **County Judges**

1 Hispanic Woman

### **TXDOT District Engineers**

1 White Man (El Paso)

## Geographic Advantage Index: 5

Equitable representation for all the people of El Paso on the voting membership of the ELMPO Transportation Policy Board - without increasing the size of the council - would mean replacing 5 men with women, 2 White people with 1 African American and 1 Hispanic, as well as ensuring 7 represented the interests of people with disabilities and 2 represented LGBTQ people.

## White Advantage Index: 49

## Hidalgo County

is the most Hispanic of the large Texas MPOs and also received the lowest amount of TXDOT spending per capita over the last decade.

Women are strongly under represented with only 15% of votes on the MPO and a male County Judge and male TXDOT District Engineer (Only 1 of 25 TXDOT District Engineers is female).

Like El Paso and Brownsville, McAllen drives at rates similar to Houston and DFW, somehow different than the other MPOs, smaller metros, or rural Texas. This may be related to the relatively small economy compared to the rest of Texas with the smallest wages per capita of any of the areas documented in this study.

The GAI is configured to indicate geographic advantage in representation for entities representing multiple counties. Thus HCMPO - as a single county MPO - has a GAI of 0. However, future study should look at the interplay between urban residents of McAllen and residents of unincorporated areas of the county.

If the state moves toward a functional megaregion approach, HCMPO and BMPO could reasonably be considered a candidate for being treated as one Rio Grande metro area, much the same as Austin San Antonio is really one thing.

**Male  
Advantage  
Index: 69**

# McAllen

## R a w S t a t s One County Hidalgo region

### Percent of State Total

Population, 2015	3%
Jobs, 2015	2%
Voters, November 2016	2%
Sales Tax Contribution	2%
Income Tax Contribution	1%
Gross Domestic Product	1%
TXDOT Spending	1%
TXDOT Construction	1%
TXDOT Maintenance	1%
Vehicle Miles Traveled, 2015	2%
Traffic Deaths, 2015	2%

### Per capita

Daily Vehicle Miles Traveled, 2015	12
Annual TXDOT Spending 2006-2015	\$125
Annual State Spending, 2007-2013	\$4,322
Wages, 2015	\$9,815

### Per 100,000

Traffic Deaths, 2015	8
Incapacitating Injuries, 2015	30
Jobs, 2015	30,249

### Total

Population, July 2015	806,447
People of Color, July 2015	746,446
Jobs, 2015	243,945

Traffic Deaths, 2015	66
Traffic Crashes, 2015	13,535
TXDOT Spending, 2015	\$67,658,438
TXDOT Spending, 06-15	\$1,009,895,182
Construction	\$631,222,770
Maintenance	\$378,672,411
Daily Vehicle Miles Traveled	9,935,479

# HCMPO

## Representation Hidalgo County MPO

### **The people of Hidalgo County**

Non Hispanic White	7%
Hispanic	91%
Black	0%
Asian	1%
Other	0%

Women ~50%

Estimated Undocumented 11%

### **Voting members (26) HCMPO Transportation Policy Committee**

Non Hispanic White	12%
Hispanic	88%
Black	0%
Asian	0%
Other	0%

Men 85%

Women 15%

### **County Judges**

1 Hispanic Man

### **TXDOT District Engineers**

1 Hispanic Man (Pharr)

## Geographic Advantage Index: 0

Equitable representation for all the people of McAllen and Hidalgo County on the voting membership of the HCMPO Transportation Policy Committee - without increasing the size of the council - would mean replacing 9 men with women, and 1 White people with 1 Hispanic, as well as ensuring 6 represented the interests of people with disabilities and 2 represented LGBTQ people.

## White Advantage Index: 55

## Killeen and Temple

are to some extent the cross-roads of Texas, standing between the four nodes of the Texas Triangle Megaregion and having fought hard for a T-Bone High Speed Rail concept.

Large military facilities make an interesting case for investing in directly connecting KTMPO to the ports of the Houston area, but the daily transportation potential of connecting 67% of the State's economy between Houston and DFW appear to have beat out the Temple play for High Speed Rail, for now.

However, residents of KTMPO are used to receiving out-sized attention from the state, with the highest rate of TXDOT spending per capita of any of the 9 large MPOs, only eclipsed by the larger rates of subsidy of smaller metros and rural areas.

Of the 9 large MPOs, KTMPO is home to the highest rate of the traffic deaths per 100,000 people - again only eclipsed by smaller metros and rural areas, which have a rate twice that even of KTMPO.

Lots of driving occurs in KTMPO per capita. Perhaps the KTMPO story is that the role of I-35 is a much larger portion of its metro area transportation system than any similar pass through situation for any other of the major metros. So it could be that the people of KTMPO honestly don't actual benefit from out-sized spending.

**Male  
Advantage  
Index: 71**

# Killeen

## R a w S t a t s Three County Killeen-Temple region

### Percent of State Total

Population, 2015	2%
Jobs, 2015	1%
Voters, November 2016	1%
Sales Tax Contribution	1%
Income Tax Contribution	1%
Gross Domestic Product	1%
TXDOT Spending	2%
TXDOT Construction	3%
TXDOT Maintenance	2%
Vehicle Miles Traveled, 2015	2%
Traffic Deaths, 2015	2%

### Per capita

Daily Vehicle Miles Traveled, 2015	18
Annual TXDOT Spending 2006-2015	\$409
Annual State Spending, 2007-2013	\$3,333
Wages, 2015	13,590

### Per 100,000

Traffic Deaths, 2015	14
Incapacitating Injuries, 2015	64
Jobs, 2015	32,675

### Total

Population, 2014	417,887
People of Color, 2014	198,075
Jobs, 2015	136,542

Traffic Deaths, 2015	59
Traffic Crashes, 2015	6,832
TXDOT Spending, 2015	\$169,993,236
TXDOT Spending, 06-15	\$1,710,853,366
Construction	\$1,179,500,940
Maintenance	\$531,352,426
Daily Vehicle Miles Traveled	7,967,357

# KTMPO

## Geographic Advantage Index: 9

### R e p r e s e n t a t i o n Killeen - Temple MPO

#### **The people of Killeen - Temple**

Non Hispanic White	53%
Hispanic	21%
Black	19%
Asian	2%
Other	5%
Women	~50%
Bell County residents	77%

#### **Voting members (14) of the KTMPO Transportation Planning Policy Board**

Non Hispanic White	86%
Hispanic	7%
Black	7%
Asian	0%
Other	0%
Men	86%
Women	14%
Bell County	73%

#### **One County One Vote Representation**

Non Hispanic White	61%
Hispanic	19%
Black	13%
Asian	2%
Other	4%

#### **County Judges**

3 White Men

#### **TXDOT District Engineers**

1 White Man (Waco)

Equitable representation for all the people of Killeen - Temple on the voting membership of the KTMPO Transportation Planning Policy Board - without increasing the size of the council - would mean replacing 5 men with women, 5 White people with 2 African Americans, 2 Hispanics, and 1 "other" person, as well as ensuring 3 represented the interests of people with disabilities and 1 represented LGBTQ people.

## White Advantage Index: 63

## The Brownsville area

is the 2nd most Hispanic of the large MPOs and received the lowest absolute amount of TXDOT spending over the last decade, the only one under a billion dollars.

Brownsville has one of the highest WAI at 124 with non Hispanic white people enjoying more than twice as much representation on the MPO than their portion of the population, yet has the lowest MAI with women sitting at fully 38% of the table at the MPO. The County Judge and TXDOT District Engineer are males.

Brownsville appears to have been the safest place in Texas in 2015 in terms of the epidemic of traffic deaths with only 6 deaths per 100,000 residents.

The low rate of TXDOT spending in Brownsville held up last year, with TXDOT spending about a third of what it spent in the Corpus Christi area - which is home to less people.

For those that might have a knee jerk reaction that perhaps TXDOT is not spending money to support a bunch of undocumented immigrants, it is important to note that there are only about an estimated 35,000 undocumented immigrants in the county, at a percentage of population close to that of the Houston region, which also is disproportionately underfunded.

**Male  
Advantage  
Index: 23**

# Brownsville

## R a w S t a t s One County Brownsville region

### Percent of State Total

Population, 2015	2%
Jobs, 2015	1%
Voters, November 2016	1%
Sales Tax Contribution	1%
Income Tax Contribution	0%
Gross Domestic Product	1%
TXDOT Spending	1%
TXDOT Construction	1%
TXDOT Maintenance	1%
Vehicle Miles Traveled, 2015	1%
Traffic Deaths, 2015	1%

### Per capita

Daily Vehicle Miles Traveled, 2015	13
Annual TXDOT Spending 2006-2015	\$194
Annual State Spending, 2007-2013	\$4,433
Wages, 2015	\$10,451

### Per 100,000

Traffic Deaths, 2015	6
Incapacitating Injuries, 2015	41
Jobs, 2015	32,681

### Total

Population, July 2015	415,103
People of Color, July 2015	372,425
Jobs, 2015	135,659
Traffic Deaths, 2015	25
Traffic Crashes, 2015	7,649
TXDOT Spending, 2015	\$38,475,048
TXDOT Spending, 06-15	\$807,182,131
Construction	\$561,822,889
Maintenance	\$245,359,242
Daily Vehicle Miles Traveled	5,570,982



# BMPO

## Representation Brownsville MPO

### **The people of Brownsville**

Non Hispanic White	10%
Hispanic	88%
Black	0%
Asian	1%
Other	0%

Women ~50%

Estimated Undocumented 8%

### **Voting members (13) of the BMPO Policy Committee**

Non Hispanic White	23%
Hispanic	77%
Black	0%
Asian	0%
Other	0%

Men 62%

Women 38%

### **County Judges**

1 Hispanic Man

### **TXDOT District Engineers**

1 Hispanic Man (Pharr)

## Geographic Advantage Index: 0

Equitable representation for all the people of the Brownsville region on the voting membership of the BMPO Policy Committee - without increasing the size of the council - would mean replacing 2 men with women, and 1 White person with 1 Hispanic, as well as ensuring 3 represented the interests of people with disabilities and 1 represented LGBTQ people.

## White Advantage Index: 124

## Corpus Christi

is the one of the 7 smaller MPOs that has Houston-sized over representation of white men and high geographic advantage to the less populated county.

Nueces County is home to the main cities of the region, but shares the geographically divided votes on the MPO equally with the much smaller San Patricio County, with two votes each.

The region has a Hispanic majority, but 79% of the voting members of the Transportation Policy Committee are non Hispanic White, giving it the highest WAI of the 9 MPOs.

Women need a much larger voice in the transportation decision making system in Corpus Christi, with only 14% of the seats at the table at the MPO and two male County Judges and a male TXDOT District Engineer.

People drive a lot in Corpus Christi compared to other MPOs, only fractionally less than KTMPO at 18 miles a day per person on average.

AT 10 traffic deaths per 100,000 residents, Corpus Christi is one of the more dangerous Texas MPOs.

**Male  
Advantage  
Index: 71**

# Corpus Christi

## R a w S t a t s Two County Corpus Christi Region

### Percent of State Total

Population, 2015	2%
Jobs, 2015	2%
Voters, November 2016	1%

Sales Tax Contribution	1%
Income Tax Contribution	1%
Gross Domestic Product	2%

TXDOT Spending	1%
TXDOT Construction	1%
TXDOT Maintenance	2%
Vehicle Miles Traveled, 2015	2%
Traffic Deaths, 2015	1%

### Per capita

Daily Vehicle Miles Traveled, 2015	18
Annual TXDOT Spending 2006-2015	\$251
Annual State Spending, 2007-2013	\$4,271
Wages, 2015	\$19,706

### Per 100,000

Traffic Deaths, 2015	10
Incapacitating Injuries, 2015	41
Jobs, 2015	44,004

### Total

Population, July 2015	413,639
People of Color, July 2015	276,185
Jobs, 2015	182,019

Traffic Deaths, 2015	42
Traffic Crashes, 2015	4,198
TXDOT Spending, 2015	\$101,023,662
TXDOT Spending, 06-15	\$1,039,251,058
Construction	\$577,135,820
Maintenance	\$462,115,238
Daily Vehicle Miles Traveled	7,733,937

# CCMPO

## Representation Corpus Christi MPO

### **The people of Corpus Christi**

Non Hispanic White	33%
Hispanic	61%
Black	3%
Asian	2%
Other	1%

Women ~50%

Estimated Undocumented 5%

Nueces County residents 84%

### **Voting members (7) of the CCMPO Transportation Policy Committee**

Non Hispanic White	79%
Hispanic	14%
Black	0%
Asian	7%
Other	0%

Men 86%

Women 14%

Nueces County 50%

### **One County One Vote Representation**

Non Hispanic White	36%
Hispanic	58%
Black	3%
Asian	1%
Other	1%

### **County Judges**

2 White Men

### **TXDOT District Engineers**

1 White Man (Corpus Christi)

## Geographic Advantage Index: 68

Equitable representation for all the people of Houston on the voting membership of the H-GAC Transportation Policy Council - without increasing the size of the council - would mean replacing 12 men with women, 12 White people with 3 African Americans, 6 Hispanics, 1 Asian, and 2 "other" people, as well as ensuring 6 represented the interests of people with disabilities and 2 represented LGBTQ.

Houston has the largest population of undocumented immigrants. Any political solution to these issues w

## White Advantage Index: 136

# The System

Transportation planning, construction, and maintenance is big business in Texas, with a gigantic chunk of that business spent through public decision making processes.

TXDOT is the largest bonding entity in the State of Texas.

Thousands of entities - cities, counties, RMAs, transit agencies, toll road authorities, and more - around the state spend public and private money on transportation, the extent to which is almost completely unaccounted for in public debates on transportation in Texas. Most of our fire and police budgets are really part of the transportation system, with the burden to clean up the messes of bad design and try to lessen the damages of traffic violence.

A fuller version of this report would address these many different elements of the Texas

transportation decision making system. This is simply an abridged version noting the most important equity issues.

## Governor

The Governor of Texas has broad influence on the transportation system, such as the ability to veto bans on distracted driving, fairly unilaterally making appointments to commissions, and authority to establish the structure of metropolitan planning organizations as long as cities and counties can come to an agreement.

Texas has never had a person of color as Governor and has only had one female Governor. The entire history of Governors of the state of Texas has a MAI of 96 and a WAI of 126.

## Legislature

Much has been done to document the gerrymandering and under representation of

women and people of color at the Texas legislature, so this report does an attempt to assess that. One of the - maybe unintentional - consequences of the way Texas is gerrymandered has been to stifle urban interests in the Texas legislature as well. The City of Austin for example is only partially represented by a large group of legislators with districts that stretch across suburban and rural areas.

The #TXLege has broad influence over daily life and death in the Texas transportation system. TXDOT leadership has been outspoken this year on the total lack of transit funding and lack of flexibility to optimize transportation investments to more efficient modes. Texas and Ohio are the only states that include large metropolitan areas that have no state funding for transit for those large metropolitan areas.



Much of the premise of the MPO aspects of this report is inspired by the work of Arthur C. Nelson et al "Metropolitan Planning Organization Voting Structure and Transit Investment Bias" published in the Transportation Research Record: Journal of the Transportation Research Board. This study showed that a systematic under representation of urban areas has a causal effect to decrease transit funding in a metro area. The systematic disenfranchisement of Texas urban areas - which happen to pay the vast majority of taxes - may similarly be leading to the lack of a multimodal transportation system.

A constitutional amendment simply to clarify that all transportation funding streams can be used for all modes of transportation and to use performance through cross-mode metrics and meaningful multimodal decision making could begin to actually improve the Texas transportation system, bring down deaths, and provide better access for all Texans without adding a penny to the massive spending we are already planning to do.

## **Texas Transportation Commission**

The last two Texas Sunset Commission reports on TXDOT asked the Texas Legislature - unsuccessfully - to dramatically alter the role of the Texas Transportation Commission, including the concept of creating a single elected commissioner.

The TTC is seated at the discretion of the Governor with the consent of the Senate and has massive power and spending under its control. Unfortunately, the Texas Transportation Commission is currently an #All-WhitePanel and includes only one woman, who is only the fourth woman to serve on the commission in its entire 99 year history.

In its entire history, the Commission seems to have had three people of color. Today, the TTC has a MAI of 60 and a WAI of 126.

## **Texas Department of Transportation**

While TXDOT has programs in place to encourage women

and people of color to join the agency at the beginning of their careers, all major hires - including from outside - have been for white men, and the leadership of TXDOT remains predominantly white males.

Of the 25 District Engineers - who have broad unilateral authority as discussed in the Sunset report - only 1 is a woman and only 3 appear to be people of color. Of the 11 leadership roles listed on TXDOT's website, none are women and only 2 appear to be Hispanic. Today, the leadership of TXDOT has a MAI of 94 and a WAI of 92, yet it is attempting to plan, design, build, and maintain a transportation for one of the most diverse states in the nation that also happens to have 50% women.

Important for consideration in this study is that TXDOT actually appoints its own staff to voting positions on the MPOs, as the District Engineers are often given a seat. TXDOT's own inability to put women and people of color in leadership positions is contributing to the racial, ethnic, and gender bias of the MPO decision making



# Remedies

## **Our Transportation Decision Making System Includes Texans with Disabilities**

1. Require Texas MPOs to include at least one voting member who can reasonably represent people with disabilities.

2. Require Texas MPOs to look at the transportation decision making system and the actual transportation system in their region and assess the ability of people with disabilities to participate in the transportation decision making system and assess the actual outcomes of transportation programs for people with disabilities.

3. Require TXDOT to look at the transportation decision making system and the transportation system in Texas and assess the ability of people with disabilities to participate in the transportation decision

making system and assess the actual outcomes of transportation programs for people with disabilities.

4. All transportation funding is not restricted from use to benefit people with disabilities where there is the most need, including allowing prioritization of sidewalks and adequate ramps in our cities.

5. TXDOT will work with Federal Technical Assistance to assist all counties and cities in the state to build meaningful, real ADA transition plans.

## **Our Transportation Decision Making System Includes Women**

1. Require Texas MPOs to look at the transportation decision making system and the actual transportation system in their region and assess the ability

of women to participate in the transportation decision making system and their actual participation, and assess actual outcomes of transportation programs for women.

2. Restructure the role of the Texas Transportation Commission to ensure that the entity fulfilling this role has women equitably represented.

## **Our Transportation Decision Making System Includes People of Color**

1. Require Texas MPOs to look at the transportation decision making system and the actual transportation system in their region and assess the ability of people of color to participate in the transportation decision making system and their actual participation, and assess actual outcomes of transportation programs for people of color.

2. Restructure the role of the Texas Transportation Commission to ensure that the entity fulfilling this role has people of color equitably represented

### **Our Transportation Decision Making System Fosters Inclusive Regionalism**

1. Develop a comprehensive reform package for Texas MPOs that includes both proportional representation and methods to guarantee rural and suburban voices.
2. Allow Regional Options Taxation - as is being requested by the Houston region, Dallas Fort Worth region, and newly put on the table for Austin.
3. Require that all MPOs establish Citizens' Advisory Committees as recommended by the Association of American Metropolitan Planning Organization.
4. Texas Comptrollers office should partner with Texas State Demographer to assess the problems with regional forecasting at Texas MPOs.

### **Our Transportation Decision Making System is Smart and Transparent**

1. TXDOT should work with a consultant - such as the non-profit Knowbility - to systematically suggest information technology upgrades that would ensure accessible presentation of all data and processes.
2. Incorporate full cost and benefits analysis into the Texas transportation decision making system in a manner that allows comparing projects across modes and allocating resources to benefit the most people.
3. Incorporate the principles of Health Impact Assessment into transportation decision making at TXDOT, TTC, MPO, and cities, and counties.
4. Analyze effects of proposals on the combined housing and transportation costs as part of decision making.
5. Remove inefficient modal restrictions on funding streams and replace with goals, vision, and performance metrics.

6. All subcommittees and Executive Committees of MPOs should be treated as subject to the Texas Open Meetings Act.

### **Our Transportation Decision Making System is Pro-actively Inclusive**

1. The Texas Comptroller's office should conduct an independent assessment of TXDOT's decision making system and specific processes, such as development of the UTP, to determine the success of TXDOT in making the process open to all the people of TXDOT and the extent to which women, people of color, people with disabilities, and other groups actually participate in any major plans or decisions.
2. Every node in the Texas transportation decision making system should actively consider the ability of all people in its jurisdiction to participate in its decision making process on an ongoing basis, including publishing actual statistics on the demographics of all persons participating in major projects, like the RTP or TIP.

# Texas Transportation Equity Assessment

## Texas Sunset Commission Edition

### Friday Afternoon Edition

"We are a people in search of a national community attempting to fulfill our national purpose, to create and sustain a society in which all of us are equal ... We cannot improve on the system of government, headed down to us by the founders of the Republic, but we can find new ways to implement that system and to realize our destiny."

- United States Congresswoman Barbara Jordan  
1976 Democratic National Convention

*For more information, please go to <http://www.DecideTexas.org> or contact Jay Blazek Crossley at [jay@DecideTexas.org](mailto:jay@DecideTexas.org) or 713-244-4746. This report is a work in progress funded by a small group of Texans who want a more equitable, efficient transportation system. Crossley is in the process of establishing 501c3 status for Decide Texas - intended to be an independent nonprofit think tank.*

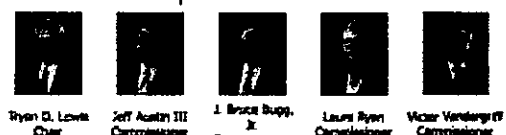


25 District Engineers  
1 Female  
3 Hispanic

## This is Our TXDOT

Administration: 11 Men, 2 Hispanic, no women

Texas Transportation Commission



Ryan D. Lewis  
Chair

Jeff Austin III  
Commissioner

J. Bruce Supp.  
II

Laurel Ryan  
Commissioner

Vicor Vandergift  
Commissioner

