

Title VI Plan

Stateline Area Transportation Study Metropolitan Planning Organization (SLATS MPO)

Approved on: December 7, 2017

Approved by: _____
Stateline Area Transportation Study
Metropolitan Planning Organization
(SLATS MPO)

Revised on: _____

This policy is hereby adopted and signed by:

Official Name/Title: Dale Adams, Chair of the SLATS MPO Policy Committee

Official Signature: _____

Policy Statement

The Stateline Area Transportation Study Metropolitan Planning Organization (SLATS MPO) as a sub-recipient of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grant dollars through the Wisconsin Department of Transportation (WisDOT) and the Illinois Department of Transportation (IDOT) will comply with the Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d) and the U.S. Department of Transportation implementing regulations.

Title VI Plan Elements

The SLATS MPO Title VI plan includes the following elements:

1. Evidence of Policy Approval
2. Notice to the Public
3. Complaint Procedure
4. Complaint Form
5. List of transit related Title VI Investigations, Complaints and Lawsuits
6. Public Participation Plan
7. Language Assistance Plan
8. Minority Representation Table and Description

Note: Additional materials will be attached, if required.

TITLE VI Notice to the Public

The SLATS MPO Notice to the Public is as follows:

Notifying the Public of Rights Under Title VI

The Stateline Area Transportation Study Metropolitan Planning Organization (SLATS MPO)

- ✓ The **SLATS MPO** 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 SLATS MPO.
- ✓ For more information on the SLATS MPO's civil rights program, and the procedures to file a complaint, contact the MPO Coordinator, phone: 608-364-6690; email neet@beloitwi.gov; or visit our office at 2400 Springbrook Court, Beloit, WI 53511. For more information, visit <http://www.beloitwi.gov>
- ✓ A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE Washington, DC, 20590.
- ✓ If information is needed in another language, contact 608-364-6690.
Si se necesita información en otro idioma de contacto, 608-364-6690.

The SLATS MPO's Notice to the Public is posted in the following locations: *(check all that apply)*

- ✓ Agency website <http://www.beloitwi.gov>
- ✓ Hard copy in the MPO office
- ✓ Available in appropriate languages for LEP populations (Spanish), meeting the Safe Harbor Threshold.

Title VI Complaint Procedure

The SLATS MPO's Title VI Complaint Procedure is made available in the following locations: (*check all that apply*)

- ✓ Agency website, either as a reference in the Notice to Public or in its entirety
- ✓ Hard copy in the MPO office
- ✓ Available in appropriate languages for LEP populations (Spanish), meeting the Safe Harbor Threshold.

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the SLATS MPO may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form to the Title VI Coordinator.

The Title VI Coordinator investigates complaints received no more than 180 days after the alleged incident. The Title VI Coordinator will process complaints that are complete.

Once the complaint is received, the Title VI Coordinator will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by our office within 10 days.

The Title VI Coordinator has 60 days to investigate the complaint. If more information is needed to resolve the case, the Title VI Coordinator may contact the complainant.

The complainant has 10 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 10 business days, the Title VI Coordinator 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 forward a recommendation for action in a report of findings to the MPO Executive Director. Within 90 days of receiving the report of findings, the Executive Director 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 that the case will be closed.
- ✓ A letter of finding (LOF) summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur.

If the complainant wishes to appeal the decision, she/he has 30 days after the date of the letter or the LOF to do so. Appeals can be directed to the SLATS MPO Technical and Policy Committees in writing. Appeals will be reviewed by the Technical and Policy Committees within 90 days at a mutually convenient time and scheduled meeting. The complainant will be provided the opportunity to address the Committees in person at the meeting. The Policy Committee upon recommendation by the Technical Committee will either affirm the decision of the Executive Director or direct further action towards resolution.

A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, 1200 New Jersey Avenue SE, Washington, DC 20590.

If information is needed in another language, then contact 608-364-6690. *Si se necesita información en otro idioma de contacto, 608-364-6690.*

Title VI Complaint Form

The SLATS MPO's Title VI Complaint Form is made available in the following locations: *(check all that apply)*

- ✓ Agency website, either as a reference in the Notice to Public or in its entirety
- ✓ Hard copy in the MPO office
- ✓ Available in appropriate languages for LEP populations (Spanish), meeting the Safe Harbor Threshold.

Section I:				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Other	
Section II:				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
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):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain 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 this form. _____ _____				
Section IV				
Have you previously filed a Title VI complaint with this agency?			Yes	No

Section V	
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, check all that apply:	
<input type="checkbox"/> Federal Agency: _____	
<input type="checkbox"/> Federal Court _____	<input type="checkbox"/> State Agency _____
<input type="checkbox"/> State Court _____	<input type="checkbox"/> Local Agency _____
Please provide information about a contact person at the agency/court where the complaint was filed.	
Name:	
Title:	
Agency:	
Address:	
Telephone:	
Section VI	
Name of agency complaint is 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

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

MPO Title VI Coordinator
 2400 Springbrook Court
 Beloit, WI 53511

TITULO VI NOTICIA AL PÚBLICO

Aviso del SLATS MPO al público es siguiente:

Notificación al público de los derechos bajo el título VI

EL SISTEMA DE TRANSITO DE BELOIT (SLATS MPO)

- ✓ Los programas y servicios del **SLATS MPO** operan sin distinción de raza, color y nacionalidad de acuerdo con el Título VI de la ley de los derechos civiles. Cualquier persona que cree que él o ella han sido agraviados por cualquier práctica discriminatoria ilegal bajo el Título VI puede presentar una queja al SLATS MPO.
- ✓ Para obtener más información sobre el programa de los derechos civiles de la SLATS MPO, y los procedimientos para presentar una queja, póngase en contacto con el Director de SLATS MPO, teléfono: 608-364-6690; Correo electrónico (email) neet@beloitwi.gov . O visite nuestra oficina administrativa en 2400 Springbrook Ct. Beloit, WI 53511. Para obtener más información puede usted visitar nuestra página (web site) <http://www.beloitwi.gov>
- ✓ La persona afectada puede presentar una queja directamente ante la Administración Federal de Transito en la oficina de los Derechos Civiles, Atención: Coordinador del programa Título VI, East Building, 5th Floor-TCR, 1200 New Jersey Ave. SE Washington, DC, 20590.
- ✓ *Si necesita información en otro idioma, comuníquese al teléfono 608-364-6690.*

El Departamento de Transito De Beloit (SLATS MPO) pone las notificaciones en los siguientes lugares:(Marque todas las que apliquen):

- ✓ Agencia sitio web <http://www.beloitwi.gov>
- ✓ Copia impresa en la oficina de MPO
- ✓ Disponible en los lenguajes apropiados de LEP (Español) conociendo el Safe Harbor Threshold.

Titulo VI Procedimiento para poner una queja

Titulo VI Procedimiento para poner una queja en el Departamento de Transito (SLATS MPO) está a su disposición en las siguientes ubicaciones: (Marque todas las que apliquen):

- ✓ Agencia sitio web <http://www.beloitwi.gov>
- ✓ Copia impresa en la oficina de MPO
- ✓ Disponible en los lenguajes de LEP (Español) conociendo el Safe Harbor Threshold.

Cualquier persona que cree que él o ella ha sido discriminado en base a su raza, color o su nacionalidad, por el departamento (SLATS MPO) se puede presentar una queja del Título VI, llenando y enviando el formulario de denuncias de la agencia Título VI.

El Coordinador de Título VI investigara las quejas recibidas a más tardar 180 días, después del supuesto incidente. El Coordinador de Título VI procesara las quejas que están completas.

Una vez recibida la queja, el Coordinador de Título VI revisara la queja para determinar si nuestra oficina tiene jurisdicción. La persona que mando la queja recibirá una carta de reconocimiento informándole si la queja será investigada por nuestra oficina dentro de 10 días.

El Coordinador de Título VI tiene 60 días para investigar la queja. Si se necesita más información para resolver este caso, el Coordinador de Título VI puede comunicarse con esta persona.

La persona que presente la queja tiene 10 días hábiles, desde el momento que envió esta carta para mandar toda la información solicitada para que la oficina pueda asignar una persona para este caso.

Si esta persona no es contactada por la persona que presento la queja, o no se pueda recibir más información adicional dentro del periodo de los 10 días, el Coordinador del Título VI administrativamente puede cerrar el caso. Un caso puede ser cerrado administrativamente también si la persona que presentó la queja ya no desea seguir el caso.

Después de que el investigador revise los comentarios sobre la queja, él/ella le enviara una recomendación para la acción en un informe de resultados el Director Ejecutivo de MPO. Dentro de 90 días de recibir el informe de resultados, El Director Ejecutivo remitirá una de dos cartas al demandante una carta de cierre o una carta de Fallo (LOF).

- ✓ Una carta final con el resumen de las acusaciones y afirmando de que no hubo ninguna violación del Título VI y que el caso será cerrado.
- ✓ Una Carta de fallo (LOF) resume de las denuncias y las entrevistas sobre el presunto incidente y explicara cualquier acción disciplinaria, entrenamiento adicional para la persona del staff u otra acción disciplinaria.

Si el demandante desea apelar la decisión, él/ella tiene 30 días después de la fecha indicada en la carta de cierre o carta de fallo (LOF) para hacerlo. Apelaciones pueden ser dirigidas a SLATS MPO, Técnicos y Comités de Pólizas por escrito. Las apelaciones serán revisadas por los Técnicos y Comités de Pólizas dentro de los 90 días en una junta anunciada y con tiempo mutuamente conveniente. El demandante se le proporcionara la oportunidad de dirigirse a los comités en persona en una reunión. El Comité de Pólizas sobre la recomendación del Comité Técnico será afirmar la decisión del Director Ejecutivo o dirigir más acción hacia la resolución.

Una persona puede también hacer una queja directamente con el Federal Transit Administration, con dirección. FTA Office of Civil Rights, 1200 New Jersey Ave. SE, Washington, DC 20590.

Si se necesita información en otro idioma por favor hablemos 608-364-2870.

Formulario de Quejas Título VI

El SLATS MPO Título VI Formulario de Quejas se puede encontrar en las ubicaciones: (Marque todas las que apliquen)

- ✓ Sitio web de la agencia ya sea como una referencia hacia el aviso al público o en su totalidad.
- ✓ Copia impresa en la oficina de MPO.
- ✓ Disponible en lenguajes adecuados para las poblaciones de LEP (Español) conociendo el Safe Harbor Threshold.

Sección I:				
Nombre:				
Dirección:				
Teléfono (Hogar):			Teléfono (Trabajo):	
Correo Electrónico:				
Necesita requisitos especiales:	Letra Grande		Otro	
Sección II:				
Usted está presentando esta queja en su nombre?			Sí *	No
* Sí contesta "Sí" a esta pregunta vaya a la Sección III.				
Sino, por favor suministrar el nombre y la relación de la persona a quien usted está haciendo la queja:				
Por favor explique por qué usted está haciendo esta queja por la otra persona: _____				
Por favor confirme que usted ha obtenido el permiso de la persona agraviada, para llenar este formulario en su lugar.			Sí	No
Sección III:				
Creo que la discriminación que he experimentado está basada. (Marque todas las que apliquen):				
<input type="checkbox"/> Raza <input type="checkbox"/> Color <input type="checkbox"/> Nacionalidad				
Fecha de la supuesta Discriminación (Mes, Día, Año): _____				
Explicar lo más claramente posible lo que paso y por qué usted cree fue discriminado. Describir a todas las personas que fueron involucradas. Incluir el nombre e información de contacto de la persona que discriminó (si lo conoce) así como los nombres e información de contacto de testigos. Si se necesita mas espacio para escribir, utilicé el dorso de este formulario. _____ _____				
Sección IV				
Anteriormente usted ha presentado una queja del Título VI con este Departamento?			Sí	No

List of Transit Related Title VI Investigations, Complaints and Lawsuits

Recipient: Stateline Area Transportation Study (SLATS MPO)		
Contact Person: T.J.Nee	Signature: T.J. Nee	Date: 12-7-2017

Check One:

There have been no investigations, complaint and/or lawsuits filed against us during the report period.

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

	Date (Month, Day, Year)	Summary (include basis of complaint: race, color, or national origin)	Status	Action(s) Taken
Investigations				
1.				
2.				
Lawsuits				
1.				
2.				
Complaints				
1.				
2.				

Public Participation Plan

Recipient: Stateline Area Transportation Study (SLATS MPO)		
Contact Person: T.J. Nee	Signature: <i>T.J. Nee</i>	Date: 12-7-2017

Strategies and Desired Outcomes

To promote inclusive public participation, the SLATS MPO will use its resources available to employ the following strategies, as appropriate:

- ✓ Provide for early, frequent and continuous engagement by the public.
- ✓ Expand traditional outreach methods.
- ✓ Select accessible and varied meeting locations and times
- ✓ Employ different meeting sizes and formats
- ✓ Explore social media options in addition to other resources as a way to gain public involvement
- ✓ Explore outreach options to LEP and traditionally underserved populations, including targeted publications.
- ✓ Continue coordination with local advocacy organizations including Stateline Literacy Council and Latino Service Providers Coalition, etc.
- ✓ Continue coordination efforts with area transit providers (Beloit Transit System, Stateline Mass Transit District and Rock County Specialized Transit (RCST)).

Documented Public Outreach

The direct public outreach and involvement activities conducted by the SLATS MPO (2014-2016) are summarized in the table below. Efforts include *meetings, surveys, focus groups, etc.* Information pertinent to each event and/or activity will be provided to FTA upon request. Examples include copies of: meeting announcements, agendas, posters, attendee list, etc.

Event Date	SLATS MPO Staffer(s)	Event	Date Publicized and Communication Method (Public Notice, Posters, Social Media)	Outreach Method (Meeting, Focus Group, Survey, etc).	Notes (Meeting size and format, location, Number of Attendees, etc.)
4/14/14	MPO Coordinator/Executive Director/Transportation Engineer	2014 TIP Amendment	Formal Public Notice 3/27/14 and 4/3/14	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
8/25/14	MPO Coordinator/Executive Director/Transportation Engineer	2014 TIP Amendment, 2014 Title VI Plan, 2014 UPWP Amendment	Formal Public Notice 7/25/14 and 8/1/14	MPO Joint Technical/Policy Committees Meeting	2400 Springbrook Court
10/20/14	MPO Coordinator/Executive Director/Transportation Engineer	2015 Draft TIP, 2015 Draft UPWP	Formal Public Notice 10/27/14 and 11/3/14	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
10/20/14	MPO Coordinator/Executive Director/Transportation Engineer	2015 Draft TIP Open House	Formal Public Notice 9/19/14 and 9/26/14	Public Open House	Rotary River Center

11/10/14	MPO Coordinator/Executive Director/Transportation Engineer	2015 Final TIP, 2015 Final UPWP	Formal Public Notice 10/27/14 and 11/3/14	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
7/20/15	MPO Coordinator/Executive Director/Transportation Engineer	Draft PIP Review, Draft Bylaws Update, STP Priorities, TIP A.Ms., 2016 TIP Solicitation	Formal Public Notice 7/3/15 and 7/13/15	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
9/21/15	MPO Coordinator/Executive Director/Transportation Engineer	STP Project, Bylaws Approval, Approval, 2016 Draft TIP, 2016 Draft UPWP	Formal Public Notice 9/8/15 and 9/14/15	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
9/21/15	MPO Coordinator/Executive Director/Transportation Engineer	2016 Draft TIP Open House	Formal Public Notice 9/8/15 and 9/14/15	Public Open House	Rotary River Center
10/19/15	MPO Coordinator/Executive Director/Transportation Engineer	2016 Final TIP, 2016 Final UPWP, Final BTS TDP Presentation	Formal Public Notice 10/5/15 and 10/12/15	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
11/16/15	MPO Coordinator/Executive Director/Transportation Engineer	2016 LRTP Update	Formal Public Notice 11/2/15 and 11/9/15	Technical Advisory Committee Public Workshop	Rotary River Center
1/8/16	N/A	2016 LRTP Update	Formal Public Notice 1/12/16 and 1/19/16	LRTP Online Survey	SurveyMonkey
2/22/16	MPO Coordinator/Executive Director/Transportation Engineer	TIP A.M.	Formal Public Notice 2/8/16 and 2/15/16	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
2/22/16	MPO Coordinator/Executive Director/Transportation Engineer	2016 LRTP Update	Formal Public Notice 2/8/16 and 2/15/16	Technical Advisory Committee Public Workshop	Rotary River Center
5/23/16	MPO Coordinator/Executive Director/Transportation Engineer	2016 LRTP Update	Formal Public Notice 5/11/15 and 5/16/16	Technical Advisory Committee Public Workshop	Beloit Public Library
7/25/16	MPO Coordinator/Transportation Engineer	2016 TIP Amendment	Formal Public Notice 7/11/15 and 7/18/16	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
8/22/16	MPO Coordinator/Executive Director/Transportation Engineer	2017 Draft TIP, 2017 Draft UPWP, Public Hearing on Draft 2016 LRTP	Formal Public Notice 8/8/15 and 8/15/16	MPO Joint Technical/Policy Committees Meeting	Rotary River Center
9/27/16	MPO Coordinator/Executive Director/Transportation Engineer	2017 Draft TIP and 2016 Draft LRTP Open House	Formal Public Notice 9/16/16 and 9/20/16	Public Open House	Beloit Public Library
10/11/16	MPO Coordinator/Executive Director/Transportation Engineer	2017 Final TIP, 2017 Final UPWP, 2016 Final LRTP, 2016 TIP Amendment	Formal Public Notice 9/27/16 and 10/4/16	MPO Joint Technical/Policy Committees Meeting	Rotary River Center

Language Assistance Plan

Plan Components

As a sub-recipient of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) grant dollars through the Wisconsin Department of Transportation (WisDOT) and the Illinois Department of Transportation (IDOT), the SLATS MPO is required to take reasonable steps to ensure meaningful access to our programs and activities by limited-English proficient (LEP) persons.

Limited English Proficient (LEP): Refers to persons for whom English is not their primary language and who have a limited ability to read, write, speak or understand English. This includes those who have reported to the U.S. Census that they speak English less than very well, not well, or not at all.

Most individuals in SLATS MPO's service area read, write, speak and understand English. There are some individuals for whom English is not their primary language. If these individuals have a limited ability to read, write, speak, or understand English, they are considered limited English proficient, or "LEP."

The SLATS MPO's Language Assistance Plan includes the following elements:

1. The results of the *Four Factor Analysis*, including a description of the LEP population(s), served.
2. A description of how language assistance services are provided by language
3. A description of how LEP persons are informed of the availability of language assistance service
4. A description of how the language assistance plan is monitored and updated
5. A description of how employees are trained to provide language assistance to LEP persons
6. Additional information deemed necessary

Methodology

To determine if an individual is entitled to language assistance and what specific services are appropriate, the SLATS MPO has conducted a *Four Factor Analysis*¹ of the following areas: 1) Demography, 2) Frequency, 3) Importance and 4) Resources and Costs.

LEP *Four Factor Analysis*

- **Factor 1: Demography:** What is the number or proportion of LEP persons served and the languages spoken in the service area?

Overview

The first factor of the *Four Factor Analysis* is the basis of the Language Assistance Plan. It requires the SLATS MPO to review its US Census data to determine if it meets the *LEP Safe Harbor Threshold*.

US Census and American Community Survey (ACS) Data²

¹ DOT LEP guidance <https://www.civilrights.dot.gov/page/dots-lep-guidance>

² The ACS publishes data in many forms on the Census Bureau American Fact Finder website <http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml>

The SLATS MPO did the following:

1. Inserted a copy of the LEP data in the Title VI plan (at the end of this document). This data is from the 2011-2015 American Community Survey 5-Year Estimates (*B16001 Language Spoken at Home by Ability to Speak English for the Population 5 years and Over*). The SLATS MPO used county data for Rock and Winnebago counties.
 2. SLATS MPO analyzed the LEP demographic data for the SLATS MPO's program and/or service area by calculating the *Safe Harbor Threshold* language groups identified other than English.
 - a. The *Safe Harbor Threshold* is calculated by dividing the population estimate for a language group that "Speaks English less than very well" by the total population.
 - i. The *LEP Safe Harbor Threshold* provision stipulates that for each LEP group that meets the LEP language threshold (5% or 1,000 individuals, whichever is less) SLATS MPO must provide translation of vital documents in written format for the non-English users.
 - ii. Examples of written translation of vital documents include the Title VI policy statement and/or Notice to the Public, Title VI Complaint Procedure and the Title VI Complaint Form.
 3. Explained the results of the analysis of the MPO LEP data in the demographic section of the *Four Factor Analysis*.
- **Factor 2: Frequency:** How often does your staff come into contact with LEP persons?

Overview

LEP persons are persons identified as speaking English less than very well, not well or not at all. Just because a person speaks a language other than English doesn't mean they don't speak English or are identified as LEP. The summary below discusses the frequency with which SLATS MPO staff comes into contact with LEP persons. It also provides information on the how staff is instructed to meet the needs of LEP persons.

- **Factor 3: Importance:** How does the program, service or activity affect people's lives?

Overview

The summary below discusses how the SLATS MPO's program and services impact the lives of person's within the community. The SLATS MPO will specify the community organizations that serve LEP persons, if available.

- **Factor 4: Resources and Costs:** What funding and other resources are available for LEP outreach?

Overview

The summary below discusses the methods used by the SLATS MPO to provide outreach to LEP persons as well as train staff on Title VI and LEP principles.

Additional Required Elements

In addition to the *Four Factor Analysis (listed below as item #1)*, SLATS MPO will address the following elements:

- Item #2:* A description of how language assistance services are provided by language
- Item #3:* A description of how LEP persons are informed of the availability of language assistance service
- Item #4:* A description of how the language assistance plan is monitored and updated
- Item #5:* A description of how employees are trained to provide language assistance to LEP persons

And, any additional information deemed necessary.

SLATS MPO – Summary of the Language Assistance Plan Components

Item #1 – Results of the Four Factor Analysis (<i>including a description of the LEP population(s) served</i>)
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Factor 1 – Demography

Based on County-wide data for Rock County in Wisconsin and Winnebago County in Illinois from the 2011-2015 ACS 5-Year Estimates, we estimate that 12,990+/- Spanish-speaking persons within both counties combined speak English less than very well. While not all reside within the SLATS MPA (most reside in Rockford), we estimate a significant number do, approximately 3,000. Spanish-speaking LEP persons are the only group that exceeds the Safe Harbor threshold. Within SLATS, most LEP persons reside within the City of Beloit.

Factor 2 – Frequency

The SLATS MPO staff will be trained on what to do when they encounter a person that speaks English less than well. The SLATS MPO will track the number of encounters and consider making adjustments as needed to outreach efforts to ensure meaningful access to all persons and specifically to LEP and minority populations of the SLATS MPO's programs and services.

SLATS MPO assessed the frequency with which staff has or could have contact with LEP persons. This includes documenting phone inquiries and requests for language assistance or translated materials. Through 2016, the SLATS MPO has had no requests for interpreters, no requests for translated SLATS MPO documents and no complaints. Nonetheless, SLATS has published vital Title VI documents into Spanish, and provides information in Spanish in all public notices and SLATS meeting agendas on how individuals interested in participating in the transportation planning processes can contact us and learn more.

Factor 3 – Importance

The SLATS MPO understands an LEP person with language barrier challenges also faces difficulties obtaining health care, education or access to employment. A public transit system is a key link to connecting LEP persons to these essential services.

For that reason, SLATS MPO will strive to consider, notify, and involve LEP persons (Spanish-speaking or otherwise) whenever decisions are made regarding transportation issues, transit planning or projects, particularly those that are most critical to LEP persons. This might include contact with community organization(s) that serve LEP persons, as well as contact with LEP persons themselves to obtain information on the importance of the modes or the types of services that are provided to the LEP populations.

Factor 4 – Resources and Costs

Even though the SLATS MPO does not have a separate budget for LEP outreach, the SLATS MPO is committed to reaching LEP persons. For example, the SLATS MPO has access to Spanish speaking employees working in other departments within the City of Beloit. This has ensured that Spanish speaking LEP persons may request materials printed and on-line in Spanish. In addition, the SLATS MPO can coordinate with local advocacy groups (SLC and LSPC) to reach LEP populations.

Item # 2 – Description of how Language Assistance Services are Provided, by Language
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The SLATS MPO has access to Spanish speaking employees working in other departments within the City of Beloit as well as the local advocacy groups mentioned above should translation or interpretive services be needed. In addition, SLATS MPO works directly with our transit providers to ensure mechanisms are in place to reach LEP persons in the service area. The SLATS MPO also has Spanish versions of their Non-Discrimination Notices and the Complaint Forms and procedures.

SLATS MPO will display a language identification chart at public meetings and at the MPO office to help LEP individuals identify their language to SLATS MPO staff. The SLATS MPO will work with existing resources to provide low-cost language assistance to the best extent possible.

Item # 3 - Description of how LEP Persons are Informed of the Availability of Language Assistance Service

The SLATS MPO does the following to inform LEP persons of the availability of language assistance services: translation of vital documents into Spanish, creating and posting multi-language announcements, surveys and other information as appropriate, including in Spanish on all public notices and official agendas how to contact the MPO for more information on transportation planning efforts and how to participate, and coordinating as needed with local advocacy groups (SLC and LSPC) along with BTS.

Item # 4 – Description of how the Language Assistance Plan is Monitored and Updated

The SLATS MPO reviews its plan on an annual basis or more frequently as needed. In particular, the SLATS MPO will evaluate the information collected on encounters with LEP persons as well as public outreach efforts to determine if adjustments should be made to the delivering of programs and services to ensure meaningful access to minority and LEP persons.

At a minimum the LAP will be updated every three years in conjunction with the Title VI program.

Item # 5 - Description of how Employees are Trained to Provide Language Assistance to LEP Persons

SLATS MPO employees are educated on the principles of Title VI and the SLATS MPO’s Language Assistance Plan. New employees will be provided guidance on the needs of clients served and how best to meet their needs. An important discussion point is that of language assistance. If an employee needs further assistance related to LEP program participants, he/she will work with the SLATS MPO Title VI Coordinator to identify strategies to meet the language needs of the participants of the program or service.

On a regular basis (annually), if relevant, the SLATS MPO will meet and coordinate with BTS and SMTD to discuss updates the SLATS MPO’s as well as BTS’s and SMTD’s Language Assistance Plans.

Minority Representation Information

A. Minority Representation Table

The SLATS MPO is governed by a Policy Board consisting of the top elected or appointed officials of its member agencies. The Policy Board is advised on all matters by a standing Technical Advisory Committee consisting of transportation officials from the member agencies. Minority representation is indicated in the chart below. Note that the MPO does not determine which individual is appointed as a member, rather the MPO has designated positions filled by member agencies. For instance, membership on the Policy Board is determined in most cases through local elections or appointments. Appointments to the designated positions on the Technical Advisory Committee are also determined by member agencies, based on who’s employed by those agencies.

Body	Caucasian	Hispanic/ Latino	African American	Asian American	Native American
Policy Committee	100%	0%	10%	0%	0%
Technical Advisory Committee	100%	0%	0%	0%	0%
Bike and Pedestrian Planning Committee	96%	4%	0%	0%	0%

B. Efforts to Encourage Minority Participation

The SLATS MPO understands diverse representation on committees, councils and boards results in sound policy reflective of its entire population. Occasionally, advisory or planning committees are created on an ad hoc basis. In such instances, it is, hereby, the expressed policy of SLATS MPO that efforts will be made to appoint and involve minorities on these committees.

To encourage participation, SLATS will continue to reach out to community organizations to connect with all populations. In addition, SLATS will explore ways to make participating realistic and reasonable, such as scheduling meetings at times and locations best suited to its members.

Minority Representation Data Collection Form

Ad-Hoc Committee (Name TBD, form used as needed)

Date:

Dear Member,

As the SLATS MPO is a sub-recipient of federal funds, we are required under Title VI of the Civil Rights statute to ascertain the racial/ethnic make-up of any non-elected boards, commissions, councils, etc.

Data from this section is used for statistical and reporting purposes. The information may be subject to disclosure under federal or state law or rule.

Anti-Discrimination Notice

It is unlawful for the SLATS MPO to fail or refuse to provide services, access to services or activities, or otherwise discriminate against an individual because of an individual's race, color, or national origin under Title VI.

As a committee under the jurisdiction of the SLATS MPO, we invite committee members to voluntarily self-identify their race/ethnicity in order for us to comply with FTA Title VI regulations. This information will be used according to the provisions of applicable federal and state laws, executive orders and regulations, including those requiring the information to be summarized and reported to the federal government for civil rights enforcement purposes.

Race/Ethnicity

If you choose to self-identify, please mark the **one box** describing the race/ethnicity category with which you primarily identify:

___ *Asian or Pacific Islander*: All persons having origins in any of the peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands. This area includes, for example, China, Japan, Korea, the Philippine Islands and Samoa.

___ *Black and/or African American* (not of Hispanic origin): All persons having origins in any of the Black racial groups of Africa.

___ *Hispanic*: All persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.

___ *American Indian or Alaskan Native*: All persons having origins in any of the original peoples of North America, and who maintain cultural identification through tribal affiliation or community recognition.

___ *Caucasian* (not of Hispanic origin): All persons having origins in any of the original peoples of Europe, North Africa or the Middle East.

Facility Location Equity Analysis

Not applicable to the SLATS MPO as the MPO is not constructing a facility.

Fixed Route Service Standards

Not applicable to the SLATS MPO as the MPO does not provide fixed route transit.

Fixed Route Service Policy

Not applicable to the SLATS MPO as the MPO does not provide fixed route transit.

MPO Demographic Data, Analysis and Procedures

MPO:	Stateline Area Transportation Study (SLATS MPO)		
Contact Person:	T.J. Nee	Signature:	T.J. Nee
		Date:	12-7-2017

In addition to the required Title VI items 1-8 (and items 10 and 11 if the MPO is a provider of fixed route public transportation), the following additional elements are included and/or attached:

- a. ***A demographic profile of the metropolitan area that includes identification of the locations of minority populations in aggregate.***

This information is detailed in Table 1 on the following page. Note in the table that overall throughout the MPA, Black or African American individuals comprise the largest minority race at just over 9%. That percentage jumps to nearly 15% in the City of Beloit. The next highest single minority race in the MPA is Asian, at 1.1% (slightly higher in South Beloit at 1.6%), however individuals that are more than one race make up 2.4% of the population (slightly higher in Beloit at 3%). The majority of these individuals are White and African American.

Hispanic individuals of all races make up a significant portion of the population at 8,296 individuals or 12% of the MPA population overall, and just over 17% of the population of the City of Beloit, or 6,332 persons. The next highest population of Hispanic individuals resides in South Beloit at 608.

Lastly, note that the overall minority population in the MPA (including Hispanic persons) is just over 25% or 1 in 4 individuals. Individually however, with the exception of the City of Beloit, the various municipalities are less than 25% with South Beloit being the second highest at 16%. The City of Beloit is similar to national numbers with a Hispanic population of about 17% and an overall minority population including Hispanic persons at just over 36%. With more than 1 in 3 individuals in the City of Beloit being a minority (and 1 in 4 in the MPA), SLATS will continuously strive to consider and address the mobility needs of minorities, and strive to ascertain, avoid or mitigate any disparate impacts of the transportation decisions made on minorities, and work to include minorities in those decision-making processes to further these goals.

TABLE 1 - 2010 Race and Ethnicity of SLATS MPA by Selected Municipality

PLACE	TOTAL POPULATION BY PLACE	% BY PLACE	TOTAL MINORITY POPULATION BY PLACE (INCLUDES HISPANIC POPULATION)	% BY PLACE	HISPANIC POPULATION (FROM THE TOTAL - ALL RACES)	% BY PLACE	NON-HISPANIC POPULATION BY RACE													
							WHITE	% BY PLACE	BLACK OR AFRICAN AMERICAN	% BY PLACE	AMERICAN INDIAN OR ALASKAN NATIVE	% BY PLACE	ASIAN	% BY PLACE	NATIVE HAWAIIAN OR PACIFIC ISLANDER	% BY PLACE	SOME OTHER RACE	% BY PLACE	TWO OR MORE RACES	% BY PLACE
CITY OF BELOIT	36,966	53.6%	13,481	36.5%	6,332	17.1%	23,485	63.5%	5,440	14.7%	114	0.3%	409	1.1%	9	0.0%	53	0.1%	1,124	3.0%
TOWN OF BELOIT	7,662	11.1%	1,174	15.3%	511	6.7%	6,488	84.7%	415	5.4%	20	0.3%	66	0.9%	2	0.0%	13	0.2%	147	1.9%
TOWN OF TURTLE	2,388	3.5%	161	6.7%	53	2.2%	2,227	93.3%	63	2.6%	3	0.1%	14	0.6%	0	0.0%	2	0.1%	26	1.1%
TOWN OF ROCK	1,712	2.5%	222	13.0%	143	8.4%	1,490	87.0%	49	2.9%	3	0.2%	7	0.4%	0	0.0%	3	0.2%	17	1.0%
CITY OF SOUTH BELOIT	7,785	11.3%	1,249	16.0%	608	7.8%	6,536	84.0%	310	4.0%	16	0.2%	128	1.6%	3	0.0%	4	0.1%	180	2.3%
VILLAGE OF ROCKTON	7,685	11.2%	584	7.6%	278	3.6%	7,101	92.4%	101	1.3%	9	0.1%	84	1.1%	1	0.0%	5	0.1%	106	1.4%
ROCKTON TOWNSHIP	3,181	4.6%	425	13.4%	321	10.1%	2,756	86.6%	70	2.2%	0	0.0%	7	0.2%	0	0.0%	0	0.0%	27	0.8%
VILLAGE OF ROSCOE	6	0.0%	0	0.0%	0	0.0%	6	100.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
ROSCOE TOWNSHIP	1,522	2.2%	85	5.6%	50	3.3%	1,437	94.4%	5	0.3%	1	0.1%	16	1.1%	0	0.0%	0	0.0%	13	0.9%
TOTAL	68,907		17,381.00		8,296		51,526		6,453		166		731		15		80		1,640	
PERCENT OF TOTAL	100.0%	100.0%	25.2%		12.0%		74.8%		9.4%		0.2%		1.1%		0.0%		0.1%		2.4%	

DATA SOURCE: U.S. Census - American Fact Finder Tables QT-P4 Race, Combinations of Two Races, and Not Hispanic or Latino: 2010 SF1 100% by Block.

b. ***A description of the procedures by which the mobility needs of minority populations are identified and considered within the planning process.***

SLATS identifies and addresses the mobility needs of minority populations in several ways, particularly related to transit and bicycle/pedestrian planning and service. Each aspect is described in more detail below.

Mobility Needs of Minority Populations - Transit Planning

The communities within SLATS provide a relatively high level of public transit service throughout the MPA as well as links to the Janesville area to the north, and the Machesney Park and the Rockford area to the south.

On the Wisconsin side, the Beloit Transit System (BTS) provides fixed route bus service throughout the core parts of the SLATS MPA north of the state line, readily serving and providing convenient access to minority populations. BTS also subcontracts with Rock County Specialized Transportation (RCST) to provide curb-to-curb paratransit services for those persons with special mobility limitations who are unable to use the fixed route services. RCST will transport clients anywhere throughout Rock County, WI. BTS also cooperates with the Janesville Mass Transit System to provide a valuable link between the two communities. The Beloit/Janesville Express buses provide daily trips between Janesville and Beloit with stops along key points in between.

On the Illinois side, Stateline Mass Transit District (SMTD) provides demand-response, Dial-a-Ride public transit service to all persons within the municipalities of Rockton, Roscoe, South Beloit, Rockton Township and Roscoe Township; all in the County of Winnebago, in the State of Illinois. SMTD does not provide fixed-route bus services at this time. SMTD service is not limited to medical trips but qualifying medical trips can be made to and from medical facilities outside the normal SMTD service area. SMTD interconnects with the services offered by the Beloit Transit System and the Janesville Transit System (through the Beloit Janesville Express Bus) to the north and with the services offered by the Rockford Mass Transit District to the south.

The above mass transit services have been an integral participant in the SLATS planning process for years. SLATS has participated in special studies/TDPs with both SMTD and BTS. SLATS assists the transit providers in preparing for their triennial reviews and in the preparation of their Title VI plans. Transit planning processes strive to include ample opportunity for public input, particular from minority and low-income populations, who may rely on public transit for much of their transportation needs.

Additionally, the annual SLATS Transportation Improvement Program (TIP) development always includes input from the area's transit providers. Proposed highway improvements are viewed and weighed with respect to the area's transit systems, routes and services.

Mobility Needs of Minority Populations - Bicycle and Pedestrian Planning

Another way that SLATS plans for and serves the mobility needs of all residents, with potentially greater impact for minority and low-income populations in the area is through the emphasis placed on bicycle and pedestrian systems. The SLATS Long-Range Transportation Plan has contained an extensive bike and pedestrian element for more

than a decade, and was created with input gathered at numerous public meetings from potential users of the bicycle and pedestrian systems. The Bike and Pedestrian plan is currently being updated in 2017 and contains an extensive equity analysis to ensure that recommended improvements are distributed equitably throughout the MPA. Although there is a sizable contingent of bicycle users from middle and upper income groups, and although investing in bicycling has a number of community-wide benefits, bicycle users that lack access to an automobile, may rely more heavily on bicycle and pedestrian facilities to meet their daily transportation needs (trips to work, school, health care shopping and such). Typically the annual TIP approved by SLATS contains one or more significant bicycle and/or pedestrian facility improvements. Likewise, as SLATS develops its TIP, concerted efforts are made to evaluate all projects with respect to the location of the area's minorities and low-income concentrations.

- c. ***Demographic maps that overlay the percent minority and non-minority populations as identified by Census or ACS data, at 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.***

Figure 9-4 on the following page from the SLATS 2016-2040 Long-Range Transportation Plan (LRTP) shows the percentage of minority population throughout the MPA. Minority population is defined as any identifiable group of minority persons who live in geographic proximity. Additionally, minority populations can include geographically dispersed or transient persons who would be similarly affected by a proposed transportation improvement. Minority persons include those who are American Indian, Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander.

According to the figure, minority population in the SLATS MPA are concentrated within the City of Beloit census tracts. Areas in northern Beloit along the Rock River typically display 50 percent or higher minority population. The two census tracts within Henry Avenue (north), Park Avenue (west), White Avenue (south), and Prairie Avenue (east) display the highest percentage of minorities within the MPA at over 75 percent.

The following table and discussion is also from the SLATS LRTP. It provides a summary of minority and low income populations within a one-half mile buffer of the fiscally constrained projects described below and shown on the previous map. We have included federal funds (STBG-U) related to planned SLATS designated projects. We have not included projects by State or other agencies that may be in the SLATS MPA and TIP, but are not specifically designated or chosen by the MPO.

Minority and Low Income Populations within ½ Mile of Fiscally Constrained Projects

Project	Minority Population	Percent of Total Population	Low Income Population	Percent of Total Population	Total Population
(1)-Prairie Avenue	794	33.5%	1,032	43.6%	2,367
(2)-Park Avenue	213	14.8%	435	30.2%	1,443
(3)-Shopiere Road	775	31.0%	940	37.7%	2,496
(4)-Henry Avenue	645	39.4%	848	51.8%	1,638
(5)-4 th Street	1,355	42.2%	2,076	64.7%	3,208
(6)-Old River Road (Phase 1)	36	4.0%	298	32.7%	912
(7)-Old River Road (Phase 2)	29	4.3%	170	25.3%	670
(8)-Old River Road (Phase 3)	20	7.7%	45	16.8%	267
(9)-Old River Road (Phase 4)	21	8.5%	51	20.6%	249

Source: AECOM, SLATS 2016-2040 LRTP

Generally all of the fiscally constrained projects on the Wisconsin portion of SLATS are located in areas with high percentages of low income and minority populations. With the exception of Park Avenue, the remaining projects in Wisconsin fall within areas that are greater than 31 percent minority population. All of the Wisconsin projects fall within low income areas that are greater than 30 percent. In fact, the 4th Street project falls within an area that is estimated to be nearly 65 percent low income (45 percent minority population). In the case of Prairie Avenue and 4th Street, these projects would include road diets that would slow traffic and potentially provide for the accommodation of on-street bicycle lanes. The road diets also help make these roadway facilities more pedestrian friendly, and ultimately help enhance overall quality of life.

The Illinois fiscally constrained project, Old River Road consisting of four phases, falls within an area with relatively low minority population ranging between approximately 4 percent and 8 percent. These projects fall into areas of low income ranging between approximately 17 percent and 33 percent.

The MPA's minority population, including the Hispanic population, represents 25.2 percent of the total SLATS MPA population. The minority population within the buffer area of the Wisconsin fiscally constrained projects, with the exception of Park Avenue, exceeds the total minority population for the MPA. The Illinois fiscally constrained projects fall within areas that have a lower percent of minority population as compared to the overall MPA minority population percentage. Overall, the fiscally constrained projects total over \$16.3 million dollars of investment (based on YOY cost estimates) through the year 2040 for the SLATS MPA. Of this total, nearly 60 percent is being invested in projects that are located within areas of the MPA that have a minority population percentage that exceeds the total minority population for the entire SLATS MPA. In general, this analysis demonstrates that the SLATS transportation investments do not have an adverse impact on the SLATS minority population. In fact, the proposed fiscally constrained transportation projects generally have complete street elements that enhance non-motorized connectivity and improve accessibility to public transportation facilities. As such, these improvements will have a positive impact on the EJ populations by enhancing access to alternative transportation modes.

Regarding funding for shorter-term projects contained in the TIP, it is worth noting that small MPOs with limited and/or State directed funds rely on the State(s) to help ensure non-discrimination and evaluate the impacts of projects on EJ populations, at least with major roadway projects where little Federal or State funding is determined locally. To illustrate:

- About 72% of Federal funds for all projects in SLATS are designated for roadway and bridge projects, with an additional 21% for safety projects (district wide). Many of these projects are determined more at a State level, such as the I-39/90 megaproject, as opposed to the MPO or local level, and although they are regionally significant and important, make up the vast majority of all the federally funded projects. Note that these percentages are based on federal funding programmed in the 2018-2021 TIP and does not include federal funding programmed prior to 2018 for projects that may still be continued in the current TIP.
- State and Federal bike and pedestrian facility funding in SLATS is about 1.3% percent (not including facilities that may be associated with a roadway project), a transportation mode that can greatly benefit those that lack access to an automobile as well as provide many more benefits to communities (improve health, safety, quality of life, minimize automobile trips, reduce infrastructure costs, reduce congestion, combat sprawl, reduce emissions and so on). Furthermore, the benefit(s) to those who rely on bicycle or pedestrian facilities as a primary means of transportation to school, work, shopping or health care for instance (particularly if auto or other means is not readily available), also extends to the entire community. Again this percentage is based on federal funding programmed in the 2018-2021 TIP and does not include federal funding programmed prior to 2018 for projects that may still be continued in the current TIP. That said, federal bicycle and pedestrian funding in SLATS is minimal, particularly compared to roadways.

- Transit funding in SLATS makes up about 6% of the total Federal funding. Like bicycle and pedestrian facilities, transit is a transportation mode that can greatly benefit those that lack access to an automobile as well as provide many more benefits to communities. Similarly to bicycle and pedestrian facilities, the benefit(s) to those who rely on public transit as a primary means of transportation to school, work, shopping or health care for instance (particularly if auto or other means is not readily available), also extends to the entire community. Transit spending is higher than bicycle and pedestrian facility spending, but still a relatively low percentage of the total State and Federal funding programmed for SLATS. Maintaining current service levels with available funding is difficult, but even so, Beloit Transit and SMTD continually look for ways to expand and improve service. For instance, additional routes (including establishing fixed or deviated fixed-route service for SMTD, which is currently demand response), increasing frequencies, additional hours of service, weekend hours and evening hours are periodically explored to serve more people and further meet existing and new customers' needs. However, if State or Federal funding for transit is cut or even remains level, local funding would need to increase to maintain current levels of service. The likelihood of the City of Beloit or SMTD being able to do so is low, and service would likely suffer as a result. Again, although it is a small percentage of total transportation funding, transit planning and funding is greatly tied to EJ populations and Title VI, perhaps more than roadway projects. This is why (as noted above) the mobility needs of minority populations are focused largely on transit planning and service (as well as bicycle and pedestrian) which are critical to populations lacking access to an automobile.

d.

Analysis of the impacts identified in (c) that identifies any 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.

As mentioned, nearly 60 percent of the funding for SLATS determined fiscally constrained projects through the year 2040 is being invested in projects that are located within areas of the MPA that have a minority population percentage that exceeds the total minority population for the entire SLATS MPA.

In general, this analysis demonstrates that the SLATS transportation investments do not have an adverse impact on the SLATS minority population. In fact, the proposed fiscally constrained transportation projects generally have complete street elements that enhance non-motorized connectivity and improve accessibility to public transportation facilities. As such, these improvements will have a positive impact on the EJ populations by enhancing access to alternative transportation modes.

Likewise, as a small MPO with limited resources, most state and federally funded projects have community significance as opposed to benefiting or negatively impacting one neighborhood or area over another. Federally funded road improvements throughout the MPO are generally major collector or arterial in function, or include other

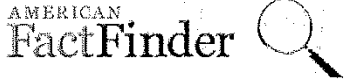
modes of transportation such as transit or bicycle and pedestrian facilities, and so the benefit and impacts are generally not localized, rather they are community-wide or regional.

If the MPO is a direct recipient, the MPO will be required to submit additional information to FTA per Chapter VI-1 of FTA Circular 4702.1B (October 1, 2012).

Not applicable to SLATS.

Note

All MPOs are required to self-certify compliance with all applicable federal requirements. Planning certification reviews conducted jointly by FTA and FHWA of the metropolitan transportation planning processes of transportation management areas include a review of Title VI compliance.



B16001

LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER
 Universe: Population 5 years and over
 2011-2015 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Rock County, Wisconsin	
	Estimate	Margin of Error
Total:	150,857	*****
Speak only English	138,391	+/-727
Spanish or Spanish Creole:	9,235	+/-576
Speak English "very well"	5,409	+/-518
Speak English less than "very well"	3,826	+/-459
French (incl. Patois, Cajun):	250	+/-90
Speak English "very well"	226	+/-87
Speak English less than "very well"	24	+/-26
French Creole:	7	+/-11
Speak English "very well"	7	+/-11
Speak English less than "very well"	0	+/-20
Italian:	59	+/-45
Speak English "very well"	35	+/-29
Speak English less than "very well"	24	+/-22
Portuguese or Portuguese Creole:	8	+/-11
Speak English "very well"	2	+/-4
Speak English less than "very well"	6	+/-10
German:	501	+/-129
Speak English "very well"	425	+/-117
Speak English less than "very well"	76	+/-49
Yiddish:	0	+/-20
Speak English "very well"	0	+/-20
Speak English less than "very well"	0	+/-20
Other West Germanic languages:	199	+/-161
Speak English "very well"	192	+/-160
Speak English less than "very well"	7	+/-12
Scandinavian languages:	126	+/-68
Speak English "very well"	119	+/-66
Speak English less than "very well"	7	+/-11
Greek:	44	+/-50
Speak English "very well"	44	+/-50
Speak English less than "very well"	0	+/-20

	Rock County, Wisconsin	
	Estimate	Margin of Error
Russian:	51	+/-45
Speak English "very well"	35	+/-38
Speak English less than "very well"	16	+/-26
Polish:	68	+/-31
Speak English "very well"	57	+/-36
Speak English less than "very well"	11	+/-14
Serbo-Croatian:	101	+/-115
Speak English "very well"	101	+/-115
Speak English less than "very well"	0	+/-20
Other Slavic languages:	26	+/-27
Speak English "very well"	21	+/-25
Speak English less than "very well"	5	+/-8
Armenian:	7	+/-10
Speak English "very well"	7	+/-10
Speak English less than "very well"	0	+/-20
Persian:	7	+/-12
Speak English "very well"	4	+/-8
Speak English less than "very well"	3	+/-8
Gujarati:	28	+/-43
Speak English "very well"	28	+/-43
Speak English less than "very well"	0	+/-20
Hindi:	22	+/-25
Speak English "very well"	20	+/-26
Speak English less than "very well"	2	+/-3
Urdu:	7	+/-10
Speak English "very well"	2	+/-4
Speak English less than "very well"	5	+/-9
Other Indic languages:	95	+/-100
Speak English "very well"	72	+/-78
Speak English less than "very well"	23	+/-26
Other Indo-European languages:	264	+/-288
Speak English "very well"	163	+/-168
Speak English less than "very well"	101	+/-121
Chinese:	181	+/-90
Speak English "very well"	121	+/-67
Speak English less than "very well"	60	+/-63
Japanese:	99	+/-42
Speak English "very well"	84	+/-37
Speak English less than "very well"	15	+/-16
Korean:	82	+/-72
Speak English "very well"	71	+/-69
Speak English less than "very well"	11	+/-18
Mon-Khmer, Cambodian:	344	+/-165
Speak English "very well"	198	+/-147
Speak English less than "very well"	146	+/-72
Hmong:	60	+/-57
Speak English "very well"	44	+/-38
Speak English less than "very well"	16	+/-25
Thai:	9	+/-15
Speak English "very well"	0	+/-20
Speak English less than "very well"	9	+/-15
Laotian:	0	+/-20
Speak English "very well"	0	+/-20
Speak English less than "very well"	0	+/-20
Vietnamese:	183	+/-117
Speak English "very well"	57	+/-55
Speak English less than "very well"	126	+/-81
Other Asian languages:	49	+/-40
Speak English "very well"	16	+/-19

	Rock County, Wisconsin	
	Estimate	Margin of Error
Speak English less than "very well"	33	+/-30
Tagalog:	117	+/-56
Speak English "very well"	97	+/-52
Speak English less than "very well"	20	+/-21
Other Pacific Island languages:	31	+/-36
Speak English "very well"	31	+/-36
Speak English less than "very well"	0	+/-20
Navajo:	0	+/-20
Speak English "very well"	0	+/-20
Speak English less than "very well"	0	+/-20
Other Native North American languages:	21	+/-21
Speak English "very well"	21	+/-21
Speak English less than "very well"	0	+/-20
Hungarian:	0	+/-20
Speak English "very well"	0	+/-20
Speak English less than "very well"	0	+/-20
Arabic:	101	+/-64
Speak English "very well"	76	+/-45
Speak English less than "very well"	25	+/-25
Hebrew:	18	+/-18
Speak English "very well"	18	+/-18
Speak English less than "very well"	0	+/-20
African languages:	58	+/-63
Speak English "very well"	50	+/-61
Speak English less than "very well"	8	+/-13
Other and unspecified languages:	8	+/-8
Speak English "very well"	8	+/-8
Speak English less than "very well"	0	+/-20

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using multi-year data containing data from 2013. For more information, see: Language User Note.

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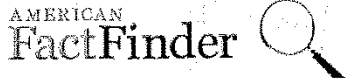
Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Explanation of Symbols:

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B16001

LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER

Universe: Population 5 years and over
2011-2015 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Winnebago County, Illinois	
	Estimate	Margin of Error
Total:	272,105	+/-40
Speak only English	236,092	+/-1,410
Spanish or Spanish Creole:	24,066	+/-856
Speak English "very well"	14,902	+/-930
Speak English less than "very well"	9,164	+/-655
French (incl. Patois, Cajun):	449	+/-156
Speak English "very well"	367	+/-133
Speak English less than "very well"	82	+/-62
French Creole:	0	+/-26
Speak English "very well"	0	+/-26
Speak English less than "very well"	0	+/-26
Italian:	650	+/-214
Speak English "very well"	349	+/-116
Speak English less than "very well"	301	+/-186
Portuguese or Portuguese Creole:	23	+/-27
Speak English "very well"	23	+/-27
Speak English less than "very well"	0	+/-26
German:	652	+/-189
Speak English "very well"	444	+/-151
Speak English less than "very well"	208	+/-125
Yiddish:	0	+/-26
Speak English "very well"	0	+/-26
Speak English less than "very well"	0	+/-26
Other West Germanic languages:	3	+/-5
Speak English "very well"	3	+/-5
Speak English less than "very well"	0	+/-26
Scandinavian languages:	215	+/-90
Speak English "very well"	195	+/-84
Speak English less than "very well"	20	+/-18
Greek:	123	+/-90
Speak English "very well"	98	+/-87
Speak English less than "very well"	25	+/-19

	Winnobago County, Illinois	
	Estimate	Margin of Error
Russian:	396	+/-315
Speak English "very well"	266	+/-279
Speak English less than "very well"	130	+/-134
Polish:	1,031	+/-418
Speak English "very well"	586	+/-211
Speak English less than "very well"	445	+/-235
Serbo-Croatian:	1,351	+/-446
Speak English "very well"	688	+/-259
Speak English less than "very well"	663	+/-268
Other Slavic languages:	71	+/-45
Speak English "very well"	43	+/-33
Speak English less than "very well"	28	+/-27
Armenian:	0	+/-26
Speak English "very well"	0	+/-26
Speak English less than "very well"	0	+/-26
Persian:	51	+/-77
Speak English "very well"	51	+/-77
Speak English less than "very well"	0	+/-26
Gujarati:	580	+/-399
Speak English "very well"	331	+/-233
Speak English less than "very well"	249	+/-177
Hindi:	194	+/-128
Speak English "very well"	165	+/-114
Speak English less than "very well"	29	+/-28
Urdu:	207	+/-140
Speak English "very well"	152	+/-93
Speak English less than "very well"	55	+/-56
Other Indic languages:	98	+/-97
Speak English "very well"	51	+/-49
Speak English less than "very well"	47	+/-53
Other Indo-European languages:	415	+/-181
Speak English "very well"	284	+/-125
Speak English less than "very well"	131	+/-109
Chinese:	644	+/-270
Speak English "very well"	189	+/-95
Speak English less than "very well"	455	+/-240
Japanese:	88	+/-67
Speak English "very well"	49	+/-38
Speak English less than "very well"	39	+/-35
Korean:	305	+/-172
Speak English "very well"	85	+/-86
Speak English less than "very well"	219	+/-120
Mon-Khmer, Cambodian:	23	+/-40
Speak English "very well"	5	+/-8
Speak English less than "very well"	18	+/-38
Hmong:	0	+/-26
Speak English "very well"	0	+/-26
Speak English less than "very well"	0	+/-26
Thai:	31	+/-28
Speak English "very well"	16	+/-18
Speak English less than "very well"	15	+/-23
Laotian:	1,135	+/-342
Speak English "very well"	598	+/-240
Speak English less than "very well"	537	+/-164
Vietnamese:	531	+/-199
Speak English "very well"	191	+/-100
Speak English less than "very well"	340	+/-144
Other Asian languages:	890	+/-283
Speak English "very well"	432	+/-178

	Winnebago County, Illinois	
	Estimate	Margin of Error
Speak English less than "very well"	458	+/-228
Tagalog:	556	+/-169
Speak English "very well"	333	+/-117
Speak English less than "very well"	223	+/-112
Other Pacific Island languages:	101	+/-92
Speak English "very well"	76	+/-80
Speak English less than "very well"	25	+/-28
Navajo:	0	+/-26
Speak English "very well"	0	+/-26
Speak English less than "very well"	0	+/-26
Other Native North American languages:	104	+/-130
Speak English "very well"	104	+/-130
Speak English less than "very well"	0	+/-26
Hungarian:	10	+/-14
Speak English "very well"	10	+/-14
Speak English less than "very well"	0	+/-26
Arabic:	657	+/-347
Speak English "very well"	241	+/-160
Speak English less than "very well"	416	+/-243
Hebrew:	25	+/-36
Speak English "very well"	25	+/-36
Speak English less than "very well"	0	+/-26
African languages:	338	+/-178
Speak English "very well"	228	+/-135
Speak English less than "very well"	110	+/-78
Other and unspecified languages:	0	+/-26
Speak English "very well"	0	+/-26
Speak English less than "very well"	0	+/-26

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