

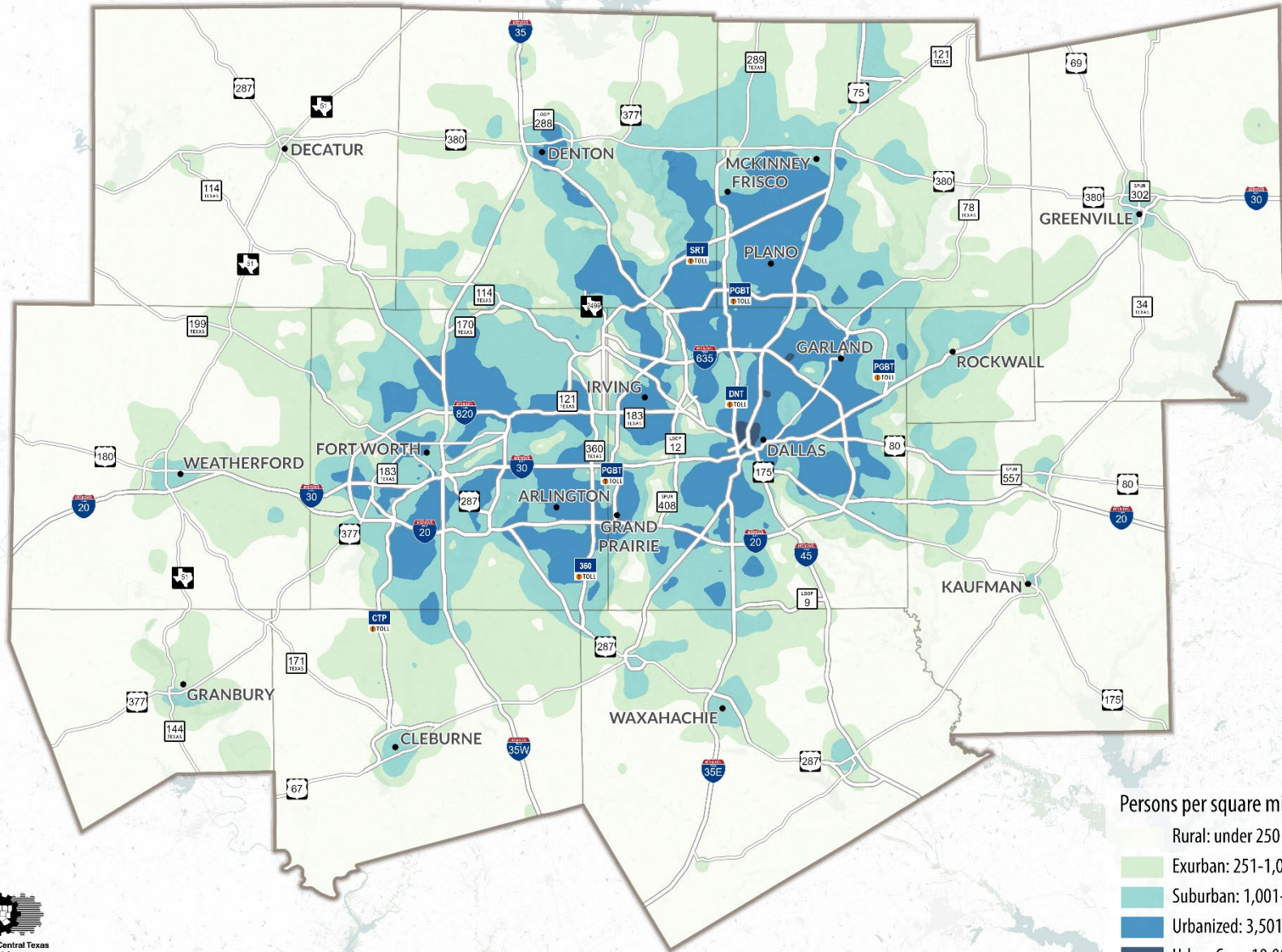


**SOCIAL
CONSIDERATIONS**

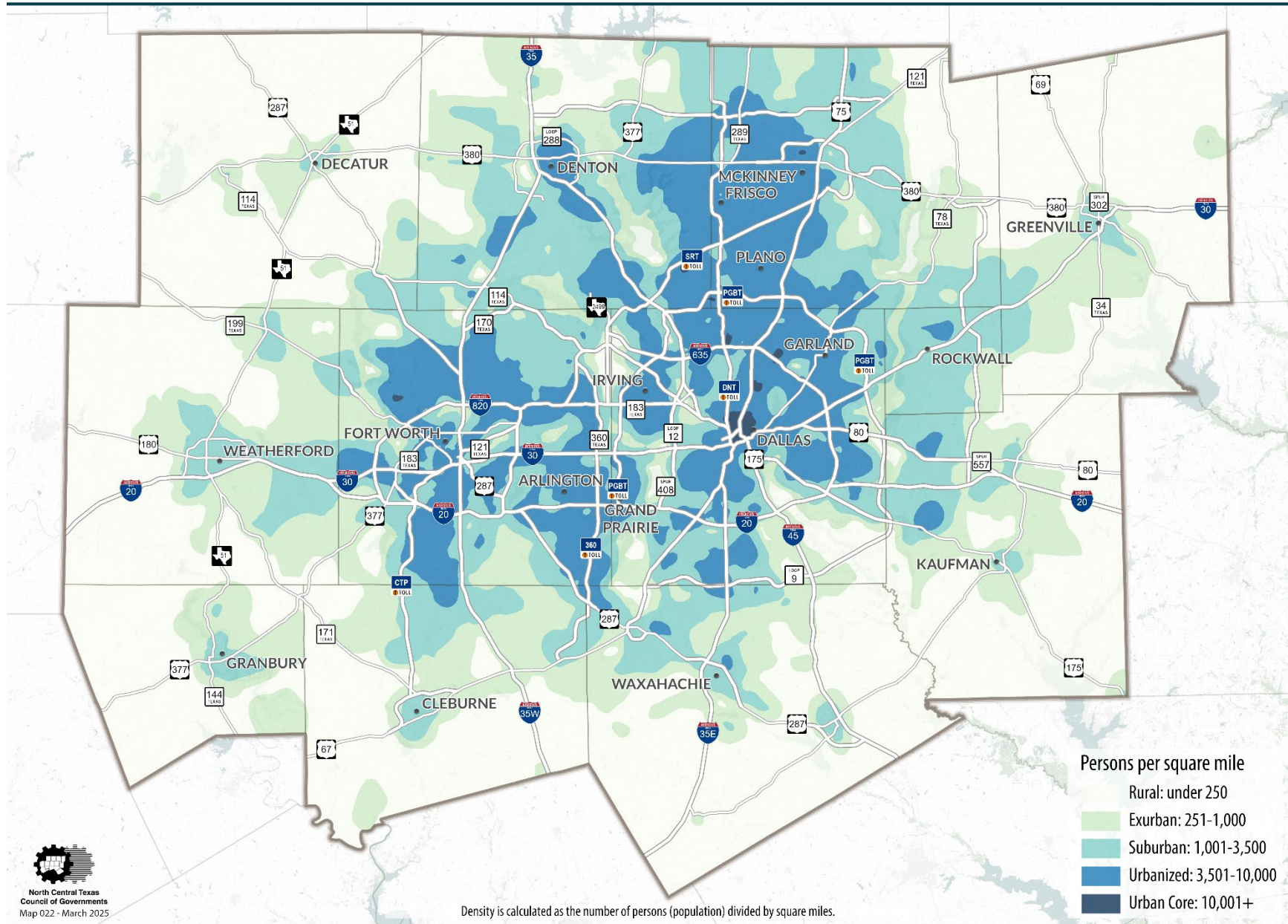
B-1. REGIONAL POPULATION AND EMPLOYMENT TRENDS

DEMOGRAPHIC DATA SOURCES

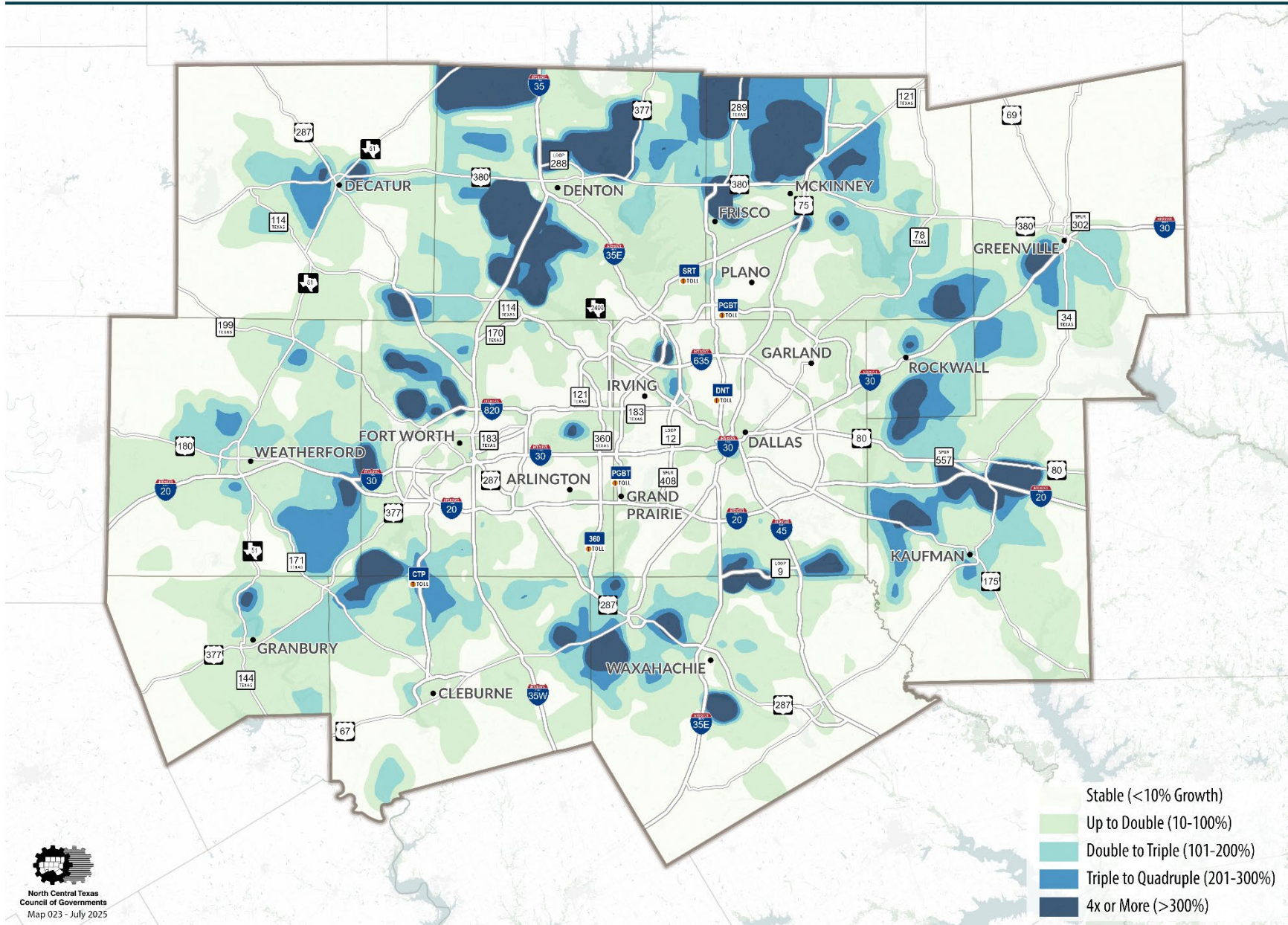
The recommendations in Mobility 2050 were evaluated using the established performance indicators utilizing demographic data from the 2019-2023 American Community Survey 5-Year Estimates. Beginning in 2010, the decennial Census no longer captures income data, so Mobility 2050 utilizes the American Community Survey to evaluate the impacts of plan recommendations.

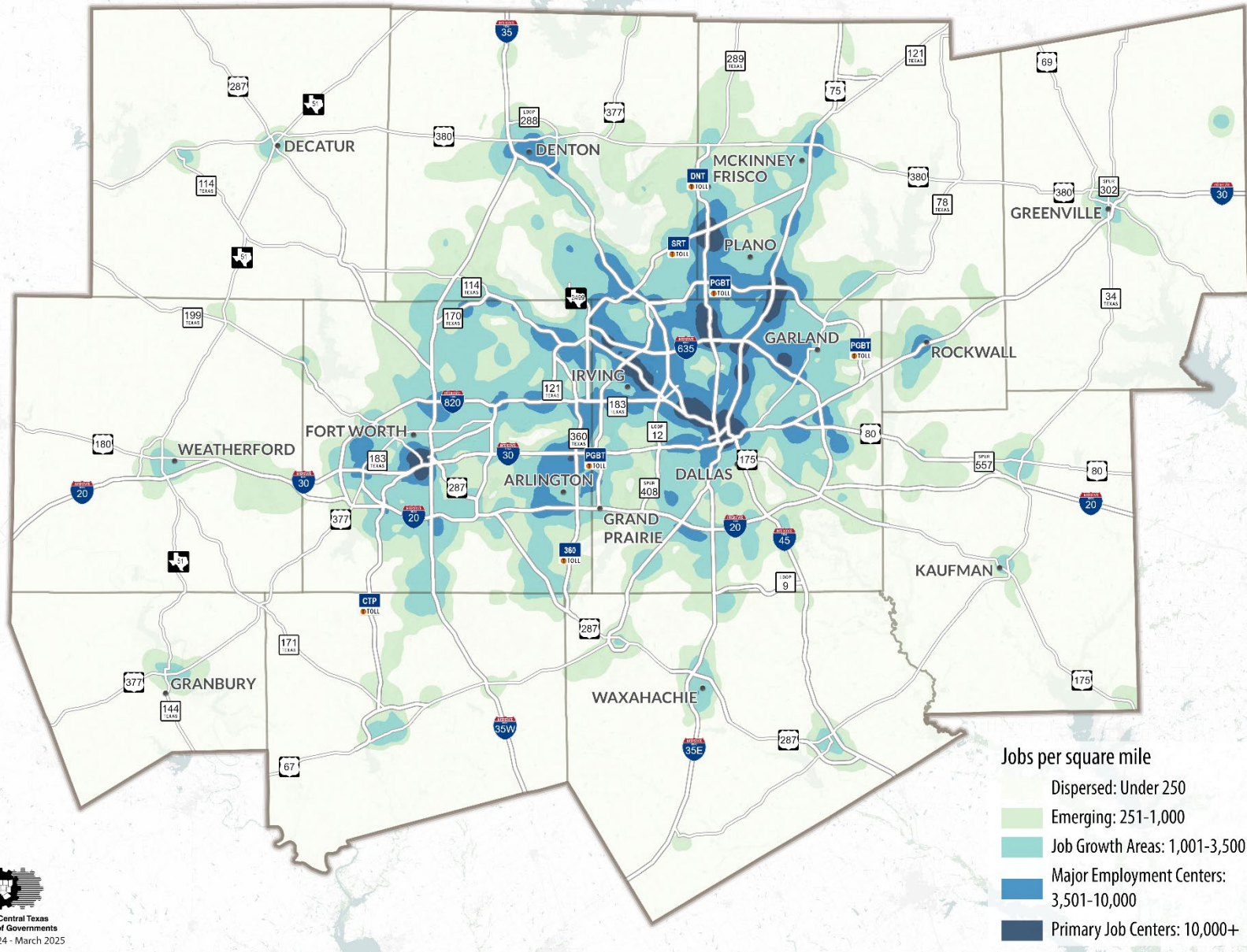


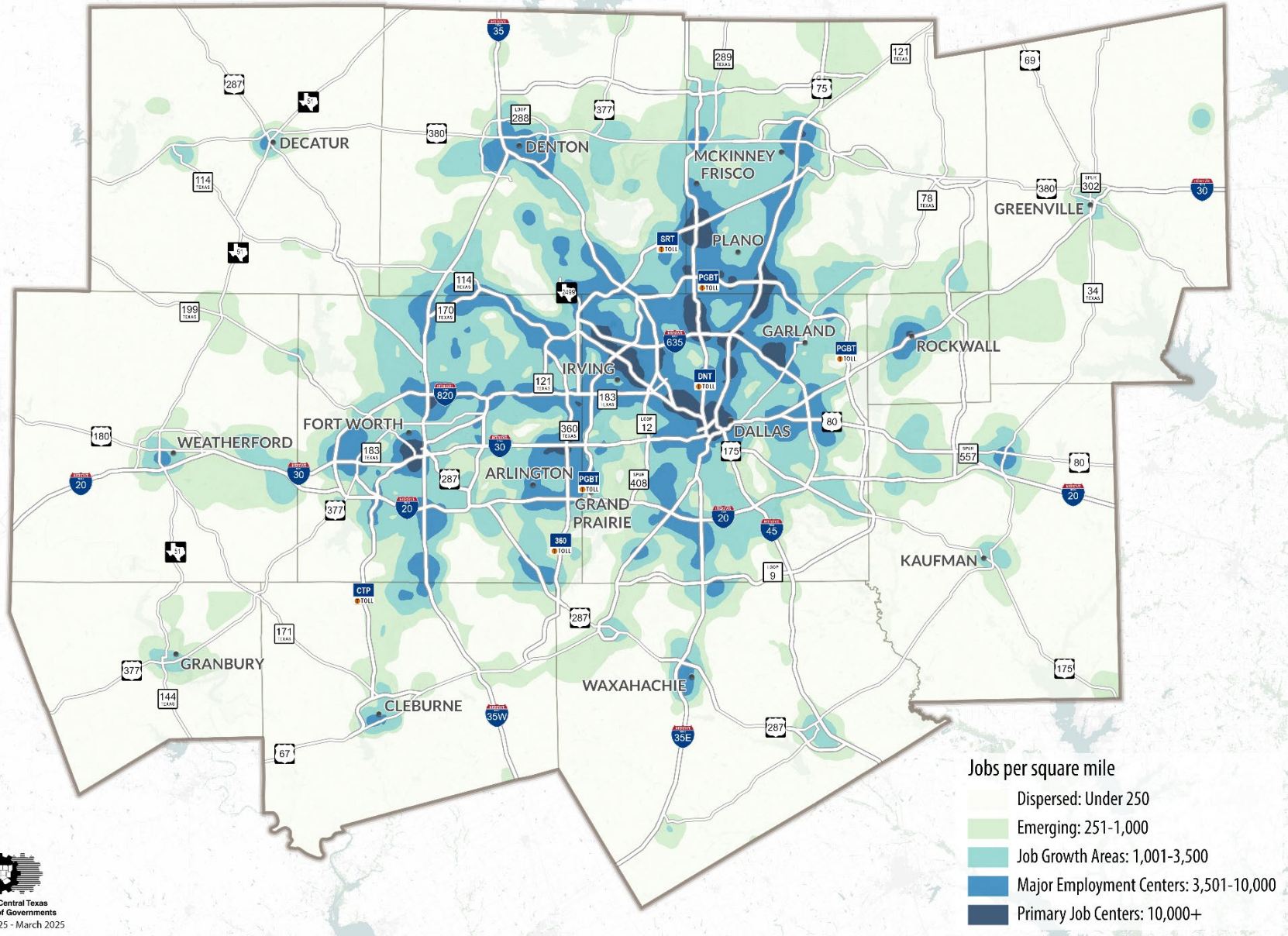
Density is calculated as the number of persons (population) divided by square miles.



Change in Population Density - 2026 to 2050







North Central Texas

 Council of Governments

 Map 025 - March 2025

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B-2. NONDISCRIMINATION EFFORTS

POLICIES

MTP Reference #	Nondiscrimination
EJ3-001	Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system.
EJ3-002	Balance transportation investment across the region to provide equitable improvements.
EJ3-003	Based on meaningful community input, plan for and invest in projects that proactively address racial equity and barriers to opportunity or redress prior inequities and barriers to opportunity.
EJ3-004	Identify and support transportation solutions to address health disparities in underserved communities, including solutions that improve access to healthy food and medical care.

PROGRAMS

Health Accessibility Program	
Reference	EJ2-001
Background	More than two million North Central Texas residents live in areas with low incomes and low access to healthy and nutritious food. These residents also may experience low access to medical care and infrastructure that supports active transportation. This lack of access can produce health disparities for low-income residents. The Health Accessibility Program will utilize community engagement and informal partnerships to identify and support transportation solutions that address accessibility issues that can lead to health disparities in low-income communities.
Related Goals	<ul style="list-style-type: none"> • Improve the availability of transportation options for people and goods. • Ensure all communities are provided access to the regional transportation system and planning process. • Encourage livable communities which support sustainability and economic vitality.
Related Policies	EJ3-002; EJ3-004; PI3-002; PI3-003; TR3-002
Implementation	Identify low-income communities experiencing low access to healthy food, medical care, active transportation infrastructure, and other needs. Partner with non-governmental organizations to engage communities. Gather data on the transportation system, food stores, charitable food sources, and medical facilities. Recommend transportation solutions, including transit, active transportation infrastructure, and innovative technology. Support the implementation of affordable transportation solutions; some implementation will occur under existing public transportation, Sustainable Development, or transportation technology programs.
Performance Dimensions	<ul style="list-style-type: none"> • Degree of program responsiveness to community input • Improvement in accessibility to healthy food, medical care, and other needs following implementation of transportation solutions • Number of low-income residents experiencing improved accessibility
Cost Estimate	Approximately \$10 million. Some program costs will be included in other program implementations such as public transportation, Sustainable Development, or transportation technology.

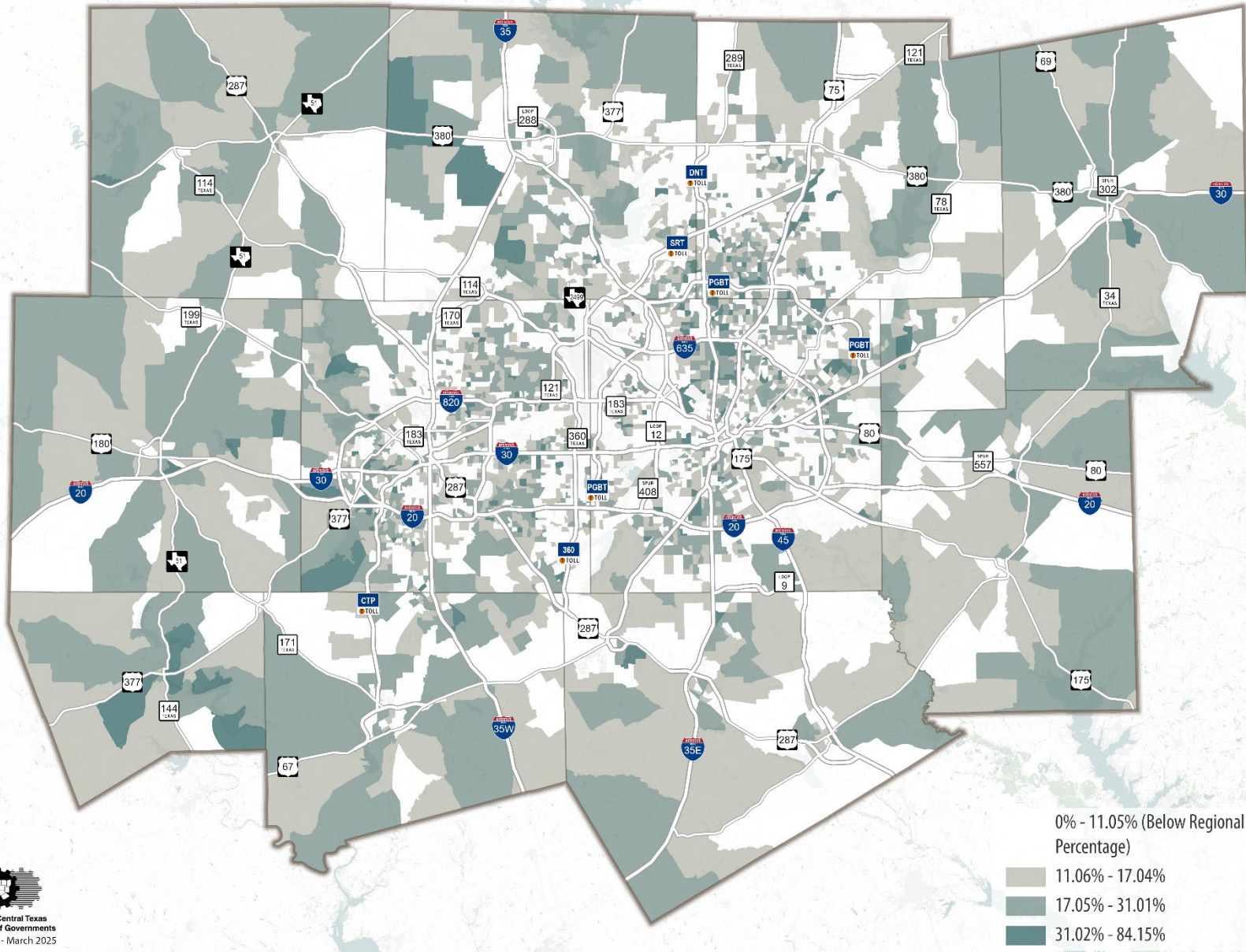
IDENTIFYING POPULATIONS

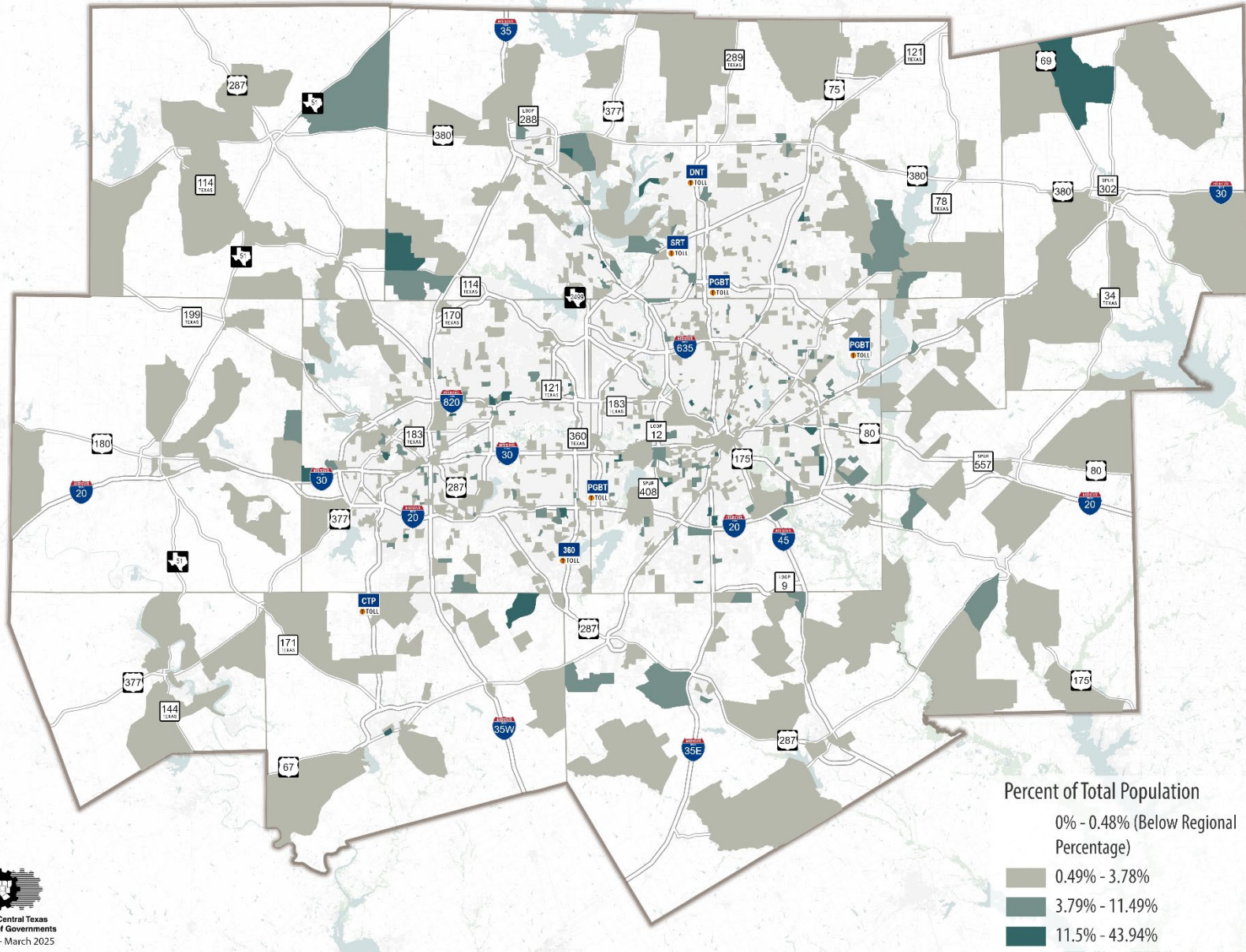
The North Central Texas Council of Governments (NCTCOG) collects and analyzes demographic data to better understand regional characteristics. While low-income and minority populations were analyzed in the Mobility 2050 nondiscrimination analysis, additional demographic groups are mapped to enhance decision making. This appendix includes maps of groups in the region that constitute the federally defined protected Title VI populations. It also includes maps of populations NCTCOG considers during efforts to meet the needs of all North Texans.

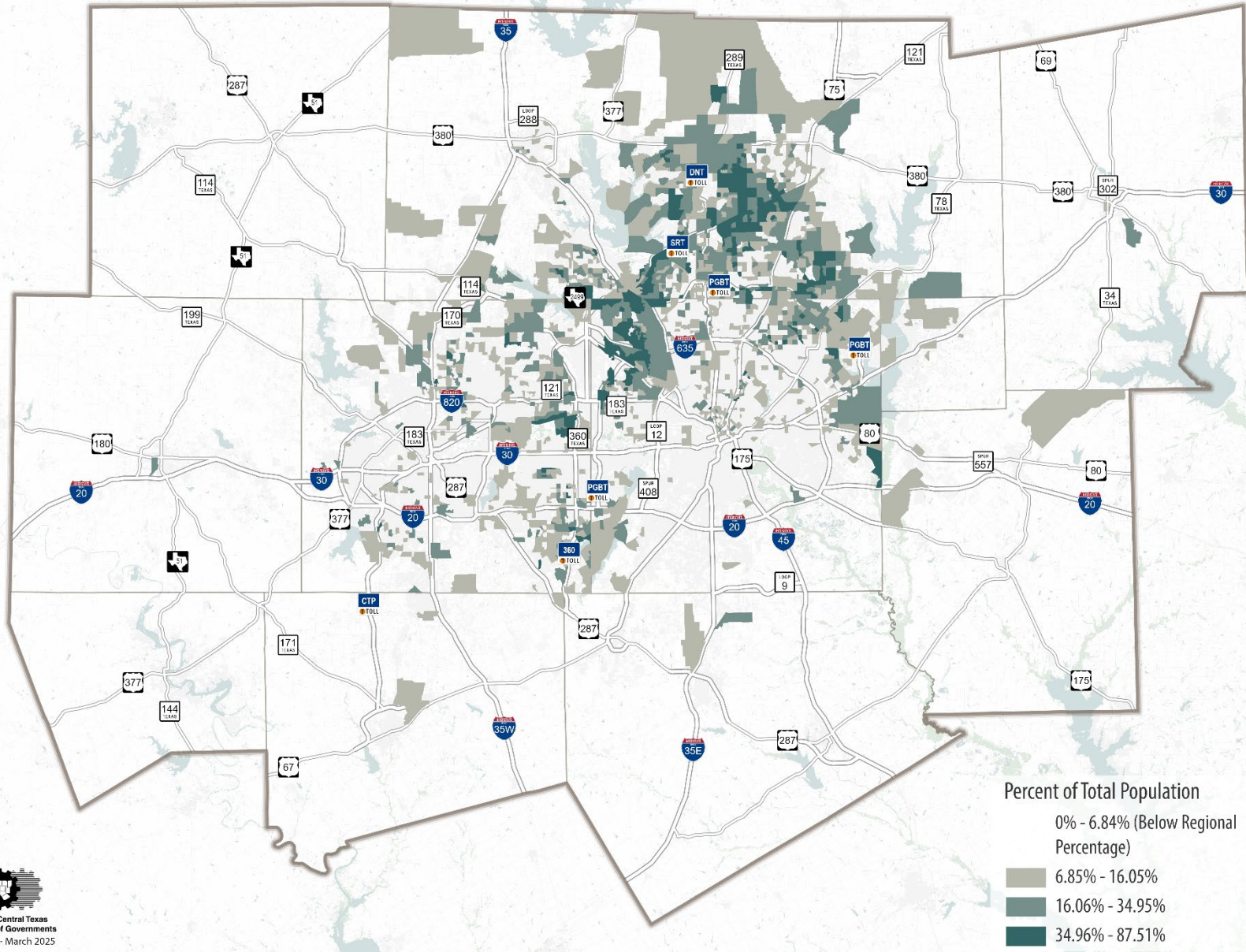
DEMOGRAPHIC GROUPS

The following table describes the demographic groups that are featured in the following maps in this appendix. Some groups are federally designated as protected populations per the Title VI Statute of the Civil Rights Act of 1964; other groups may face disadvantages while using the transportation system. Group descriptions have been adapted from definitions developed by the US Census Bureau and the Federal Highway Administration.

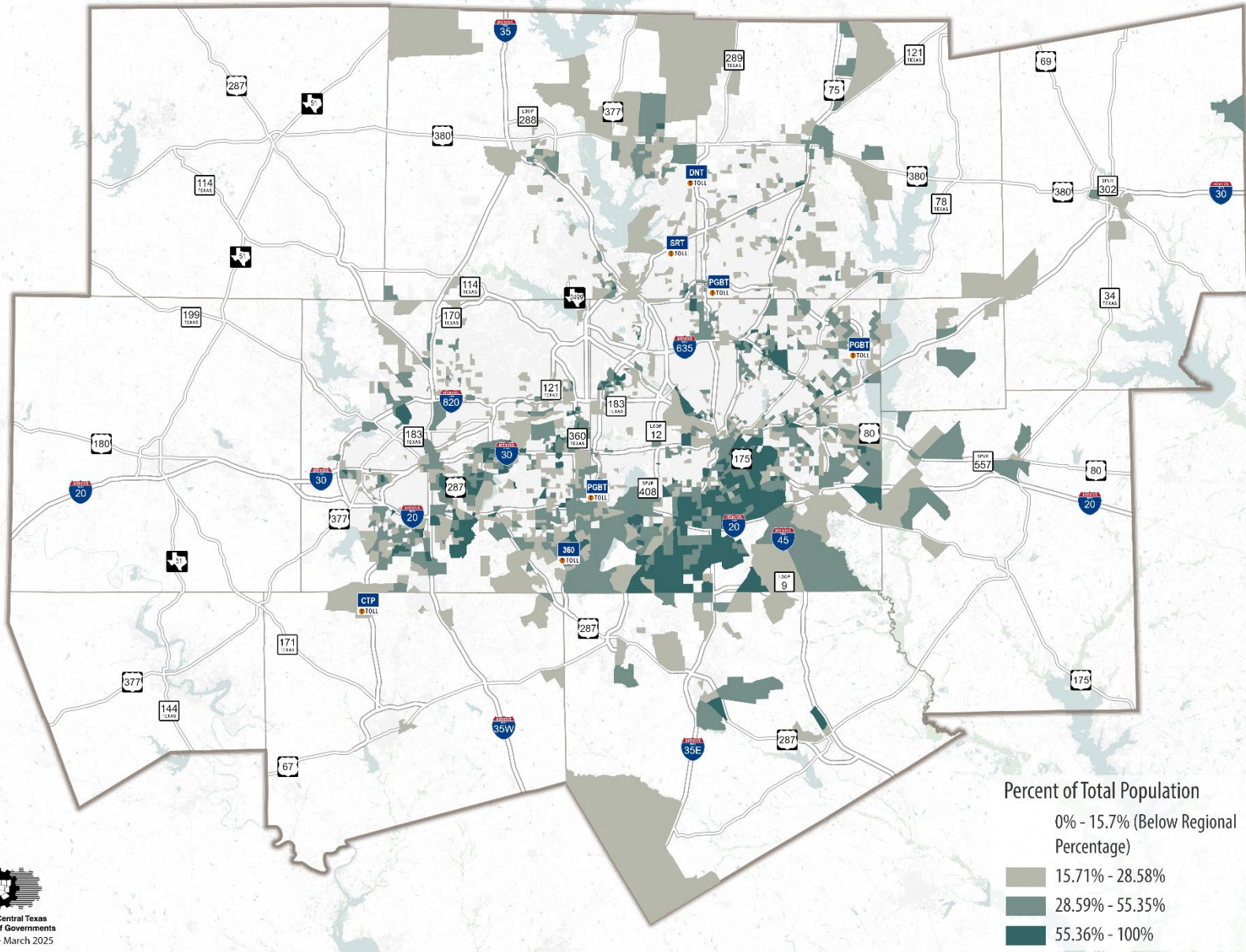
Demographic Group	Description
<i>65 and Over</i>	Includes any person aged 65 and older
<i>American Indian or Alaska Native</i>	Includes any person having origins in any of the original peoples of North and South America (including Central America) and who maintains Tribal affiliation or community attachment
<i>Asian</i>	Includes any person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
<i>Black or African American</i>	Includes any person having origins in any of the Black racial groups of Africa
<i>Female Head of Household</i>	Includes any household with children under 18 years old and with no husband present
<i>Hispanic or Latino</i>	Includes any person who identifies as belonging to one or more of the following specific categories, regardless of race: Mexican; Puerto Rican; Cuban; Dominican; Salvadoran; Guatemalan; Argentinean; Colombian; Spaniard; or other Hispanic, Latino, or Spanish cultures or origins
<i>Limited English Proficiency</i>	Includes any person aged 5 years or older who does not speak English as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
<i>Limited English Proficiency: Asian or Pacific Island Languages</i>	Includes any person aged 5 years or older who speaks an Asian or Pacific Island language as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
<i>Limited English Proficiency: Other Indo-European Languages</i>	Includes any person aged 5 years or older who speaks an Indo-European language other than Spanish as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
<i>Limited English Proficiency: Other Languages</i>	Includes any person aged 5 years or older who speaks a language other than English, Spanish, Indo-European, Asian, or Pacific Island languages as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
<i>Limited English Proficiency: Spanish</i>	Includes any person aged 5 years or older who speaks Spanish as his/her primary language and who reported being able to read, speak, write, or understand English less than "very well"
<i>Low-Income</i>	Includes any person whose household income in the past 12 months was below the poverty threshold according to the US Census
<i>Native Hawaiian or Other Pacific Islander</i>	Includes any person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
<i>Persons with Disabilities</i>	Includes any civilian, non-institutionalized person with at least one disability that may limit the individual's ability to care for himself or herself
<i>Some Other Race</i>	Includes any person who identifies as belonging to a race other than "White," "Black or African American," "American Indian or Alaska Native," "Asian," or "Native Hawaiian or Other Pacific Islander"
<i>Two or More Races</i>	Includes any person who identifies as belonging to two or more of the following racial categories: "White," "Black or African American," "American Indian or Alaska Native," "Asian," "Native Hawaiian or Other Pacific Islander," or "Some Other Race"
<i>Total Minority</i>	Includes any person who identifies as belonging to a race other than white, or who identifies his/her ethnicity as Hispanic or Latino
<i>Zero Car Households</i>	Includes any housing unit that has no vehicle available.

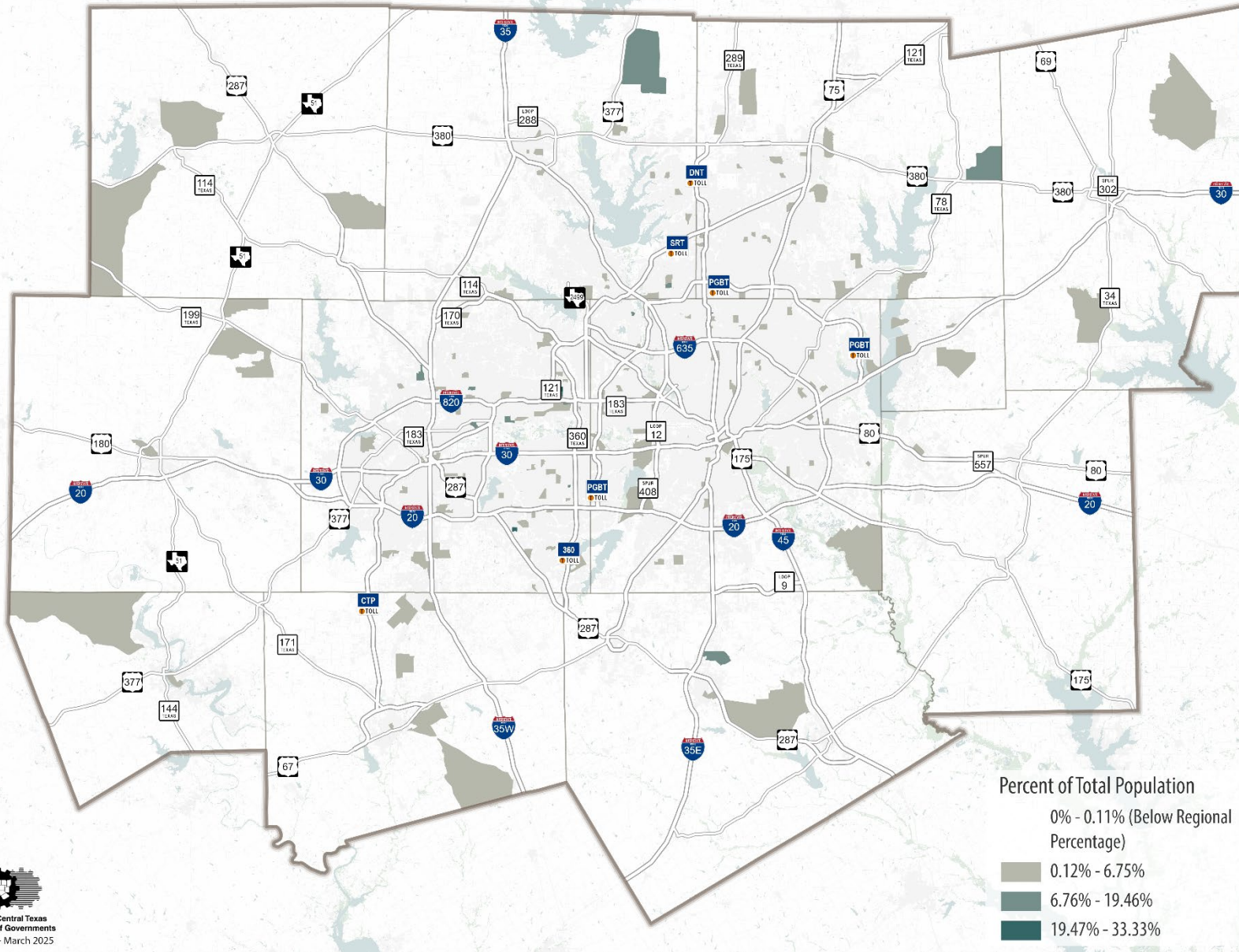


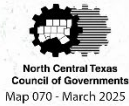
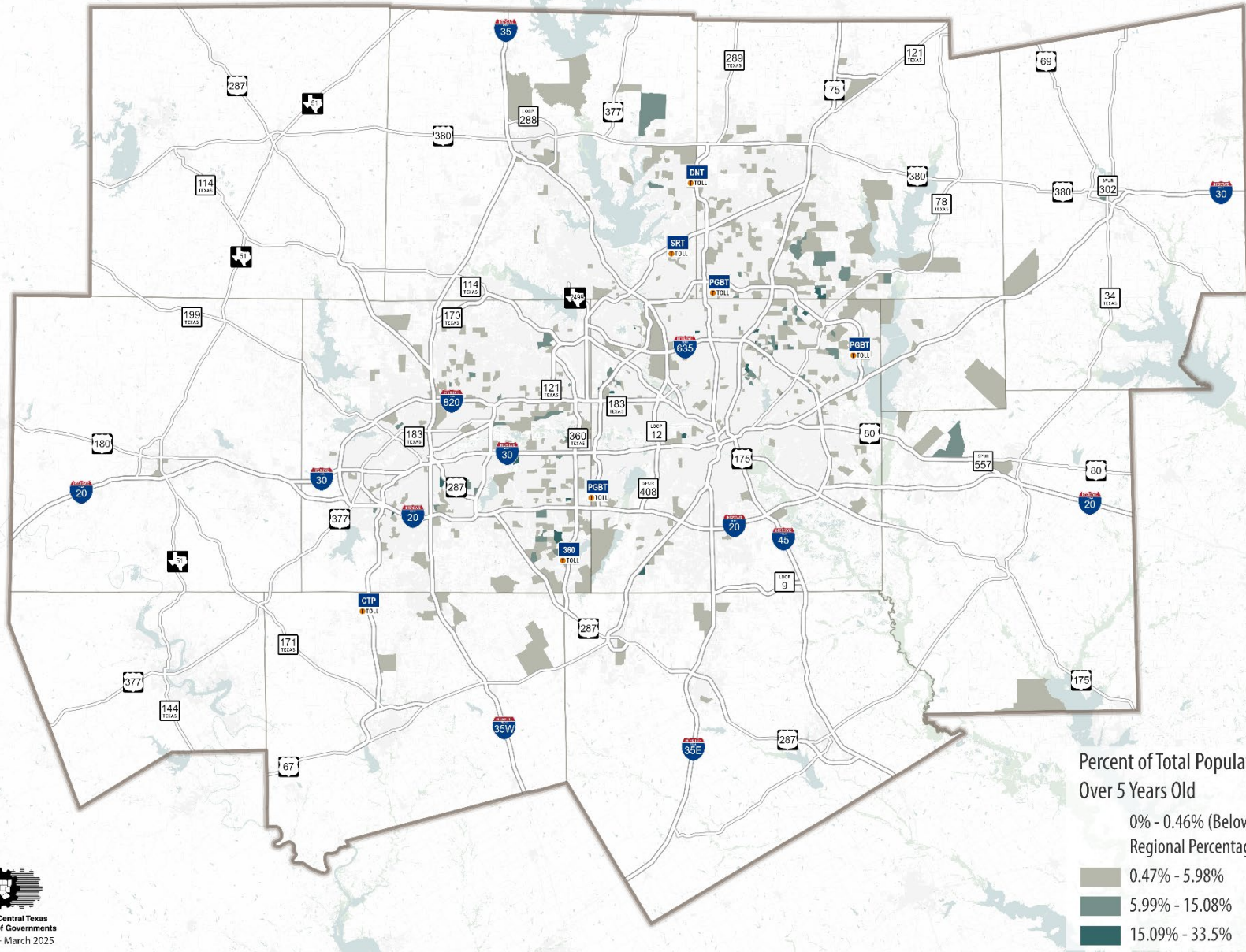


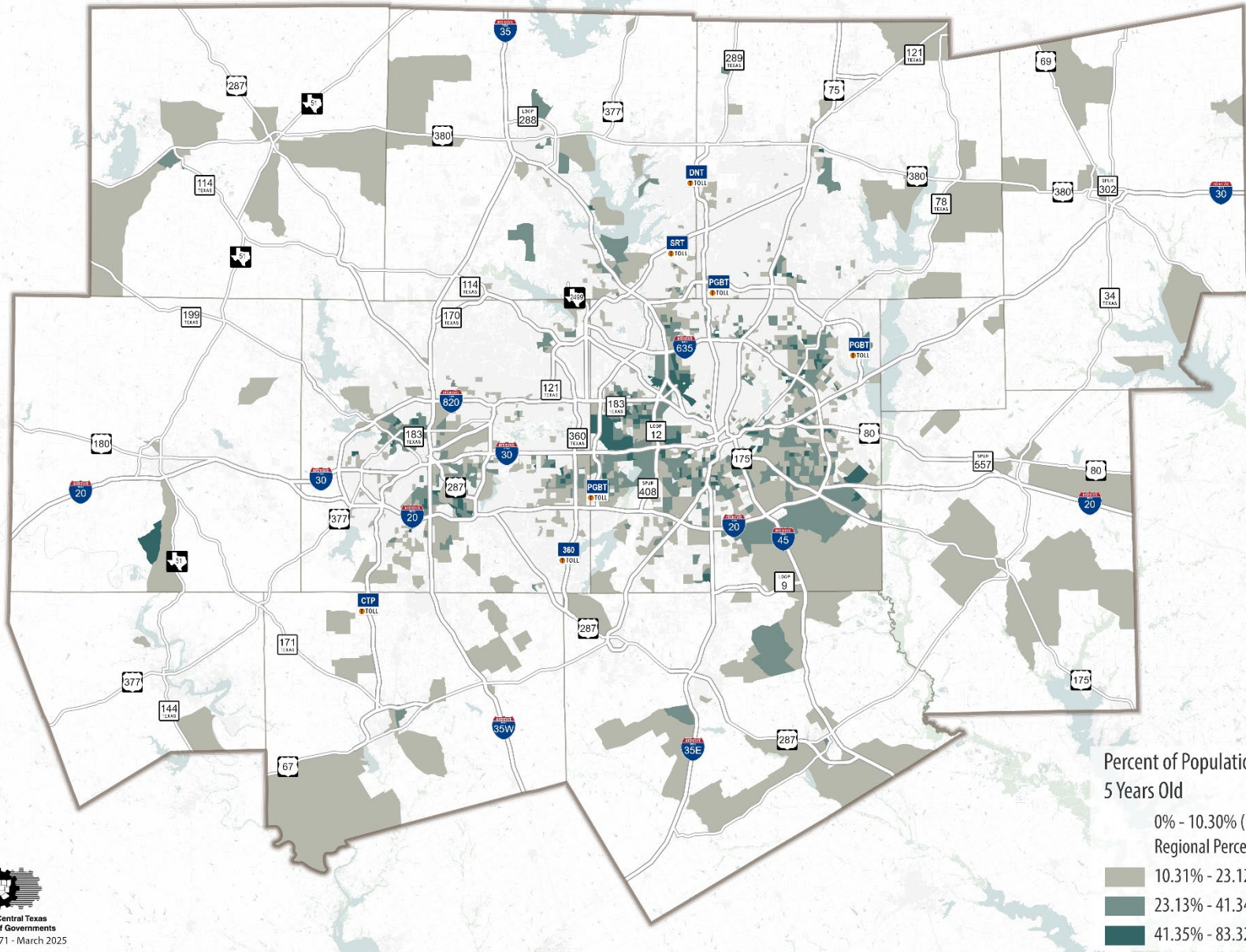


Black or African American Population

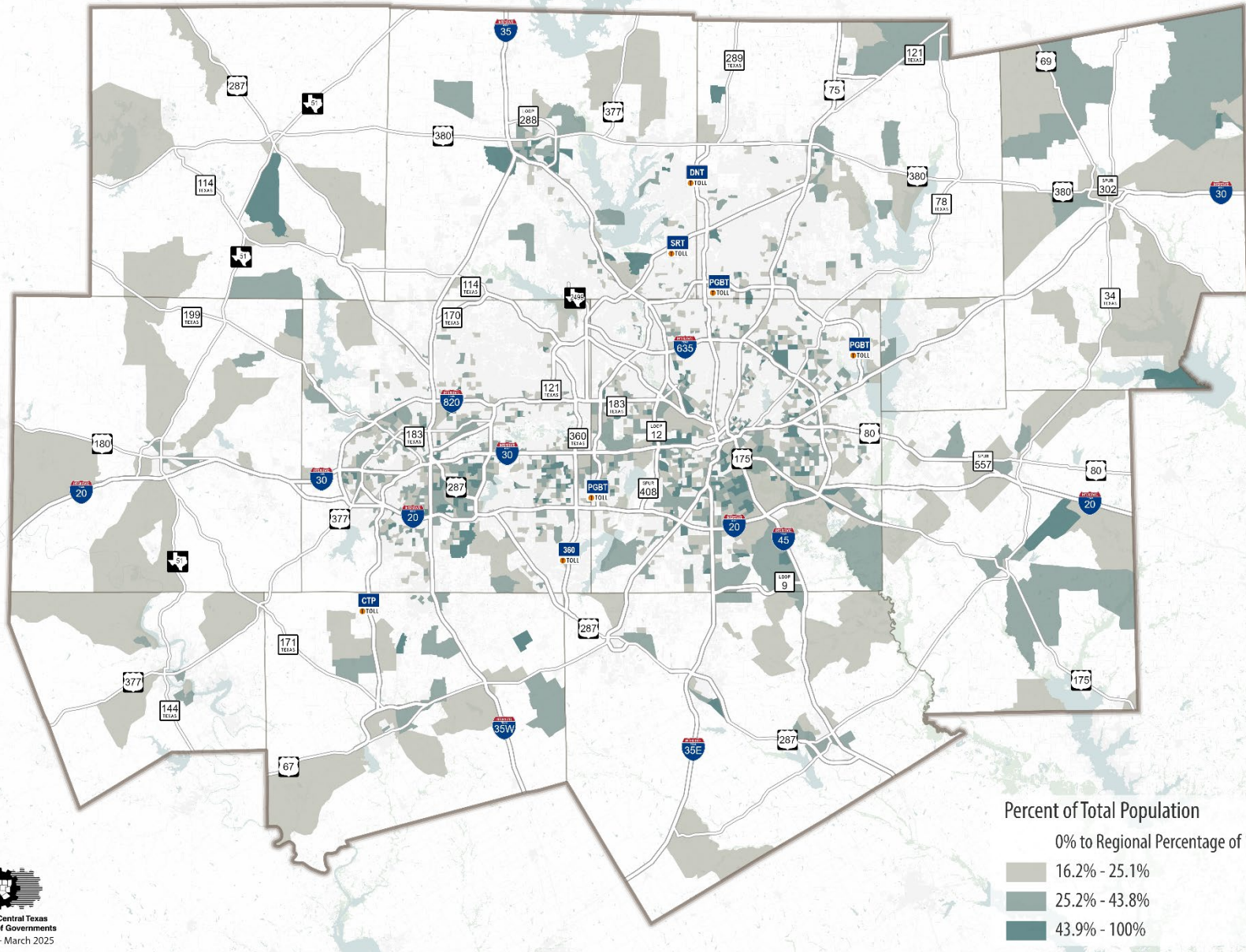


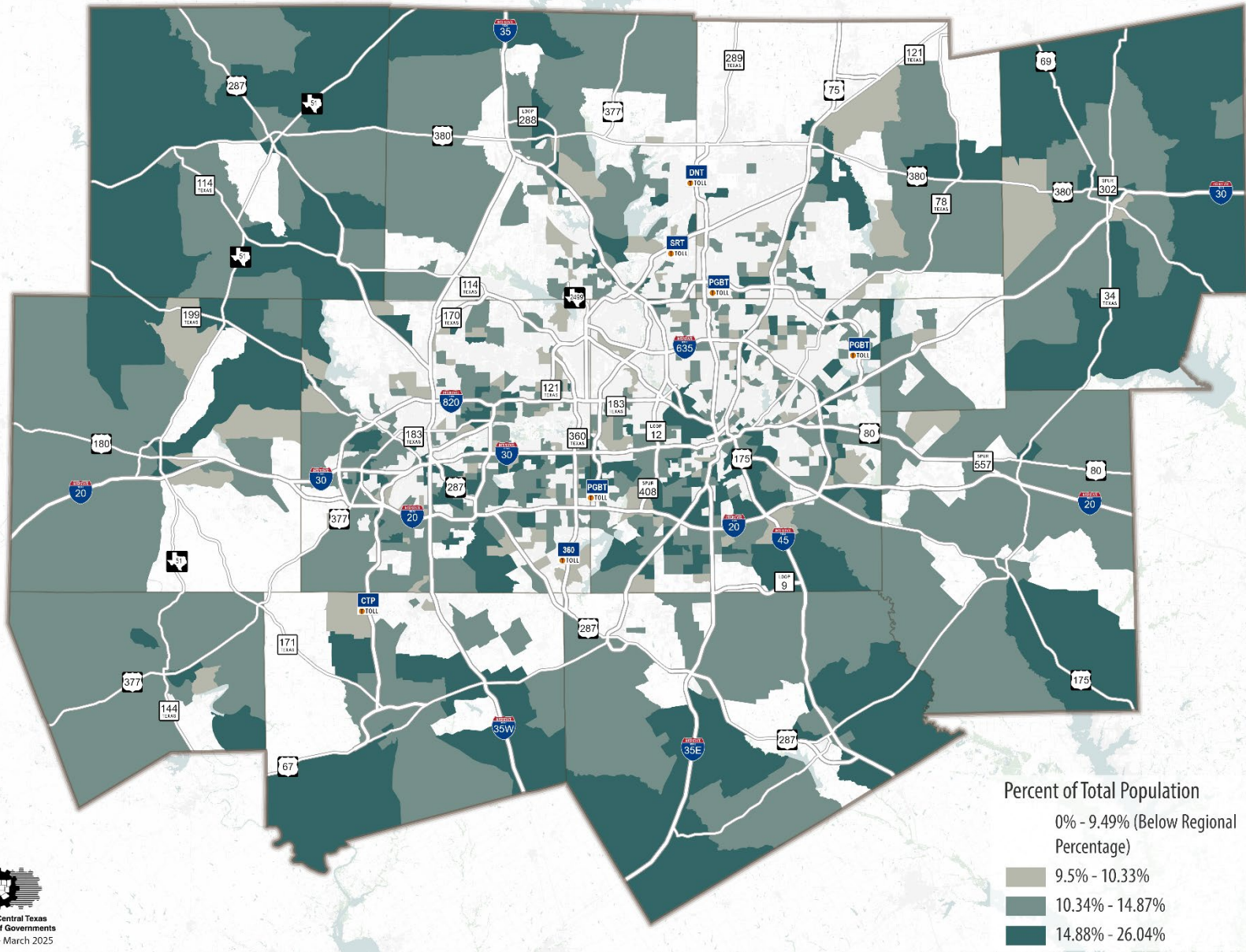




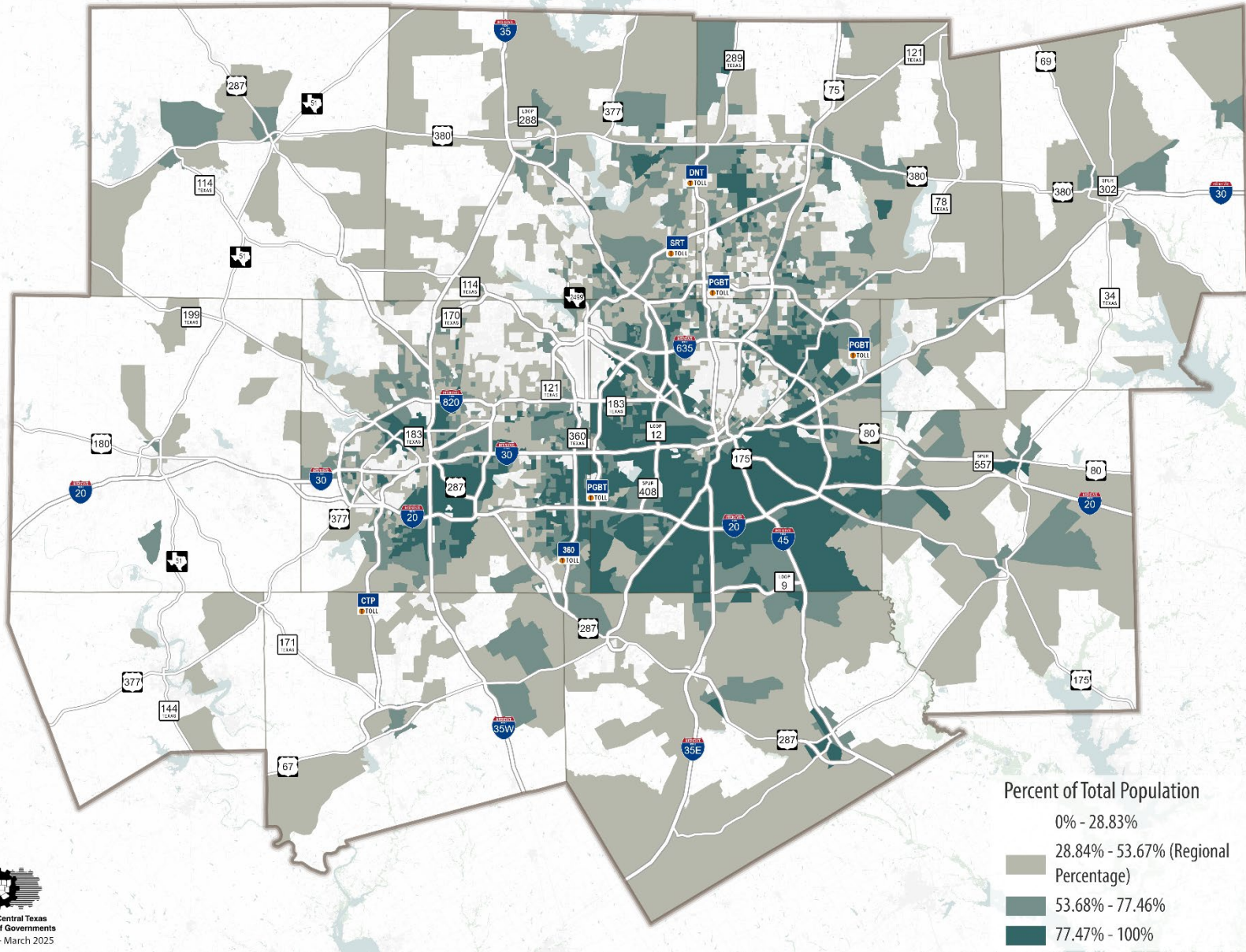


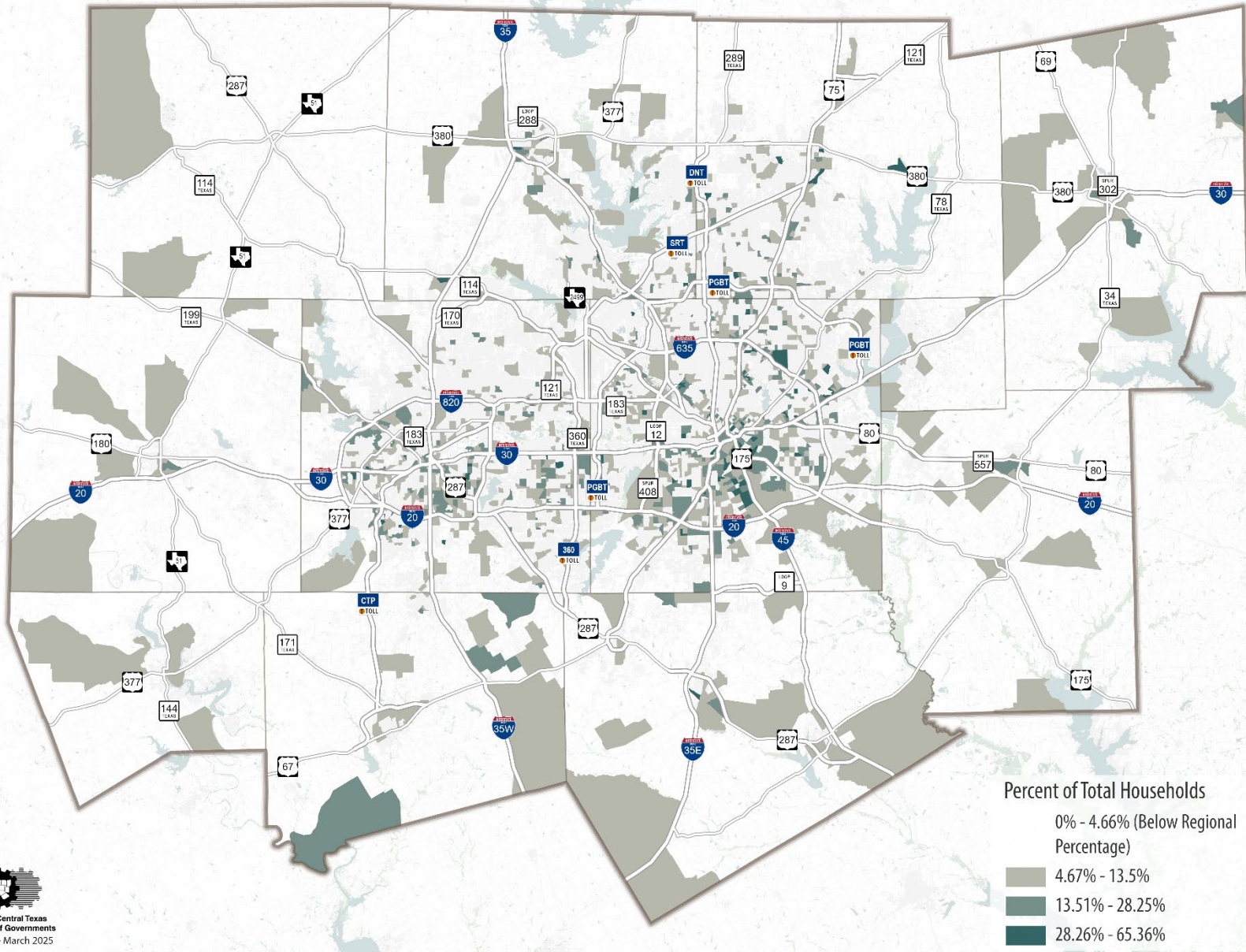

 North Central Texas
 Council of Governments
 Map 071 - March 2025





Total Minority Population





CHANGES IN DEMOGRAPHIC VARIABLES OVER TIME

	2000 Decennial Census		2010 Decennial Census			2015-2019 ACS Estimates			2020 Decennial Census			2019-2023 ACS Estimates		
	Totals	Total Percentage†	Totals	Total Percentage†	Percent Change (2000-2010)	Totals	Total Percentage†	Percent Change (2000-2019)	Totals	Total Percentage†	Percent Change (2000-2020)	Totals	Total Percentage†	Percent Change (2000-2023)
Black or African American, Non-Hispanic or Latino	707,477	13.6%	941,545	14.7%	33.1%	1,138,384	15.4%	60.9%	1,221,457	15.9%	72.6%	1,268,176	16.1%	79.3%
Total Black or African American*	740,570	14.2%	1,015,603	15.8%	37.1%	1,158,670	15.7%	56.5%	1,340,566	17.4%	81.0%	1,417,705	18.0%	91.4%
American Indian or Alaska Native, Non-Hispanic or Latino	21,394	0.4%	24,987	0.39%	16.8%	21,942	0.3%	2.6%	74,512	1.0%	248.3%	47,171	0.6%	120.5%
Total American Indian or Alaska Native*	56,865	1.1%	84,851	1.3%	49.2%	35,366	0.5%	-37.8%	225,815	2.9%	297.1%	150,799	1.9%	165.2%
Asian, Non-Hispanic or Latino	193,629	3.7%	338,081	5.3%	74.6%	501,475	6.8%	158.9%	607,081	7.9%	213.5%	612,435	7.8%	216.3%
Total Asian*	219,142	4.2%	385,636	6.0%	75.9%	505,009	6.8%	130.5%	686,248	8.9%	213.2%	702,602	8.9%	220.6%
Native Hawaiian or Other Pacific Islander, Non-Hispanic or Latino	3,707	0.07%	5,463	0.09%	47.3%	7,155	0.10%	93.0%	9,439	0.12%	154.6%	8,829	0.1%	138.2%
Total Native Hawaiian or Other Pacific Islander*	8,253	0.16%	13,086	0.20%	58.5%	7,827	0.11%	-5.2%	20,139	0.26%	144.0%	20,527	0.26%	148.7%
Hispanic or Latino	1,120,527	21.6%	1,757,112	27.4%	56.8%	2,124,394	28.8%	89.6%	2,243,192	29.1%	100.2%	2,305,754	29.3%	105.8%
Some Other Race, Non-Hispanic or Latino	5,515	0.11%	9,072	0.14%	64.5%	13,664	0.19%	147.8%	30,434	0.4%	451.8%	30,313	0.30%	449.6%
Total Some Other Race*	n/a	n/a	n/a	n/a	n/a	395,899	5.4%	n/a	931,571	12.1%	n/a	1,527,468	19.4%	n/a
Two or More Races, Non-Hispanic or Latino	69,097	1.3%	99,550	1.5%	44.1%	153,103	2.1%	121.9%	275,636	3.6%	298.9%	252,332	3.2%	265.2%
Total Two or More Races*	n/a	n/a	n/a	n/a	n/a	217,869	2.9%	n/a	1,070,811	13.9%	n/a	1,141,061	14.5%	n/a
Total Minority	2,121,346	40.8%	3,175,810	49.5%	49.7%	3,960,117	53.7%	86.7%	3,914,871	50.9%	84.5%	4,463,101	56.7%	110.4%
Low Income	549,051	10.7%	n/a	n/a	n/a	1,174,656	16.1%	113.9%	1,134,909	14.7%	106.7%	1,103,890	14.0%	101.1%
Persons with Disabilities**	1,437,885	30.4%	n/a	n/a	n/a	695,363	9.5%	n/a	n/a	n/a	n/a	778,242	10.1%	-45.9%
65 and Over	412,718	7.9%	570,341	8.9%	38.1%	815,700	11.1%	97.6%	926,549	12.0%	124.5%	942,375	12.0%	128.3%
Female Head of Household***	139,408	7.4%	180,959	7.8%	29.8%	228,058	8.8%	63.6%	740,082	9.6%	430.9%	228,791	2.9%	64.1%
Zero Car Households	114,775	6.0%	n/a	n/a	n/a	120,046	4.6%	4.6%	120,718	1.6%	5.2%	133,928	1.7%	16.7%
Limited English Proficiency (LEP)	592,713	12.4%	n/a	n/a	n/a	914,371	13.3%	54.3%	883,383	12.6%	49.0%	873,499	11.9%	47.4%
LEP: Spanish	486,521	10.2%	n/a	n/a	n/a	707,165	10.3%	45.3%	670,176	9.6%	37.7%	648,735	8.8%	33.3%
LEP: Asian or Pacific Island Languages	67,036	1.4%	n/a	n/a	n/a	117,827	1.7%	75.7%	122,224	1.8%	82.3%	126,936	1.7%	89.4%
LEP: Other Indo-European Languages	29,705	0.62%	n/a	n/a	n/a	57,736	0.8%	94.3%	57,576	0.8%	93.8%	61,929	0.8%	108.5%
LEP: Other Languages	9,451	0.20%	n/a	n/a	n/a	31,643	0.5%	234.8%	33,407	0.5%	253.5%	35,899	0.5%	279.8%
Total Population	5,197,317		6,417,724		23.4%	7,378,981		41.9%	7,698,985		48.1%	7,871,753		51.5%

* These categories include individuals who identified themselves as the specified race, and individuals who identified themselves as the specified race and identified their ethnicity as Hispanic or Latino.

** The Census definition of Persons with Disabilities changed to be less inclusive after the 2000 Decennial Census.

*** The definition the North Central Texas Council of Governments uses for Female Head of Household changed with the 2011-2015 American Community Survey 5-Year Estimates to include female heads of household regardless of whether the children supported are the woman's own children.

† Total Percentage is the percentage of the region's population attributed to each population variable.

ACS: American Community Survey 5-Year Estimates

REGIONAL NONDISCRIMINATION ANALYSIS

As described in the **Social Considerations** chapter, the analysis included the review of key system performance indicators such as number of jobs accessible by automobile or transit and congestion levels. Results were compared for areas determined to have a percentage of protected class populations above the region's percentage versus those with a percentage of protected class populations below the region's percentage (see the Nondiscrimination Analysis Results section for definitions). The performance indicator results are reported in the **Social Considerations** chapter for the Aggregate Protected Class and for all protected classes in the Nondiscrimination Analysis Results section found later in this appendix. The following section describes how the performance indicators were calculated.

Accessibility Indicators

Job Accessibility

Access to Jobs by Automobile and Transit

Accessibility to jobs by car or transit were computed based on the travel times forecasted for roadway and transit networks associated to specific scenarios (Build and No-Build). Accessible is defined as within 30 minutes for auto and within 60 minutes for transit. Additional travel time accessibility thresholds are included to represent short, average,

and long travel times by auto and transit. Mobility 2050 includes results for the number of jobs accessible by auto within 0 to 15, 16 to 30, and 31 to 45 minutes, and by transit within 0 to 30, 31 to 60, and 61 to 90 minutes.

This calculation is done based on forecasted travel times from the centroid of each zone to the centroids of all zones using the information indicated below.

For Auto: AM shortest path time plus the time spent at trip end points going to and from the vehicle.¹

For Transit: Minimum of the sum of the In-Vehicle Time, Initial Wait Time, Transfer Wait Time, Transfer Walk Time, Access Time, Egress Walk Time, and Dwell Time from the Bus, Premium, and Bus-Premium matrices for Peak Park-and-Ride² and No Park-and-Ride.³

First, the number of jobs was calculated for each destination Transportation Analysis Zone (TAZ); this information is found in the corresponding demographics file.⁴ Next, the destination TAZs located within 0 to 15, 16 to 30, and 31 to 45 minutes for auto, and 0 to 30, 31 to 60, and 61 to 90 minutes for transit, were identified for each origin TAZ. Then, the total number of jobs accessible by auto and by transit were summed and saved as attributes of each origin TAZ. Finally, the regional average number of jobs accessible to protected zones⁵ for auto and transit was computed as weighted averages based on population⁶ using the following formulas (16 to 30 minutes by auto and 31 to 60 minutes by transit shown as examples):

¹ [TerminalAMTIME] of the AM_HOV.mtx file

² Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Drive Time] + [Egress Walk Time] + [Dwelling Time]) from BPKPR.mtx, BRPKPRnew.mtx, and RPKPR.mtx

³ Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Walk Time] + [Egress Walk Time] + [Dwelling Time]) from BPKNOPR.mtx, BRPKNOPRnew.mtx, and RPKNOPR.mtx.

⁴ The demographic data file of the scenario is named demographics.bin. The number of jobs is calculated by adding [Basic], [Retail], and [Service] fields which correspond to basic employment, retail employment, and service employment, respectively.

⁵ Protected zones are those whose population's percentage of a protected group is greater than the region's percentage of that protected group. For example, 14.02 percent of the region's population is low-income. Any zone where more than 14.02 percent of residents are low-income is a protected zone.

⁶ Household population for each TAZ is found in the [Pop] column of the demographics.bin of the scenario.

*Jobs for auto*_{Regionalaverage}

$$= \frac{\sum_{i=1}^n \text{Jobswithin16} - 30 \text{ min by auto}_i \times \text{Population}_i \times \varphi_i}{\sum_{i=1}^n \text{Population}_i \times \varphi_i}$$

$$\text{Jobs for transit}_{\text{Regionalaverage}} = \frac{\sum_{i=1}^n \text{Jobswithin31} - 60 \text{ min by transit}_i \times \text{Population}_i \times \varphi_i}{\sum_{i=1}^n \text{Population}_i \times \varphi_i}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

φ_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

The job accessibility values for the unprotected zones can be calculated using similar formulas to those previously described but inverting the value of the parameter φ so that it is equal to 1 for those zones that have a performance measure lower than the regional percentage.

Access to Jobs by Bicycling and Walking

The calculation for this performance indicator is similar to the auto and transit accessibility indicators. Accessible by bicycling and walking is defined as within two miles; this accessibility was computed based on model length of walkable links in the roadway networks scenarios (Build and No-Build). This calculation is done based on model link lengths from the centroid of each zone to the centroids of all zones using the information indicated below. Only zones that are classified as area types 1 (Central Business District), 2 (Outer Business District), and 3 (Urban Residential) were considered for this indicator.

First, the number of jobs accessible was calculated for each of the destination TAZs. Next, the destination TAZs located within two miles using walkable links of each origin TAZ were identified. Then, the total number of jobs accessible by bicycle/walking was summed and saved as attributes of each origin TAZ. Finally, the following formula was used to

calculate the regional average of the number of jobs accessible to protected zones by bicycle/walking:

$$\frac{\sum_{i=1}^n \text{Jobswithin2miles walking}_i \times \text{Population}_i \times \varphi_i}{\sum_{i=1}^n \text{Population}_i \times \varphi_i}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

φ_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

The job accessibility values for the unprotected zones can be calculated using similar formulas to those previously described but inverting the value of the parameter φ so that it is equal to 1 for those zones that have a performance measure lower than the regional percentage.

Mobility Indicators

Congestion Level

The Congestion Level is calculated for each protected group based on attributes of the links of the roadway networks. In this case, the first step consists of identifying if a link is located in a protected or unprotected zone. The regional congestion value for protected zones is then calculated using the following formula:

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

Where:

i = Index used to represent a roadway link whose Functional Class = {1, 2, 3, 6, 7, 8, 10}.

$AMHRVOC_{AB/BA_i}$ = Peak Hour Volume Capacity Ratio in the AB or BA direction of link i during the AM Peak period, respectively.

$PMHRVOC_{AB/BA_i}$ = Peak Hour Volume Capacity Ratio in the AB or BA direction of link i during the PM Peak period, respectively.

$Model_Length_i$ = Length of link i in miles.

β_i = Number of directions (AB, BA) on link i .

\emptyset_i = Parameter equal to 1 if link i is located in protected zones; otherwise, it is equal to 0.

For unprotected zones, a similar formula to the one previously shown is used and the value of the \emptyset parameter is inverted accordingly.

Average Travel Length (Time and Distance)

Average Trip Time by Car (Minutes)

The Average Trip Time is the ratio of the product of trips and time to trips from protected zones to all zones. The value is calculated using Home-Based Work trips and the shortest path travel time in the AM Peak period; terminal time is not incorporated.

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

$$\frac{\sum_{i=1}^n ([HBW]_i * [AMTIME_]_i \times \varphi_i)}{\sum_{i=1}^n ([HBW]_i \times \varphi_i)}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

$[HBW]_i$ = Home-Based Work trips from zone i taken from core [HBW] in matrix PA_DIST.MTX.

$[AMTIME_]_i$ = Shortest path travel time from zone i in AM Peak period; core in AM_HOV.MTX.

\emptyset_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

Average Trip Length by Car (Miles)

The Average Trip Length is the ratio of the product of trips and length to trips from protected zones to all zones. The value is calculated using Home-Based Work trips and the shortest path travel length in the AM Peak period.

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

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

Where:

i = Index used to represent a Transportation Analysis Zone.

$[HBW]_i$ = Home-Based Work trips from zone i taken from core [HBW] in matrix PA_DIST.MTX.

$[MODEL_LENGTH(Skim)]_i$ = Shortest path travel length in AM peak period from zone i ; core in matrix AM_HOV.MTX.

\emptyset_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

Accessibility to Special Generators

Population Accessible to Special Generators by Car

Special Generators are locations which have different trip rates than other residences and workplaces. In the Transportation Analytical Forecasting Tool model, universities, colleges, and hospitals are defined as Special Generators. The Population Accessible to University Special Generators is the number of people within 30 minutes of auto travel time in the Off-Peak period from protected zones to zones with universities and/or colleges. The Population Accessible to Hospital Special Generators is the number of people within 15 minutes of auto travel time in the Off-Peak period from protected zones to zones with hospitals. Hospital Special Generators have a lower time threshold due to the critical need of accessing hospitals for emergency care. Auto Travel Time is calculated using [Terminal OPTIME] from the OP_HOV Matrix.

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

$$\text{Pop Auto Accessible to Univ } SG_{30 \text{ min}} = \sum_{i=1}^n \alpha_i \times \text{Population}_i \times \varphi_{i_{30 \text{ min}}}$$

⁷ Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Drive Time] + [Egress Walk Time] + [Dwelling Time]) from BOPPR.mtx, BRPNOPRnew.mtx, and ROPPR.mtx

$$\text{Pop Auto Accessible to Hosp } SG_{15 \text{ min}} = \sum_{i=1}^n \beta_i \times \text{Population}_i \times \varphi_{i_{15 \text{ min}}}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

α_i = Parameter for zone i which is 1 if the zone is within 30 minutes auto travel time in Off-Peak period to a University Special Generator and 0 otherwise.

β_i = Parameter for zone i which is 1 if the zone is within 15 minutes auto travel time in Off-Peak period to a Hospital Special Generator and 0 otherwise.

\emptyset_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

Percentage of Zones Accessible to Hospital Special Generators by Transit

The Percentage of Zones Accessible to Hospital Special Generators by Transit is the percentage of zones within 60 minutes of transit travel time in the Off-Peak period from protected zones to zones with Hospital Special Generators. The transit travel time is calculated as the minimum of the sum of the In-Vehicle Time, Initial Wait Time, Transfer Wait Time, Transfer Walk Time, Access Time, Egress Walk Time, and Dwell Time from the Bus, Premium, and Bus-Premium matrices for Off-Peak Park-and-Ride⁷ and No Park-and-Ride.⁸

⁸ Minimum of ([In-Vehicle Time] + [Initial Wait Time] + [Transfer Wait Time] + [Transfer Walk Time] + [Access Walk Time] + [Egress Walk Time] + [Dwelling Time]) from BOPNOPR.mtx, BRPNOPRnew.mtx, and ROPNOPR.mtx

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

$$\frac{\sum_{i=1}^n \beta_i \times \varphi_i}{\sum_{i=1}^n \varphi_i}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

β_i = Parameter for zone i which is 1 if the zone is within 60 minutes transit travel time in Off-Peak period to a Hospital Special Generator and 0 otherwise. This transit travel time to a zone is calculated by finding the minimum travel time in the Off-Peak from BOPPR.mtx, BROPPRnew.mtx, ROPPR.mtx, BOPNOPR.mtx, BROPNOPRnew.mtx, and ROPNOPR.mtx

\emptyset_i = Parameter equal to 1 if i is a protected zone; otherwise, it is equal to 0.

NONDISCRIMINATION ANALYSIS RESULTS

The tables in this section represent the results of the key performance indicators for the aggregate protected and individual protected populations. The underlying demographic data used in the tool is based on the 2019-2023 American Community Survey 5-Year Estimates. A summary of the results for all the performance indicators for the

⁹ The statistics for the racial groups in this chart include individuals who identified themselves as the specified race, and individuals who identified themselves as the specified race and identified their ethnicity as Hispanic or Latino.

Aggregate (low-income and minority) protected class is included in the **Social Considerations** chapter.

Population Group ⁹	Regional Percentage	Total Population
Black or African American Race	16.1%	1,268,176
American Indian or Alaska Native Race	0.6%	47,171
Asian Race	7.8%	612,435
Native Hawaiian or Other Pacific Islander Race	0.1%	8,829
Some Other Race	8.0%	627,920
Two or More Races	14.5%	1,141,061
Hispanic or Latino Ethnicity	29.3%	2,305,754
Low Income	14.0%	1,103,890
Limited English Proficiency (Total)	11.9%	873,499

Definitions

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

Protected: For the Aggregate (low-income and minority) protected group, the total population of a TAZ with a total minority population above the regional percentage, or a low-income population above the regional percentage. For the Aggregate (low-income, minority, or limited English proficiency (LEP)) protected group, the total population of a TAZ with a total minority population above the regional percentage, a low-income population above the regional percentage, or an LEP population above the regional percentage. For individual protected groups, an individual protected population group that is above the regional percentage. For each subsequent chart, the specific population is compared individually. For each racial group, the total

number of individuals identifying as that race, regardless of ethnicity, are included.

Non-Protected: The total population less the protected population being analyzed. Some protected populations are included in the non-protected category. For example, for the minority population analysis, the non-protected population is the total population less the minority population. Low-income populations that are not minority, while generally part of a protected group, are considered non-protected for the minority population analysis.

Current Network: This scenario uses the 2026 network and demographic projection. This year was used to be consistent with the current network definition used for conformity determination. This analysis is performed to provide a base year to determine how the recommendations in Mobility 2050 impact the community.

2050 Build: This scenario uses 2050 demographic projections and assumes that all recommendations in Mobility 2050 are built. This analysis is performed to determine how building the recommendations in Mobility 2050 will impact the community.

2050 No-Build: This scenario uses the 2050 demographic projections and assumes that no recommendations in Mobility 2050 are built. This analysis is performed to determine how not building the recommendations in Mobility 2050 will impact the community.

Number of Jobs Accessible by Auto: The regional average number of jobs within 0-to-15, 16-to-30, and 31-to-45-minute travel contours from zones identified as protected or non-protected.

Number of Jobs Accessible by Transit: The regional average number of jobs within 0-to-30, 31-to-60, and 61-to-90-minute travel contours from zones identified as protected or non-protected.

Congestion: This is the average percent lane miles congested for zones identified as protected and non-protected.

Difference: The difference of the average number of jobs accessible for protected and non-protected populations or the difference between the percent lane miles congested.

Percent Change: This is the percent change in the number of jobs available within the given travel contours between the Current and Build scenarios and the Current and No-Build scenarios or is the percent change in congestion.

How to Read the Chart:

This represents the total number of people that live in a zone that is considered protected. For example, if a zone has a percentage of low-income individuals that is greater than the regional percentage of 14.0%, the entire population of the zone, both low-income and non-low-income individuals, is considered protected.

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	4,949,054	6,300,265	6,300,265		
	Non-Protected	3,646,324	5,996,889	5,996,889		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	109,737	151,144	131,222	37.7%	19.6%
	Non-Protected	76,057	86,901	71,653	14.3%	-5.8%
	Difference	33,680	64,243	59,569		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	607,276	905,416	726,417	49.1%	19.6%
	Non-Protected	405,419	496,269	363,552	E 22.4%	-10.3%
	Difference	201,857	409,147	362,865		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,057,097	1,575,203	1,439,923	49.0%	17.7%
	Non-Protected	663,355	804,443	545,273	21.3%	-17.8%
	Difference	393,742	770,760	698,650		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	16,832	21,314	17,581	26.6%	4.4%
	Non-Protected	16,625	11,988	10,506	-12.0%	-22.9%
	Difference	2,207	9,326	7,075		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	295,500	391,681	296,835	32.5%	0.5%
	Non-Protected	164,882	197,801	120,950	20.0%	-26.6%
	Difference	130,618	193,880	175,885		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	604,104	983,203	619,096	62.8%	2.5%
	Non-Protected	406,701	715,490	311,195	75.9%	-23.5%
	Difference	197,403	267,713	307,901		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	13,741	17,049	17,077	24.1%	24.3%
	Non-Protected	9,474	9,045	9,044	-4.5%	-4.5%
	Difference	4,267	8,004	8,033		
Percent of Lane Miles Congested	Protected	60%	62%	72%	3.3%	20.0%
	Non-Protected	55%	59%	78%	7.3%	41.8%
	Difference	5%	3%	-6%		

This represents the percent of lane miles congested. The higher the number, the worse the congestion.

Performance Results for Aggregate (Low-Income and Minority) Protected Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	4,949,054	6,300,265	6,300,265		
	Non-Protected	3,646,324	5,996,889	5,996,889		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	109,737	151,144	131,222	37.7%	19.6%
	Non-Protected	76,057	86,901	71,653	14.3%	-5.8%
	Difference	33,680	64,243	59,569		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	607,276	905,416	726,417	49.1%	19.6%
	Non-Protected	405,419	496,269	363,552	22.4%	-10.3%
	Difference	201,857	409,147	362,865		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,057,097	1,575,203	1,243,923	49.0%	17.7%
	Non-Protected	663,355	804,443	545,273	21.3%	-17.8%
	Difference	393,742	770,760	698,650		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	16,832	21,314	17,581	26.6%	4.4%
	Non-Protected	13,625	11,988	10,506	-12.0%	-22.9%
	Difference	2,207	9,326	7,075		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	295,500	391,681	296,835	32.5%	0.5%
	Non-Protected	164,882	197,801	120,950	20.0%	-26.6%
	Difference	130,618	193,880	175,885		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	604,104	983,203	619,096	62.8%	2.5%
	Non-Protected	406,701	715,490	311,195	75.9%	-23.5%
	Difference	197,403	267,713	307,901		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	13,741	17,049	17,077	24.1%	24.3%
	Non-Protected	9,474	9,045	9,044	-4.5%	-4.5%
	Difference	4,267	8,004	8,033		
Percent of Lane Miles Congested	Protected	60%	62%	72%	3.3%	20.0%
	Non-Protected	55%	59%	78%	7.3%	41.8%
	Difference	5%	3%	-6%		

Performance Results for Aggregate (Low-Income, Minority, and LEP) Protected Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	7,453,427	10,436,742	10,436,742		
	Non-Protected	1,141,951	1,860,412	1,860,412		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	99,165	127,304	108,462	28.4%	9.4%
	Non-Protected	71,193	77,804	66,891	9.3%	-6.0%
	Difference	27,972	49,500	41,570		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	543,192	751,790	587,617	38.4%	8.2%
	Non-Protected	381,008	448,389	335,410	17.7%	-12.0%
	Difference	162,184	303,401	252,206		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	930,783	1,280,499	974,192	37.6%	4.7%
	Non-Protected	624,295	743,984	505,045	19.2%	-19.1%
	Difference	306,488	536,515	469,147		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	15,070	16,996	14,153	12.8%	-6.1%
	Non-Protected	18,091	15,476	14,007	-14.5%	-22.6%
	Difference	-3,021	1,519	146		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	253,944	322,231	229,198	26.9%	-9.7%
	Non-Protected	149,664	156,332	109,324	4.5%	-27.0%
	Difference	104,280	165,900	119,874		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	551,026	915,014	508,619	66.1%	-7.7%
	Non-Protected	320,219	502,786	246,371	57.0%	-23.1%
	Difference	230,807	412,228	262,247		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,194	13,865	13,882	13.7%	13.8%
	Non-Protected	10,214	9,111	9,109	-10.8%	-10.8%
	Difference	1,981	4,754	4,773		
Percent of Lane Miles Congested	Protected	61%	62%	77%	2.0%	26.3%
	Non-Protected	46%	51%	65%	12.3%	41.4%
	Difference	15%	11%	12%		

Performance Results for Low-Income Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	3,096,728	3,926,929	3,926,929		
	Non-Protected	5,498,650	8,370,225	8,370,225		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	114,733	154,627	135,652	34.8%	18.2%
	Non-Protected	84,588	103,483	86,466	22.3%	2.2%
	Difference	30,145	51,144	49,186		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	624,171	917,174	738,924	46.9%	18.4%
	Non-Protected	463,904	606,764	460,573	30.8%	-0.7%
	Difference	160,267	310,410	278,351		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,060,540	1,572,712	1,250,214	48.3%	17.9%
	Non-Protected	794,056	1,024,157	740,420	29.0%	-6.8%
	Difference	266,484	548,555	509,793		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	20,598	25,176	21,106	22.2%	2.5%
	Non-Protected	12,585	12,820	10,858	1.9%	-13.7%
	Difference	8,013	12,356	10,248		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	314,505	395,970	315,651	25.9%	0.4%
	Non-Protected	198,181	250,763	161,994	26.5%	-18.3%
	Difference	116,325	145,207	153,657		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	601,375	932,207	617,122	55.0%	2.6%
	Non-Protected	474,737	815,324	399,425	71.7%	-15.9%
	Difference	126,638	116,883	217,697		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	15,329	18,483	18,482	20.6%	20.6%
	Non-Protected	10,018	10,641	10,663	6.2%	6.4%
	Difference	5,312	7,842	7,819		
Percent of Lane Miles Congested	Protected	55%	56%	66%	2.1%	20.8%
	Non-Protected	60%	63%	80%	4.4%	33.4%
	Difference	-5%	-7%	-14%		

Performance Results for Minority Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	4,058,191	4,948,855	4,948,855		
	Non-Protected	4,537,187	7,348,299	7,348,299		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	116,108	166,504	144,537	43.4%	24.5%
	Non-Protected	76,971	88,372	73,641	14.8%	-4.3%
	Difference	39,137	78,132	70,896		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	659,655	1,016,288	822,425	54.1%	24.7%
	Non-Protected	398,205	496,845	365,628	24.8%	-8.2%
	Difference	261,450	519,443	456,797		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,155,344	1,777,141	1,428,494	53.8%	23.6%
	Non-Protected	652,790	810,193	549,457	24.1%	-15.8%
	Difference	502,554	966,947	879,037		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	17,392	23,028	18,720	32.4%	7.6%
	Non-Protected	13,754	12,549	11,040	-8.8%	-19.7%
	Difference	3,638	10,479	7,679		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	327,732	446,585	343,419	36.3%	4.8%
	Non-Protected	161,700	196,481	121,924	21.5%	-24.6%
	Difference	166,032	250,104	221,494		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	661,595	1,088,688	707,254	64.6%	6.9%
	Non-Protected	394,038	693,683	308,449	76.0%	-21.7%
	Difference	267,557	395,005	398,805		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	13,398	17,280	17,281	29.0%	29.0%
	Non-Protected	10,620	10,361	10,384	-2.4%	-2.2%
	Difference	2,778	6,920	6,896		
Percent of Lane Miles Congested	Protected	69%	70%	79%	0.5%	13.8%
	Non-Protected	52%	55%	72%	7.1%	39.5%
	Difference	18%	14%	7%		

Performance Results for Limited English Proficiency Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,916,672	3,453,670	3,453,670		
	Non-Protected	5,678,706	8,843,484	8,843,484		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	122,834	173,801	152,012	41.5%	23.8%
	Non-Protected	81,383	98,732	82,709	21.3%	1.6%
	Difference	41,451	75,068	69,304		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	712,534	1,089,601	889,808	52.9%	24.9%
	Non-Protected	423,601	556,037	416,544	31.3%	-1.7%
	Difference	288,933	533,564	473,265		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,246,279	1,887,995	1,539,232	51.5%	23.5%
	Non-Protected	707,107	930,385	654,831	31.6%	-7.4%
	Difference	539,171	957,610	884,401		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	18,626	24,674	19,410	32.5%	4.2%
	Non-Protected	13,851	13,678	12,069	-1.3%	-12.9%
	Difference	4,775	10,996	7,342		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	364,819	488,457	383,472	33.9%	5.1%
	Non-Protected	176,027	222,414	143,731	26.4%	-18.3%
	Difference	188,792	266,043	239,741		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	713,997	1,139,061	762,183	59.5%	6.7%
	Non-Protected	420,907	740,795	354,424	76.0%	-15.8%
	Difference	293,089	398,266	407,759		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	14,007	17,575	17,633	25.5%	25.9%
	Non-Protected	10,865	11,415	11,413	5.1%	5.0%
	Difference	3,142	6,160	6,220		
Percent of Lane Miles Congested	Protected	64%	65%	73%	1.7%	14.2%
	Non-Protected	56%	58%	75%	5.1%	35.2%
	Difference	9%	7%	-2%		

Performance Results for Black or African American Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,915,684	3,757,007	3,757,007		
	Non-Protected	5,679,694	8,540,147	8,540,147		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	107,717	148,722	129,889	38.1%	20.6%
	Non-Protected	89,151	107,099	89,980	20.1%	0.9%
	Difference	18,566	41,624	39,909		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	570,734	864,352	679,742	51.4%	19.1%
	Non-Protected	496,445	636,178	492,147	28.1%	-0.9%
	Difference	74,289	228,174	187,596		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,008,578	1,542,411	1,187,001	52.9%	17.7%
	Non-Protected	829,225	1,048,402	778,372	26.4%	-6.1%
	Difference	179,352	494,009	408,628		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	17,409	21,313	18,782	22.4%	7.9%
	Non-Protected	14,477	14,766	12,085	2.0%	-16.5%
	Difference	2,932	6,547	6,697		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	282,060	375,843	284,368	33.2%	0.8%
	Non-Protected	218,544	262,506	178,813	20.1%	-18.2%
	Difference	63,516	113,337	105,555		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	586,844	957,773	609,131	63.2%	3.8%
	Non-Protected	486,233	806,402	407,272	65.8%	-16.2%
	Difference	100,611	151,371	201,859		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	14,370	18,271	18,291	27.1%	27.3%
	Non-Protected	10,679	10,891	10,902	2.0%	2.1%
	Difference	3,691	7,381	7,389		
Percent of Lane Miles Congested	Protected	66%	65%	77%	-2.0%	17.0%
	Non-Protected	55%	59%	74%	6.4%	33.8%
	Difference	11%	6%	3%		

Performance Results for American Indian or Alaska Native Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,072,445	3,029,488	3,029,488		
	Non-Protected	6,522,933	9,267,666	9,267,666		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	98,438	121,302	104,289	23.2%	5.9%
	Non-Protected	94,499	119,329	101,481	26.3%	7.4%
	Difference	3,938	1,972	2,808		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	533,515	719,859	561,124	34.9%	5.2%
	Non-Protected	517,873	701,323	545,648	35.4%	5.4%
	Difference	15,642	18,537	15,475		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	919,972	1,237,273	931,855	34.5%	1.3%
	Non-Protected	880,562	1,186,928	893,854	34.8%	1.5%
	Difference	39,410	50,345	38,002		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	17,458	19,949	17,402	14.3%	-0.3%
	Non-Protected	14,841	15,726	13,061	6.0%	-12.0%
	Difference	2,617	4,223	4,341		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	255,169	312,995	227,088	22.7%	-11.0%
	Non-Protected	235,299	291,947	205,824	24.1%	-12.5%
	Difference	19,870	21,047	21,265		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	542,245	878,471	496,694	62.0%	-8.4%
	Non-Protected	513,409	844,208	459,873	64.4%	-10.4%
	Difference	28,837	34,263	36,822		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	14,382	15,836	15,792	10.1%	9.8%
	Non-Protected	11,153	12,266	12,299	10.0%	10.3%
	Difference	3,229	3,570	3,492		
Percent of Lane Miles Congested	Protected	58%	59%	76%	1.0%	29.6%
	Non-Protected	58%	61%	74%	4.8%	28.4%
	Difference	0%	-2%	1%		

Performance Results for Asian Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,704,277	3,822,962	3,822,962		
	Non-Protected	5,891,101	8,474,192	8,474,192		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	107,062	137,991	116,589	28.9%	8.9%
	Non-Protected	90,118	111,616	95,669	23.9%	6.2%
	Difference	16,944	26,375	20,920		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	570,018	787,365	615,571	38.1%	8.0%
	Non-Protected	499,439	669,133	519,636	34.0%	4.0%
	Difference	70,578	118,232	95,935		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	955,995	1,267,493	978,574	32.6%	2.4%
	Non-Protected	859,799	1,168,581	869,219	35.9%	1.1%
	Difference	96,196	98,912	109,355		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	14,702	16,524	13,375	12.4%	-9.0%
	Non-Protected	15,825	16,875	14,471	6.6%	-8.6%
	Difference	-1,122	-351	-1,096		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	250,379	350,193	223,828	39.9%	-10.6%
	Non-Protected	235,367	273,196	205,303	16.1%	-12.8%
	Difference	15,012	76,997	18,525		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	595,986	1,103,119	531,210	85.1%	-10.9%
	Non-Protected	485,647	739,654	440,854	52.3%	-9.2%
	Difference	110,339	363,464	90,356		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	14,213	16,195	16,195	13.9%	13.9%
	Non-Protected	10,884	11,770	11,790	8.1%	8.3%
	Difference	3,329	4,425	4,405		
Percent of Lane Miles Congested	Protected	79%	78%	97%	-1.9%	22.4%
	Non-Protected	52%	55%	69%	5.3%	31.2%
	Difference	27%	22%	28%		

Performance Results for Native Hawaiian or Other Pacific Islander Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	715,730	954,124	954,124		
	Non-Protected	7,879,648	11,343,030	11,343,030		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	91,772	130,466	109,270	42.2%	19.1%
	Non-Protected	95,783	118,919	101,576	24.2%	6.0%
	Difference	-4,011	11,547	7,694		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	488,543	730,307	564,312	49.5%	15.5%
	Non-Protected	524,652	703,835	548,212	34.2%	4.5%
	Difference	-36,109	26,472	16,101		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	815,923	1,209,060	904,238	48.2%	10.8%
	Non-Protected	896,799	1,198,512	903,130	33.6%	0.7%
	Difference	-80,876	10,548	1,108		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	10,543	14,418	11,600	36.7%	10.0%
	Non-Protected	15,919	16,964	14,344	6.6%	-9.9%
	Difference	-5,376	-2,546	-2,743		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	193,036	285,728	188,333	48.0%	-2.4%
	Non-Protected	244,364	298,092	212,974	22.0%	-12.8%
	Difference	-51,328	-12,363	-24,641		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	474,693	899,652	482,337	89.5%	1.6%
	Non-Protected	524,510	848,695	467,817	61.8%	-10.8%
	Difference	-49,817	50,957	14,520		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,856	15,273	15,149	28.8%	27.8%
	Non-Protected	11,938	12,967	12,992	8.6%	8.8%
	Difference	-83	2,306	2,157		
Percent of Lane Miles Congested	Protected	63%	64%	77%	1.3%	22.6%
	Non-Protected	58%	60%	74%	4.0%	29.3%
	Difference	5%	4%	3%		

Performance Results for Hispanic or Latino Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	3,073,959	3,863,521	3,863,521		
	Non-Protected	5,521,419	8,433,633	8,433,633		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	111,085	151,408	131,107	36.3%	18.0%
	Non-Protected	86,744	105,342	88,917	21.4%	2.5%
	Difference	24,342	46,066	42,190		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	642,776	950,263	761,557	47.8%	18.5%
	Non-Protected	454,207	593,939	452,298	30.8%	-0.4%
	Difference	188,569	356,324	309,259		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,143,276	1,695,005	1,346,289	48.3%	17.8%
	Non-Protected	749,093	972,258	700,240	29.8%	-6.5%
	Difference	394,183	722,746	646,049		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	16,630	21,800	17,241	31.1%	3.7%
	Non-Protected	14,827	14,460	12,706	-2.5%	-14.3%
	Difference	1,803	7,340	4,535		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	327,438	410,519	325,806	25.4%	-0.5%
	Non-Protected	191,460	245,189	158,497	28.1%	-17.2%
	Difference	135,978	165,329	167,309		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	638,574	981,179	654,426	53.7%	2.5%
	Non-Protected	454,549	793,768	383,973	74.6%	-15.5%
	Difference	184,025	187,412	270,453		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,798	14,322	14,411	21.4%	22.2%
	Non-Protected	12,006	12,606	12,587	5.0%	4.8%
	Difference	-208	1,716	1,824		
Percent of Lane Miles Congested	Protected	59%	60%	70%	2.0%	19.8%
	Non-Protected	58%	60%	77%	4.7%	33.1%
	Difference	1%	-1%	-7%		

Performance Results for Some Other Race Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	2,770,799	3,592,678	3,592,678		
	Non-Protected	5,824,579	8,704,476	8,704,476		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	111,656	146,753	126,883	31.4%	13.6%
	Non-Protected	87,739	108,697	91,974	23.9%	4.8%
	Difference	23,917	38,056	34,910		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	650,784	929,683	738,066	42.9%	13.4%
	Non-Protected	460,212	613,521	471,616	33.3%	2.5%
	Difference	190,572	316,162	266,451		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,115,118	1,616,914	1,272,668	45.0%	14.1%
	Non-Protected	783,005	1,026,978	750,729	31.2%	-4.1%
	Difference	332,114	589,936	521,939		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	18,066	21,499	17,388	19.0%	-3.8%
	Non-Protected	14,238	14,813	12,786	4.0%	-10.2%
	Difference	3,828	6,686	4,602		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	318,672	392,255	307,829	23.1%	-3.4%
	Non-Protected	202,708	257,872	171,123	27.2%	-15.6%
	Difference	115,964	134,383	136,706		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	628,723	955,098	619,513	51.9%	-1.5%
	Non-Protected	468,813	810,364	406,798	72.9%	-13.2%
	Difference	159,911	144,733	212,715		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	12,672	14,688	14,656	15.9%	15.7%
	Non-Protected	11,579	12,509	12,542	8.0%	8.3%
	Difference	1,093	2,179	2,114		
Percent of Lane Miles Congested	Protected	58%	59%	70%	0.8%	20.6%
	Non-Protected	58%	61%	77%	5.1%	32.2%
	Difference	0%	-2%	-6%		

Performance Results for Two or More Races Population

Performance Measure	Population	2026 Current Network	2050 Build	2050 No-Build	Percent Change (Current vs Build)	Percent Change (Current vs No-Build)
Protected Population vs Non-Protected Population	Protected	3,019,249	3,972,813	3,972,813		
	Non-Protected	5,576,129	8,324,341	8,324,341		
	Totals	8,595,378	12,297,154	12,297,154		
Number of Jobs Accessible within 0-15 Minutes by Auto	Protected	100,780	132,717	113,607	31.7%	12.7%
	Non-Protected	92,562	113,658	96,716	22.8%	4.5%
	Difference	8,218	19,059	16,892		
Number of Jobs Accessible within 16-30 Minutes by Auto	Protected	555,662	803,784	631,802	44.7%	13.7%
	Non-Protected	503,226	659,169	510,163	31.0%	1.4%
	Difference	52,436	144,616	121,639		
Number of Jobs Accessible within 31-45 Minutes by Auto	Protected	1,006,156	1,440,148	1,112,636	43.1%	10.6%
	Non-Protected	827,205	1,084,400	803,270	31.1%	-2.9%
	Difference	178,951	355,747	309,366		
Number of Jobs Accessible within 0-30 Minutes by Transit	Protected	13,814	17,420	13,876	26.1%	0.4%
	Non-Protected	16,369	16,454	14,252	0.5%	-12.9%
	Difference	-2,555	966	-377		
Number of Jobs Accessible within 31-60 Minutes by Transit	Protected	281,760	347,691	266,492	23.4%	-5.4%
	Non-Protected	217,527	273,004	184,608	25.5%	-15.1%
	Difference	64,233	74,687	81,884		
Number of Jobs Accessible within 61-90 Minutes by Transit	Protected	581,105	896,119	572,604	54.2%	-1.5%
	Non-Protected	487,471	831,903	419,472	70.7%	-13.9%
	Difference	93,633	64,216	153,133		
Number of Jobs Accessible within Biking/Walking Distance (2 miles)	Protected	11,269	13,367	13,445	18.6%	19.3%
	Non-Protected	12,290	13,040	13,024	6.1%	6.0%
	Difference	-1,021	327	421		
Percent of Lane Miles Congested	Protected	60%	62%	75%	2.7%	23.5%
	Non-Protected	57%	59%	75%	4.4%	31.4%
	Difference	4%	3%	0%		

B-3. PUBLIC INVOLVEMENT

POLICIES

MTP Reference #	Public Involvement
PI3-001	Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process.
PI3-002	Demonstrate explicit consideration and response to the public input received.
PI3-003	Use strategic outreach and communication efforts to seek out and consider the needs of those traditionally underserved by the transportation planning process.
PI3-004	Enhance visualization of transportation policies, programs, and projects.
PI3-005	Provide education to the public and encourage input and engagement from all residents on the transportation system and the transportation decision-making process.

Elements of the Public Participation Plan that Respond to Federal Requirements

Notices of public input opportunities and meetings are sent to newspapers to ensure regional coverage. Translated notices are also sent to non-English newspapers. Notification is sent to local libraries, city halls, county courthouses, and chambers of commerce. The North Central Texas Council of Governments (NCTCOG) will maintain a comprehensive contact list of individuals and organizations that wish to be notified of all public input opportunities, as well as stakeholders outlined in federal requirements.

Information is disseminated through NCTCOG publications, reports, public meetings, and other outreach events, the NCTCOG website, social media platforms, and local media sources. To the maximum extent possible, NCTCOG staff will employ visualization techniques such as maps, charts, graphs, photos, animations, and computer simulation in its public involvement activities.

Reports, plans, publications, recent presentations, and other information are available on the NCTCOG website. Public comments may also be submitted on the NCTCOG Transportation Department website and via email. Interested parties may subscribe to receive topic-specific email correspondence. Additional web-related communication tools are evaluated continuously for implementation.

Public meetings are held in diverse locations throughout the region or online as applicable, accessible to individuals with disabilities, preferably near transit lines or routes, at both day and evening times. Public meeting materials and summaries are archived online, and hard copies can be mailed upon request.

Public meetings will be held during development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), and Unified Planning Work Program. Online public input opportunities also exist. All public comments will be reviewed and considered by the Regional Transportation Council and standing technical, policy, and strategic committees. Public comments received on the TIP and the

MTP shall be included in documentation of the TIP and the MTP or via reference to the Transportation Conformity documentation. When possible, public meetings will be coordinated with the Texas Department of Transportation.

An additional opportunity for public comment will be provided if the final TIP or MTP significantly differs from the draft made available for public review and public comment and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts.

NCTCOG regularly reviews its Transportation Public Participation Plan. If modified in a more restrictive fashion,¹⁰ a 45-day comment period will be held following the public meetings at which proposed revisions are discussed.

Measures that Fulfill Federal Regulations Outlined in 23 CFR §450.316 Concerning Interested Parties, Participation, and Consultation:

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

¹⁰ A restrictive modification is one that would remove an avenue or channel for public comment; for example, reducing the number of public meetings.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by

the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO(s) shall develop the metropolitan

transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201-204.

(c) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

NCTCOG TRANSPORTATION DEPARTMENT PUBLICATIONS

The following regular publications are available online and in print:

Progress North Texas (annual report)

Mobility Matters (semiannual newsletter)

Local Motion (monthly newsletter)

Connecting North Texas (regional mobility initiatives)

Fact sheets (continuing series)

Charting the Future: A Guide to Transportation Planning and Programming in the Dallas-Fort Worth Metropolitan Area (citizen's guide published in English and Spanish)

Other technical reports and summaries are produced and distributed as needed.

MOBILITY 2050: COMMITTEE, TRANSPORTATION PARTNER, AND PUBLIC COMMENTS

Mobility 2050 Public and Stakeholder Meetings and Outreach

Date	Event	Location	Items
September 22, 2023	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Metropolitan Transportation Plan Schedule
October 10, 2023	Public Meeting	Virtual and NCTCOG Office, Arlington	Metropolitan Transportation Plan
October 12, 2023	Regional Transportation Council	Virtual and NCTCOG Office, Arlington	Metropolitan Transportation Plan Schedule
October 14, 2023	Peterbilt Motors Open House	Peterbilt Motors Company, Denton	Metropolitan Transportation Plan
October 19, 2023	Urban Land Institute Regional Development Influences Program Day	Dallas Country Club, Dallas	Metropolitan Transportation Plan
November 15, 2023	American Public Works Associations Texas Chapter	Grapevine Convention Center, Grapevine	Metropolitan Transportation Plan
January 11, 2024	Hurst-Eules-Bedford Chamber Leadership Class	Trinity Metro Central Station, Fort Worth	Metropolitan Transportation Plan
February 9, 2024	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Mobility 2050 Kickoff
February 9, 2024	Tarrant Transportation Summit	Hurst Conference Center, Hurst	Metropolitan Transportation Plan
March 19, 2024	North Texas Appraisal Institute	Dallas/Addison Marriott Quorum, Dallas	Metropolitan Transportation Plan
March 21, 2024	Regional Transportation Council	Virtual and NCTCOG Office, Arlington	Mobility 2050 Kickoff
March 28, 2024	Texas Society of Professional Engineers Mid Cities Chapter	Hurst Conference Center, Hurst	Metropolitan Transportation Plan
April 2, 2024	Teens in the Driver's Seat	Irving Convention Center, Irving	Metropolitan Transportation Plan
April 9, 2024	Public Meeting	Virtual and NCTCOG Office, Arlington	Metropolitan Transportation Plan Schedule
April 11, 2024	Weatherford College Interdisciplinary Conference	Weatherford College, Weatherford	Metropolitan Transportation Plan
April 15-16, 2024	Southwest Rail Conference	Hurst Conference Center, Hurst	Metropolitan Transportation Plan
April 16, 2024	El Centro College Earth Day Fair	El Centro College, Dallas	Mobility 2050 Public Input
April 17, 2024	DFW Airport Employee Earth Day	DPS Headquarters, Euless	Mobility 2050 Public Input
April 21, 2024	Oak Cliff Earth Day	Oak Cliff, Dallas	Mobility 2050 Public Input

Date	Event	Location	Items
April 25, 2024	UT Dallas Earth Fair	UT Dallas, Richardson	Mobility 2050 Public Input
April 27, 2024	City of Lewisville ColorPalooza	Wayne Ferguson Plaza, Lewisville	Mobility 2050 Public Input
May 9, 2024	Regional Transportation Council	Virtual and NCTCOG Office, Arlington	Mobility 2050 Public Involvement Strategies
July 11, 2024	Texas Society of Professional Engineers Dallas Chapter	NorthPark Mall, Dallas	Metropolitan Transportation Plan
July 17, 2024	Local Government Workshop	NCTCOG Office, Arlington	Mobility Plan and Demographics Workshop
July 26, 2024	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Mobility 2050 Demographics and Public Involvement
August 1, 2024	Air Transportation Advisory Committee	Virtual and NCTCOG Office, Arlington	Metropolitan Transportation Plan and Aviation Program and Policy Priorities
August 8, 2024	Regional Transportation Council	Virtual and NCTCOG Office, Arlington	Mobility 2050 Demographics
August 9, 2024	Denton Chapter of Texas Society of Professional Engineers (TPSE)	Denton County Southwest Courthouse, Denton	Metropolitan Transportation Plan
August 14, 2024	Wier and Associates and City of Lewisville	Wier and Associates, Plano	Metropolitan Transportation Plan and Automated Transportation Systems
August 19, 2024	Society of American Military Engineers (SAME)	Varispace, Coppell	Metropolitan Transportation Plan
August 20, 2024	Associated General Contractors of Texas	Austin Ranch DFW, Grapevine	Metropolitan Transportation Plan
August 21, 2024	HDR Leadership Regional Transportation Issues	HDR, Dallas	Metropolitan Transportation Plan
August 27, 2024	North Texas Unmanned Aircraft Systems Safety and Integration Taskforce	Virtual and NCTCOG Office, Arlington	Metropolitan Transportation Plan and Aviation and Technology Program and Policy Priorities
August 27, 2024	Young Professionals in Transportation Dallas Chapter	DoubleTree DFW South, Arlington	Metropolitan Transportation Plan
September 27, 2024	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Mobility 2050 Revenue Forecast and Project Evaluation Process
October 6, 2024	National Drive Electric Week	Tanger Outlet Mall, Fort Worth	Mobility 2050 Public Input
October 17, 2024	American Planning Association Texas Chapter	Marriott Dallas Allen Hotel & Convention Center, Allen	Metropolitan Transportation Plan and High-Speed Rail
October 17, 2024	Regional Transportation Council Orientation	NCTCOG Office, Arlington	Metropolitan Transportation Plan Education
October 25, 2024	Regional Safety Advisory Committee	Virtual and NCTCOG Office, Arlington	Metropolitan Transportation Plan and Safety Program and Policy Priorities
November 7, 2024	Connect North Texas Transportation and Air Quality Fair	Weatherford College, Weatherford	Mobility 2050 Public Input
November 7, 2024	Land Use Transportation Task Force	NCTCOG Office, Arlington	Metropolitan Transportation Plan and Coordinated Land Use Program and Policy Priorities
November 11, 2024	Public Meeting	Virtual and NCTCOG Office, Arlington	Metropolitan Transportation Plan Progress Update
November 12, 2024	Regional Freight Advisory Committee	Virtual and NCTCOG Office, Arlington	Metropolitan Transportation Plan and Freight Program and Policy Priorities
November 18, 2024	American Society of Civil Engineers Southern Methodist University Chapter	Southern Methodist University, Dallas	Metropolitan Transportation Plan and Internship Opportunities

Date	Event	Location	Items
November 21, 2024	Urban Land Institute Regional Influences Class	Trinity Metro Central Station, Fort Worth	Metropolitan Transportation Plan
December 6, 2024	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Mobility 2050 Public Input Summary and Financial Plan
December 12, 2024	Regional Transportation Council	Virtual and NCTCOG Office, Arlington	Mobility 2050 Demographics and Balancing Financial Constraint
January 13, 2025	Weitzman Group Leadership	Weitzman Corporate Office, Dallas	Metropolitan Transportation Plan
January 24, 2024	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Mobility 2050 Financial Plan and Next Steps
February 11, 2025	Public Meeting	Virtual Hybrid and NCTCOG Office, Arlington	Metropolitan Transportation Plan Progress Update
February 19, 2025	Bicycle and Pedestrian Committee	Virtual Hybrid and NCTCOG Office, Arlington	Metropolitan Transportation Plan and Active Transportation Program and Policy Priorities
March 3, 2025	Leadership McKinney Regional Day	Collin College, Wylie	Metropolitan Transportation Plan and the Future of Transportation
March 10, 2025	Public Meeting	Virtual Hybrid and NCTCOG Office, Arlington	Metropolitan Transportation Plan Progress Update
March 13, 2025	Regional Transportation Council	Dallas County	Mobility 2050 Roadway Recommendations
March 28, 2025	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Metropolitan Transportation Plan Progress Update
April 2, 2025	Infraday Texas 2025	AT&T Hotel and Conference Center, Austin	Metropolitan Transportation Plan
April 3, 2025	Transit Providers Meeting	NCTCOG Office, Arlington	Mobility 2050 Transit Recommendations
April 7, 2025	Public Meeting	Virtual Hybrid and NCTCOG Office, Arlington	Metropolitan Transportation Plan 60-Day Advance Meeting, Official Public Comment Period Begins
April 12, 2025	Cedar Hill Beautification and Arbor Day	Traphene Hickman Library, Cedar Hill	Mobility 2050 Public Input
April 21, 2025	University of Texas at Arlington Earth Fair	UTA, Arlington	Mobility 2050 Public Input
April 23, 2025	Lockheed Martin Employee Earth Day	Lockheed Martin, Fort Worth	Mobility 2050 Public Input
April 25, 2025	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Metropolitan Transportation Plan Progress Update
April 26, 2025	Grapevine Earth Day	Botanical Gardens at Heritage Park, Grapevine	Mobility 2050 Public Input
May 9, 2025	Tarrant Regional Transportation Coalition	Texas Live, Arlington	Metropolitan Transportation Plan
May 12, 2025	Public Meeting	Virtual Hybrid and NCTCOG Office, Arlington	Metropolitan Transportation Plan 30-Day Advance Meeting
May 23, 2025	Surface Transportation Technical Committee	NCTCOG Office, Arlington	Mobility 2050 Action
June 12, 2025	Regional Transportation Council	Virtual Hybrid and NCTCOG Office, Arlington	Mobility 2050 Action

Comments Received During Public Comment Period

Comments received outside the official comment period are summarized in the **Public Involvement** section of the **Social Considerations** chapter.

Name/Organization and Date	Source	Comment	Response
Minesha Reese 4/7/2025	Public Meeting	Do you have detailed tables associated with the recommendation maps?	Yes, detailed tables can be found on the website at nctcog.org/planinprogress .
Gregg Welpel 4/14/2025	Official Public Comment Form	Both the Collin County and Rockwall County Outer Loop as currently proposed should be pushed east into Hunt County and go south to Terrell, not Forney as currently proposed. The Proposed Loop 9 is 50 + years old and outdated for today's urban sprawl, especially for the eastern counties.	<p>Hello,</p> <p>Thank you for your comment on the draft Metropolitan Transportation Plan, Mobility 2050. We have shared your comment with the Regional Transportation Council, the transportation policy board for NCTCOG, regarding the proposed alignment of the Rockwall Outer Loop. This roadway is a planned recommendation in Mobility 2050, meaning it has been identified as a vital regional connector to meet the needs of the growth forecasted through the approved 2050 demographic forecast.</p> <p>While the general scope of this project is included in Mobility 2050 (number of lanes and initial cost estimates), the exact time frame and alignment are still to be determined through further studies by the Texas Department of Transportation (TxDOT) and can be updated as appropriate in future Mobility Plans. The continuous and long-range nature of transportation planning ensures there are ongoing opportunities for you to voice your concerns throughout the project's life cycle, from planning to implementation.</p> <p>Should you have questions regarding the technical details or TxDOT's project development process for this project, please reach out to the TxDOT project manager, Liang Ding, at liang.ding@txdot.gov. Your comment has been recorded as part of our official comment period and will be included in Appendix B of the final Mobility 2050.</p> <p>Thank you, Gwen D NCTCOG</p>

Name/Organization and Date	Source	Comment	Response
Jan Heady, Texas Department of Transportation 4/15/2025	Email	<p>Rylea,</p> <p>Our administration has requested a few project scope changes due to projected lower funding amounts. FM 545, FM 2478 and FM 663 will need to add a 4 lane interim phase. And FM 982 will have two separate roadway descriptions. The attached spreadsheet flags the project description change in the comment column with cell highlighted in yellow.</p> <p>Since the Draft 2050 MTP is in the public comment phase, please add these changes. We appreciate all your assistance.</p> <p>Thanks Jan</p>	<p>Jan,</p> <p>These changes will be included in the updated list for May STTC.</p> <p>Thank you, Rylea Roderick</p>
Evelyn Cole 4/21/2025	Official Public Comment Form	<p>No loop through rockwall county. Move the loop into hunt county near caddo mills. Connect 380, 30, 80 and 20 instead. This routes the traffic pouring into already congested areas away before they get to Rockwall and Dallas counties. The growth is headed there. Get ahead of the congestion.</p>	<p>Hello,</p> <p>Thank you for your comment on the draft Metropolitan Transportation Plan, Mobility 2050. We have shared your comment with the Regional Transportation Council, the transportation policy board for NCTCOG, regarding the proposed alignment of the Rockwall Outer Loop. This roadway is a planned recommendation in Mobility 2050, meaning it has been identified as a vital regional connector to meet the needs of the growth forecasted through the approved 2050 demographic forecast.</p> <p>While the general scope of this project is included in Mobility 2050 (number of lanes and initial cost estimates), the exact time frame and alignment are still to be determined through further studies by the Texas Department of Transportation (TxDOT) and can be updated as appropriate in future Mobility Plans. The continuous and long-range nature of transportation planning ensures there are ongoing opportunities for you to voice your concerns throughout the project's life cycle, from planning to implementation.</p> <p>Should you have questions regarding the technical details or TxDOT's project development process for this project, please reach out to the TxDOT project manager, Liang Ding, at</p>

Name/Organization and Date	Source	Comment	Response
			<p>liang.ding@txdot.gov. Your comment has been recorded as part of our official comment period and will be included in Appendix B of the final Mobility 2050.</p> <p>Thank you, Gwen D NCTCOG</p>
Phyllis Silver 4/21/2025	Letter	With current and projected figures showing a greater percentage of the population living outside the current transit authority service areas, will there be more of a push for transit agencies to expand beyond their current boundaries?	<p>Hello Ms. Silver,</p> <p>Thank you for your question from the April public meeting. The projections indicating that more people will live outside transit service areas suggests that cities might consider joining agencies like DART to expand the service boundaries. Additionally, the NCTCOG-led Transit 2.0 study will develop strategic plans to advance new member city and contracted services and create a more aligned regional transit network through coordinated governance and partnerships. We encourage you to stay tuned into Regional Transportation Council meetings and upcoming Texas legislation, as they may impact the future of transit service area expansion in the region. We will continue to support policies, programs and projects in the mobility plan that promote transit-oriented development, regional rail and bus services, and our regional transit authorities.</p> <p>Thank you, Gwen D NCTCOG</p>
Jerry White 5/2/2025	Official Public Comment Form	I didn't see any reference in these plans to creating networked roadways and vehicles so that autonomous driving experiences (including AI enhanced ones) can be utilized for improving efficiency and safety with respect to utilizing personal (and perhaps even on-demand public) vehicles to undertake point to point trips. The private sector is making every effort to advance this area of transportation but needs support from public efforts like this one to come to a more rapid and complete fruition.	<p>Hello Mr. White,</p> <p>Thank you for your comment on the draft Metropolitan Transportation Plan (MTP). Public input like yours reinforces strong support for both emerging technologies and proven solutions to meet the region's evolving transportation needs.</p> <p>NCTCOG's Transportation Technology and Innovation Program helps advance efforts in areas such as autonomous vehicles (AVs). The Connected/Automated Vehicles and Technologies section in Chapter 5 outlines our approach (pages 5-37 to 5-49) to creating the planning and policy framework needed for</p>

Name/Organization and Date	Source	Comment	Response
			<p>deploying advanced vehicle technologies that enhance safety, efficiency, and mobility. Additional details are available in Appendix D (pages D-33 to D-37), including specific policies and programs. Notably, Policy TT3-002 supports AV and other technology deployments through public-private partnerships with local transportation authorities, developers, and business hubs. This is one of eight transportation technology policies adopted by the Regional Transportation Council to help establish North Central Texas as a "Region of Choice" for innovative mobility. Appendix D also highlights several funded programs advancing these goals, including, but not limited to AV2.0, University Partnerships to Promote Emerging Technologies, and Emerging Transportation Technology Deployments. These initiatives promote safe, effective integration of new technologies through research, collaboration, and real-world applications. We appreciate your input and encourage your continued engagement.</p> <p>Sincerely, Gwen D NCTCOG</p>
<p>Gordon Pevehouse, Cultural Preservation Department, The Muscogee Nation 5/20/2025</p>	<p>Email</p>	<p>Ms. Johnson,</p> <p>Thank you for reaching out to the Muscogee (Creek) Nation on your Metropolitan Transportation Plan in Texas. This project area is located outside of the Muscogee (Creek) Nation's historic area of interest. We would like to respectfully defer to the other Tribes that have been contacted. Please feel free to contact me if there are any questions or concerns.</p> <p>Best, Gordon Pevehouse</p>	<p>Dear Mr. Pevehouse,</p> <p>Thank you for your response regarding our Dallas-Fort Worth Metropolitan Transportation Plan. We appreciate you taking the time to review our communication and respect your decision to defer to other Tribal Nations with historic interests in the Dallas-Fort Worth area. If you have any questions or need additional information about our planning process in the future, please don't hesitate to contact me. Thank you again for your consideration.</p> <p>Best regards, Amy Johnson</p>
<p>John Bowman 5/21/2025</p>	<p>Official Public Comment Form</p>	<p>With the current placement it's not really an outer loop and will do nothing to alleviate traffic issues. It needs to be moved further east into Hunt County or not built at all.</p>	<p>Hello,</p> <p>Thank you for your comment on the draft Metropolitan Transportation Plan, Mobility 2050. We have shared your comment with the Regional Transportation Council, the transportation policy board for NCTCOG, regarding the proposed</p>

Name/Organization and Date	Source	Comment	Response
			<p>alignment of the Rockwall Outer Loop. This roadway is a planned recommendation in Mobility 2050, meaning it has been identified as a vital regional connector to meet the needs of the growth forecasted through the approved 2050 demographic forecast.</p> <p>While the general scope of this project is included in Mobility 2050 (number of lanes and initial cost estimates), the exact time frame and alignment are still to be determined through further studies by the Texas Department of Transportation (TxDOT) and can be updated as appropriate in future Mobility Plans. The continuous and long-range nature of transportation planning ensures there are ongoing opportunities for you to voice your concerns throughout the project's life cycle, from planning to implementation.</p> <p>Should you have questions regarding the technical details or TxDOT's project development process for this project, please reach out to the TxDOT project manager, Liang Ding, at liang.ding@txdot.gov. Your comment has been recorded as part of our official comment period and will be included in Appendix B of the final Mobility 2050.</p> <p>Thank you, Gwen D NCTCOG</p>
Tanner Vinson 5/23/2025	Official Public Comment Form	The proposed Haven Ranch - FM-55 Expansion in Ellis County is a necessary infrastructure improvement driven by the Haven Ranch development, a master-planned community located just East of the US-77 and FM-55 intersection. This expansion is critical to support the scale of development proposed and aligns with the long-term vision for mobility and connectivity in the region. The FM-55 expansion consists of constructing approximately 2,400 linear feet of 4-lane divided roadway from US-77 going East through the Chisolm Trail intersection, which conforms with the adopted Master Thoroughfare Plans of both the City of Waxahachie and Ellis County. Upon full build-out, the Haven Ranch development is planned to include approximately 2,600 single-family homes,	Hello Mr. Vinson, Thank you for your comment on the draft Metropolitan Transportation Plan, Mobility 2050. NCTCOG has been coordinating directly with TxDOT on this project and the timing for when to add to the region's Metropolitan Transportation Plan. At this point in its development, this project is not ready to be included at this time; however, as project development advances, this recommendation can be included in an amendment to Mobility 2050 or a future plan as appropriate. NCTCOG will continue to work with TxDOT, local governments, and stakeholders to confirm the needs for this project to ensure efficient project development

Name/Organization and Date	Source	Comment	Response
		<p>two school sites, six acres of neighborhood commercial use, a 120-acre city park, and two amenity centers. Given the magnitude of this development, enhancements to FM-55 are not only appropriate but essential to this region of Waxahachie. These improvements are also integral to the Development Agreement language between the City of Waxahachie and Haven Ranch, acknowledging the development hinges on offsite roadway improvements (FM-55 being one of these). Construction of the Haven Ranch development is currently ongoing and the need for the FM-55 expansion is quickly approaching. Furthermore, the improved FM-55 corridor would provide a vital connection between FM-55 and FM 877, enhancing regional circulation. These improvements will support more efficient and safer travel for vehicles, pedestrians, cyclists, and emergency services, which is especially important as Ellis County and the City of Waxahachie continue to experience rapid growth. The proposed expansion directly supports the 2050 Mobility Plan's goals of improved connectivity, safety, and multimodal accessibility. Lastly, the proposed expansion improvements of FM-55 are to be 100% privately funded – including, construction costs, plan preparation/review costs, inspection fees, environmental fees, permitting fees, etc. We do not look to take the place of a project which does require proper funding; rather, we look for the FM-55 improvements to be added given they place no financial burden on the 2050 Mobility Plan. We respectfully recommend that the FM-55 expansion be included as a priority project in the final 2050 Mobility Plan.</p>	<p>and inclusion in the long-range plan at the appropriate time.</p> <p>Thank you, Gwen D NCTCOG</p>
<p>Phil Dupler, Trinity Metro 5/23/2025</p>	<p>Email</p>	<p>Amy,</p> <p>I noticed that although Figure 5-1 in the Mobility 2050 document is rather tiny, it appears to show dots at some of our former church park-n-rides that are no longer active. Brianna Weber just asked us that specific question about the churches back in March which made me think to look closer at it. We are no longer promoting the churches as park-n-rides. Anyway, here is the</p>	<p>Hello Phil,</p> <p>Thanks for reaching out about this and providing the updated list. I will work with my team on making that change. It will likely be reflected on our website in the next couple of weeks when we push all the final documents out.</p> <p>Please let me know if you have any other feedback that comes up.</p>

Name/Organization and Date	Source	Comment	Response
		<p>updated list again. Please doublecheck that Figure 5-1 is up to date.</p> <p>Phil Dupler Director of Planning Trinity Metro</p>	<p>Thank you, Amy Johnson</p>
<p>Missy Wadham, Texas Born Team Realtors 5/24/2025</p>	<p>Email</p>	<p>Dear Officials,</p> <p>I am writing again to formally express my strong opposition to the proposed TXDOT Outer Loop Project along FM 548. As a resident of High Point Lake Estates, which directly borders FM 548, and a Realtor with over 23 years of experience, I have a comprehensive understanding of the detrimental impact this project will have on our community, property values, and overall quality of life. Below are several critical concerns:</p> <p>1. Property Devaluation The construction of this loop will significantly reduce home values in High Point Lake Estates and nearby acreage neighborhoods. Properties near freeways historically appreciate at a slower rate and often suffer value declines due to noise and air pollution—sometimes by as much as 16%, according to national studies. The long-term financial consequences for homeowners and sellers in South Rockwall would be substantial.</p> <p>2. Increased Traffic and Safety Hazards This project will worsen traffic congestion along FM 548 and Highway 205, increasing the risk of accidents. The expansion of Highway 205 will offer little relief if the Outer Loop channels heavy traffic from surrounding cities into our area. This added burden on local infrastructure could create dangerous driving conditions and reduce emergency response efficiency.</p> <p>3. Noise Pollution Many buyers are drawn to South Rockwall for its serene, rural environment. The introduction of a major highway will disrupt this tranquility. Increased noise levels negatively affect residents' quality of life and have been linked to reduced property values, higher stress levels, and health concerns.</p>	<p>Dear Ms. Wadham,</p> <p>Thank you for your interest in the Rockwall County Outer Loop project and its potential impact on the High Point Lake Estates neighborhood. I understand your concerns and we are committed to a comprehensive and collaborative process.</p> <p>The North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), and local elected officials have been involved in discussions to explore how this roadway addresses community needs while also aligning with regional transportation goals.</p> <p>While the general scope of this project is included in NCTCOG's current long-range transportation plan, Mobility 2045 Update, and our next plan, Mobility 2050, the exact time frame and alignment are still to be determined through further studies by TxDOT, Rockwall County, out office, and may be updated in future Mobility Plans. The continuous and long-range nature of transportation planning ensures there are ongoing opportunities for you to voice your concerns throughout the project's life cycle, from planning to implementation,</p> <p>There will be many opportunities for public involvement as we move forward. The details of the roadway will be determined through a process that includes future TxDOT public meetings, where you and your neighbors will have the chance to review the plans, ask questions, and provide your feedback. We are also working closely with local elected officials to refine the plans based on their understanding of the community's needs and concerns.</p>

Name/Organization and Date	Source	Comment	Response
		<p>4. Air Pollution and Environmental Impact With more vehicles, including large trucks and semis, comes increased air pollution. Exhaust emissions contribute to respiratory problems and environmental degradation. Preserving the clean air and natural beauty of South Rockwall should be a top priority.</p> <p>5. Public Safety and Crime Risks Highways often bring increased transient activity, which can lead to higher crime rates, including home burglaries. This development would compromise the safety of our families, particularly our children, and strain local law enforcement resources.</p> <p>6. Negative Impact on Community Desirability South Rockwall's charm lies in its quiet, country setting—a primary draw for homebuyers. As a Realtor, I regularly work with buyers specifically seeking this environment. A freeway will deter interest, reduce home sale prices, and lower appraisals, affecting the entire local market.</p> <p>Supporting Data Research consistently shows that homes within 500 feet of a freeway experience depreciation due to environmental and safety concerns. A study from the late 1970s indicated a 6.6% decline in home values from noise pollution alone, with other studies suggesting declines of up to 16%. These findings remain relevant and highlight the serious economic implications of this project.</p> <p>Conclusion The TXDOT Outer Loop Project along FM 548 is not in the best interest of South Rockwall residents. It threatens to devalue properties, increase traffic and safety concerns, contribute to environmental harm, and erode the peaceful character of our community. I respectfully urge TXDOT to explore alternative routes that do not pass through established neighborhoods and to adopt planning solutions that preserve the integrity and livability of South Rockwall. Thank you for your time and consideration. I respectfully request a formal response to the</p>	<p>Again, thank you for your comment and interest in the project. If you have any questions, please contact me at (817) 695-9241 or mmorris@nctcog.org.</p> <p>Sincerely, Michael Morris, P.E. Director of Transportation North Central Texas Council of Governments</p>

Name/Organization and Date	Source	Comment	Response
		<p>concerns outlined above. Our community's voice deserves to be heard.</p> <p>Sincerely, Missy Wadham High Point Lake Estates Resident & Realtor</p>	
<p>Phyllis Silver 5/26/2025</p>	<p>Mail</p>	<p>Comments for Mobility 2050-</p> <p>Pedestrian Safety We need walkable access to major destinations after we disembark from buses and trains. For example, a bus takes you to a road in front of Willow Bend Mall in Plano, however, there is no safe pathway to get to the mall after leaving the bus. Pedestrians have to compete with cars on perimeter roads within the mall and driveways leading from the main road to the perimeter roads. I would like to see NCTCOG and transit agencies partner with developers to make it safe for pedestrians. Additionally, pedestrians need signal lights to protect them from turning cars. A traffic signal sequence dedicated to pedestrians crossing would make it safer to walk.</p> <p>To Increase Transit Usage To encourage increased ridership, I recommend partnering with other organizations to encourage ad fund transit agencies in the region to crack down on unhoused individuals from sleeping on transit vehicles and at transit facilities. I realize that this is an extremely complex issue and that is being addressed, however more resources need to be focused on this issue so that we can see more positive results.</p> <p>Safety on Roads More work needs to be done to prevent wrong-way driving, especially on highways where speed limits are higher than they are on city streets. Head-on collisions at high speeds have greater potential for fatalities.</p> <p>Bicycle Lanes Acknowledging that safe, dedicated bicycle lanes are necessary on roadways, when considering newly created bicycle lanes, please also consider the safety of motorists and pedestrians sharing</p>	<p>Dear Ms. Silver,</p> <p>Thank you for your feedback on the draft Metropolitan Transportation Plan (MTP). Your comments will be included in Appendix B of Mobility 2050. We appreciate your detailed comments on pedestrian and bicycle safety, transit accessibility, and roadway safety.</p> <p>We recognize the importance of walkable access from transit stops and appreciate your thoughtful input on this topic. While sections such as Chapter 5: Operational Efficiency include programs and projects intended to improve some of your concerns such as pedestrian safety and wrong-way driving, NCTCOG remains highly focused on these issues and values your perspective. Your comments help reinforce the need for continued attention to these priorities in our planning efforts.</p> <p>We also acknowledge your comments regarding transit usage and the need for a safe and welcoming environment for all riders. While this is a complex issue, we continue to work with regional partners to explore supportive and effective solutions.</p> <p>Thank you again for your engagement and interest in regional transportation and the Mobility Plan.</p> <p>Sincerely, Gwen D NCTCOG</p>

Name/Organization and Date	Source	Comment	Response
		<p>that roadway. Naturally, where space permits, off-road bicycle lanes and trails are best.</p> <p>Phyllis Silver</p>	
<p>Ann Foss, City of Arlington 5/27/2025</p>	<p>Official Public Comment Form</p>	<p>On behalf of the City of Arlington, I wish to express the City's support for the NCTCOG's work on the Mobility 2050 Plan, particularly the efforts to plan for expected regional population and employment growth. The discussion of multimodal transportation options, high speed rail with a station stop in Arlington, and use of innovative technology to meet the region's transportation needs are key to Arlington's goals and the success of the region.</p>	<p>Hello,</p> <p>Thank you for your comment on the draft Mobility 2050 Plan. We sincerely appreciate the City of Arlington's continued partnership and support, and we look forward to working together as the plan progresses.</p> <p>Best regards, Gwen D NCTCOG</p>
<p>Ashley Thompson, Federal Emergency Management Agency 5/28/2025</p>	<p>Email</p>	<p>Good afternoon, Amy,</p> <p>Thank you for your inquiry. We kindly request that the community floodplain administrator be contacted for the review and possible permit requirements for this project. If federally funded, we would request project be in compliance with EO11988 & EO 11990. The original inquiry and out Environmental Consultation are attached for your records.</p> <p>Warm regards, Ashley Maria Thompson</p>	<p>Good afternoon, Ashley,</p> <p>Thank you for your response and for providing the Environmental Consultation documentation regarding Dallas-Fort Worth's draft Metropolitan Transportation Plan (MTP), Mobility 2050. We appreciate your time and input.</p> <p>As part of the long-range planning process, we reach out to resource agencies to gather early feedback that can help inform future project development. While the MTP outlines regional transportation priorities, individual projects will undergo detailed environmental review and permitting as they advance. We will coordinate with the Federal Emergency Management Agency and other agencies at that time to ensure full compliance with all applicable regulations, including Executive Order (EO) 11988 and EO 11990.</p> <p>Thank you again for your engagement. Please feel free to reach out with any additional questions.</p> <p>Amy Johnson NCTCOG</p>
<p>Cory Stevens 6/2/2025</p>	<p>Email</p>	<p>I am writing to express my strong opposition to the proposed Rockwall Outer Loop project. As a concerned resident of Rockwall County, I believe this development would have significant negative impacts on our community's quality of life, environment, and rural character. Below, I outline several critical concerns regarding the project:</p>	<p>Mr. Stevens,</p> <p>Thank you for your interest in the Rockwall County Outer Loop project and its potential impact. Your concerns have been documented and will be shared with the Regional Transportation Council (RTC). The North Central</p>

Name/Organization and Date	Source	Comment	Response
		<p>1. Increased Traffic: The Outer Loop is likely to exacerbate traffic congestion in our community. Rather than alleviating existing traffic issues, it may attract additional vehicles, including heavy commercial traffic, to residential areas, leading to gridlock, longer commutes, and increased wear on local roads.</p> <p>2. Increases in Pollution: Additional traffic and construction will contribute to higher levels of air, water, and noise pollution. Vehicle emissions and runoff from new roadways could degrade air quality and contaminate local water sources, posing health risks to residents and harming the local ecosystem.</p> <p>3. Uptick in Crime: New infrastructure projects like the Outer Loop often attract transient populations and increased activity, which can lead to a rise in crime. Our community has long enjoyed a sense of safety and security, and this project risks undermining that by introducing new vulnerabilities.</p> <p>4. Extreme Noise: The construction and ongoing operation of a major roadway will generate significant noise pollution, disrupting the peace and tranquility of our neighborhoods. This is particularly concerning for families, schools, and businesses located near the proposed route, where constant noise could affect quality of life and property values.</p> <p>5. Turning Farmland into Concrete: The Outer Loop threatens to pave over valuable farmland, eroding Rockwall County's agricultural heritage. Converting fertile land into concrete not only diminishes our local food production capacity but also destroys the rural charm that makes our county unique.</p> <p>6. Proximity to Homes and a Large Community: The proposed route is alarmingly close to existing homes and densely populated neighborhoods. This proximity raises concerns about safety, property devaluation, and disruptions to daily life</p>	<p>Texas Council of Governments (NCTCOG) is committed to a comprehensive and collaborative process.</p> <p>NCTCOG, the Texas Department of Transportation (TxDOT), and local elected officials have been involved in discussions to explore how this roadway addresses community needs while also aligning with regional transportation goals. While the general scope of this project is included in NCTCOG's current long-range transportation plan, Mobility 2050 which was recently adopted by the RTC on June 12, 2025, the exact time frame and alignment are still to be determined through further studies by TxDOT and may be updated in future Mobility Plans. The continuous and long-range nature of transportation planning ensures there are ongoing opportunities for you to voice your concerns throughout the project's life cycle, from planning to implementation.</p> <p>There will be many opportunities for public involvement as we move forward. The details of the roadway will be determined through a process that includes future TxDOT public meetings, where you and your community will have the chance to review the plans, ask questions, and provide your feedback. We are also working closely with local elected officials to refine the plans based on their understanding of the community's needs and concerns.</p> <p>Again, thank you for your comment and interest in the project.</p> <p>Brendon Wheeler, P.E. Senior Program Manager NCTCOG</p>

Name/Organization and Date	Source	Comment	Response
		<p>for countless residents who chose Rockwall County for its quiet, family-friendly environment. Thank you for your attention to this matter and for considering the concerns of Rockwall County residents.</p> <p>Cory Stevens</p>	
<p>Marcus Wood 6/5/2025</p>	<p>Official Public Comment Form</p>	<p>Several comments should be made regarding the Mobility 2050 document.</p> <ul style="list-style-type: none"> • The Population and Traffic Data accuracy in some areas are grossly inaccurate. The 2020 US Census miscounted areas of Southeast Dallas County leading to erroneous data. For example Dallas County Census Tract 170.08, Block Group (BG) 1 reports Mobile Count as 80 units, +/- 88. One MH Park contains 208 from 1986 and there are others in the Census Unit. This one Census Tract includes Dallas Mesquite, and Seagoville. It includes several Block Groups. There are thousands of Mobile Homes in this area. How great might the Census errors be on which COG staff depend? This places in question COG traffic areas projection methods. • NCTCOG traffic count for Lasater Road, being the southern boundary of the BG 1, was initially described as being 900 vehicles per day in 2024 east of W. Lawson Road. Clearly this was in error since City of Dallas data in 1993 showed 3,310 vehicles per day. This road is classified by Dallas to be a 6-lanes divided thoroughfare, but is currently a falling apart rural road. Recently NCTCOG updated its data for this road reporting current daily traffic volume as 5,300 with "Final 2045 Volume of 5,600". Given that hundreds more Mobile Homes and single family residences are being built at this very time in Dallas, Seagoville, and Mesquite that use this road the data remains grossly in error. 400 more vehicle trips per day in 2045! • Given the more than questionable data there is concern that the 2050 Mobility Plan for this portion of NCT is inadequate. The most important item is SE Dallas Y-Connector which the Mayor of Mesquite has written about. 	<p>Mr. Wood,</p> <p>Thank you for your input on Mobility 2050. While the Census and American Community Surveys (ACS) develop demographic data that informs NCTCOG's population and employment estimates, we incorporate local data sources to gain a more granular and accurate inventory for use in regional planning. Following internal quality control reviews, our local governments also play a role in confirming current population and employment estimates and future forecasts (at the Traffic Analysis Zone or TAZ level) to ensure each is reasonable. NCTCOG's travel demand model utilizes this demographic data in a regional approach to analyze system-level effects by regionally significant projects. For corridor-specific studies, especially on minor or local facilities, certain calibrations are required (and expected) to improve its accuracy; in certain cases, this regional model is not appropriate for smaller facilities and other, more localized models are required to better understand impacts to those facilities.</p> <p>The Southeast Dallas Y-Connector project was included as a capacity project for the first time in Mobility 2050. NCTCOG will work together with TxDOT and the local communities to determine the appropriate solution and timing of that project, dependent on available funds, to ensure it remains a priority for the region. The long-range transportation plan is updated every few years and offers the opportunity to revisit all planning assumptions and stakeholder feedback to adjust project scopes and phasing as appropriate.</p> <p>We appreciate your input and feedback as we continue to work with the Regional</p>

Name/Organization and Date	Source	Comment	Response
		<ul style="list-style-type: none"> • FT Corridor 28 – SE Dallas Y-Connector MTP ID FT 30.90.1 shows improvement coming possibly close to 2050. This includes revisions to US 175 (FT 36.10.3 and FT 36.20.1). The timing of these changes needs acceleration. Today the traffic volumes per lane are greater on US 175 east of IH 20/IH 635 than per lane west on IH 20. The same applies to IH 20 east of IH 635 simply because there are fewer lanes. • In summary 2050 Mobility needs to more thoroughly review the activities and plans underway in the southeast portion of the North Central Texas Region. North all growth is going north toward the Red River. 	<p>Transportation Council, transportation agencies, and local governments to prioritize these projects needed in the fast-growing parts of the Dallas-Fort Worth region. Should you have additional questions on our demographic or travel demand forecasting, please feel free to reach out to me directly, and I can get you in contact with the right department.</p> <p>Thank you,</p> <p>Brendon Wheeler, P.E. Senior Program Manager NCTCOG</p>

