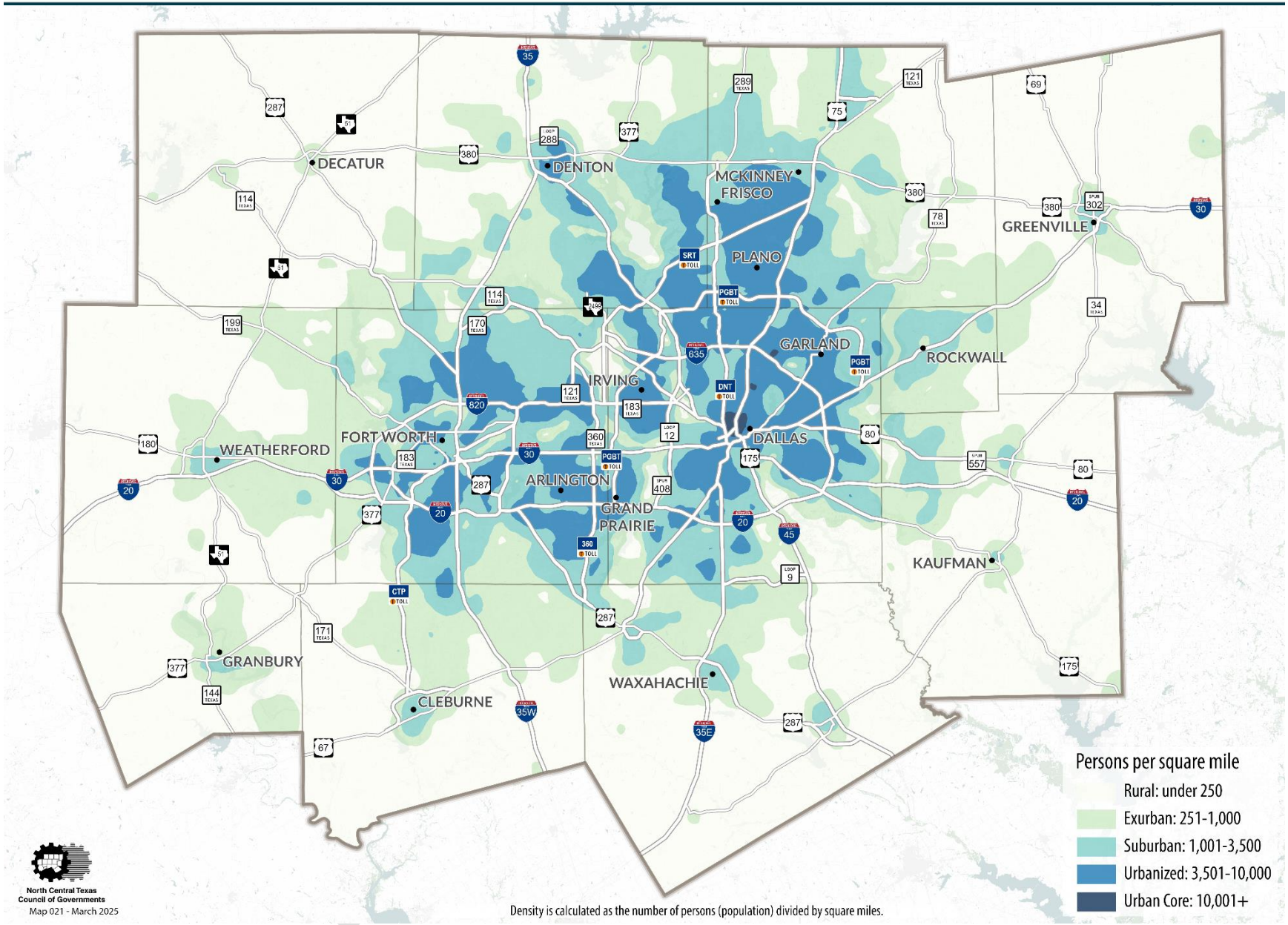
B-1. REGIONAL POPULATION AND EMPLOYMENT TRENDS

DEMOGRAPHIC DATA SOURCES

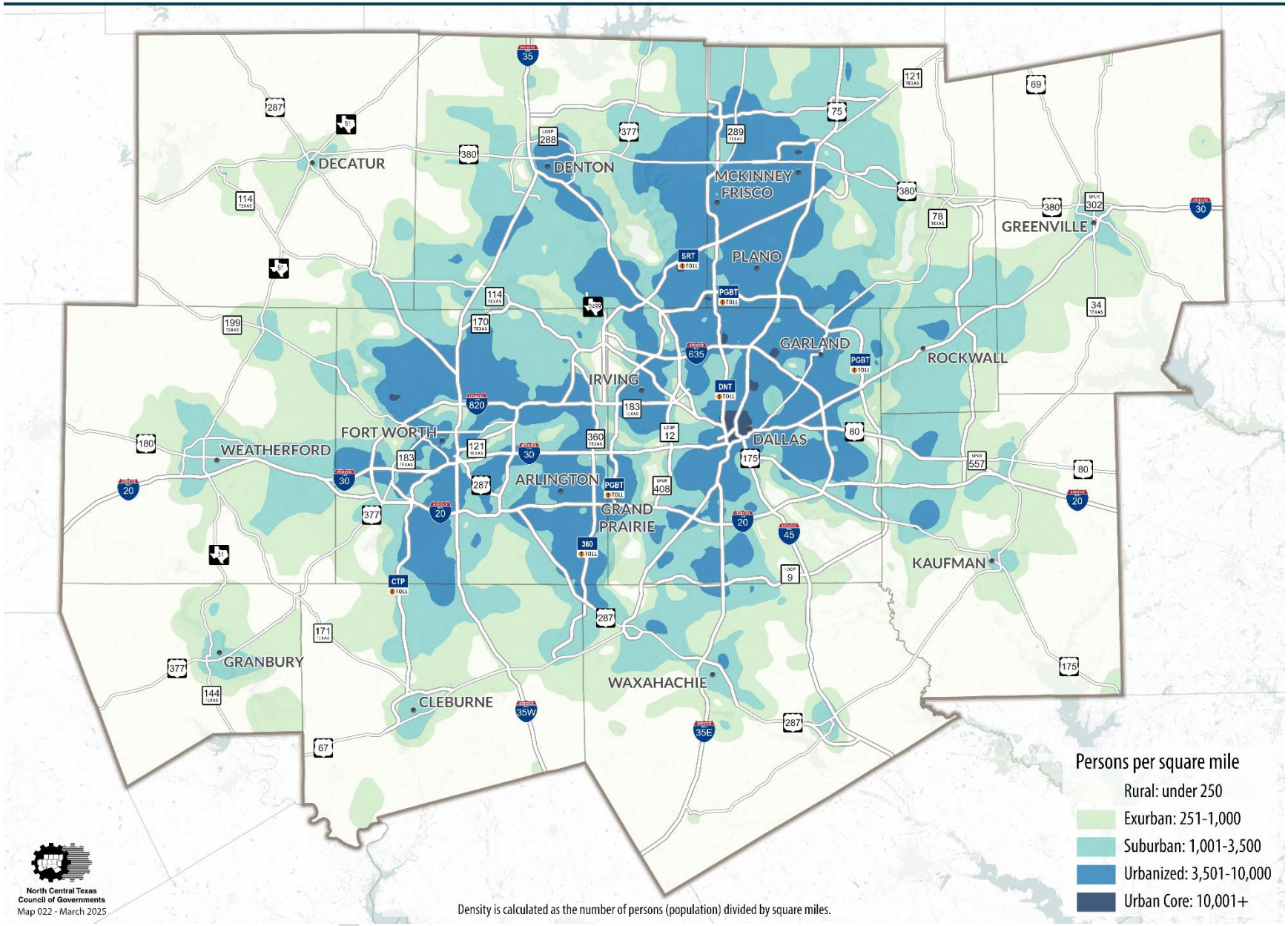
The recommendations in Mobility 2050 were evaluated using the established performance indicators utilizing demographic data from the 2019-2023 American Community Survey 5-Year Estimates. Beginning in 2010, the decennial Census no longer captures income data, so Mobility 2050 utilizes the American Community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

Population Density - 2026



Population Density - 2050

MOBILITY 2050

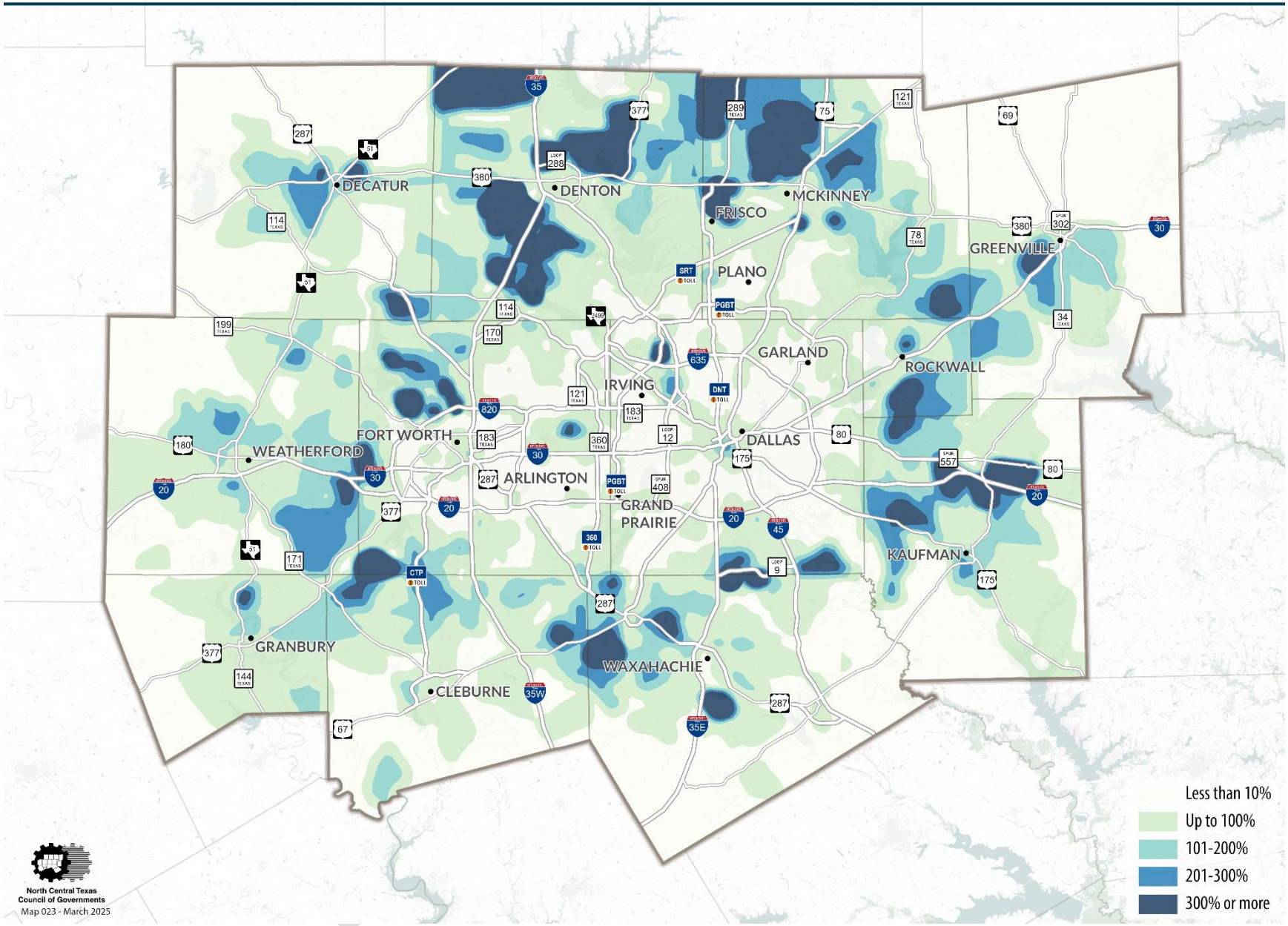


North Central Texas Council of Governments
Map 022 - March 2025

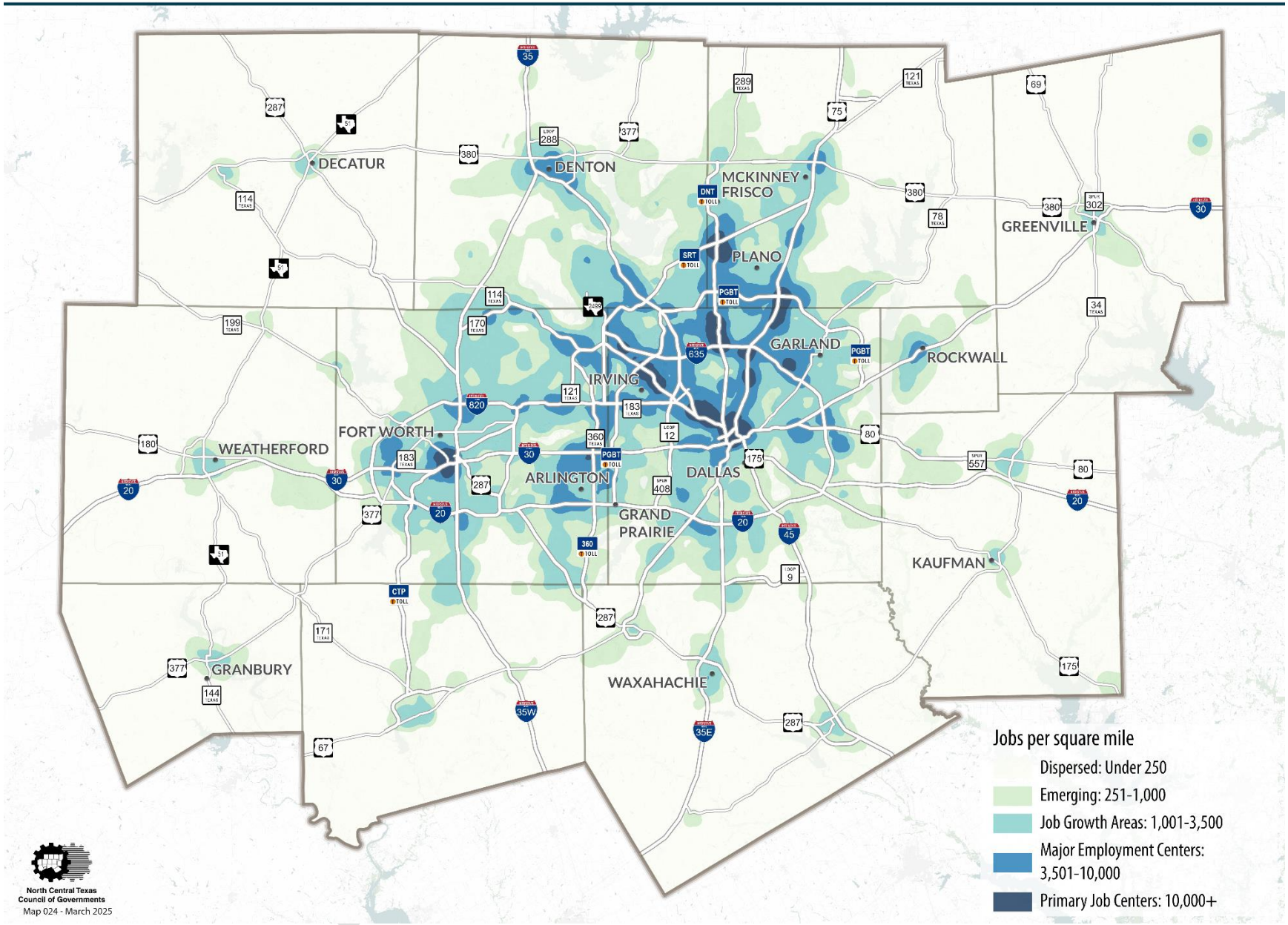
Density is calculated as the number of persons (population) divided by square miles.

Change in Population Density - 2026 to 2050

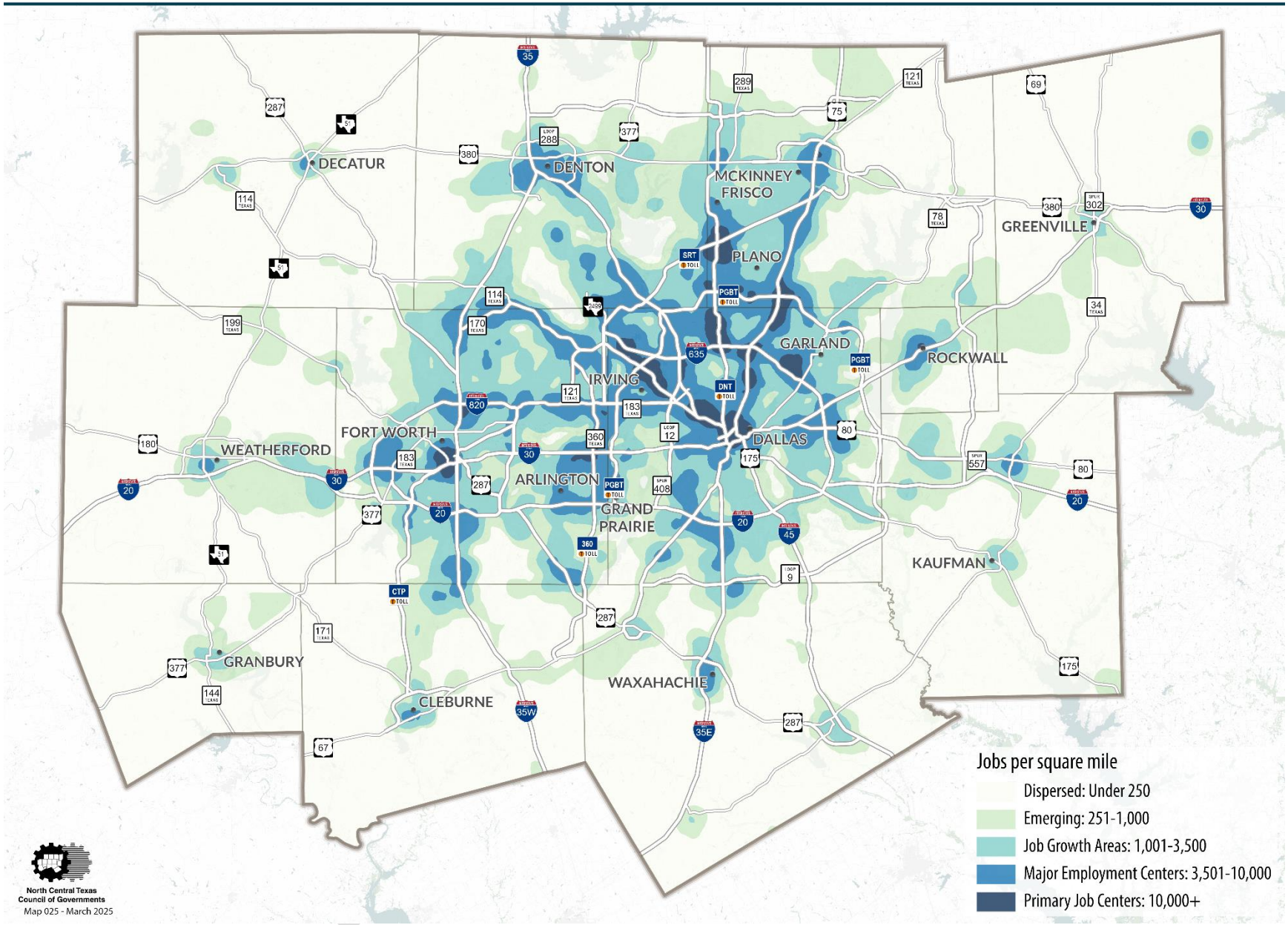
MOBILITY 2050



Employment Density - 2026

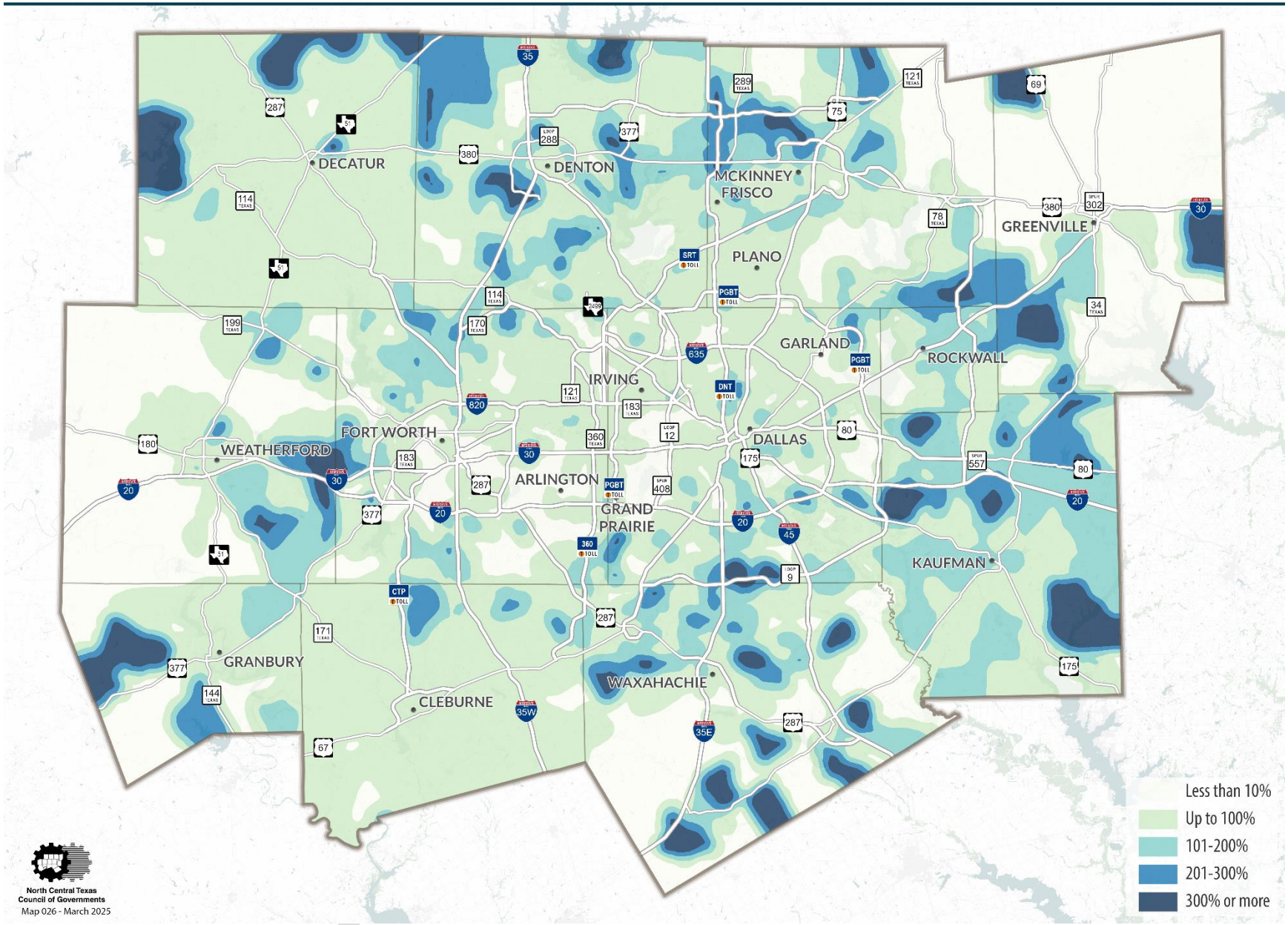


Employment Density - 2050



Change in Employment Density - 2026 to 2050

MOBILITY 2050



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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	• 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	• 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

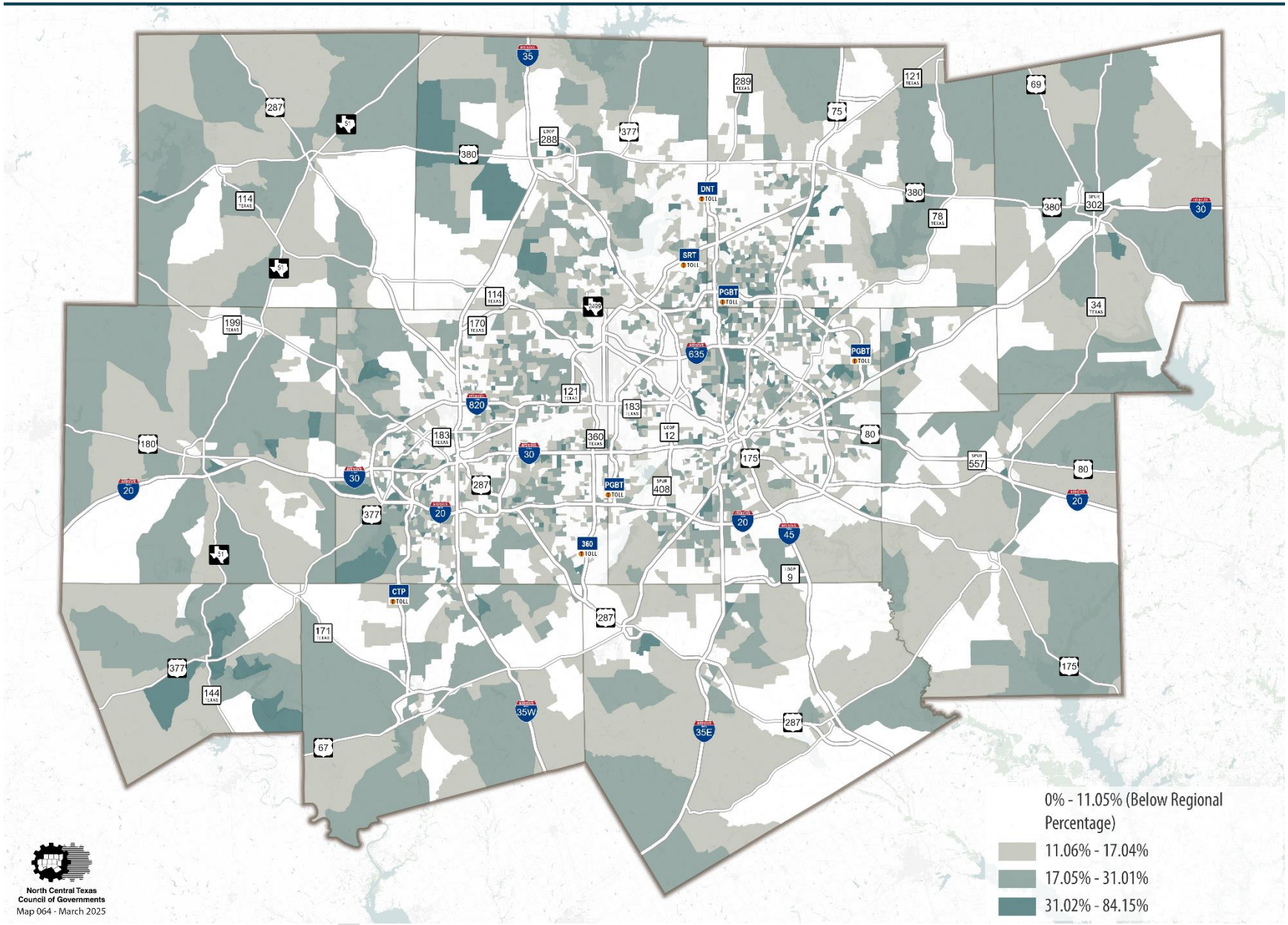
The North Central Texas Council of Governments (NCTCOG) collects and analyzes demographic data to better understand regional characteristics. While low-income and minority populations were analyzed in the Mobility 2050 nondiscrimination analysis, additional demographic groups are mapped to enhance decision 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 transportation-disadvantaged groups.

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.

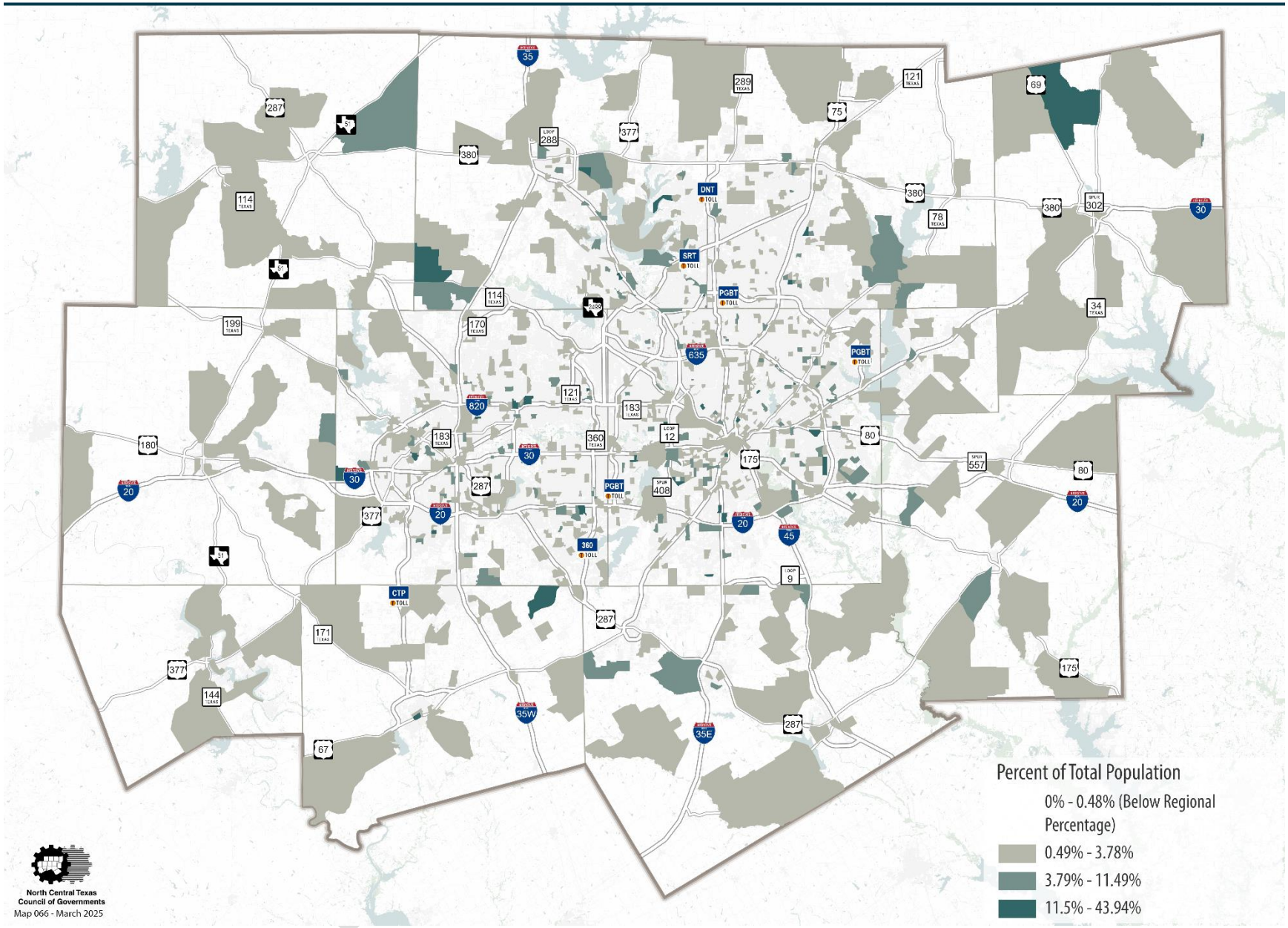
Demographic Group	Description
65 and Over	Includes any person aged 65 and older
American Indian or Alaska Native	Includes any person having origins in any of the original peoples of North and South America (including Central America) and who maintains Tribal affiliation or community attachment
Asian	Includes any person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent
Black or African American	Includes any person having origins in any of the Black racial groups of Africa
Female Head of Household	Includes any household with children under 18 years old and with no husband present
Hispanic or Latino	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
Limited English Proficiency	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"
Limited English Proficiency: Asian or Pacific Island Languages	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"
Limited English Proficiency: Other Indo-European Languages	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"
Limited English Proficiency: Other Languages	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"
Limited English Proficiency: Spanish	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"
Low-Income	Includes any person whose household income in the past 12 months was below the poverty threshold according to the US Census
Native Hawaiian or Other Pacific Islander	Includes any person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands
Persons with Disabilities	Includes any civilian, non-institutionalized person with at least one disability that may limit the individual's ability to care for himself or herself
Some Other Race	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"
Two or More Races	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"
Total Minority	Includes any person who identifies as belonging to a race other than white, or who identifies his/her ethnicity as Hispanic or Latino
Zero Car Households	Includes any housing unit that has no vehicle available.

65 and Over Population

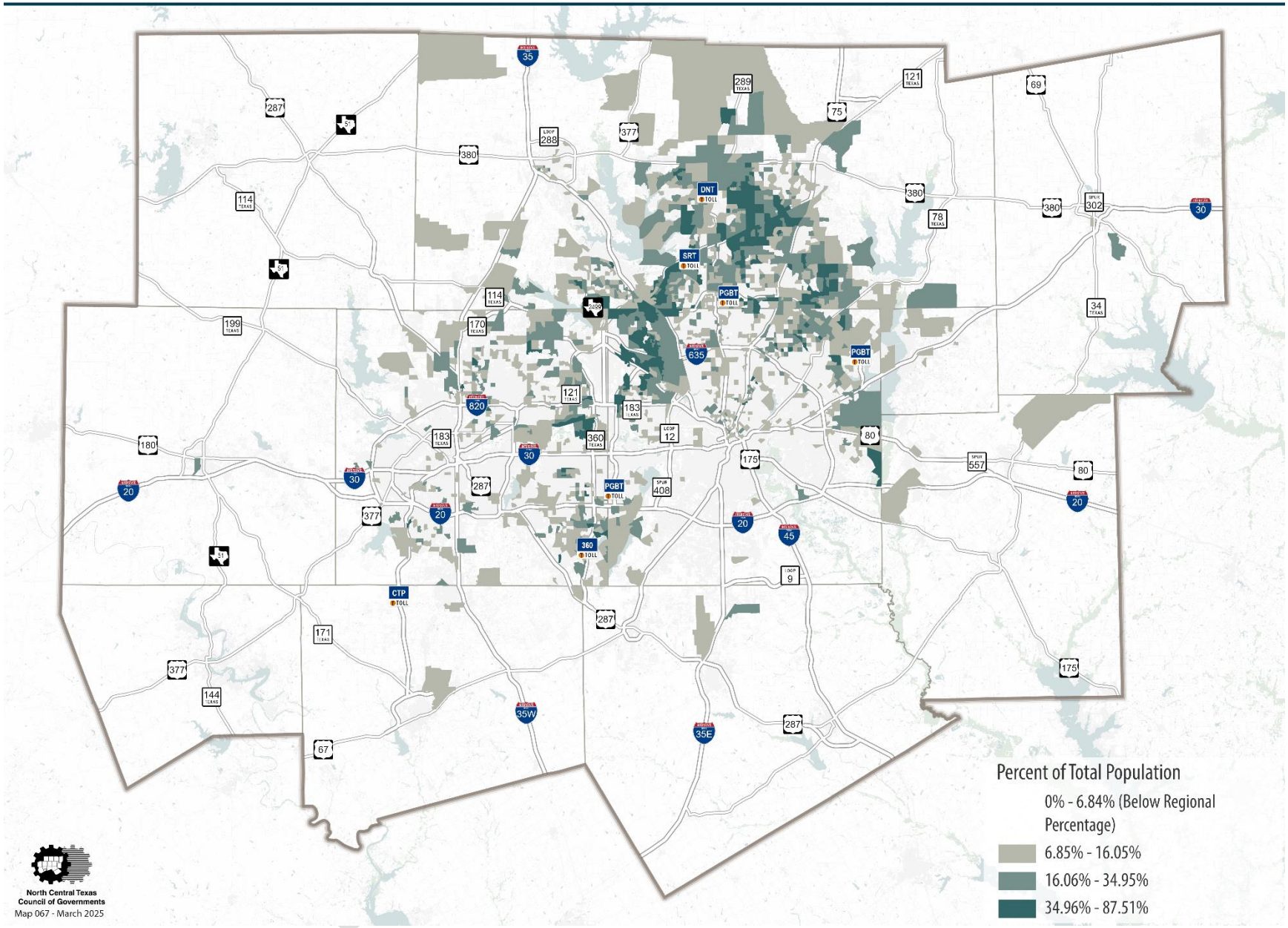


American Indian or Alaska Native Population

MOBILITY 2050

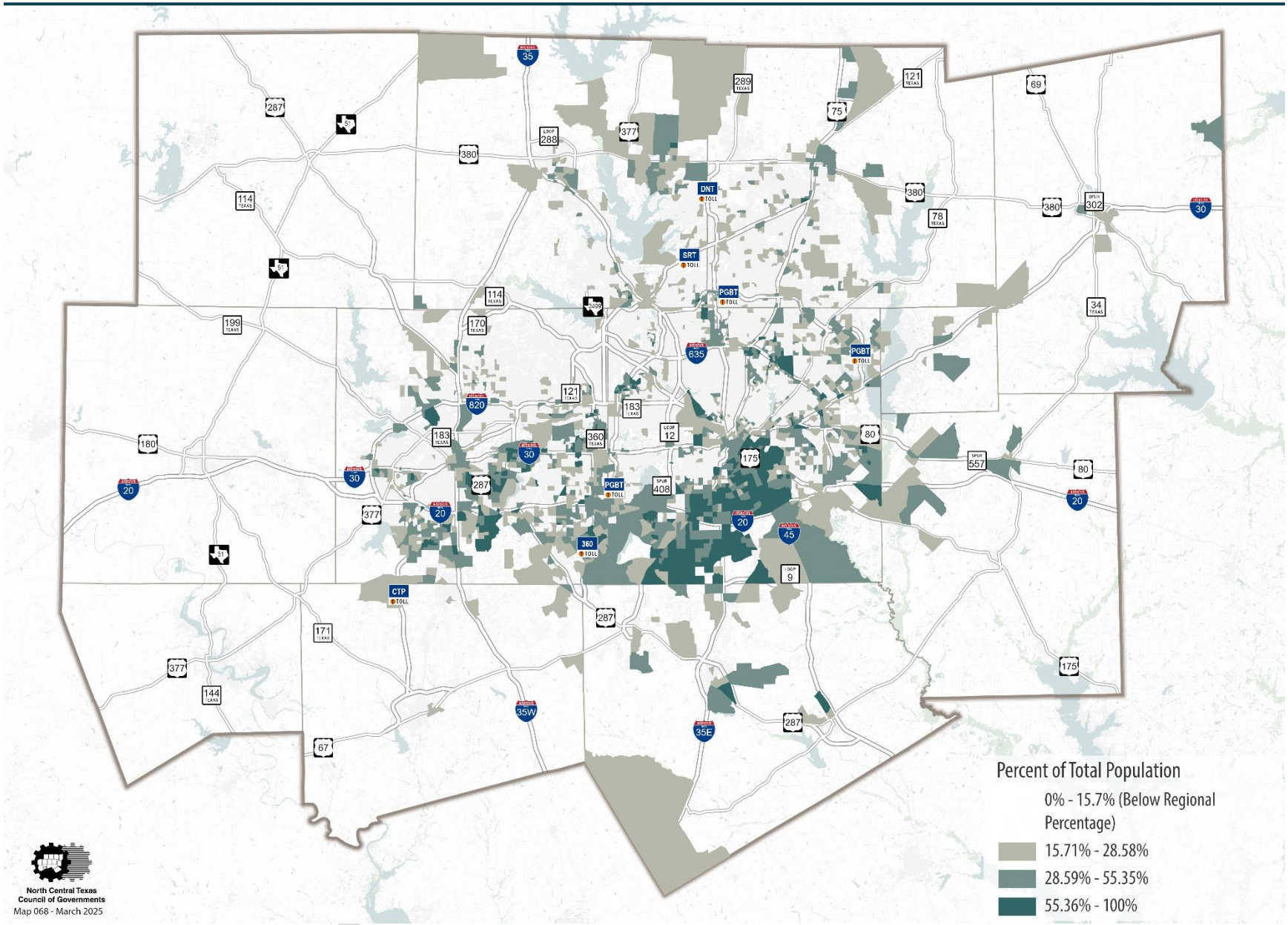


Asian Population

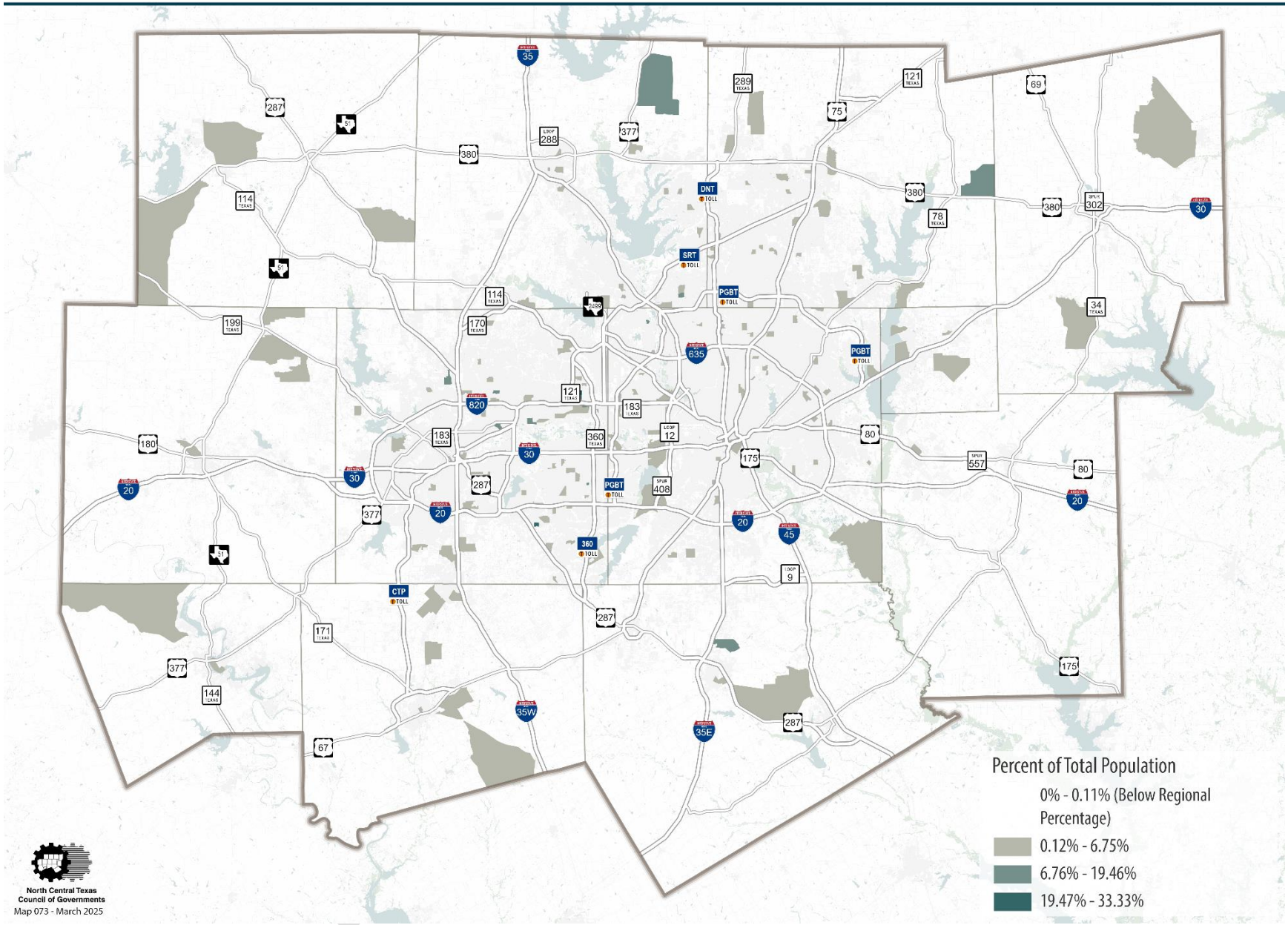


Black or African American Population

MOBILITY 2050

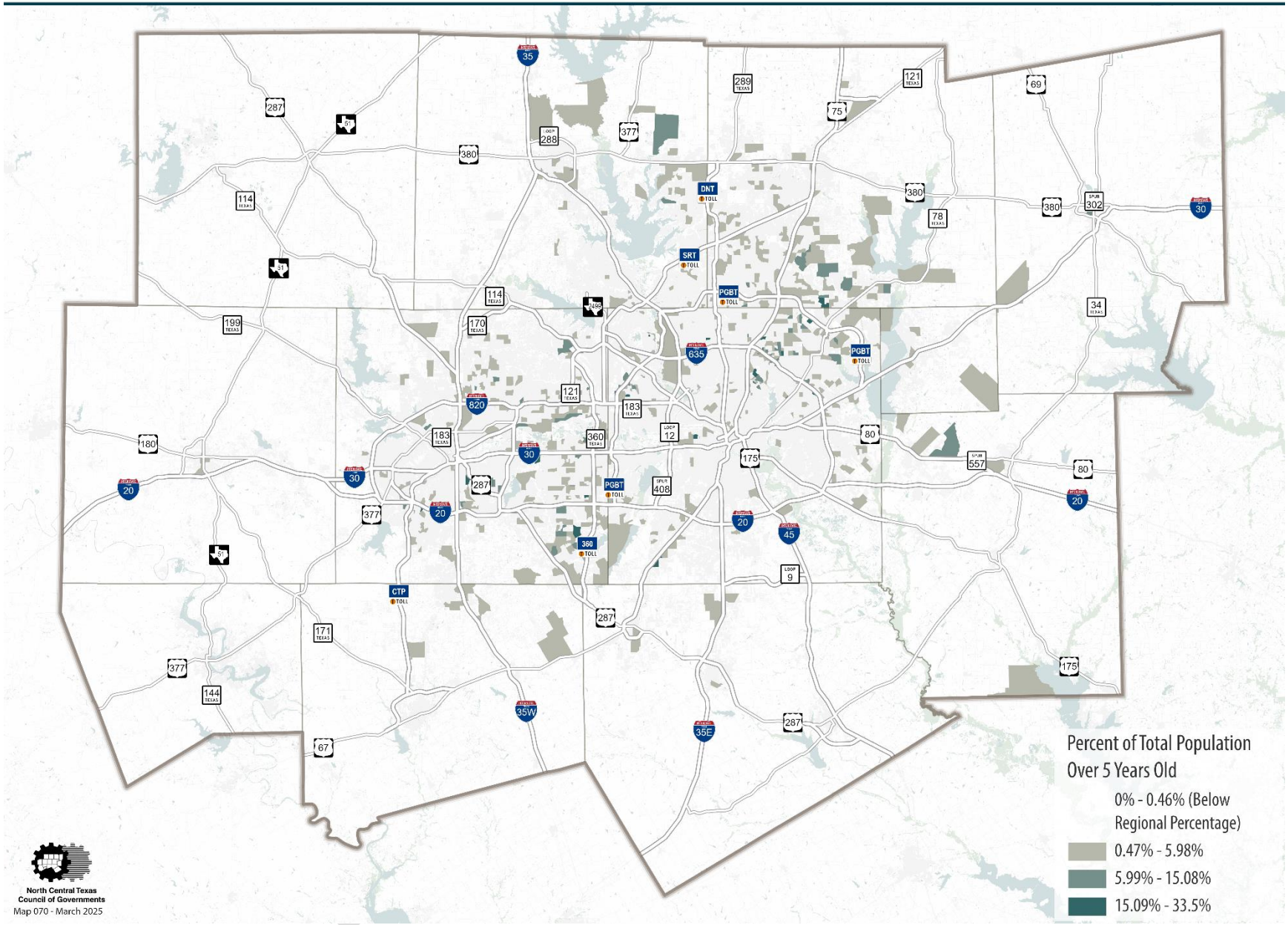


Native Hawaiian or Other Pacific Islander Population



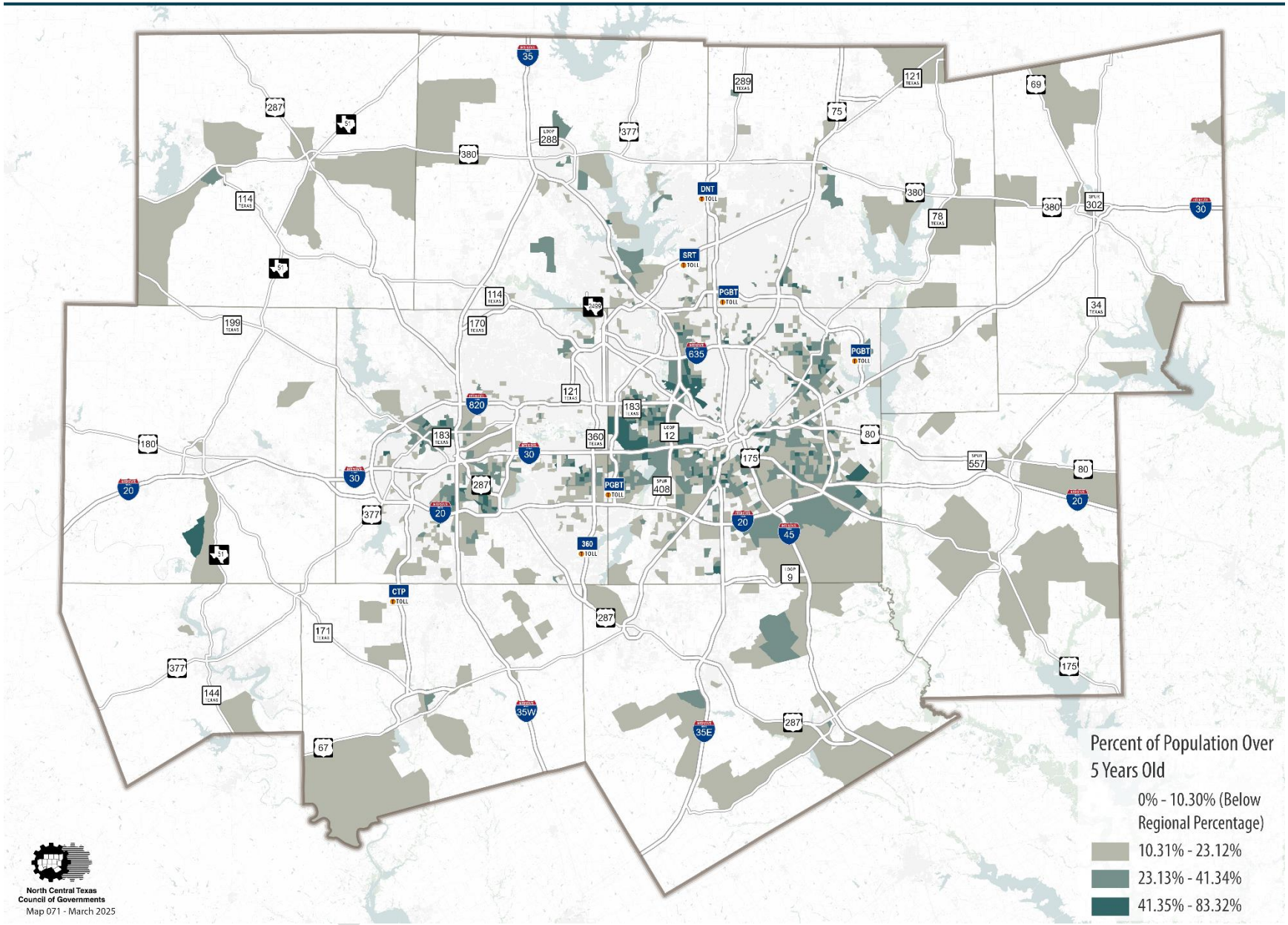
Limited English Proficiency - Other Languages

MOBILITY 2050

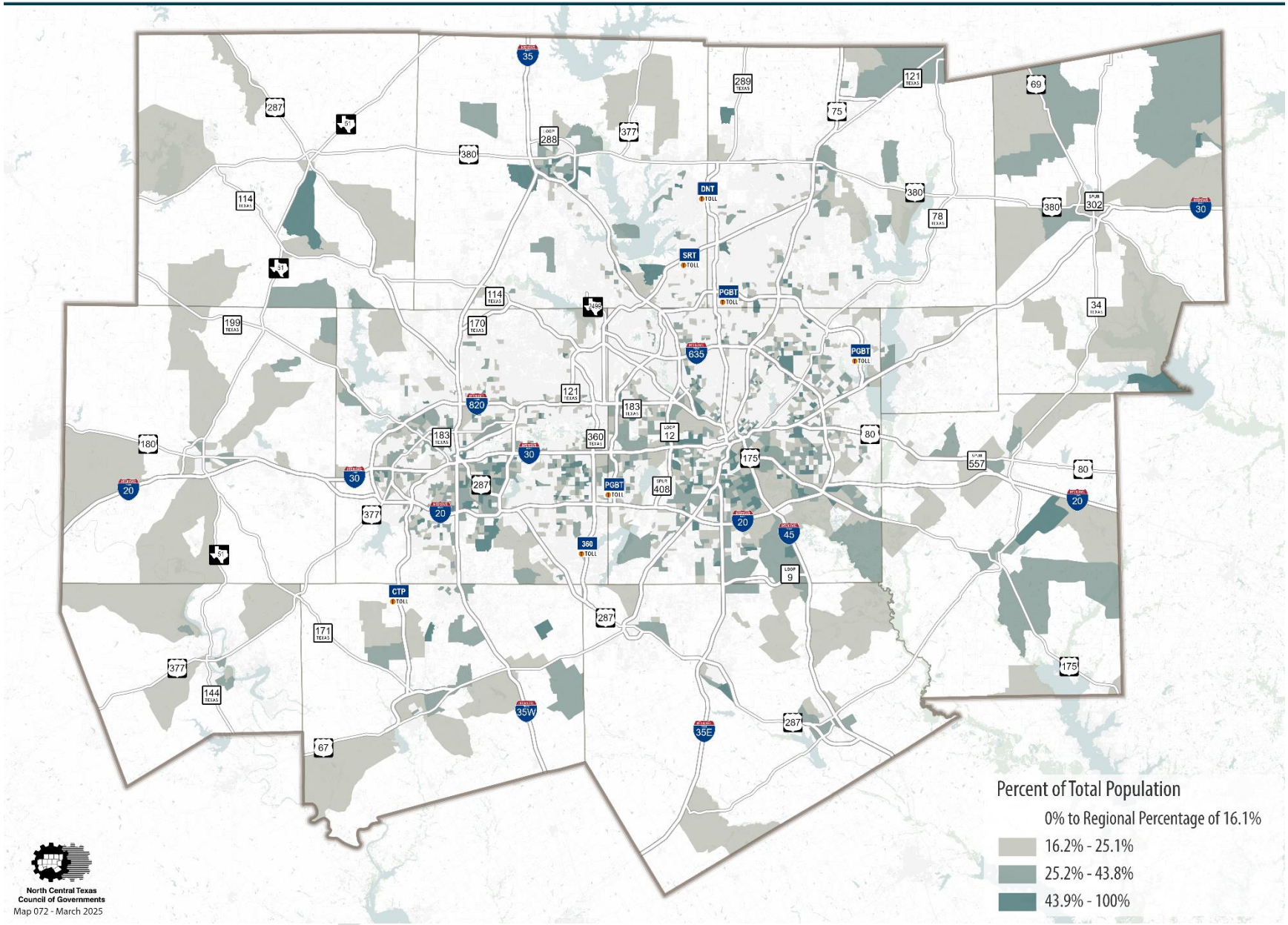


Limited English Proficiency - Spanish

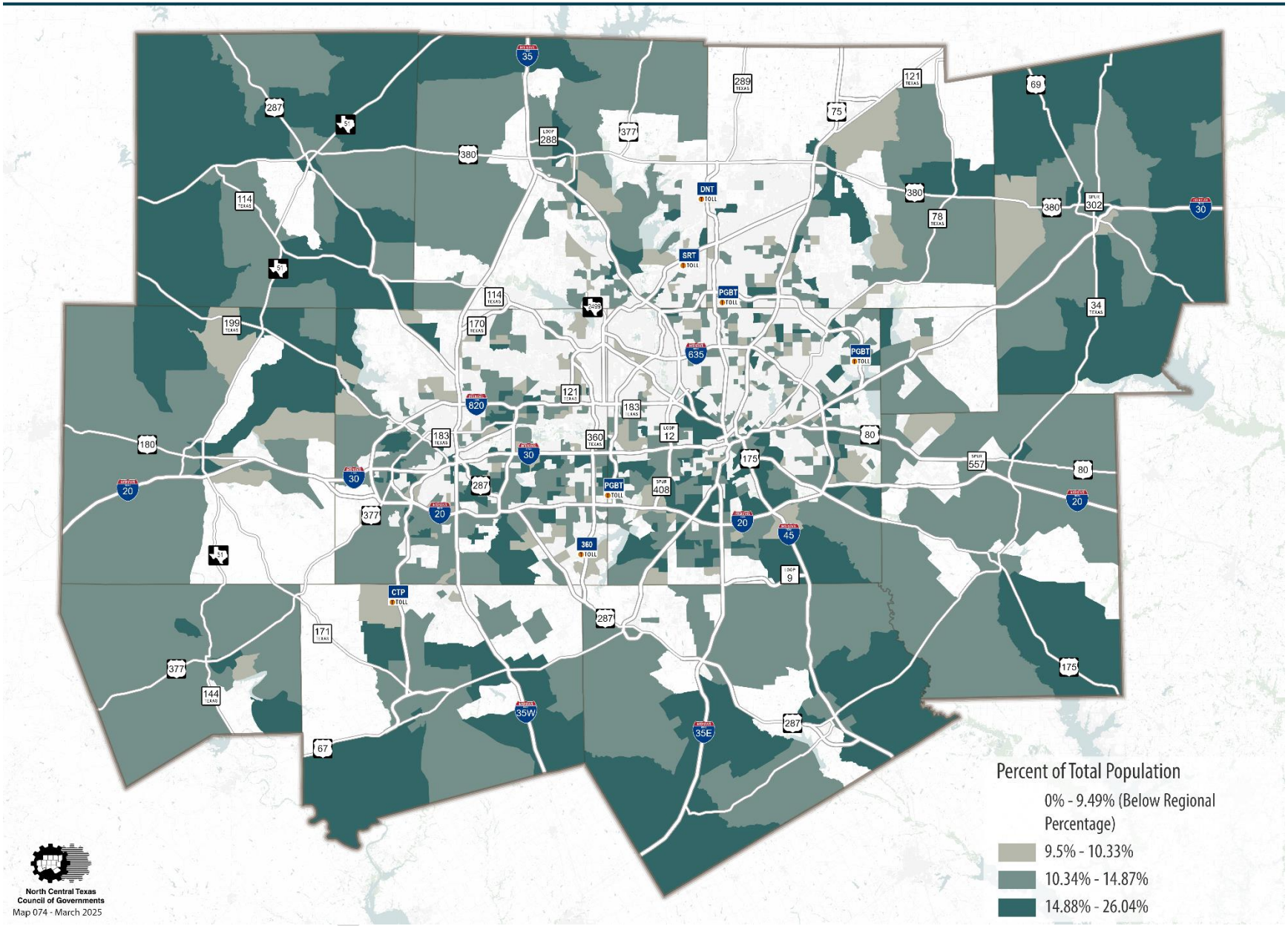
MOBILITY 2050



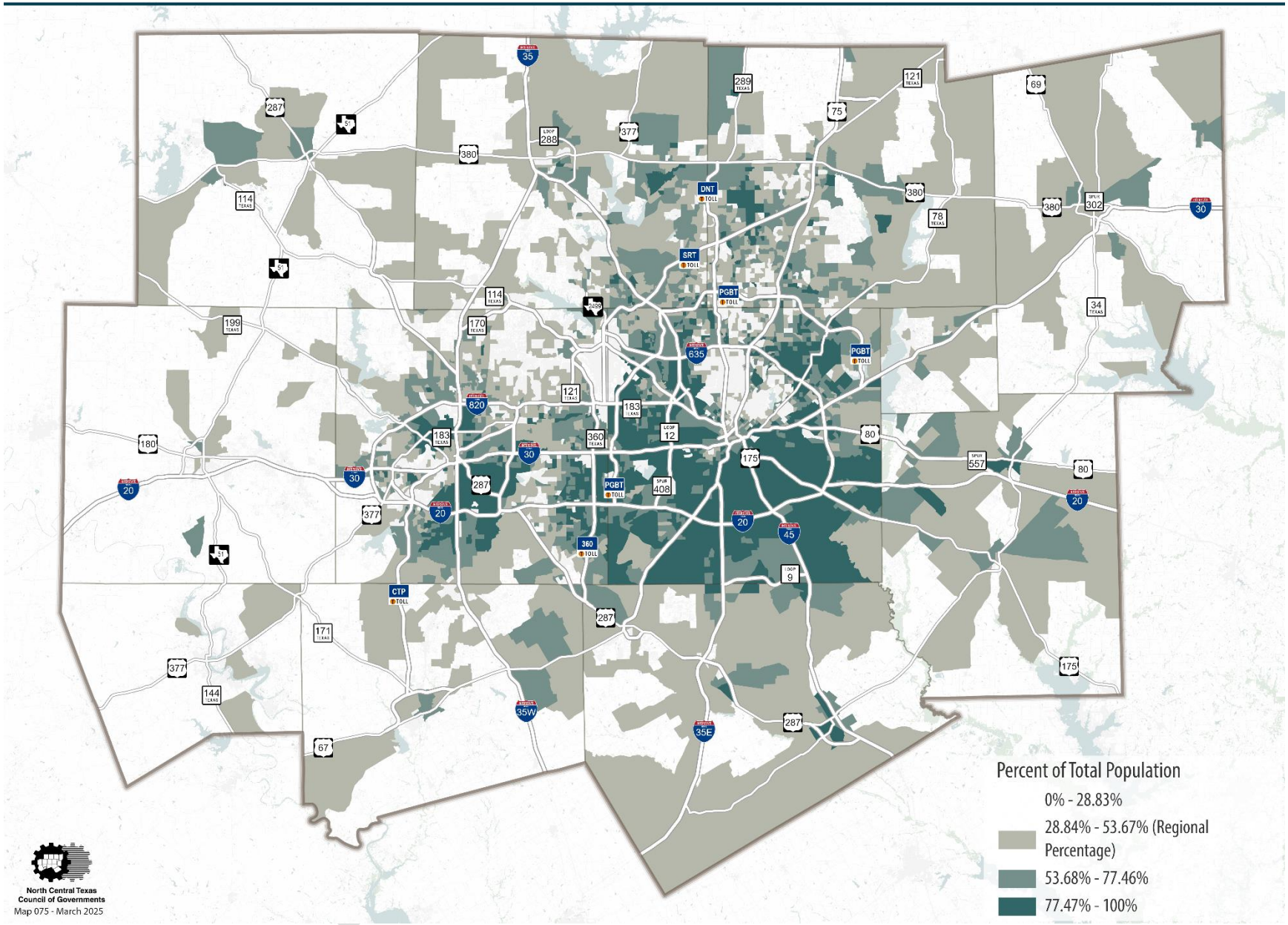
Low-Income Population



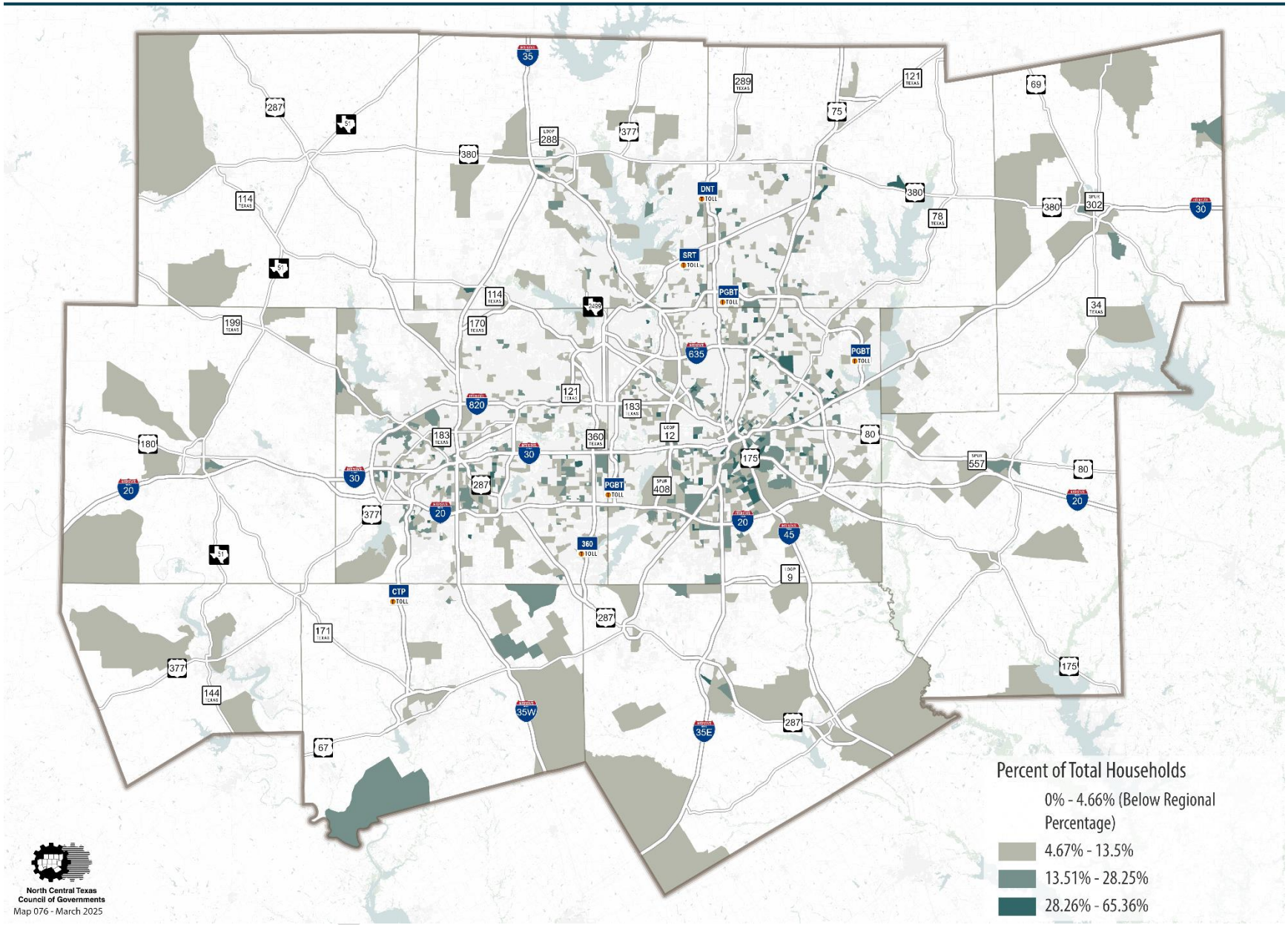
Persons with Disabilities



Total Minority Population



Zero Car Households



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-Ride[2] 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 zones[5] for auto and transit was computed as weighted averages based on population[6] 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.

$$Jobs\ for\ auto_{Regionalaverage} = \frac{\sum_{i=1}^{n} Jobswithin 16-30 \text{ min by } auto_i \times Population_i \times \varphi_i}{\sum_{i=1}^{n} Population_i \times \varphi_i}$$

$$Jobs\ for\ transit_{Regionalaverage} = \frac{\sum_{i=1}^{n} Jobswithin 31-60 \text{ min by } transit_i \times Population_i \times \varphi_i}{\sum_{i=1}^{n} Population_i \times \varphi_i}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

$\emptyset_i$ = 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 Ø 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:

$$\frac{\sum_{i=1}^{n} Jobswithin 2miles\ walking_i \times Population_i \times \varphi_i}{\sum_{i=1}^{n} Population_i \times \varphi_i}$$

Where:

i = Index used to represent a Transportation Analysis Zone.

$\emptyset_i$ = 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 Ø 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:

$$\frac{\sum_{i=1}^{n} (Max(AMHRVOC\_AB_i,\ PMHRVOC\_AB_i) + Max(AMHRVOC\_BA_i, PMHRVOC\_BA_i)) * MODEL\_LENGTH_i \times \varphi_i}{\sum_{i=1}^{n} (MODEL\_LENGTH_i \times \varphi_i x \beta_i)}$$

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 Ø 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 Ø 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 Ø 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 Ø 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 Ø 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 taken 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 Ø 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 Ø parameter is inverted accordingly. The formulas for Population Accessible to Special Generators are shown below:

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

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

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-Ride[7] and No Park-and-Ride.[8]

[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, BROPNOPRnew.mtx, and ROPPR.mtx

[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, BROPNOPRnew.mtx, and ROPNOPR.mtx

This calculation incorporates the parameter Ø 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 Ø 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 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

[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.

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	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	14,625	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 to 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 (including minority chambers). 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.

(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

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

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-Euless-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 and Public Input

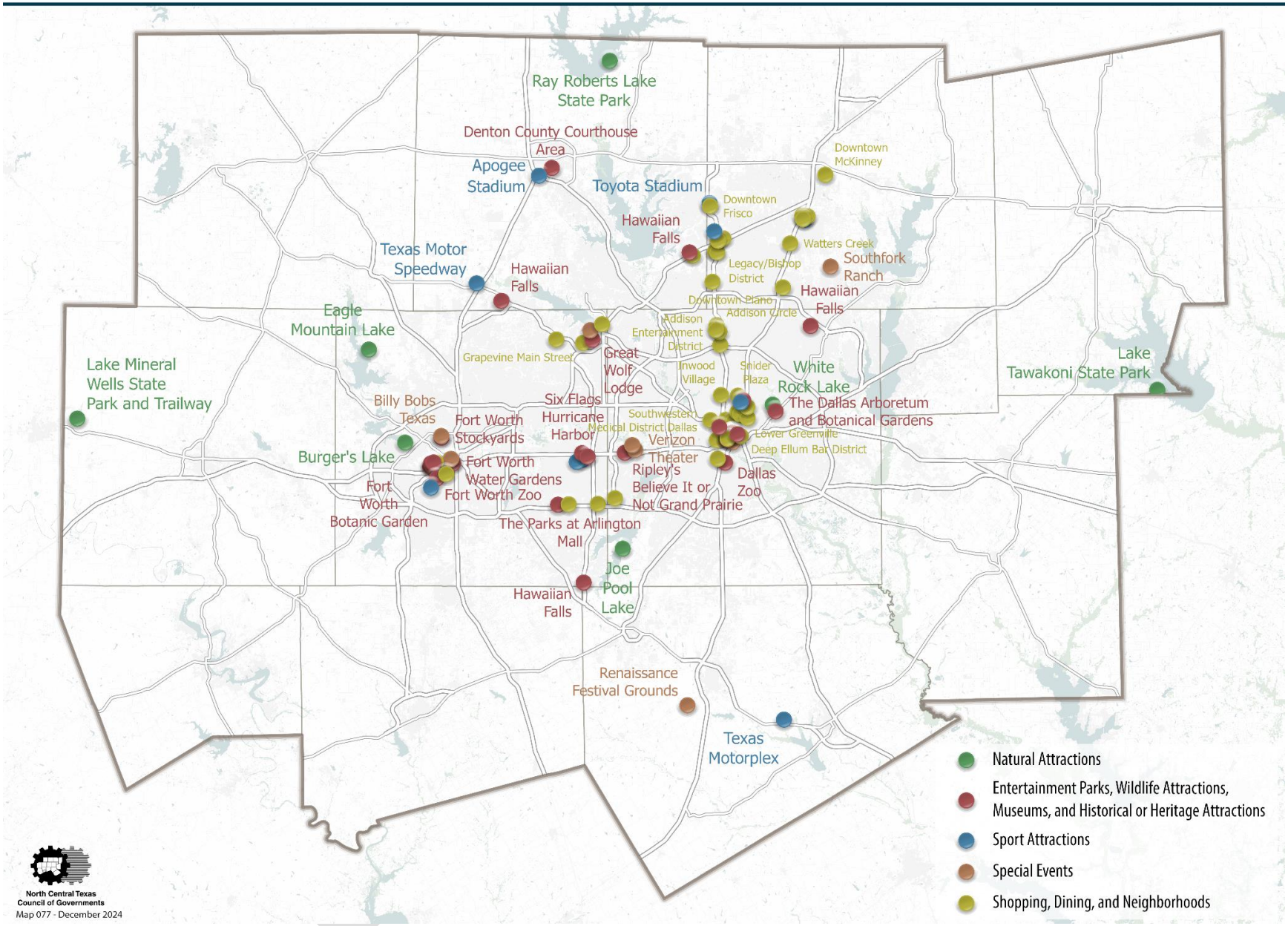
Date	Event	Location	Items
April 17, 2024	DFW Airport Employee Earth Day	DPS Headquarters, Euless	Mobility 2050 and Public Input
April 21, 2024	Oak Cliff Earth Day	Oak Cliff, Dallas	Mobility 2050 and Public Input
April 25, 2024	UT Dallas Earth Fair	UT Dallas, Richardson	Mobility 2050 and Public Input
April 27, 2024	City of Lewisville ColorPalooza	Wayne Ferguson Plaza, Lewisville	Mobility 2050 and 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 Information and 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 Information and 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

Date	Event	Location	Items
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
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 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 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 10, 2025	Regional Transportation Council	Virtual Hybrid and NCTCOG Office, Arlington	
April 25, 2025	Surface Transportation Technical Committee	NCTCOG Office, Arlington	
May 8, 2025	Regional Transportation Council	Virtual Hybrid and NCTCOG Office, Arlington	
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	
June 12, 2025	Regional Transportation Council	Virtual Hybrid and NCTCOG Office, Arlington	
June 27, 2025	Surface Transportation Technical Committee	NCTCOG Office, Arlington	

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


Ray Roberts Lake State Park
Denton County Courthouse Area
Apogee Stadium
Toyota Stadium
Downtown McKinney
Downtown Frisco
Hawaiian Falls
Watters Creek
Texas Motor Speedway
Hawaiian Falls
Legacy/Bishop District
Southfork Ranch
Hawaiian Falls
Downtown Plano
Addison Circle
Eagle Mountain Lake
Addison Entertainment District
Grapevine Main Street
Great Wolf Lodge
Inwood Village
Snider Plaza
White Rock Lake
Lake Tawakoni State Park
Lake Mineral Wells State Park and Trailway
Billy Bobs Texas
Six Flags Hurricane Harbor
Southwestern Medical District Dallas
The Dallas Arboretum and Botanical Gardens
Fort Worth Stockyards
Lower Greenville
Deep Ellum Bar District
Verizon Theater
Burger's Lake
Fort Worth Water Gardens
Ripley's Believe It or Not
Dallas Zoo
Fort Worth Zoo
Fort Worth Botanic Garden
Grand Prairie
The Parks at Arlington Mall
Joe Pool Lake
Hawaiian Falls
Renaissance Festival Grounds
Texas Motorplex
Natural Attractions
Entertainment Parks, Wildlife Attractions, Museums, and Historical or Heritage Attractions
Sport Attractions
Special Events
Shopping, Dining, and Neighborhoods
North Central Texas Council of Governments
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