Mobility 2040 Supported Goals

- Ensure all communities are provided access to the regional transportation system and planning process.
- Encourage livable communities which support sustainability and economic vitality.
- Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.
- Provide for timely project planning and implementation.

Public Benefits of the Transportation System

The transportation system provides residents in the North Central Texas region access to jobs, medical care, education, recreation, and cultural activities. Easy access to daily destinations and multiple transportation options contribute to the quality of life in a neighborhood, city, or region. In coordination with local governments and transportation partners, the North Central Texas Council of Governments aims to develop transportation infrastructure that is accessible to all.

Although most North Central Texans choose to drive, it is crucial to provide other transportation choices. Opportunities to walk, take transit, or cycle are linked to healthy communities. Walking can improve the environment and personal health, reduce traffic congestion, enhance quality of life, and provide economic rewards and other benefits.¹

Mobility 2040 includes policies, programs, and projects that support a range of mobility options that can contribute to healthy, livable communities. By developing active transportation systems such as bicycle and pedestrian facilities, Mobility 2040 promotes physical activity and more equitable

Social Considerations at a Glance:

Engaging the public and addressing their needs is of utmost importance in any public planning process. The North Central Texas Council of Governments proactively seeks to educate North Central Texans and engage them in the transportation planning process. By 2040, over 10 million people are expected to call the region home. Meeting the mobility needs of today and tomorrow requires all stakeholders to coordinate and collaborate. Nondiscrimination also plays a vital role in the transportation planning process. Through public outreach and analysis, the Regional Transportation Council seeks to understand and address the needs of the North Central Texas community.

In This Chapter:

- Regional Population and Employment Trends
- North Central Texas Population Profile Changes
- Cultural Trends
- Nondiscrimination Efforts
- Regional Environmental Justice Analysis
- Public Involvement

Did You Know …

... by the year 2040, the 12-county Metropolitan Planning Area is forecasted to grow to 10.7 million residents, a 48 percent increase in the North Central Texas population?

... job accessibility will increase for protected populations by 53 percent if the Mobility 2040 roadway and transit recommendations are built by the year 2040?

“Simple justice requires that public funds, to which all taxpayers of all races contribute, not be spent in any fashion which encourages, entrenches, subsidizes, or results in racial discrimination.”

John F. Kennedy, 1963

Regional Population and Employment Trends

Regional population and employment trends and forecasts analyze where residents live, work, and carry out leisure activities, and predict where residents will do these things in the future. Transportation planners need this information in order to provide facilities and connections that meet the mobility and accessibility needs of existing and future populations.

According to the US Census Bureau, the Dallas-Fort Worth-Arlington Metropolitan Statistical Area is the fourth most populous in the county and the most populous in the state. In 2014, the Metropolitan Statistical Area was also the second fastest growing area in the United States after the Houston region. From 2010 to 2014, the region added nearly 400,000 residents. Forecasts project that these growth trends will continue through 2040.

Several key demographics transportation planners must consider are the density, size, and profile of the population. These characteristics impact where transportation improvements will be needed in order to curb congestion and affect the land use-transportation connection. These two aspects are explored further in the Mobility Options chapter and the Sustainable Development portion of the Operational Efficiency chapter.

Historical Population Growth

In 2010, the 12-county Dallas-Fort Worth Metropolitan Planning Area had a population of approximately 6.4 million. By the year 2040, these counties are forecasted to grow to 10.7 million residents. This expected growth represents a 67 percent increase in the population of North Central Texas over 30 years. Historical population growth is important to understanding where populations will grow in the future. Exhibit 3-1 shows the population distribution by county for 1990, 2000, and 2010.

Exhibit 3-1: Historical Population Growth by County, 1990 to 2010

<table>
<thead>
<tr>
<th>MPA County</th>
<th>1990 Number</th>
<th>1990 Percent</th>
<th>2000 Number</th>
<th>2000 Percent</th>
<th>2010 Number</th>
<th>2010 Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>264,096</td>
<td>6</td>
<td>491,675</td>
<td>9</td>
<td>782,341</td>
<td>12</td>
</tr>
<tr>
<td>Dallas</td>
<td>1,852,810</td>
<td>46</td>
<td>2,218,899</td>
<td>43</td>
<td>2,368,139</td>
<td>37</td>
</tr>
<tr>
<td>Denton</td>
<td>273,525</td>
<td>7</td>
<td>432,976</td>
<td>8</td>
<td>662,614</td>
<td>10</td>
</tr>
<tr>
<td>Ellis</td>
<td>85,167</td>
<td>2</td>
<td>111,360</td>
<td>2</td>
<td>149,610</td>
<td>2</td>
</tr>
<tr>
<td>Hood</td>
<td>28,981</td>
<td>1</td>
<td>41,100</td>
<td>1</td>
<td>51,182</td>
<td>1</td>
</tr>
<tr>
<td>Hunt</td>
<td>64,343</td>
<td>2</td>
<td>76,596</td>
<td>2</td>
<td>86,129</td>
<td>1</td>
</tr>
<tr>
<td>Johnson</td>
<td>97,165</td>
<td>2</td>
<td>126,811</td>
<td>2</td>
<td>150,934</td>
<td>3</td>
</tr>
<tr>
<td>Kaufman</td>
<td>52,220</td>
<td>1</td>
<td>71,313</td>
<td>1</td>
<td>103,350</td>
<td>2</td>
</tr>
<tr>
<td>Parker</td>
<td>64,785</td>
<td>2</td>
<td>88,495</td>
<td>2</td>
<td>116,927</td>
<td>2</td>
</tr>
<tr>
<td>Rockwall</td>
<td>25,604</td>
<td>1</td>
<td>43,080</td>
<td>1</td>
<td>78,337</td>
<td>1</td>
</tr>
<tr>
<td>Tarrant</td>
<td>1,170,103</td>
<td>29</td>
<td>1,446,219</td>
<td>28</td>
<td>1,809,034</td>
<td>28</td>
</tr>
<tr>
<td>Wise</td>
<td>34,679</td>
<td>1</td>
<td>48,793</td>
<td>1</td>
<td>59,127</td>
<td>1</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>4,013,418</strong></td>
<td><strong>100</strong></td>
<td><strong>5,197,317</strong></td>
<td><strong>100</strong></td>
<td><strong>6,417,724</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>


The four urban counties – Collin, Dallas, Denton, and Tarrant – had a combined population of 5.6 million in 2010, or 88 percent of the 12-county population. This percentage share has remained stable since 1990. However, the individual population shares for Collin and Denton counties have increased while the

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2 The Dallas-Fort Worth-Arlington Metropolitan Statistical Area is a Census designation that consists of Collin, Dallas, Delta, Denton, Ellis, Hunt, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise counties.

Social Considerations

Mobility 2040

shares in Dallas and Tarrant counties have decreased. This change can be attributed to rapidly growing cities in Collin and Denton counties.

Population Forecasts

A population forecast is a projection of how many people will live in a certain area based on factors like past growth trends, development potential, and market demand. Mobility 2040 uses the North Central Texas Council of Governments’ 2040 demographic forecast to develop transportation recommendations. The year 2017 is used as a base year to compare population and employment growth expected to occur by 2040. Based on population forecasts for 2017 and 2040, the total population of the Metropolitan Planning Area (MPA) is projected to increase from 7,235,508 in 2017 to 10,676,844 in 2040. Exhibit 3-2 represents this 48 percent increase for the region and the growth by individual counties in the MPA.

Exhibit 3-2: Forecasted Population Growth by County, 2017 to 2040

<table>
<thead>
<tr>
<th>MPA County</th>
<th>2017 Population</th>
<th>2040 Population</th>
<th>Growth</th>
<th>Percent Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>951,795</td>
<td>1,560,421</td>
<td>608,626</td>
<td>64%</td>
</tr>
<tr>
<td>Dallas</td>
<td>2,600,408</td>
<td>3,357,469</td>
<td>757,061</td>
<td>29%</td>
</tr>
<tr>
<td>Denton</td>
<td>804,396</td>
<td>1,241,681</td>
<td>437,285</td>
<td>54%</td>
</tr>
<tr>
<td>Ellis</td>
<td>163,695</td>
<td>283,898</td>
<td>120,203</td>
<td>73%</td>
</tr>
<tr>
<td>Hood</td>
<td>55,034</td>
<td>81,578</td>
<td>26,544</td>
<td>48%</td>
</tr>
<tr>
<td>Hunt</td>
<td>87,279</td>
<td>131,022</td>
<td>43,743</td>
<td>50%</td>
</tr>
<tr>
<td>Johnson</td>
<td>158,683</td>
<td>252,521</td>
<td>93,838</td>
<td>59%</td>
</tr>
<tr>
<td>Kaufman</td>
<td>114,741</td>
<td>210,097</td>
<td>95,356</td>
<td>83%</td>
</tr>
<tr>
<td>Parker</td>
<td>123,181</td>
<td>195,286</td>
<td>72,105</td>
<td>59%</td>
</tr>
<tr>
<td>Rockwall</td>
<td>93,430</td>
<td>166,357</td>
<td>72,927</td>
<td>78%</td>
</tr>
<tr>
<td>Tarrant</td>
<td>2,020,278</td>
<td>3,094,649</td>
<td>1,074,371</td>
<td>53%</td>
</tr>
<tr>
<td>Wise</td>
<td>62,588</td>
<td>101,865</td>
<td>39,277</td>
<td>63%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>7,235,508</strong></td>
<td><strong>10,676,844</strong></td>
<td><strong>3,441,336</strong></td>
<td><strong>48%</strong></td>
</tr>
</tbody>
</table>

Source: NCTCOG 2040 Demographic Forecasts

Tarrant County is projected to gain the most population – just over one million residents – between 2017 and 2040. Dallas, Collin, and Denton counties follow Tarrant County in terms of forecasted population growth in this timeframe. Kaufman County is projected to have the greatest percent increase in growth at 83 percent. Counties projected to grow by more than 50 percent include Collin, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise.

Population Density

In addition to population forecasts, population density is critical when planning transportation facilities. Denser areas may warrant more multimodal transportation infrastructure to ensure that residents are able to travel efficiently. In the four urban counties (Collin, Dallas, Denton, and Tarrant), population density is projected to increase from 1,848 to 2,681 people per square mile between the years 2017 and 2040. For the entire MPA, population density is projected to increase from 802 to 1,184 people per square mile. Exhibit 3-3, 3-4, and 3-5 show the population density by county and by traffic survey zone between 2017 and 2040. Traffic survey zones are a geographic unit used for transportation planning. They are similar in size to Census block groups.

Exhibit 3-3: Increase in Population Density by County, 2017 to 2040

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4 Population density for the Dallas-Fort Worth MPA is calculated by dividing the total regional population by the area of the region; Exhibits 3-4 and 3-5 show population density by Traffic Survey Zone.
Exhibit 3-3 shows increases in population density by county. The counties with the greatest increases in people per square mile are Tarrant – 1,258; Dallas – 877; Collin – 722; Rockwall – 578; and Denton – 491. In 2040, the five most densely populated counties in the MPA will be Dallas with 3,888 people per square mile; Tarrant with 3,622; Collin with 1,862; Denton with 1,394; and Rockwall with 1,319.

Exhibit 3-4: Population Density in the 12-County MPA, 2017 and 2040

Exhibit 3-5: Change in Population Density in the 12-County MPA, 2017 to 2040

Historic Employment Growth

North Central Texas is a major economic, social, and political center of both Texas and the United States. Job growth continues to flourish in the region and state. The North Central Texas region represents 30 percent of the state’s gross domestic product. The region is also home to 18 Fortune 500 companies. From 2000 to 2013, the number of employed individuals in the region increased by 24 percent. The transportation system is central in supporting this growth because it allows for the efficient movement of people and goods. Understanding not only population growth, but employment growth, is critical to transportation planning and to providing the best system to move people to and from jobs.

Historic Employment Growth

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Employment Forecast

The North Central Texas Council of Governments forecasts employment growth to ensure that transportation facilities provide the region’s residents with access to jobs. Employment within the 12-county MPA is projected to increase 46 percent from 4,584,235 jobs in 2017 to 6,691,449 jobs in 2040. During the same period, the average employment density in the region is projected to increase from 508 to 742 jobs per square mile.

Employment growth in the MPA is shown in Exhibits 3-6, 3-7, and 3-8. The highest increase in the number of jobs is projected to occur in Dallas County with 1,050,448 new jobs for a growth rate of 49 percent. The second-highest increase is projected to occur in Tarrant County with 542,806 new jobs for a 45 percent increase. Hunt County is projected to have the highest rate of employment growth with a 54 percent increase.

Exhibit 3-6: Forecasted Employment Growth by County, 2017 to 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2017 Employment</th>
<th>2040 Employment</th>
<th>Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>542,493</td>
<td>762,920</td>
<td>220,427</td>
</tr>
<tr>
<td>Dallas</td>
<td>2,147,027</td>
<td>3,197,475</td>
<td>1,050,448</td>
</tr>
<tr>
<td>Denton</td>
<td>298,071</td>
<td>445,070</td>
<td>146,999</td>
</tr>
<tr>
<td>Ellis</td>
<td>68,913</td>
<td>96,872</td>
<td>27,959</td>
</tr>
<tr>
<td>Hood</td>
<td>23,703</td>
<td>29,448</td>
<td>5,745</td>
</tr>
<tr>
<td>Hunt</td>
<td>45,548</td>
<td>70,099</td>
<td>24,551</td>
</tr>
<tr>
<td>Johnson</td>
<td>75,452</td>
<td>105,198</td>
<td>29,746</td>
</tr>
<tr>
<td>Kaufman</td>
<td>46,312</td>
<td>64,040</td>
<td>17,728</td>
</tr>
<tr>
<td>Parker</td>
<td>62,665</td>
<td>80,404</td>
<td>17,739</td>
</tr>
<tr>
<td>Rockwall</td>
<td>39,879</td>
<td>53,372</td>
<td>13,493</td>
</tr>
<tr>
<td>Tarrant</td>
<td>1,196,521</td>
<td>1,739,327</td>
<td>542,806</td>
</tr>
<tr>
<td>Wise</td>
<td>37,651</td>
<td>47,224</td>
<td>9,573</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>4,584,235</strong></td>
<td><strong>6,691,449</strong></td>
<td><strong>2,107,214</strong></td>
</tr>
</tbody>
</table>

Source: NCTCOG 2040 Demographic Forecasts

Exhibit 3-7: Employment Density in the 12-County MPA, 2017 and 2040

Growth in the region’s employment plays an important role in forecasting population. Regions with job growth retain current residents and attract new ones moving to the area for employment opportunities. Transportation planners use this information to forecast future revenue streams for transportation projects and determine areas that will need additional infrastructure. The region’s employment forecasts show that employment opportunities will continue to grow, leading to long-term economic growth and vitality in North Central Texas.
In a region that is demographically diverse, planners must consider how this diversity affects residents’ transportation needs. Demographic trends indicate that the region’s population profile will change over time in terms of race, ethnicity, income, language, and age. The data source for the majority of the demographic data in Mobility 2040 is the 2013 American Community Survey 5-Year Estimates, the most recent dataset that included all the applicable data at the time Mobility 2040 was developed.

**Changes in Race and Ethnicity**

Since the 1970s, both the overall population and minority population have increased dramatically in the region. Minority is defined as any person who identifies his or her race as African American, American Indian/Alaskan Native, Asian, or Hawaiian/Pacific Islander, or who defines his or her ethnicity as Hispanic. Individuals may identify themselves both as one or more races and as Hispanic. To avoid double counting people, individuals who identify themselves as being part of the Hispanic ethnic group or who identify themselves as one of the races listed above and not Hispanic are included in the total minority population. The overall population in the region has increased nearly 160 percent, from 2.5 million people in 1970 to more than 6.4 million in 2010. During the same period, the minority population has increased more than 550 percent, from 500,000 in 1970 to over 3 million in 2010. Exhibit 3-9 illustrates changes in the region’s racial and ethnic make-up over time.

Today, the region is demographically diverse with a total minority population of just over 50 percent. Exhibit 3-10 illustrates the racial profile of the North Central Texas region in 2013.
Historically, the minority population has grown at a faster rate than the overall population. Based on patterns in birth rates and migration, this trend is expected to continue into the future. A growing number of MPA residents also have been born in foreign countries. The number of individuals who are not native to the United States and were born in a foreign country increased by 46 percent from 2000 to 2013.

**Changes in Income**

Income is an additional population indicator that must be considered when planning transportation facilities. Individuals or households with lower incomes may not have access to a working vehicle and must rely on other modes of transportation. Planners are particularly interested in individuals who fall below the poverty level established annually by the Department of Health and Human Services. From 2000 to 2013, the percent of the region’s population that lives below the poverty level increased from approximately 11 percent to 15 percent.

**Changes in Language**

As North Central Texas continues to become a more diverse region, the number of non-English speaking residents will likely increase. People who identify their ability to read, write, speak, or understand English as less than “very-well” are considered Limited English Proficient (LEP). Transportation planners are concerned with how to effectively engage LEP speakers in outreach. According to the 2009-2013 American Community Survey results, the largest LEP language group in North Central Texas is Spanish-speaking individuals at almost 11 percent of the region’s total population. When all other languages are included, approximately 13 percent of the total population has a limited ability to read, write, speak, or understand English. **Exhibit 3-11** represents the percentage of LEP individuals by language group in the region.

**Changes in Age**

Changes in age also are important for planners to consider, because different age groups can have different transportation needs. As people age, their travel behavior, preferences for housing location, and service needs may change. **Exhibit 3-12** represents the age profile of North Central Texans. The distribution of age groups remained relatively stable from 1990 to 2010; however, the 65 and
over age group has grown by almost 48 percent between 2000 and 2013, although this group remains less than 10 percent of the total population.

Exhibit 3-12: Age Group Distribution, 2013

The North Central Texas Council of Governments strives to understand the current and future demographics of the region to provide an effective transportation system that meets the needs of a diverse region. Planners must understand the region’s demographics to effectively engage the public or to understand how people travel. Current trends, historical census data, population projections, and economic factors are used to inform decision making. Cultural changes are also important to consider when developing infrastructure recommendations.

### Cultural Trends

National trends indicate that residents may be changing their preferences concerning where they live and work; they also show that young people are delaying driving. Although these trends are not as prevalent in North Central Texas as elsewhere, the trends will likely have some impact between now and 2040. The cultural trends discussed below have a direct or indirect impact on how residents may utilize the regional transportation system now and in the future.

#### Increase in Telecommuting

A report by the Census Department found that the percentage of US workers who work at least one day from home grew from 7 percent to 9.5 percent between 1997 and 2010. The percentage of US workers who worked the majority of their days from home increased from 3.6 percent to 4.3 percent between 2005 and 2010.6 In the North Central Texas region, the percentage of workers who worked the majority of their days from home grew from 4.3 percent in 2010 to 4.6 percent in 2013. Telecommuting can reduce demand on the transportation system and decrease the severity of peak-hour congestion.

#### Preferences of the Baby Boomer Generation

A 2012 national survey conducted by the American Planning Association found that while 39 percent of baby boomers between the ages of 50 and 65 currently live in a suburb where they have to drive to most places, only 7 percent want to live in that kind of suburb and 19 percent want to live in a suburb with walkable amenities.7 Despite these stated preferences, researchers who compared national Census data to birth and death records found that members of the baby boomer generation actually left urban counties between 2000 and 2010. The majority of these baby boomers migrated to non-metropolitan counties that featured recreational opportunities and scenic amenities. Dallas County experienced a net loss of baby boomers between 2000 and 2010, while Tarrant County showed a small net increase of younger baby boomers. Rockwall, Kaufman, and Hood counties saw the greatest increase in baby boomers during the last decade.8

#### Preferences of the Millennial Generation

Millennials – people born from 1980 to 1996 – are delaying getting a driver’s license. Nationally, the percent of 18-year-olds with driver’s licenses fell from 80

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6 US Census’ 2012 Home-Based Workers in the United States, 2010
7 American Planning Association’s 2014 Investing in Place
percent to 61 percent from 1983 to 2010. Researchers have suggested many reasons for the drop, including a decrease in employment rates, an increase in the overall cost of driving, the availability of other modes of transportation, the amount of time spent socializing via the Internet rather than in person, and the rate of young people attending school rather than working full time.

Millennials may also be driving less. A Federal Highway Administration study found that the number of miles traveled by young people fell in 2009 compared with 1995 and 2001. The miles traveled by young people also fell compared with other age groups in 2009. However, economic factors, including the recession, may be responsible for some of this drop. In North Central Texas, Census data show that the percent of 16- to 19-year-olds traveling to work by carpool increased by about two percentage points from 2007 to 2013 following the recent recession. The percent of 16- to 19-year-olds driving to work alone decreased by about three percentage points in the same timeframe.

A 2012 survey conducted by the American Planning Association found that people aged 21 to 34 ranked metropolitan features including schools, transit, and safe streets as their third-highest consideration when choosing a place to live, below the cost of housing and transportation, and below jobs and business growth. However, the percent of millennials in North Central Texas who choose commuting options other than driving alone is still very low compared with other metropolitan areas in the country.

Preferences of Racial and Ethnic Groups

As the number of minority and foreign-born residents in the region increases, the transportation system should be responsive to the needs of different cultural groups. However, the overwhelming majority of workers in the region commute to work via car, truck, or van regardless of race or ethnicity, as shown in Exhibit 3-13. About 80 percent drive alone to work, and more than 10 percent carpool. Public transit is lightly used by groups in all counties; workers in North Central Texas are about as likely to walk to work as to take public transit. No broad trends emerge that demonstrate that one race or ethnicity prefers one mode of transportation.

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9 Census Bureau’s 2014 new Census Bureau statistics show how young adults today compare with previous generations in neighborhoods nationwide
11 Federal Highway Administration’s The Next Generation of Travel: Research, Analysis and Scenario Development. Accessed April 2015
Nondiscrimination Efforts

The North Central Texas Council of Governments (NCTCOG) and the Regional Transportation Council are committed to providing an equitable transportation system for all residents. Throughout the development of Mobility 2040, nondiscrimination and Environmental Justice principles were incorporated so that no person is excluded from participation in, denied benefits of, or discriminated against in planning efforts. NCTCOG seeks to understand the impacts of programs and activities on the region and Environmental Justice populations through assessment, analysis, and outreach efforts. NCTCOG holds nondiscrimination as a core principle in all efforts, including transportation planning.

Several laws and regulations guide NCTCOG’s Nondiscrimination/Environmental Justice Program. The first piece of nondiscrimination legislation that shapes NCTCOG’s efforts is Title VI of the Civil Rights Act of 1964. Title VI stated that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal Financial Assistance.” Title VI held all agencies that receive federal financial assistance accountable for their actions and mandated that those agencies ensure their policies and practices were not discriminatory in nature.

The Environmental Justice Movement, as it is known today, started in the early 1980s when low-income and minority populations began to protest the siting of toxic waste landfills in their neighborhoods. These efforts culminated in the signing of Executive Order 12898 in 1994, which mandated federal agencies incorporate Environmental Justice principles into their activities. This has evolved from protecting community human health to include social and economic health.

Under federal law, agencies must incorporate Environmental Justice into their activities. The three fundamental principles at the core of Environmental Justice are to:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

NCTCOG seeks, at a minimum, to meet all state and federal regulations relating to nondiscrimination; however, it is the goal of the agency to go above and beyond basic requirements to create a transportation system that is beneficial to all residents of the region. The following objectives guided the creation of Mobility 2040:

- Encourage community participation in the development of Mobility 2040, including traditionally underserved communities.
- Support data gathering and analysis of projects and programs to identify any potentially negative social, economic, health, or environmental impacts on communities.
- Seek to mitigate disproportionately high and adverse human health impacts when identified through analysis or public comment.
These goals are a reflection of NCTCOG’s continual efforts to serve all members of the community throughout the transportation planning process.

**Mobility 2040 Policies**

Mobility 2040 supports the following nondiscrimination and public involvement polices:

**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.

**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.

NCTCOG’s efforts to integrate nondiscrimination principles during planning involve three main components:

- **Assessment:** Identify the location of protected populations in the region. This serves as the first step in identifying potential impacts to protected populations.
- **Analysis:** Analyze the potential impacts of any project, policy, plan, or program recommendation. Staff should identify any disparate impacts of its decisions in the short- or long-term future.
- **Outreach:** Involve all population groups in plans or processes.

The NCTCOG Title VI Program documents all nondiscrimination efforts the department undertakes. This document can be found at www.nctcog.org/ej. The following discussion and analysis focuses on specific efforts to support nondiscrimination in all transportation planning programs, policies, and activities.

**Identifying Protected Populations**

Executive Order 12898 states that agencies must collect, maintain, and analyze information on Environmental Justice populations located near sites that may have a substantial environmental or economic effect on nearby populations. The magnitude and scope of Mobility 2040’s recommendations require population patterns of the entire region be evaluated.

The first step in the process is to identify where the region’s low-income and minority populations are located. These federally designated populations are referred to as Environmental Justice or protected populations and are defined in Exhibit 3-14.

**Integrating Nondiscrimination Principles into the Planning Process**

Nondiscrimination is an integral concern while planning and developing projects. NCTCOG strives to address the needs of protected populations (low-income and minority individuals) and assess the impacts of activities throughout the span of a project, from planning to implementation. Understanding how populations utilize the transportation system, coupled with the knowledge of demographic trends, helps planners design a system that will accommodate current and future needs.
Exhibit 3-14: Federally Designated Environmental Justice Population Definitions

<table>
<thead>
<tr>
<th>Population</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black/African American Race</td>
<td>A person having origins in any of the Black racial groups of Africa</td>
</tr>
<tr>
<td>American Indian/Alaskan Native Race</td>
<td>A person having origins in any of the original peoples of North and South America who maintain tribal affiliation or community attachment</td>
</tr>
<tr>
<td>Asian Race</td>
<td>A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian Subcontinent</td>
</tr>
<tr>
<td>Native Hawaiian or Pacific Islander Race</td>
<td>A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands</td>
</tr>
<tr>
<td>Hispanic Ethnicity</td>
<td>A person of Mexican, Puerto Rican, Cuban, Central or South America, or other Spanish culture or origin regardless of race</td>
</tr>
<tr>
<td>Low-Income</td>
<td>A person whose household income is below the poverty line as determined by the US Department of Health and Human Services</td>
</tr>
</tbody>
</table>

The following groups also are considered throughout the planning process in order to meet the requirements of Title VI:

- People aged 65 years and older
- People with disabilities
- People who are Limited English Proficient
- Female head of household (any female-headed household with own children under age 18 present and no husband)
- Zero-car households

Maps depicting the locations of these populations in the region are found in Appendix B.

The Environmental Justice Index (EJI) is used by NCTCOG to aggregate low-income and minority populations for analysis. Three variables, including percent below poverty, percent minority, and population density, are used to identify Census block groups with concentrations of minority and low-income populations. The resulting map can help planners easily identify populations for further analysis and examine how recommendations in Mobility 2040 affect protected populations. Exhibit 3-15 displays the EJI for the North Central Texas 12-county Metropolitan Planning Area. All calculations are based on the 2009-2013 American Community Survey 5-Year Estimates. There is no ‘critical’ EJI score; any thresholds should be determined by the particular project.

Regional Environmental Justice Analysis

Nondiscrimination efforts are considered at multiple levels throughout the process, from the long-range plan to project implementation. Analysis is conducted at four levels to ensure no one population bears undue burdens of the transportation system and to provide a greater understanding of how the project will impact a community on a macro and micro level.

Projects proceed through the four levels of Environmental Justice Analysis shown in Exhibit 3-16. This section of Mobility 2040 analyzes Environmental Justice at the Metropolitan Transportation Plan level.
Performance Indicators

Mobility 2040 has identified $118.9 billion in transportation projects spread over approximately 9,500 square miles. Because of the magnitude of projects to be analyzed, an Environmental Justice assessment of each project is infeasible. For this reason, the Travel Demand Model is used to perform a regional Environmental Justice Analysis on the entire transportation system proposed in Mobility 2040.

One goal of Mobility 2040 is to make transportation options more available for people and goods. This is achieved through enhancing mobility and accessibility. Mobility is the ability for people and goods to travel from one place to another. Mobility can be affected by factors such as design, road capacity, or Intelligent Transportation Systems such as electronic toll collectors and dynamic message signs that inform drivers about traffic conditions. Accessibility describes how well the system provides access to locations and opportunities. Accessibility can be affected by factors such as the cost in time and dollars and the number of modal choices available to reach a location.\(^\text{12}\)

Six performance indicators that identify quality-of-life factors affected by accessibility and mobility are used to evaluate the Mobility 2040 recommendations. These performance indicators are shown in Exhibit 3-17, and the results of the Mobility 2040 evaluation are shown in Exhibits 3-18 through 3-23.

Exhibit 3-16: Levels of Environmental Justice Analysis during Transportation Project Development Process

<table>
<thead>
<tr>
<th>Analysis</th>
<th>Metropolitan Transportation Plan (Mobility 2040)</th>
<th>Regional Priced Facilities</th>
<th>National Environmental Policy Act</th>
<th>Construction/Project Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scope</td>
<td>All projects proposed in Mobility 2040 on a regional level</td>
<td>All new priced facilities proposed in Mobility 2040 on a regional level</td>
<td>Project/corridor-specific analysis</td>
<td>Disadvantaged Business Enterprise and contractor requirements</td>
</tr>
<tr>
<td>Results</td>
<td>Impacts of proposed projects on regional mobility and accessibility</td>
<td>Regional impacts on communities with the addition of all priced facilities</td>
<td>Localized impacts on a community due to the construction and operation of a project, including noise and air quality concerns</td>
<td>Job Opportunities Program, enhancing Environmental Justice community involvement and outreach</td>
</tr>
</tbody>
</table>

Exhibit 3-17: Environmental Justice Performance Indicators

<table>
<thead>
<tr>
<th>Accessibility</th>
<th>Mobility</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Number of jobs accessible within 30 minutes by automobile*</td>
<td></td>
</tr>
<tr>
<td>• Number of jobs accessible within 60 minutes by transit*</td>
<td></td>
</tr>
<tr>
<td>• Population within 30 minutes to university and regional shopping center special generators</td>
<td></td>
</tr>
<tr>
<td>• Population within 15 minutes to hospitals</td>
<td></td>
</tr>
<tr>
<td>• Average level of congestion</td>
<td></td>
</tr>
<tr>
<td>• Average travel time</td>
<td></td>
</tr>
</tbody>
</table>

*The travel time thresholds of 30 minutes by auto and 60 minutes by transit are based on regional travel patterns

Metropolitan Transportation Plan Environmental Justice Analysis Methodology

The Mobility 2040 recommendations were evaluated using the established performance indicators and demographic data from the 2009-2013 American Community Survey (ACS) 5-Year Estimates. Beginning in 2010, the decennial...
Census no longer reports income data. Moving forward, the North Central Texas Council of Governments EJI and Metropolitan Transportation Plan Environmental Justice Analysis will acquire this data from the most recent ACS estimates. The ACS data is based on a sample of the population and therefore has a larger margin of error than the decennial Census data. However, this is the most complete data available for this analysis. More information regarding data considerations can be found at www.census.gov.

The following four steps were used to complete the Environmental Justice Analysis for Mobility 2040:

**Step 1. Identified Protected Populations:** Traffic survey zones with a percentage of low-income or total minority population above the regional average were identified as protected and zones are referred to as the ‘EJ Aggregate Protected Class’ in the results. Traffic survey zones above the regional average for any single population listed in Exhibit 3-14 were also identified as protected. These results are documented in Appendix B. When a traffic survey zone is included as a protected zone, the entire population of the zone is considered protected for this analysis.

**Step 2. Calculated Performance Indicators:** Protected traffic survey zones were compared to non-protected traffic survey zones for the identified performance indicators. A detailed description of how the performance indicators were calculated can be found in Appendix B.

**Step 3. Analyzed Network and Demographic Scenarios:** The six performance indicators were compared across several scenarios that combined existing or planned transportation networks and current and future demographics:

- **2017 Current Network:** Existing roadway and transit facilities with 2017 population.
- **2040 Build Network:** All roadway and transit facilities recommended in Mobility 2040 with 2040 demographics.
- **2040 No-Build Network:** Existing roadway and transit facilities with 2040 demographics.
- **2040 Priced Facilities No-Build Network:** All roadway and transit facilities recommended in Mobility 2040, excluding new or expanded priced facilities, and 2040 demographics (results detailed in the Mobility Options chapter).

**Step 4. Compared Results:** Current, Build, and No-Build scenarios were compared for protected and non-protected populations.

The current network forms the baseline for assessing the impacts of building the Mobility 2040 roadway and transit recommendations. Rerouting current facilities to remedy potential disparities between protected and non-protected groups is not a realistic option; therefore, Mobility 2040 compares the Current and Build scenarios to see the rate at which any disparities are being perpetuated in future plans. Comparing the Build and No-Build scenarios also establishes how effectively the transportation system increases job accessibility while controlling for population growth. The results are compared across the different scenarios to provide a complete picture of how changes in the transportation system impact mobility and accessibility in North Central Texas.

Due to the rapid population growth that is forecast to continue through 2040, some of the performance indicators worsen even in the 2040 Build scenario. The primary purpose of the Regional Environmental Justice Analysis is to determine if the recommendations in the plan have a disproportionate or adverse impact on protected groups when compared to non-protected groups. The following discussion summarizes the results of the Environmental Justice performance indicators. Appendix B provides the detailed regional Environmental Justice Analysis results which includes performance indicator outcomes for the aggregate and individual protected populations.

**Environmental Justice Results**

The results of the Environmental Justice Analysis show that if built (2040 Build), the Mobility 2040 roadway and transit recommendations provide protected populations access to 3 percent more jobs by car and 78 percent more jobs by transit in the future when compared to the Current network. Overall, the protected population would have access to 53 percent more jobs if the Mobility 2040 recommendations are built, compared to a decrease of 6 percent if the recommendations were not built. Both protected and non-protected

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13 Priced Facilities No-Build network excludes all priced facilities currently under construction and Comprehensive Development Agreements under contract for construction.
social considerations

Mobility 2040

populations experience a much higher rise in the number of jobs accessible by transit compared to auto, likely due to increasing traffic congestion. Exhibit 3-18 reflects the number of jobs accessible for both protected and non-protected populations between the three scenarios. It is important to note that only fixed-route transit is included in this analysis such as rail and bus lines; the results do not include other transit options that exist in the region such as demand-response services.

Exhibit 3-18: Job Access by Auto and Transit

![Job Access by Auto and Transit](image)

However, if the transportation system remains as it is today, the expected increase in population will cause congestion to worsen for protected and non-protected populations. This will result in a decline in the number of jobs accessible. Both groups experience a loss of mobility and accessibility from the Build to No-Build scenario.

When comparing the impacts from the Current to No-Build scenarios, the non-protected population sees a larger percent decline in access to jobs than the protected populations, with protected population experiencing an overall decrease of 6 percent and the non-protected populations experiencing a 38 percent decrease. This can be attributed to current and future land uses and recommended transportation system improvements in the urbanized areas.

The decrease in access to jobs for non-protected populations, especially in the auto analysis, can be attributed to increased regional congestion. Exhibit 3-19 displays congestion changes for protected and non-protected populations across the three scenarios. In the Current and Build scenarios, the protected populations experience more localized congestion than the non-protected population. This is likely because the majority of protected populations live close to the urban core where congestion tends to be worse. Congestion will worsen at a faster rate, however, for the non-protected populations in the No-Build scenario, likely due to increased growth outside of the urban core where the concentration of protected populations is lower.

Exhibit 3-19: Localized Congestion Change across Transportation Scenarios

![Localized Congestion Change across Transportation Scenarios](image)

With increased congestion, the length of time to travel a set distance increases. To relate the localized congestion displayed above to everyday travel, the average trip time and length for each scenario was determined. An average mile per hour was calculated to determine the time it would take both protected and non-protected populations to travel 20 miles across all three scenarios. Twenty
miles was used as the threshold because it represents an average commute length in the Dallas-Fort Worth area.

The results in Exhibit 3-20 are a direct reflection of how future transportation investments will be allocated. A large portion of planned projects are located in urbanized areas where the protected populations are primarily located. Therefore, travel time will increase at a faster rate for the non-protected populations than the protected populations in both the Build and No-Build scenarios.

To determine accessibility to regional attractions, percent of populations within 30 minutes of special generators was calculated. For this indicator, a lower time threshold of 15 minutes is used for hospitals due to the critical nature of accessing emergency care. Results showed that over 90 percent of the protected population is 30 minutes from a university or regional shopping center. This trend remains relatively constant across all scenarios while it decreases across all scenarios for the non-protected population, as seen in Exhibit 3-21. Hospital access is significantly higher for protected populations than non-protected populations across all three scenarios, as seen in Exhibit 3-22. While the transportation system cannot account for the freedom of choice for a specific university or hospital for its expertise, it does provide access to basic needs and services.

To assess the impacts of tolled and managed lane facilities recommended in Mobility 2040, the Priced Facilities No-Build Analysis was conducted. Results showed increased mobility and accessibility for protected populations with the addition of these priced facilities. The results and discussion of this analysis can be found in the Mobility Options chapter.
Exhibit 3-22: Percent of Population within 15 Minutes of a Hospital Special Generator

Exhibit 3-23: Environmental Justice Analysis
Performance Results for EJ Aggregate Protected Population Compared to Non-Protected Population

Summary

As a whole, the Mobility 2040 roadway and transit recommendations do not have disparate impacts on protected populations. Overall mobility and accessibility increase for the protected populations in the Build scenario. Exhibit 3-23 illustrates the overall results of the three main performance indicators for the EJ aggregated population compared to the non-protected population. Appendix B contains the complete methodology and results for all protected populations for the Environmental Justice Analysis.
Introduction

A proactive public participation process is vital to ensuring that the transportation planning process fosters meaningful involvement by all users of the system, including the business community, community groups, environmental organizations, freight operators, and the traveling public. Informing stakeholders of critical issues facing the region and providing opportunities to contribute ideas and offer input is important to developing a plan that represents a wide variety of interests and mobility needs without causing adverse effects in the natural and built environment.

The overall objectives of the North Central Texas Council of Governments’ Public Participation Plan are that it be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. While federal laws and regulations provide some requirements for public involvement, NCTCOG strives to go beyond these requirements and provide a comprehensive program to ensure all residents of the region are provided an opportunity to participate in decision making and stay informed about efforts to plan a transportation system that will be accessible, financially viable, and sustainable.

The PUBLIC PARTICIPATION PLAN addresses the following:

- Public involvement requirements
- Timelines for public comment on various documents
- Environmental Justice
- Public notifications
- Public participation and coordination procedures for environmental documents
- Provisions for holding public meetings with abbreviated comment periods of no less than 72 hours and longer
- Provisions for inclement weather
- Title VI complaint procedures
- Language Assistance Plan
- Online comment opportunities
- Inclusion of technology in seeking feedback/comments
- Evaluation of public involvement strategies

Public Participation Plan

The NCTCOG 2015 Transportation Public Participation Plan guides how and when public involvement will be carried out based on decisions made by the Regional Transportation Council.

Through its Language Assistance Plan, NCTCOG seeks to ensure all residents can provide input on transportation decisions regardless of their ability to read, write, speak, or understand English. The Language Assistance Plan analyzes four factors to identify LEP populations and determine how these individuals are served or are likely to be served by NCTCOG Transportation Department programs. To better provide access to the LEP population, several key documents are translated into Spanish, and Google Translate enables Website visitors to read basic translations of Transportation Department Webpages in 90 languages. Notices to the public about opportunities to provide input include
text in English and Spanish about how to request alternate formats and language translation. NCTCOG makes a reasonable effort to accommodate translation requests if members of the public provide sufficient notice.

**Public Involvement Strategies**

Public meetings and other opportunities for the public to provide input are held throughout the year. These events seek input on upcoming decisions by the Regional Transportation Council and inform the public of other planning activities. The NCTCOG Transportation Department maintains a database of individuals and groups wishing to receive notice of these events and informs them before every opportunity. NCTCOG also advertises in the Texas Register and in local and minority newspapers. **Exhibit 3-24** lists the different types of media outlets that receive press releases announcing opportunities for public input and other news related to departmental programs and projects.

**Exhibit 3-24: Number of Media Outlets Receiving Press Releases**

<table>
<thead>
<tr>
<th>Type of Media Outlet</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local newspapers/magazines (total)</td>
<td>117</td>
</tr>
<tr>
<td>Minority newspapers/magazines</td>
<td>11</td>
</tr>
<tr>
<td>Television stations (total)</td>
<td>14</td>
</tr>
<tr>
<td>Minority television stations</td>
<td>2</td>
</tr>
<tr>
<td>Radio stations</td>
<td>8</td>
</tr>
</tbody>
</table>

The Transportation Department also publishes monthly and semiannual newsletters, various technical brochures, and required planning documents each year. These are available to the public in both print and online formats. Fact sheets clearly and concisely explain projects and programs affecting the region, helping educate the public about topics such as transportation funding and air quality. These publications are listed in **Appendix B**.

Providing information through the Internet is an important strategy for keeping the public informed, and the NCTCOG Website is updated regularly to ensure that accurate and timely information is available. The Transportation Department has joined social media networks and streaming video Websites to further expand opportunities to provide education and to make it easier to submit public comments. Online livestreaming of Regional Transportation Council meetings began in September 2015. Prior to that, video recordings were made available online the day following a meeting. Public meetings are recorded and posted online, allowing greater access and convenience for the public to learn about and provide input on plans.

As the Transportation Department’s online presence has grown, the department has sought to adapt its public involvement procedures to modern communication preferences. Online opportunities have presented a new way for the public and transportation partners to comment on routine items such as modifications, minor amendments, and administrative revisions to planning documents. These online opportunities are advertised in the same manner as public meetings and meet the comment period requirements outlined in the Public Participation Plan. The Transportation Department is able to better match content, strategies, and audiences by using this tool to inform the public about proposed minor changes to documentation.

The Transportation Department participates in community events to educate the public on transportation and air quality initiatives and also hosts telephone town halls to provide a forum for discussion about topics related to regional transportation and air quality. As needed, print and online surveys are conducted to determine public awareness and/or sentiment with regard to certain planning issues. In addition, communication with the media serves as a strategy for disseminating information to the public via media releases or personal contact with reporters.

The Transportation Department is also seeking to build networks of partners that will share information about transportation programs and the planning process with their members, stakeholders, and the broader public. By leveraging existing
networks of homeowner associations, business groups, and community organizations – especially those that engage minority groups and individuals with low incomes, disabilities, or who are LEP – NCTCOG is reaching greater numbers of people and more diverse audiences.

Finally, visualization tools like animations, maps, renderings, and photos are used when possible online, in presentations, and in publications to increase understanding among all audiences. Visual elements can also be especially beneficial for LEP individuals.

Public Involvement for Mobility 2040

A variety of strategies were used to encourage public participation during the development of Mobility 2040. Information about goals, demographic forecasts, financial constraints, involvement opportunities, air quality impacts, and overall development was featured in publications, on the NCTCOG Website, within social media, and in emails sent to individuals who have expressed an interest in NCTCOG information. NCTCOG held public meetings and gave presentations to numerous community groups. During public meetings and outreach events, surveys were conducted to gather input on transportation priorities for Mobility 2040. These surveys were also available online and distributed through email and social media. Exhibit 3-25 represents a Mobility 2040 infographic that was displayed at outreach events.

A considerable effort was also made to provide the Hispanic community opportunities to participate in Mobility 2040 development. The Mobility 2040 Website homepage and transportation priorities survey were translated into Spanish and advertised on Facebook. In addition, a Spanish-language flier was distributed to Pizza Patron restaurants and to some neighboring businesses located in ZIP codes with a high EJI score (50 or greater).

In compliance with the Public Participation Plan, public meetings were held 60 days and 30 days prior to Regional Transportation Council approval of Mobility 2040. A list of public meetings and community events held where development of Mobility 2040 was discussed is included in Appendix B. A summary of public comments received for Mobility 2040 and official responses to those comments are also included in Appendix B. The 2016 Transportation Conformity document includes public meeting notices, meeting minutes, and comments for all public meetings that featured a Mobility 2040 or Conformity agenda item.

Partner Coordination

In addition to engaging the public, regional transportation and non-transportation partners were consulted as NCTCOG developed the policy, program, and project recommendations in Mobility 2040. Regional transportation partners include the Texas Department of Transportation, North Texas Tollway Authority, regional transit authorities, and environmental resource agencies. These partners were involved through committee, public, and project-specific meetings, phone calls, and other correspondence to coordinate long-range regional transportation efforts. Several transportation committees such as the Surface Transportation Technical Committee, Air Transportation Advisory Committee, Regional Freight Advisory Council, and the Bicycle and Pedestrian Advisory Committee lend expertise and help develop recommendations for the Regional Transportation Council to consider. The Regional Transportation Council guided staff’s development of Mobility 2040 priorities and policies and is ultimately responsible for approving and implementing Mobility 2040.
Tribal Coordination

NCTCOG recognizes the unique government-to-government relationship that the Federal Highway Administration has with Indian Tribal Governments. Exhibit 3-26 displays all the federally recognized tribes that have an interest in the North Central Texas region. NCTCOG coordinates with the Federal Highway Administration to reach out to Indian Tribal Governments to allow them the opportunity to participate in the transportation planning process. Tribal contacts receive all public input opportunity notices, as well as copies of the Mobility Matters newsletter, to keep them involved in transportation decision making and informed about transportation planning efforts and ongoing opportunities for input and involvement.
### Exhibit 3-26: North Central Texas MPA Regional Tribal Interests

<table>
<thead>
<tr>
<th>American Indian Tribal Interests in Dallas-Fort Worth Metropolitan Planning Area (as of June 2015)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apache Tribe of Oklahoma</td>
</tr>
<tr>
<td>Kialegee Tribal Town</td>
</tr>
<tr>
<td>Kiowa Indian Tribe of Oklahoma</td>
</tr>
<tr>
<td>The Delaware Nation</td>
</tr>
</tbody>
</table>

### Summary

A transportation system must include transportation options for all residents of the region. Mobility is important to residents’ quality of life and to promoting economic vitality in the region. Therefore, the Regional Transportation Council seeks to ensure Mobility 2040 incorporates social considerations, and it thoroughly analyzes the impacts plan recommendations have on protected populations.

Transparent processes and opportunities for public involvement guide the development of a transportation plan that helps improve air quality while being multimodal and financially viable. NCTCOG actively sought the public’s participation as it developed Mobility 2040.

This process has guided recommendations that manage congestion, provide access to jobs and recreation, and contribute to a high quality of life for the residents of North Central Texas.