

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Regional Performance	Policy Bundle	PB2-001	Policy Bundle	The Regional Transportation Council (RTC) will utilize mechanisms to support the adoption and implementation of a selection of policies identified in the Metropolitan Transportation Plan and aligned with RTC direction. Periodically, NCTCOG will solicit invitations to participate to local governments, transit authorities, and other transportation partners.	<u>A. Regional Performance</u>	Page 2
Social Considerations	Nondiscrimination	EJ2-001	Health Accessibility Program	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.	<u>B. Social Considerations</u>	Page 10
Environmental Considerations	Air Quality	AQ2-001	Air Quality Initiatives: Conventional Vehicle and Equipment Emissions Reduction	Initiatives to reduce emissions from conventionally fueled (diesel, gasoline, others) consumer and commercial vehicles. Provide technical assistance, education, and best practices, and/or share and collect data to support local governments, state and federal entities, businesses, and other community stakeholders to facilitate deploying, operating, and maintaining lowest-emissions and efficient vehicles and technologies.	<u>C. Environmental Considerations</u>	Page 3
Environmental Considerations	Air Quality	AQ2-002	Air Quality Initiatives: Grants Program	Pursue competitive grants and provide financial support to local stakeholders in transitioning to the cleanest available transportation technologies.		Page 4

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Environmental Considerations	Air Quality	AQ2-003	Air Quality Technical Planning and Analysis	Responsibility for air quality planning of Transportation Conformity, detailed forecasted emission inventories for inclusion into the State Implementation Plan, and technical air quality analyses to support emission reductions within the region. Efforts also include collaborations with local governments to provide data and peer exchange related to air quality issues to help them make decisions about appropriate action steps to take within their jurisdictions. Includes pursuing funding as needed.	<u>C. Environmental Considerations</u>	Page 4
Environmental Considerations	Air Quality	AQ2-004	Performance Measurement Frameworks Program	Support and implement new performance measurement frameworks that further the implementation of performance-based transportation planning processes.		Page 5
Environmental Considerations	Air Quality	AQ2-005	Regional Air Quality Monitoring Program	Pursue federal, state, and local funding opportunities, including grants; develop collaboration that includes local governments, technology companies, and industry leaders; create recommended regional monitoring technology standards; and build/maintain public-facing online platform to display real-time air quality data collected from monitors.		Page 6

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Environmental Considerations	Air Quality	AQ2-006	Regional Scrap Tire Abatement Program	Program to mitigate scrap tire issue by developing measures to prevent illegal dumping and promote clean-up: to include collaboration with local governments, agencies, and private partners to facilitate the proper disposal of waste tires, educate on proper tire disposal practices, and assist in waste tire cleanup efforts; support local governments in collecting and properly disposing of old tires, educate the public on scrap tire waste, and promote the proper disposal of waste tires; engage with local governments to determine the current size and scope of the issue, including an assessment of current scrap tire waste policies and efforts across the region and the health implications associated with waste tires; host a regional scrap tire task force to encourage regional collaboration; legislative review and recommendations; partnerships with stakeholders to determine preventive and proactive waste tire measures; carry out scrap tire collection events; public outreach and education campaign; work with local tire shops to determine best course of action and streamline the tire disposal process; fundraising events	<u>C. Environmental Considerations</u>	Page 7
Environmental Considerations	Clean Fuels and Energy	CF2-001	Alternative Fuel Infrastructure Development Program	Planning and deployment of alternative fuel refueling or recharging infrastructure enables adoption of lower-emissions alternative fuel vehicles by increasing availability of fueling infrastructure. Emphasis is placed on the fuel types that most enable reduced emissions, particularly hydrogen and electric charging, as those fuels enable zero-emissions vehicles. Includes collaboration with local governments, utilities, and businesses, regional planning, project implementation, and pursuit of funding opportunities to support infrastructure development.		Page 8

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Environmental Considerations	Clean Fuels and Energy	CF2-002	DFW Clean Cities Coalition	Reduce transportation energy use and improve air quality by providing guidance to fleets, drivers, and other stakeholders on alternative fuel and low-emitting vehicles/technologies, clean vehicle refueling infrastructure, and best practices around transportation- energy integration. Efforts include hosting educational events, ride-and-drives, facilitating working groups, supporting fleets in alternative fuel transition planning, and monitoring alternative fuel vehicle usage through an annual survey. Includes pursuit of funding as needed.	<u>C. Environmental Considerations</u>	Page 9
Environmental Considerations	Clean Fuels and Energy	CF2-003	Technology Demonstration and Deployment	Support the demonstration and/or implementation of alternative fuel and low-emitting vehicles, infrastructure, and other emerging transportation technologies to improve air quality, including participation with local, regional, state, and private stakeholders. Includes pursuit of funding as needed.		Page 10
Environmental Considerations	Clean Fuels and Energy	CF2-004	Energy Efficiency and Resilience Planning	Initiatives to increase energy efficiency and resilience related to transportation fuels, particularly regarding transportation electrification. Includes efforts to reduce energy consumption, support development of transportation fuels from renewable or waste feedstocks, and work to minimize negative electric grid impacts associated with transportation electrification. Involves coordination with a variety of community stakeholders, including local governments, utilities, and businesses. Includes pursuit of funding as needed.		Page 10

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Environmental Considerations	Clean Fuels and Energy	CF2-005	Community-Readiness for Clean Technology	Implementation of initiatives that can influence deployment of and readiness for adoption of the lowest emissions and highest efficiency technologies through measures such as policies, contractual or regulatory measures, training, or workforce development activities. Involves collaboration with various stakeholders, including local governments, utilities, colleges, technical schools, and businesses. Includes pursuing funding as needed.	<u>C. Environmental Considerations</u>	Page 11
Environmental Considerations	Streamlined Project Delivery	SPD2-001	Hazard Vulnerability and Resilience Strategies	Incorporate resilience into the transportation planning and asset management processes through resilience studies, workshops, plans, and coordination.		Page 74
Operational Efficiency	Travel Demand Management	TDM2-001	Regional Trip Reduction Program	The Regional Trip Reduction Program is an educational program designed to reduce employee commute vehicle trips through the promotion and implementation of Travel Demand Management strategies such as rideshare programs (carpooling and vanpooling), telecommuting and flexible work-hour programs, transit use, bicycling, and walking. Historically it has been a cooperative program between the North Central Texas Council of Governments, Dallas Area Rapid Transit, Trinity Metro, Denton County Transportation Authority, and other public- and private-sector organizations. The North Central Texas Council of Governments is the lead agency in promoting the program and educating employers on the benefits of establishing an employer-specific program.	<u>D. Operational Efficiency</u>	Page 2

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Operational Efficiency	Travel Demand Management	TDM2-002	Regional Vanpool Program	The Regional Vanpool Program is a Travel Demand Management strategy implemented in the Dallas-Fort Worth region to reduce single-occupant vehicle travel on the roads and help improve air quality in our region. The program provides a shared-ride alternative to single-occupant vehicle travel for commuters traveling long distances and/or in areas with limited or no fixed-route service.	<u>D. Operational Efficiency</u>	Page 3
Operational Efficiency	Travel Demand Management	TDM2-003	Park-and-Ride Facilities	Park-and-ride facilities are an element of our regional Travel Demand Management Program. Park-and-ride facilities serve as collection areas for people transferring to higher-occupancy vehicles, thus reducing congestion and vehicle emissions. The facilities are often located and designed to serve bus or rail transit, but many are used by carpoolers and vanpoolers as well.		Page 3
Operational Efficiency	Travel Demand Management	TDM2-004	Transportation Management Associations	Transportation Management Associations are private and public-private organizations that implement congestion mitigation strategies and work together on local transportation issues. Many are incorporated, nonprofit organizations; they tend to be membership organizations made up of employers, developers, building owners, and local government representatives. Most Transportation Management Associations are located in areas of dense employment and focus on the Travel Demand Management programs of public and private employers.		Page 4
Operational Efficiency	Transportation System Management and Operations	TSMO2-001	Intersection Improvement Program	Infrastructure improvements such as turning lanes, grade separations, pavement striping, signage and lighting, bus turnouts, and channelization of traffic can greatly improve traffic flow operation on arterials and at intersections.		Page 13

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Operational Efficiency	Transportation System Management and Operations	TSMO2-002	Signal Improvement Program	Traffic signal improvements such as signal timing optimization, signal hardware upgrade, and system interconnection.	<u>D. Operational Efficiency</u>	Page 13
Operational Efficiency	Transportation System Management and Operations	TSMO2-003	Bottleneck Improvement Program	Include usage of a short section of shoulder as an additional travel lane, restripe merge or diverge areas to better serve demand, reduce lane widths to add a travel and/or auxiliary lane, modify weaving (add collector-distributor or through lanes), meter or close entrance ramps, improve traffic signal timing on arterials, high-occupancy vehicle lanes, or reversible lanes.		Page 13
Operational Efficiency	Transportation System Management and Operations	TSMO2-004	Special Events Management Program	Interagency program to identify special events and develop and implement congestion mitigation strategies (Transportation System Management, Intelligent Transportation Systems, and Travel Demand Management). Analyze the usage of transportation facilities such as high-occupancy vehicles during special events. Some of these strategies include roadway signage, purchase or rental of portable dynamic message signs to direct traffic, additional staff to man operations centers, moveable barriers to separate traffic, increased use of transit vehicles, parking management, and other strategies as identified.		Page 14
Operational Efficiency	Transportation System Management and Operations	TSMO2-005	Bottleneck Program for Regional Corridors	The removal of key regional roadway improvements from the Metropolitan Transportation Plan may create bottlenecks at interfaces with implemented projects. Other isolated locations of severe congestion may also be identified for needed expansion. These congested locations will be reviewed and potentially recommended for some form of improvement as part of a strategic bottleneck removal program.		Page 14

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Operational Efficiency	Transportation System Management and Operations	TSMO2-006	Intelligent Transportation Systems Implementation Program	Intelligent Transportation Systems improvements such as field devices, communication, central operating systems, Traffic Management Centers, and other elements contribute to optimizing the operational efficiency of the transportation system.	<u>D. Operational Efficiency</u>	Page 15
Operational Efficiency	Transportation System Management and Operations	TSMO2-007	Regional Intelligent Transportation Systems Architecture Program	Intelligent Transportation Systems consistency with National/Regional Intelligent Transportation Systems Architecture is required for Intelligent Transportation Systems project implementation.		Page 15
Operational Efficiency	Transportation System Management and Operations	TSMO2-008	Advanced Traveler Information System Implementation Program	The Advanced Traveler Information System supports future personal, public, and freight transportation systems in the region.		Page 16
Operational Efficiency	Transportation System Management and Operations	TSMO2-009	Advanced Traffic Management System Implementation Program	The Advanced Traffic Management System supports travel efficiency measures and system enhancements targeted at congestion reduction.		Page 16
Operational Efficiency	Transportation System Management and Operations	TSMO2-010	Advanced Public Transportation System Implementation Program	The Advanced Public Transportation System supports the efficiency, flexibility, and competitiveness of non-single-occupant vehicle transportation		Page 17
Operational Efficiency	Transportation System Management and Operations	TSMO2-011	Intelligent Transportation Systems Interoperability Program	Intelligent Transportation Systems interoperability includes center-to-center plug in, which focuses on prioritized data exchange for the cities and the region, and fiber-optic network communications sharing as recommended by the Interagency Communications Study and consistent with the North Central Texas Regional Intelligent Transportation Systems Architecture.		Page 17

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Operational Efficiency	Transportation System Management and Operations	TSMO2-012	Arterial Grade Separation Program	Grade separations to improve traffic flow operation on arterials and at intersections.	<u>D. Operational Efficiency</u>	Page 18
Operational Efficiency	Transportation System Safety	TSSF2-001	Traffic Incident Management Program	The goal of the Traffic Incident Management Program is to initiate a common, coordinated response to traffic incidents that will build partnerships, enhance safety for emergency personnel, reduce upstream traffic accidents, improve the efficiency of the transportation system, and improve air quality in North Central Texas. Specific courses have been designed for both first responders and managers, and executive-level policy-makers. Each course explains the goals, objectives, and benefits of multiagency incident management coordination and training. Students are eligible for Texas Commission on Law Enforcement, Fire Commission, and Department of State & Health Services, Emergency Medical Services Continuing Education Unit. This program also includes the implementation of a multiagency Traffic Incident Management Program that establishes a common and coordinated response to traffic incidents consistent with Regional Transportation Council Resolution R08-10, which is a resolution supporting a comprehensive, coordinated, interagency approach to Traffic Incident Management in the North Central Texas region. Additionally, the program includes the implementation of projects, activities, technologies, and working groups that will reduce incident response and clearance times for roadways; and best practices and technologies that aid in quick incident clearance and roadway crash mitigation.		Page 21

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Operational Efficiency	Transportation System Safety	TSSF2-002	Regional Roadway Safety Assistance Patrol Program	The goals of the regional Roadway Safety Assistance Patrol Program are to improve safety and assist in the alleviation of congestion on area highways/freeways in the North Central Texas region. The Roadway Safety Assistance Patrol Program aids stalled and stranded motorists by helping them to move disabled vehicles from the main lanes of regional highway/freeway facilities and ultimately get the vehicles operating or off the facility completely. Assistance is provided free of charge to the motorist. Services include assisting with flat tires, stalled vehicles, and minor accidents. Assistance is also provided to law enforcement with traffic control when deemed necessary or when requested by law enforcement.	<u>D. Operational Efficiency</u>	Page 22
Operational Efficiency	Transportation System Safety	TSSF2-003	Regional Safety Information System	The Regional Safety Information System is a centralized database for regional traffic crash information. This system provides the ability to determine the most prevalent types of fatal, injury, and property damage crashes stratified by type of roadway and to identify locations with above-average crash histories.		Page 22
Operational Efficiency	Transportation System Safety	TSSF2-004	Safety Education and Training Program	Initiate transportation safety education and training courses.		Page 23

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Operational Efficiency	Transportation System Safety	TSSF2-005	Roadway Safety Improvement Program	Implement low-cost, systemic safety countermeasures and improvements that assist in reducing fatalities and serious injury crashes consistent with strategies outlined in the <i>Intersection Safety Implementation Plan for North Central Texas</i> , the <i>Regional Roadway Safety Plan</i> , the <i>Regional Strategic Plans for Pedestrian Safety and Bicycle Safety</i> , and other applicable safety-related plans that promote the implementation of safety countermeasures on the regional roadway system.	<u>D. Operational Efficiency</u>	Page 23
Operational Efficiency	Transportation System Security	TSSC2-001	Transportation System Security Improvements, Expansions, Management, and Operations	Real-time emergency management support and coordination for incident management, disaster response and evacuation, security monitoring, and other security and public safety-oriented Intelligent Transportation Systems applications.		Page 32
Operational Efficiency	Transportation System Security	TSSC2-002	Transportation Security Education and Training	The Transportation Department is working closely with the North Central Texas Council of Governments' Emergency Preparedness Department and other agencies in the region to establish procedures for using transportation resources in response and recovery efforts during an incident, including, but not limited to, transportation for evacuees. Transportation support entails utilizing and/or providing land, air, rail, or other resources for emergency response or assistance operations, as well as coordinating resources to facilitate an effective, efficient, and appropriate response/support. The purpose of this project is to coordinate and organize transportation resources for local and county agencies in preparing for, responding to, and recovering from incidents that impact the citizens of the region.		Page 33

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Operational Efficiency	Transportation System Security	TSSC2-003	Regional Response Plan Development	Development, coordination, and support for regional response, evacuation, and emergency distribution planning.	<u>D. Operational Efficiency</u>	Page 33
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT2-001	Automated/Connected Vehicles	The Transportation Technology Innovation Program follows in the footsteps of previous work and shares the DNA of preparing for the future of transportation by improving conditions for drivers and transit users today. The initial period of the Transportation Technology Innovation Program's work is split into AV1.0 (Automated Vehicles 1.0) and AV2.0.		Page 35
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT2-002	Freight Optimization	The freight sector has emerged as a key automated vehicles sector and North Central Texas is a center of development. A number of firms that have automated long-distance freight transportation have operations hubs in the region.		Page 35
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT2-003	University Partnerships to Promote Emerging Technologies	The North Texas Center for Mobility Technologies brings coordinated expertise of Dallas-Fort Worth research universities to tackle mobility technology challenges across Texas, nationally, and globally.		Page 36
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT2-004	Connected Vehicle Data for Operations	An entire ecosystem of connected vehicle data technology is springing up as automated vehicles continue to develop. These data platforms extend far beyond automated vehicle applications, however, to include open-source mapping, incident reporting, and vehicle/driving behavior. Asset management technologies can now use artificial intelligence and video-based platforms to monitor, catalogue, and assess pavement conditions and roadway furniture.		Page 36

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT2-005	Emerging Transportation Technology Deployments	Vital to the successful implementation and safe deployment of new technologies is a well-prepared workforce. This ranges from top-tier research capabilities to high-skill mechanical and service trades which will be needed to support innovation and growth.	<u>D. Operational Efficiency</u>	Page 37
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT2-006	Workforce Development	Continuation of AV2.2/2.3 but encompassing a wider range of vehicle types.		Page 37
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT2-007	Innovation Grants for Local Partners	The Transportation Technology Innovation Program follows in the footsteps of previous work and shares the DNA of preparing for the future of transportation by improving conditions for drivers and transit users today.		Page 38
Operational Efficiency	Sustainable Development	SD2-001	Land Use-Transportation Connections Program	As land uses impose demands on the transportation system, both systems need to be planned in conjunction with each other. Land uses, when sustainably integrated, have dynamic effects on trip generation and air quality because the clustering of land uses in close proximity decreases the need for an automobile to access the uses. This program supports regional coordination for the integration of land-use practices and transportation investments.		Page 41
Operational Efficiency	Sustainable Development	SD2-002	Community Schools and Transportation Program	The Regional Transportation Council approved a school policy in 2013 to promote coordination in the region between municipalities and independent school districts located within the Metropolitan Planning Area. By addressing current school siting trends and promoting safe routes to walk and bicycle to school, this program takes a holistic approach to addressing traffic congestion, air pollution, and safety around schools across the region.		Page 42

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Operational Efficiency	Sustainable Development	SD2-003	Transit-Oriented Development Program	Transit-oriented development is a style of planning and development that encourages pedestrian activity with a mix of higher density employment, housing, and commercial land uses within a half-mile walking distance of a passenger rail station. This program will build on the North Central Texas Council of Governments' investment in transit station areas.	<u>D. Operational Efficiency</u>	Page 43
Operational Efficiency	Sustainable Development	SD2-004	Sustainable Development Funding Program	The Sustainable Development Funding Program is one of the best examples of regional programs supporting livability principles in the region, state, and country. The North Central Texas Council of Governments held Sustainable Development calls for projects in 2001, 2006, 2010, and 2018. A total of 65 infrastructure projects, 20 planning projects, and 2 land banking projects were funded through the program.		Page 44
Operational Efficiency	Sustainable Development	SD2-005	Parking Management Program	The Regional Parking Management Tools and Strategies administers and oversees the implementation and development of data driven parking management tools, plans, and strategies, and provides technical assistance to support management and programming of efficient parking at various locations within the Dallas-Fort Worth region.		Page 44
Mobility Options	Aviation	AV2-001	Aviation Surface Access Planning	The purpose of the program is to identify, analyze, and improve surface access to regional aviation facilities, including analyzing future aviation scenarios to assess impacts on surface transportation in the region.	<u>E. Mobility Options</u>	Page 2

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Mobility Options	Aviation	AV2-002	Data Collection and Performance Tracking	The purpose of the program is to collect data and monitor aviation trends in the region related to air passenger volumes, air cargo activity, average daily operation, accident history, airspace capacity, and travel times to major commercial airports. This will be done regionally and may also be done at points of interest throughout the region.	<u>E. Mobility Options</u>	Page 3
Mobility Options	Aviation	AV2-003	Continuous Aviation System Planning	The purpose of the program is to continuously monitor and implement recommendations from past system planning efforts, including items such as the continuation of the Air Transportation Advisory Committee, coordination with the FAA, continued involvement and outreach with the aviation community, updating regional aviation forecasts, and performing demand analyses.		Page 3
Mobility Options	Aviation	AV2-004	Encroachment Prevention and Compatible Land-Use Planning	The purpose of the program is to promote compatible land use around regional aviation facilities through coordination and planning efforts such as model ordinance planning, airport overlay zoning, airport height restrictions, airspace protection through local control, and public awareness and outreach.		Page 4
Mobility Options	Aviation	AV2-005	Integrated Aviation Education System	The purpose of the program is to generate interest in aerospace and aviation careers: review existing national and regional gap analyses, evaluate national and regional industry needs and supply, recommend regional aviation curriculum, develop public outreach plans, and connect students with aviation programs and schools.		Page 4

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Mobility Options	Aviation	AV2-006	Coordination of Uncrewed Aircraft Systems	The purpose of the program is to coordinate efforts to ensure uncrewed aircraft can operate safely in North Texas: manage the North Texas Uncrewed Aircraft Systems Safety and Integration Initiative, work with municipalities, first responders, and transportation partners; develop frameworks and guidance; monitor types of uncrewed aircraft activities authorized by the FAA; and explore applications of uncrewed aircraft systems.	<u>E. Mobility Options</u>	Page 5
Mobility Options	Aviation	AV2-007	Air Taxi and Air Cargo Corridor Identification and Demand Determination	The purpose of this program is to investigate and report on viable air taxi and uncrewed aircraft systems operational corridors: work with municipalities, transportation partners, regulators, Federal Aviation Administration, and industry professionals; develop framework and guidance; explore potential users; explore applications of air taxis and uncrewed aircraft cargo delivery; develop a set of possible corridor activities; and investigate and report possible demand forecasts for Advanced Air Mobility in the NCTCOG region.		Page 5
Mobility Options	Aviation	AV2-008	Scaling Advanced Air Mobility Options Pilot Ecosystems to Other Metroplex Locations	The purpose of this program is to ensure the Uncrewed Aircraft Systems Pilot Program ecosystem is in a scalable form to allow easier growth and integration for surrounding communities: work with municipalities, partners, regulators, FAA, and industry professionals; develop scalable infrastructure and model; develop specifications and recommendations; and develop preferred layouts.		Page 6

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Mobility Options	Aviation	AV2-009	Test Multimodal Integration and Proof of Concept for Air Taxis into the Dallas-Fort Worth Metroplex	The purpose of this program is to use current helicopter technology to conduct air taxi operations throughout the Dallas-Fort Worth metroplex in order to prove the concept of using eVTOL in the future: work with municipalities, Bell Textron, regulators, FAA, and industry professionals; develop proof of concept; develop standard operating procedures; develop location standards; final reports; and an application.	<u>E. Mobility Options</u>	Page 6
Mobility Options	Aviation	AV2-010	Development of a Scalable Vertical Mobility Options Public Engagement Program	The purpose of this is to establish a public engagement program for uncrewed aircraft systems/advanced air mobility integration that is scalable: work with public information offices, develop public engagement program, partner with communications officers, develop standards, and develop a final report.		Page 7
Mobility Options	Freight	FP2-001	Data Collection	Data will be collected for the region and particularly for areas with high freight traffic and freight facilities. Capital improvement needs will be documented as well. The data will also be used to help determine where potential freight system issues may arise and help to create projects addressing these issues. It will also be used in outreach to elected officials and policy-makers to portray freight's importance to the region.		Page 13

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Mobility Options	Freight	FP2-002	Freight System/ Network Planning	This program includes various regional freight planning efforts and studies related to the regional freight system, including safety, freight rail, freight routes, and hazardous materials routing. This program will be realized through taking the following actions: safety - Increase public and freight operator's safety through education and projects. Freight Rail - Continue various regional rail planning efforts, including complete the regional rail study and implement recommendations, railroad crossing banking program, railroad safety education program, railroad crossing quiet zone planning, railroad crossing reliability partnership program. Freight Routes - Identify, analyze, and improve freight routes, including innovative solutions; develop and keep critical urban freight corridors up to date; bottleneck removal projects; new tech; improve truck parking availability; infrastructure improvements on primary and secondary freight networks and local truck routes; first/last mile access improvements; operational improvement; implement projects to enhance network connectivity; and hazardous materials routing.	E. Mobility Options	Page 14
Mobility Options	Freight	FP2-003	Freight Outreach Activities	Outreach activities will increase the understanding of freight's importance to the region and long-term freight planning to the public, industry professionals, and decision-makers.		Page 15
Mobility Options	Freight	FP2-004	North Texas Multimodal Operations, Velocity, Efficiency, and Safety Program (NT MOVES)	The program resolves long-standing congestion issues by working with both public and private rail sectors to help identify and resolve rail bottlenecks and operational issues within the North Central Texas region.		Page 15

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Mobility Options	Freight	FP2-005	Land-Use Planning	The purpose of this program is to help create safer and more efficient freight centers.	E. Mobility Options	Page 16
Mobility Options	Active Transportation	BP2-001	Active Transportation Planning and Design	The Active Transportation Planning and Design Program consists of plans, studies, policies, laws/legislation, and data collection/analysis to support multimodal transportation networks and context-sensitive facilities.		Page 25
Mobility Options	Active Transportation	BP2-002	Active Transportation Network Implementation	The Active Transportation Accessibility and Safety Program consists of funding and implementing bicycle and pedestrian projects, completing linkages with other modes of transportation, enhancing safety, and improving accessibility for disadvantaged populations		Page 26
Mobility Options	Active Transportation	BP2-003	Active Transportation Education and Outreach	The Education and Outreach Program includes activities to improve safety, reduce crashes and fatalities, raise awareness, and promote healthier communities.		Page 27
Mobility Options	Public Transportation	TR2-001	State and National Transit Connections Program	This program includes public transportation service, including high-speed rail, linking the North Central Texas region to neighboring regions and the State of Texas.		Page 39
Mobility Options	Public Transportation	TR2-002	Regional Connections: Next Generation Transit Program	This program includes a broad range of innovative bus and rail services and concepts as part of the region's robust transit network. The program includes, but is not limited to, high-intensity bus/guaranteed transit, stacked commuter rail and special event rail, intercity bus and rail, and magnetic levitation.		Page 39

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Mobility Options	Public Transportation	TR2-003	Transit Enhancements and Mobility Options Improvements Program	The diverse projects in the program include improvements to safety and security, capacity, operations, technology, and accessibility that increase the efficiency of the region's transit system and support transit as a mode of choice for the region's residents and visitors.	E. Mobility Options	Page 40
Mobility Options	Public Transportation	TR2-004	Local Technology Corridors Program	The projects in the program include utilizing innovative transit technology to establish or enhance high-capacity transit corridors through infrastructure, service, and vehicle improvements. This is in an effort to strengthen transit ridership and transit supportive development along key local corridors.		Page 40
Mobility Options	Public Transportation	TR2-005	Community Access Transit Program	This program includes demand-response public transportation services that link people to employment and job training, community services, life-saving medical care, and life-enriching activities. It also incorporates federal programs that support community access transit, including job access and reverse commute under the Urbanized Area Formula Program and the Enhanced Mobility of Seniors and Individuals with Disabilities Program.		Page 41
Mobility Options	Public Transportation	TR2-006	Last-Mile Transit Connections Program	This program includes transit services that provide local access and circulation to connect travelers to their destinations, including local bus, circulators, streetcar, and people movers.		Page 41

Program table updated 1/9/26
(links and page numbers added; no substantive changes)

Adopted June 12, 2025

Mobility 2050 Programs

Chapter	Primary Topic/Area	Reference	Title	Description	Appendix	Page Number
Mobility Options	Roadway	RD2-001	Non-Regionally Significant Arterial Program	Mobility 2050 identifies funding for arterial improvements to be committed to the Non-Regionally Significant Arterial Program as reflected in the financial component of the plan. The timing for construction and identification of specific funding sources for each facility is on a quarterly basis in conjunction with development of the Transportation Improvement Program project programming process.	E. Mobility Options	Page 61
Mobility Options	Roadway	RD2-002	Asset Optimization Program	Projects identified as Asset Optimization are those where corridor deficiencies and performance gaps can be addressed using lower-cost operational and bottleneck-based capacity strategies that are quicker to implement than higher-cost general capacity expansion projects. These strategies may include, but are not limited to, access management; new traffic signals and/or corridor timing controllers; Transportation Demand Management measures; roadway restriping; transportation system management techniques; access ramp and interchange reconfiguration; peak use lanes; intersection turn lanes; frontage roads; auxiliary lanes, collector-distributor lanes, and parallel roadway improvements.		Page 61

Program table updated 1/9/26
(links and page numbers added; no substantive changes)