MOBILITY 2050

North Central Texas Council of Governments

Adopted June 12, 2025

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Regional Performance	Policy Bundle	PB3-001	To encourage and incentivize local governments to carry out policies identified in the Metropolitan Transportation Plan, the RTC has established a Policy Bundle program to advance the plan's goals, such as safety, air quality, mobility, and quality of life for North Central Texans.	A. Regional Performance	Pages 2
Social Considerations	Nondiscrimination	EJ3-001	Evaluate the benefits and burdens of transportation policies, programs, and plans to prevent disparate impacts and improve the decision-making process, resulting in a more equitable system.	B. Social Considerations	Page 10
Social Considerations	Nondiscrimination	EJ3-002	Balance transportation investment across the region to provide equitable improvements.		Page 10
Social Considerations	Nondiscrimination	EJ3-003	Based on meaningful community input, plan for and invest in projects that proactively address racial equity and barriers to opportunity or redress prior inequities and barriers to opportunity.		Page 10
Social Considerations	Nondiscrimination	EJ3-004	Identify and support transportation solutions to address health disparities in underserved communities, including solutions that improve access to healthy food and medical care.		Page 10
Social Considerations	Public Involvement	PI3-001	Meet federal and state requirements to ensure all individuals have full and fair access to provide input on the transportation decision-making process.		Page 44
Social Considerations	Public Involvement	PI3-002	Demonstrate explicit consideration and response to the public input received.		Page 44
Social Considerations	Public Involvement	PI3-003	Use strategic outreach and communication efforts to seek out and consider the needs to those traditionally underserved by the transportation planning process.		Page 44
Social Considerations	Public Involvement	PI3-004	Enhance visualization of transportation policies, programs, and projects.		Page 44

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

Adopted June 12, 2025

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Social Considerations	Public Involvement	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.	B. Social Considerations	Page 44
Environmental Considerations	Air Quality	AQ3-001	Pursue successful transportation conformity determinations of the Metropolitan Transportation Plan and Transportation Improvement Program consistent with federal and state guidelines.	C. Environmental Considerations	Page 2
Environmental Considerations	Air Quality	AQ3-002	Provide technical assistance and analysis to attain and maintain National Ambient Air Quality Standards and reduce negative impacts of other air pollutants.		Page 2
Environmental Considerations	Air Quality	AQ3-003	Support and implement educational, operational, technological, and other innovative strategies that improve air quality in North Central Texas, including participation in collaborative efforts with local, regional, state, federal, and private sector stakeholders.		Page 2
Environmental Considerations	Air Quality	AQ3-004	Adopt and implement an idling restriction ordinance, or any other idling restriction measure, to reduce idling within local government jurisdictions as consistent with Regional Transportation Council Resolution R21-06.		Page 2
Environmental Considerations	Air Quality	AQ3-005	Promote adoption and implementation of an ordinance or guidelines similar to an ordinance that promote sustainable tire disposal practices, including recycling.		Page 2
Environmental Considerations	Air Quality	AQ3-006	Revise the Dallas-Fort Worth Air Quality Improvement Plan and implement measures to support the attainment and maintenance of the NAAQS and reduce carbon dioxide equivalent emissions. Includes pursuing funding for implementation as needed.		Page 2
Environmental Considerations	Air Quality	AQ3-007	Adopt and implement various measures in the Dallas-Fort Worth Air Quality Improvement Plan to reduce carbon dioxide equivalent emissions and attain and maintain the NAAQS.		Page 2

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

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Environmental Considerations	Air Quality	AQ3-008	Pursue and partner with local governments and other stakeholders to secure funding for the purchase and installation of additional non-regulatory monitors. The focus is on addressing air quality community impacts and public health and providing information about the current air quality status in each monitor's respective area.	C. Environmental Considerations	Page 2
Environmental Considerations	Clean Fuels and Energy	CF3-001	Participate in initiatives to support improved energy integration and resiliency, and increased energy efficiency.		Page 2
Environmental Considerations	Clean Fuels and Energy	CF3-002	Required for clean fleet funding as contained in RTC Resolution R14-10 or subsequent updated resolution. Establish a framework for reducing emissions, transitioning to alternative fuel and low-emitting vehicles, reducing fuel consumption, participating as a stakeholder in DFW Clean Cities, and training staff.		Page 2
Environmental Considerations	Clean Fuels and Energy	CF3-003	Support and implement strategies that promote alternative fuel infrastructure development, including adoption of best practices in regulatory approaches (e.g., codes and ordinances) and participation in collaborative efforts with local and regional stakeholders.		Page 2
Environmental Considerations	Clean Fuels and Energy	CF3-004	Participate in initiatives to support community readiness for the safe deployment of zero-emission and advanced transportation technologies.		Page 2
Environmental Considerations	Environmental Considerations Resources	ER3-001	Enhance quality of life by protecting, retaining, restoring/mitigating, or enhancing the region's Environmental Considerations quality during planning and implementation of transportation programs and projects.		Page 20
Environmental Considerations	Environmental Considerations Resources	ER3-002	Work cooperatively with regulatory and conservation partners to develop innovative approaches that meet their conservation priorities and facilitate the delivery of transportation projects.		Page 20

Adopted June 12, 2025

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Environmental Considerations	Environmental Considerations Resources	ER3-003	Promote transportation programs and projects that encourage healthy lifestyles, including, but not limited to, providing appropriate access to the natural environment.	C. Environmental Considerations	Page 20
Environmental Considerations	Environmental Considerations Resources	ER3-004	Facilitate federally recognized tribal nations' meaningful participation through Regional Transportation Council Policy P19-01, Policy Position to Support Communication with Tribal Nations.		Page 20
Environmental Considerations	Streamlined Project Delivery	SPD3-001	Increase resiliency of ancillary infrastructure included within or immediately adjacent to the transportation system's right-of-way or easement, including improving stormwater management.		Page 74
Operational Efficiency	Congestion Management and Operational Efficiency	MO3-001	Ensure the efficient operation of the existing multimodal transportation system by evaluating and/or implementing maintenance, rehabilitation, enhancement, and/or operational type projects in order to maintain safe, efficient travel conditions.	D. Operational Efficiency	Page 12
Operational Efficiency	Congestion Management and Operational Efficiency	MO3-002	Ensure the existing multimodal transportation system operates efficiently by balancing the demand across all available assets and ensuring integration between systems.		Page 12
Operational Efficiency	Travel Demand Management	TDM3-001	Support the Congestion Management Process, which includes explicit consideration and appropriate implementation of Travel Demand Management, Transportation System Management, and Intelligent Transportation Systems strategies during all stages of corridor development and Operational Efficiency.		Page 2
Operational Efficiency	Travel Demand Management	TDM3-002	Support an integrated planning process that maximizes existing transportation system capacity before considering major capital infrastructure investment in the multimodal system.		Page 2

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

Adopted June 12, 2025

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Operational Efficiency	Travel Demand Management	TDM3-003	Implement Travel Demand Management strategies that assist in reducing the number of single-occupancy vehicle trips consistent with Regional Transportation Council Resolution R21-04, which supports the establishment of a regional single-occupancy vehicle trip reduction target of 20 percent annually.	D. Operational Efficiency	Page 2
Operational Efficiency	Transportation System Management and Operational Efficiency	TSMO3-001	Installation of pedestrian facilities by local agencies as part of intersection improvement and traffic signal improvement programs shall provide access to usable walkways or sidewalks.		Page 12
Operational Efficiency	Transportation System Management and Operational Efficiency	TSMO3-002	Require regional partners to coordinate during major special events or planned events to ensure minimal impact on the transportation system for individuals traveling to an event or through an event zone.		Page 12
Operational Efficiency	Transportation System Management and Operational Efficiency	TSMO3-003	Priority funding consideration will be given to projects that meet the regional Intelligent Transportation Systems deployment initiatives as outlined in the Dallas-Fort Worth Regional Intelligent Transportation Systems Architecture.		Page 12
Operational Efficiency	Transportation System Management and Operational Efficiency	TSMO3-004	Intelligent Transportation Systems projects must be consistent with the architecture and standards described in the Dallas-Fort Worth Regional Intelligent Transportation Systems Architecture.		Page 12
Operational Efficiency	Transportation System Management and Operational Efficiency	TSMO3-005	Encourage, evaluate, and deploy new energy-efficient, low-cost technologies for Intelligent Transportation Systems and Transportation System Management and Operational Efficiency projects.		Page 12
Operational Efficiency	Transportation System Management and Operational Efficiency	TSMO3-006	Integrate all traffic Operational Efficiency systems between public sector entities, including sharing of data and videos.		Page 12
Operational Efficiency	Transportation System Management and Operational Efficiency	TSMO3-007	Operate, maintain, and optimize functionality across the design-life cycle of Intelligent Transportation Systems field devices and traffic signals.		Page 12

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

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Operational Efficiency	Transportation System Management and Operational Efficiency	TSMO3-008	Projects with new signal construction and reconstruction of signals at intersections with configuration changes will include signal timing plans appropriate for the corridor. Additionally, if the signal is on a corridor with coordinated/synchronized signal operation, the timing plans are to be coordinated.	D. Operational Efficiency	Page 12
Operational Efficiency	Transportation System Safety	TSSF3-001	Implementation of safety strategies in work zones consistent with industry best practices.		Page 20
Operational Efficiency	Transportation System Safety	TSSF3-002	Development of safety information projects and partnerships with the Texas Department of Transportation, local governments, local police departments, and other organizations to encourage the sharing of regional/jurisdictional safety data (including, but not limited to, crash data, fatality data, and incident response and clearance time data).		Page 20
Operational Efficiency	Transportation System Safety	TSSF3-003	Implementation of programs, projects, and policies that assist in reducing roadway crashes in general and eliminating fatalities and serious injuries across all modes of travel toward zero deaths. (Vision Zero—the goal of eliminating traffic fatalities and severe injuries among all road users.)		Page 20
Operational Efficiency	Transportation System Safety	TSSF3-004	Implementation of roadway improvement strategies that assist in reducing wrong-way driving incidents consistent with regional and/or industry best practices.		Page 20
Operational Efficiency	Transportation System Safety	TSSF3-005	Implementation of low-cost, systemic safety countermeasures and improvements that assist in reducing fatalities and serious injury crashes consistent with strategies outlined in the *Intersection Safety Implementation Plan for North Central Texas*, the *Regional Roadway Safety Plan*, the *Regional Strategic Plans for Pedestrian Safety and Bicycle Safety*, and other applicable safety-related plans that promote the implementation of safety countermeasures on the regional roadway system.		Page 20

Adopted June 12, 2025

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Operational Efficiency	Transportation System Safety	TSSF3-006	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. It includes the implementation of programs and projects that aid in quick incident clearance and roadway crash mitigation.	D. Operational Efficiency	Page 20
Operational Efficiency	Transportation System Security	TSSC3-001	Support integration of traffic management and emergency management centers through the sharing of data and video.		Page 32
Operational Efficiency	Transportation System Security	TSSC3-002	Transportation System Security and Resiliency should be considered, and mitigation strategies put in place, during planning, engineering, construction, and operation stages of corridor implementation for roadway and transit Operational Efficiency, with emphasis on identified critical infrastructure or key resources affected by human-made or natural disasters.		Page 32
Operational Efficiency	Transportation System Security	TSSC3-003	Identify regional transportation components of key resources and critical infrastructure and develop protective methodologies to reduce risk to assets from damage due to natural or human-implemented attacks.		Page 32
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT3-001	The region will develop and implement data sharing best practices that are project- and outcome-focused, serve the public interest, and comply with privacy and cybersecurity requirements, without infringing upon private sector proprietary information requirements.		Page 34
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT3-002	The region will support automated vehicle and related transportation technology deployments that advance the goals of Mobility 2050 by fostering public-private partnerships among local transportation authorities, technology developers, and commercial/industrial hubs.		Page 34

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

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT3-003	The region will support consistent and high-quality maintenance and Operational Efficiency of its transportation system, including utilization of new technologies which offer a cost-efficient method of linking asset management to data collection.	D. Operational Efficiency	Page 34
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT3-004	The region will pursue its goal of becoming a "Region of Choice" by exploring emerging mobility technologies, which offer new modes of transportation and those which enhance existing modes of transportation.		Page 34
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT3-005	New transportation technologies must be deployed in a manner consistent with Mobility 2050 goals of providing the public with a transportation system that is equitable, protects the safety of all users, offers the public more travel options, is well maintained and operated, is environmentally responsible, and prepares the region for innovations in transportation and mobility infrastructure that will accelerate its future economic development.		Page 34
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT3-006	The region will prepare for future innovations in both transportation and infrastructure by developing analytical tools capable of assessing traditional transportation projects against alternatives such as new technologies, C-V2X (connected vehicle-to-everything) innovations, more effective use of existing assets, and demand management tools.		Page 34
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT3-007	The region will work with educational institutions at all levels to develop workforce training solutions to prepare area residents for job opportunities in the emerging transportation technologies sector, to pursue funding opportunities, and to support deployments of automated vehicles and other emerging transportation technologies.		Page 34

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Operational Efficiency	Connected/Automated Vehicles and Technologies	TT3-008	The region will prioritize the safety of all transportation system users in and through the deployment of emerging modes of transportation, such as e-scooters, e-bikes, automated vehicles, and delivery robots, through the use of strategic technology, design, and policy solutions.	D. Operational Efficiency	Page 34
Operational Efficiency	Sustainable Development	SD3-001	Support mixed-use and infill developments that utilize system capacity, reduce vehicle miles traveled, and improve air quality through improved rail mobility and access management.		Page 40
Operational Efficiency	Sustainable Development	SD3-002	Promote transit-oriented development for all station types that improves the jobs/housing balance, “last mile” connections, and appropriate land-use density to encourage diverse transportation mode choices.		Page 40
Operational Efficiency	Sustainable Development	SD3-003	Plan for land use-transportation connections, including a variety of land uses from natural areas to the urban core connected by multimodal transportation options through strategies such as smart zoning codes, innovative infrastructure, affordable housing, preservation of agricultural land, healthy communities, economic development tools, parking, innovative financing, deck parks, etc.		Page 40
Operational Efficiency	Sustainable Development	SD3-004	Support independent school districts and local governments through various programs and projects as supported by the Regional Transportation Council policy supporting school districts.		Page 40
Operational Efficiency	Sustainable Development	SD3-005	Develop and encourage strategies to enhance street connectivity through the use of connected street grids in new development or redevelopment projects, subdivisions, and/or local roadway construction.		Page 40

Adopted June 12, 2025

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Operational Efficiency	Sustainable Development	SD3-006	Have parking management strategies programmed or in development code within areas of higher density or trip generation. Strategies would include smart parking management policies to reduce excessive traffic circulation and to set standards for supply ratios that might encourage alternative modes of transportation such as transit, shared parking, on street parking provisions, bicycle parking, parking management technologies, parking districts, etc.	D. Operational Efficiency	Page 40
Mobility Options	Aviation	AV3-001	Improve efficiency, safety, air quality, and access related to aviation.	E. Mobility Options	Page 2
Mobility Options	Aviation	AV3-002	Provide input to the National Plan of Integrated Airport Systems and the Texas Airport System Plan.		Page 2
Mobility Options	Aviation	AV3-003	Encourage compatible land-use planning surrounding airports in the region.		Page 2
Mobility Options	Aviation	AV3-004	Establish a comprehensive and integrated Aviation Education System in North Central Texas.		Page 2
Mobility Options	Aviation	AV3-005	Implement operational restrictions and other requirements of Unmanned Aircraft Systems around regionally significant aviation facilities.		Page 2
Mobility Options	Aviation	AV3-006	Safely and efficiently integrate vertical mobility technology (advanced air mobility, urban air mobility, uncrewed traffic management, uncrewed aircraft systems) into the North Central Texas Council of Governments region.		Page 2
Mobility Options	Freight	FP3-001	Foster regional economic activity through safe, efficient, reliable freight movement while educating elected officials and the public regarding freight's role in the Dallas-Fort Worth region's economy.		Page 12
Mobility Options	Freight	FP3-002	Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability.		Page 12
Mobility Options	Freight	FP3-003	Identify and maintain regional freight networks to meet business and consumer demand benefiting everyday life.		Page 12

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

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Mobility Options	Freight	FP3-004	Enhance intermodal freight activity through innovation, facility development, and improved connections to the freight network.	E. Mobility Options	Page 12
Mobility Options	Freight	FP3-005	Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements and address nondiscrimination concerns pertaining to freight-oriented developments and land use conflicts. Work with local governments as needed to address specific land use issues related to freight.		Page 12
Mobility Options	Freight	FP3-006	Incorporate technological advancements into the regional freight network with both public and private partnerships.		Page 12
Mobility Options	Freight	FP3-007	Improve efficiency by promoting safety, mobility, and accessibility on the freight networks.		Page 12
Mobility Options	Freight	FP3-008	Monitor freight traffic annually along major corridors and major freight facilities.		Page 12
Mobility Options	Freight	FP3-009	Incorporate freight analysis using the Freight Economic Analysis Tool and involve the freight community in the planning process of goods movement projects.		Page 12
Mobility Options	Freight	FP3-010	Improve air quality related to freight through adopting local ordinances prohibiting truck engine idling.		Page 12
Mobility Options	Freight	FP3-011	Improve railroad safety through public education, innovation, and partnering with local governments to address railroad crossing safety improvements.		Page 12
Mobility Options	Freight	FP3-012	Improve truck parking throughout the region and identify funding sources to assist with the creation of new truck parking.		Page 12
Mobility Options	Freight	FP3-013	Encourage regional railroads to participate in rail system planning, identifying issues and developing integrated Operational Efficiency, with local commuter rail agencies.		Page 12
Mobility Options	Freight	FP3-014	Enhance freight movements through identifying specific freight-focused issues.		Page 12

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Mobility Options	Active Transportation	BP3-001	Support the planning and design of a multimodal transportation network with seamless interconnected active transportation facilities that promote walking and bicycling as equals with other transportation modes. The active transportation network must be interconnected with transit services and integrated as part of Complete Streets to connect key destinations, including employment centers; education, medical, retail, and entertainment centers; and other destinations for daily activities. Mobility 2050 promotes roadways in the urbanized area that are designed and constructed to accommodate at least three or more modes of transportation.	E. Mobility Options	Page 24

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Mobility Options	Active Transportation	BP3-002	Implement pedestrian and bicycle facilities that meet accessibility requirements and provide safe, convenient, and interconnected transportation for people of all ages and abilities. Mobility 2050 promotes bicycle and pedestrian projects that connect multiple jurisdictions and expand the regional network by improving coordination, connectivity, and continuity between counties and communities. To realize the potential of active transportation, special attention must be paid to the current barriers and safety issues the region is experiencing, including: • An incomplete network of bicycle and pedestrian facilities, including facilities that serve transit-dependent populations. • High rates of pedestrian and bicycle crashes and fatalities involving motor vehicles. • Limited funding for safe routes to school projects. • Infrastructure that is not compliant with Americans with Disabilities Act. • Significant barriers to safe active transportation travel; these barriers include freeways, major streets with high traffic volumes and speeds, and waterways. • Improving safety is a top priority for USDOT and Mobility 2050 is committed to reducing fatalities and serious injuries on the transportation network throughout North Central Texas.	E. Mobility Options	Page 24

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Mobility Options	Active Transportation	BP3-003	Support programs and activities that promote pedestrian and bicycle safety, health, and education. Walking and bicycling are legitimate forms of transportation that have the potential to positively impact the region by shifting travel modes, resulting in reduced congestion and improved air quality and public health. Mobility 2050 promotes enhanced safety for active travel by increasing education and training opportunities for cyclists, pedestrians, motorists, and professionals who are designing and implementing roadway facilities, implementing safety infrastructure projects, and promoting enforcement of traffic laws to reduce bicycle and pedestrian-related conflicts.	E. Mobility Options	Page 24
Mobility Options	Public Transportation	TR3-001	Public transportation needs should be met by existing transportation authorities and providers through a comprehensive, coordinated, and cooperative approach to maximize existing transportation resources. Alternative implementation approaches may be necessary if existing transportation authorities and providers are unable to provide needed services in a timely manner (consistent with Regional Transportation Council Policy P09-03).		Page 38
Mobility Options	Public Transportation	TR3-002	Work with the region's existing public transit providers to ensure a seamless multimodal transit system through: • Seamless connections • Coordinated fare structure • One-stop access to services • Standardization of assets, technologies, and service characteristics that promote interoperability • Improved interaction between public, private-for-profit, and private-nonprofit transit providers (consistent with Regional Transportation Council Policy P09-03) • Elimination of gaps in service to establish a minimum level-of-service • Service expansion		Page 38
Mobility Options	Public Transportation	TR3-003	Existing and future public use rights-of-way should be monitored for appropriate public transportation service.		Page 38

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

Adopted June 12, 2025

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Mobility Options	Public Transportation	TR3-004	Transportation authority members who receive funds for the implementation of projects that promote transit accessibility will be required to pay back funds, as determined by the Regional Transportation Council, should the entity choose to not continue as a member of that authority.	E. Mobility Options	Page 38
Mobility Options	Public Transportation	TR3-005	Support the planning and development of high-speed rail to, through, and within the North Central Texas region by leading project development efforts and coordinating with federal and state initiatives as appropriate.		Page 38
Mobility Options	Public Transportation	TR3-006	Maximize the efficient use of public transportation resources in North Central Texas, including public, private-nonprofit, and private-for-profit providers of services.		Page 38
Mobility Options	Public Transportation	TR3-007	Implement safety, management and Operational Efficiency, and multimodal system integration projects and programs as appropriate.		Page 38
Mobility Options	Public Transportation	TR3-008	Ensure the efficient operation of the existing public transportation system by evaluating, procuring, and/or implementing maintenance, rehabilitation, enhancement, replacement, and/or operational projects to maintain safe, cost-effective, and reliable public transportation.		Page 38
Mobility Options	Public Transportation	TR3-009	Support efforts to make accommodations for rail and other public transportation services to major events centers during special events.		Page 38
Mobility Options	Public Transportation	TR3-010	Support efforts by transit authorities to secure funding through local, state, federal, and other sources for the development and implementation of public transportation, including the Federal Transit Administration's Capital Investment Grant Program.		Page 38
Mobility Options	Public Transportation	TR3-011	Establish policies fostering high-speed rail system interoperability resulting in a "one seat" ride system operation to, through, and within the North Central Texas region.		Page 38
Mobility Options	Public Transportation	TR3-012	Establish policies encouraging regional access by identifying grade-separated high-speed rail station locations in downtown Fort Worth, Arlington, and downtown Dallas.		Page 38

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

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Mobility Options	Public Transportation	TR3-013	Support the planning and development of sustainable land uses near at-grade high-speed rail station locations by coordinating with the cities' hosting stations.	E. Mobility Options	Page 38
Mobility Options	Public Transportation	TR3-014	Support investment of general-access public transportation service that addresses existing and forecasted transit needs/demand in communities. Support and promote the integration of transportation services through shared technology, transit policy, or other means.		Page 38
Mobility Options	Public Transportation	TR3-015	Support the development and operation of transit as part of a balanced intermodal transportation network through the identification and pursuit of expanded and modified funding from both public and private sources.		Page 38
Mobility Options	Roadway	RD3-001	The Regional Transportation Council does not support converting existing free non-high-occupancy vehicle/managed lane corridors to tollways.		Page 60
Mobility Options	Roadway	RD3-002	Evaluate all new limited-access capacity for priced facility potential.		Page 60
Mobility Options	Roadway	RD3-003	To maximize the use of available funds, where reasonable, priced facilities should be developed with no or minimal federal and state funding assistance.		Page 60
Mobility Options	Roadway	RD3-004	Plan and program non-regionally significant arterial improvements cooperatively with local governments.		Page 60
Mobility Options	Roadway	RD3-005	Management strategies consistent with the Regional Congestion Management Process, congestion management plans for regional tollway operators, and federal single-occupancy vehicle justification requirements, unless precluded by existing bond covenants, should be implemented when an existing freeway, tollway, or managed lane adds capacity. Future bond covenants should accommodate a full range of management strategies.		Page 60
Mobility Options	Roadway	RD3-006	Systemwide high-occupancy vehicle occupancy will be consistent with the latest Regional Transportation Council policy.		Page 60

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

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Mobility Options	Roadway	RD3-007	Additional and improved interchanges, collector-distributor roads, frontage roads, and auxiliary lanes should be considered and implemented as appropriate on all freeway/tollway facilities in order to accommodate a balance between mobility, access, operational, and safety needs.	E. Mobility Options	Page 60
Mobility Options	Roadway	RD3-008	Encourage the early preservation of right-of-way in recommended roadway corridors.		Page 60
Mobility Options	Roadway	RD3-009	Encourage the preservation of right-of-way in all freeway/tollway corridors to accommodate potential future transportation needs.		Page 60
Mobility Options	Roadway	RD3-010	Corridor-specific design and operational characteristics for recommended roadways will be determined through the project development process.		Page 60
Mobility Options	Roadway	RD3-011	Support advanced planning activities such as thoroughfare planning and subarea studies to aid in strategic decision-making regarding Metropolitan Transportation Plan and project development.		Page 60
Mobility Options	Roadway	RD3-012	Corridor and Environmental Considerations studies should be conducted with consideration for the region's air quality and financial constraints.		Page 60
Mobility Options	Roadway	RD3-013	Support federal and state interregional corridor initiatives as appropriate.		Page 60
Mobility Options	Roadway	RD3-014	Evaluate and implement all reasonable options such as Asset Optimization to maximize corridor capacity, functionality, accessibility, and enhancement potential utilizing existing infrastructure assets and right-of-way.		Page 60
Mobility Options	Roadway	RD3-015	Support the asset management objectives in the Texas Transportation Plan to maintain and preserve multimodal facilities using cost-beneficial treatments and to achieve a state of good repair for pavement, bridge, and transit assets.		Page 60

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

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Mobility Options	Roadway	RD3-016	Use multimodal level-of-service analysis as part of the roadway planning and design process to evaluate the level-of-service for each mode, to holistically balance the level-of-service needs of automobile drivers, transit riders, bicycle riders, and pedestrians, with priority given to the safety and comfort of the most vulnerable road users.	E. Mobility Options	Page 60
Financial	Financial	F3-001	The Regional Transportation Council will select and program projects within the guidelines established by the funding source. Programming and selection guidelines for Regional Transportation Council Local funds are determined by the Regional Transportation Council.	F. Financial Reality	Page 2
Financial	Financial	F3-002	Incorporate sustainability and livability options during the project selection process. Include additional weighting or emphasis as appropriate and consistent with Regional Transportation Council policy objectives, including, but not limited to, demand management, air quality, natural environment preservation, Social Considerations equity, or consideration of transportation options and accessibility to other modes (such as freight, aviation, bicycle, and pedestrian). (While this is listed as a financial policy, it has specific implications for the Environmental Considerations portion of the plan.)		Page 2
Financial	Financial	F3-003	Ensure adequate funding for multimodal elements within implemented projects.		Page 2
Financial	Financial	F3-004	Utilize project staging and phasing of Metropolitan Transportation Plan recommendations to maximize funding availability and cash flow.		Page 2
Financial	Financial	F3-005	Ensure that adequate funding is given to maintenance and Operational Efficiency of the existing multimodal transportation system consistent with federal and/or state guidelines and recommendations.		Page 2
Financial	Financial	F3-006	Pursue roadway and transit pricing opportunities to expedite project delivery.		Page 2

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

Mobility 2050 Policies

Chapter	Primary Topic/Area	Reference	Description	Appendix	Page Number
Financial	Financial	F3-007	Pursue project cost reductions through value engineering, streamlined project development, and other activities.	F. Financial Reality	Page 2
Financial	Financial	F3-008	Pursue an increase in North Central Texas' share of state and federal allocated funds consistent with the Regional Transportation Council's legislative position.		Page 2
Financial	Financial	F3-009	Pursue legislative actions aimed at increasing revenue through initiatives identified by the Regional Transportation Council.		Page 2
Financial	Financial	F3-010	Leverage traditional and non-traditional transportation funding to expand services across the region.		Page 2
Financial	Financial	F3-011	Utilize multiple funding sources, including innovative funding methods, as appropriate to fully fund projects.		Page 2
Financial	Financial	F3-012	Support planning activities, including studies, data collection, surveys, and analyses to advance transportation policies, programs, and projects.		Page 2