

| Mobility 2045 Update Policies | | | |
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| Chapter | Primary Topic/Area | Reference | Description |
| Environmental | Air Quality | AQ3-001 | Pursue successful transportation conformity determinations of the Metropolitan Transportation Plan and Transportation Improvement Program consistent with federal and state guidelines. |
| Environmental | 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. |
| Environmental | 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. |
| Environmental | Air Quality | AQ3-004 | Support and implement strategies that promote energy conservation, address public health concerns, reduce demand for energy needs, reduce petroleum consumption, and/or decrease greenhouse gas emissions. |
| Environmental | Air Quality | AQ3-005 | Required for clean fleet funding as contained in Regional Transportation Council Resolution R14-10. Establish a framework for reducing fleet emissions, reducing fuel consumption, partnering with the North Central Texas Council of Governments/Dallas-Fort Worth Clean Cities, and training staff. |
| Environmental | Air Quality | AQ3-006 | 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. |
| Environmental | Air Quality | AQ3-007 | Promote adoption and implementation of an ordinance or guidelines similar to an ordinance that promote sustainable tire disposal practices, including recycling. |
| Environmental | Air Quality | AQ3-008 | Adopt and implement a comprehensive air quality action plan or various strategies provided in the NCTCOG Comprehensive Air Quality Action toolkit. |
| Environmental | Environmental Resources | ER3-001 | Enhance quality of life by protecting, retaining, restoring/mitigating, or enhancing the region's environmental quality during planning and implementation of transportation programs and projects. |
| Environmental | Environmental 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. |
| Environmental | Environmental Resources | ER3-003 | Promote transportation programs and projects that encourage healthy lifestyles, including, but not limited to, providing appropriate access to the natural environment. |
| Environmental | 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. |
| 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. |

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| 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 equity, or consideration of transportation options and accessibility to other modes (freight, aviation, bicycle, and pedestrian). |
| Financial | Financial | F3-003 | Ensure adequate funding for multimodal elements within implemented projects. |
| Financial | Financial | F3-004 | Utilize project staging and phasing of Metropolitan Transportation Plan recommendations to maximize funding availability and cash flow. |
| Financial | Financial | F3-005 | Ensure that adequate funding is given to maintenance and operations of the existing multimodal transportation system consistent with federal and/or state guidelines and recommendations. |
| Financial | Financial | F3-006 | Pursue roadway and transit pricing opportunities to expedite project delivery. |
| Financial | Financial | F3-007 | Pursue project cost reductions through value engineering, streamlined project development, and other activities. |
| 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. |
| Financial | Financial | F3-009 | Pursue legislative actions aimed at increasing revenue through initiatives identified by the Regional Transportation Council. |
| Financial | Financial | F3-010 | Leverage traditional and non-traditional transportation funding to expand services across the region. |
| Financial | Financial | F3-011 | Utilize multiple funding sources, including innovative funding methods as appropriate, in order to fully fund projects. |
| Financial | Financial | F3-012 | Support planning activities, including studies, data collection, surveys, and analyses to advance transportation policies, programs, and projects. |
| Mobility | Aviation | AV3-001 | Improve efficiency, safety, air quality, and access related to aviation. |
| Mobility | Aviation | AV3-002 | Provide input to the National Plan of Integrated Airport Systems and the Texas Airport System Plan. |
| Mobility | Aviation | AV3-003 | Encourage compatible land-use planning surrounding airports in the region. |
| Mobility | Aviation | AV3-004 | Establish a comprehensive and integrated Aviation Education System in North Central Texas. |
| Mobility | Aviation | AV3-005 | Implement operational restrictions and other requirements of uncrewed aircraft systems around regionally significant aviation facilities. |
| Mobility | 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. |

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| Mobility | Active Transportation | BP3-001 | Support the planning and design of a multimodal transportation network with seamless interconnected active transportation facilities that promotes walking and bicycling as equals with other transportation modes. |
| Mobility | 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 | Active Transportation | BP3-003 | Support programs and activities that promote pedestrian and bicycle safety, health, and education |
| Mobility | 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. |
| Mobility | Freight | FP3-002 | Encourage the freight industry to participate in freight system planning and development to improve air quality and delivery time reliability. |
| Mobility | Freight | FP3-003 | Identify and maintain regional freight networks to meet business and consumer demand benefiting everyday life. |
| Mobility | Freight | FP3-004 | Enhance intermodal freight activity through innovation, facility development, and improved connections to the freight network by requiring local governments to create a dedicated and recurring funding source for projects that enhance freight mobility. |
| Mobility | Freight | FP3-005 | Enhance freight-oriented land-use sustainability by requiring local governments to adopt compatible zoning requirements and address environmental justice pertaining to freight-oriented development land uses. |
| Mobility | Freight | FP3-006 | Incorporate technological advancements into the freight system. |
| Mobility | Freight | FP3-007 | Improve efficiency by promoting safety, mobility, and accessibility on the freight networks. |
| Mobility | Freight | FP3-008 | Monitor freight traffic annually along major corridors and major freight facilities through the creation and maintenance of a regional freight database. |
| Mobility | Freight | FP3-009 | Incorporate freight analysis and involve the freight community in the planning process of all transportation projects. |
| Mobility | Freight | FP3-010 | Improve air quality related to freight through adopting local ordinances prohibiting truck engine idling. |
| Mobility | Freight | FP3-011 | Improve railroad safety through public education, innovation, and partnering with local governments to address railroad crossing safety improvements. |
| Mobility | Freight | FP3-012 | Incorporate technological advancements into the regional freight network. |
| Mobility | Freight | FP3-013 | Encourage regional railroads to participate in rail system planning, identifying issues, and the development of integrated operations with local commuter rail agencies. |
| Mobility | Roadway | FT3-001 | The Regional Transportation Council does not support converting existing free non-high-occupancy vehicle/managed lane corridors to tollways. |
| Mobility | Roadway | FT3-002 | Evaluate all new limited-access capacity for priced facility potential. |
| Mobility | Roadway | FT3-003 | To maximize the use of available funds, where reasonable, priced facilities should be developed with no or minimal federal and state funding assistance. |

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| Mobility | Roadway | FT3-004 | Plan and program non-regionally significant arterial improvements cooperatively with local governments. |
| Mobility | Roadway | FT3-005 | 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. |
| Mobility | Roadway | FT3-006 | Systemwide high-occupancy vehicle occupancy will be consistent with the latest Regional Transportation Council policy. |
| Mobility | Roadway | FT3-007 | 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. |
| Mobility | Roadway | FT3-008 | Encourage the early preservation of right-of-way in recommended roadway corridors. |
| Mobility | Roadway | FT3-009 | Encourage the preservation of right-of-way in all freeway/tollway corridors to accommodate potential future transportation needs. |
| Mobility | Roadway | FT3-010 | Corridor-specific design and operational characteristics for recommended roadways will be determined through the project development process. |
| Mobility | Roadway | FT3-011 | Support advanced planning activities such as thoroughfare planning and subarea studies to aid in strategic decision making regarding Metropolitan Transportation Plan and project development. |
| Mobility | Roadway | FT3-012 | Corridor and environmental studies should be conducted with consideration for the region's air quality and financial constraints. |
| Mobility | Roadway | FT3-013 | Support federal and state interregional corridor initiatives as appropriate. |
| Mobility | Roadway | FT3-014 | 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. |
| Mobility | Roadway | FT3-015 | 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. |
| Mobility | Roadway | FT3-016 | 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. |
| Mobility | 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). |

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| Mobility | 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; and service expansion |
| Mobility | Public Transportation | TR3-003 | Existing and future public use rights-of-way should be monitored for appropriate public transportation service. |
| Mobility | 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. |
| Mobility | 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. |
| Mobility | 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. |
| Mobility | Public Transportation | TR3-007 | Implement safety, management and operations, and multimodal system integration projects and programs as appropriate. |
| Mobility | Public Transportation | TR3-008 | Establish policies and procedures that encourage and reward coordination. |
| Mobility | Public Transportation | TR3-009 | Support efforts to make accommodations for rail and other public transportation services to major events centers during special events. |
| Mobility | 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. |
| Mobility | 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. |
| Mobility | 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. |
| Mobility | Public Transportation | TR3-013 | Support the planning and development of sustainable land uses near grade separated high speed rail locations by coordinating with the cities of Fort Worth, Arlington, and Dallas. |
| Mobility | Public Transportation | TR3-014 | Support the planning and development of sustainable land uses near at-grade high-speed rail station locations by coordinating with the cities’ hosting stations. |
| Mobility | Public Transportation | TR3-015 | Support investment of general-access public transportation service that addresses existing and forecasted transit needs/demand in communities and promotes the integration of transportation services through shared technology, transit policy, or other means. |

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| Operations | Congestion Management and Operations | 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. |
| Operations | Congestion Management and Operations | MO3-002 | Ensure the existing multimodal transportation system operates efficiently by balancing the demand across all available assets and ensuring integration between systems. |
| Operations | Sustainable Development | SD3-001 | Support mixed-use and infill developments that utilize system capacity, reduce vehicle miles of travel, and improve air quality through improved rail mobility and access management. |
| Operations | 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. |
| Operations | 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, green infrastructure, affordable housing, preservation of agricultural land, healthy communities, economic development tools, parking, and innovative financing, etc. |
| Operations | 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. |
| Operations | Asset Management | SPD3-002 | Recycle or redevelop existing transportation infrastructure or ancillary infrastructure included within or immediately adjacent to the transportation system's right-of-way or easement. |
| Operations | 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 operations. |
| Operations | 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. |
| Operations | 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. |
| Operations | Transportation System Management and Operations | 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. |
| Operations | Transportation System Management and Operations | 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. |
| Operations | Transportation System Management and Operations | TSMO3-004 | 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. |

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| Operations | Transportation System Management and Operations | TSMO3-005 | Intelligent Transportation Systems projects must be consistent with the architecture and standards described in the Dallas-Fort Worth Regional Intelligent Transportation Systems Architecture. |
| Operations | Transportation System Management and Operations | TSMO3-006 | Encourage, evaluate, and deploy new energy-efficient, low-cost technologies for Intelligent Transportation Systems and Transportation System Management and Operations projects. |
| Operations | Transportation System Management and Operations | TSMO3-007 | Integrate all traffic operations systems between public sector entities, including sharing of data and videos. |
| Operations | Transportation System Management and Operations | TSMO3-008 | Operate, maintain, and optimize functionality across the design-life cycle of Intelligent Transportation Systems field devices and traffic signals. |
| Operations | Transportation System Management and Operations | TSMO3-009 | 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. |
| Operations | Transportation System Security | TSSC3-001 | Support integration of traffic management and emergency management centers through the sharing of data and video. |
| Operations | 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 operations, with emphasis on identified critical infrastructure or key resources affected by human-made or natural disasters. |
| Operations | 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. |
| Operations | Transportation System Safety | TSSF3-001 | Implementation of safety strategies in work zones consistent with industry best practices. |
| Operations | Transportation System Safety | TSSF3-002 | Development of safety information projects 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). |
| Operations | 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.) |
| Operations | 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. |

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| Operations | 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 <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. |
| Operations | 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. |
| Social | Environmental Justice | 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. |
| Social | Environmental Justice | EJ3-002 | Balance transportation investment across the region to provide equitable improvements. |
| Social | Environmental Justice | 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. |
| Social | 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. |
| Social | Public Involvement | PI3-002 | Demonstrate explicit consideration and response to the public input received. |
| Social | Public Involvement | PI3-003 | Use strategic outreach and communication efforts to seek out and consider the needs of those traditionally underserved by the transportation planning process. |
| Social | Public Involvement | PI3-004 | Enhance visualization of transportation policies, programs, and projects. |
| Social | 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. |
| Social | Environmental Justice | 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. |
| Technology | Technology | TT3-002 | 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. |
| Technology | Technology | TT3-006 | The region will support automated vehicle and related transportation technology deployments that advance the goals of the Mobility 2045 Update by fostering public-private partnerships among local transportation authorities, technology developers, and commercial/industrial hubs. |

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| Technology | Technology | TT3-007 | The region will support consistent and high-quality maintenance and operations of its transportation system, including utilization of new technologies which offer a cost-efficient method of linking asset management to data collection. |
| Technology | Technology | TT3-010 | 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. |
| Technology | Technology | TT3-011 | New transportation technologies must be deployed in a manner consistent with Mobility 2045 Update 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. |
| Technology | Technology | TT3-012 | 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 mobility technologies, C-V2X (connected vehicle-to-everything) innovations, more effective use of existing assets, and demand management tools. |
| Technology | Technology | TT3-013 | 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. |
| Technology | Technology | TT3-014 | 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. |