

**To the Mayor and Members of the City Council****June 2, 2026**

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**SUBJECT: MASTER TRANSPORTATION PLAN UPDATE**

This Informal Report provides an update on the Citywide Master Transportation Plan (MTP), summarizing major milestones, public engagement insights, key deliverables, and next steps ahead of adoption, which is anticipated to be June 9, 2026. The MTP aligns the City of Fort Worth's (City) transportation projects and policies into a single, unified document and guides the City's capital program in accordance with federal and state performance-based transportation planning and programming guidelines. The plan will inform future transportation investments by prioritizing projects over a 25-year window for development of funding, design, and construction.

**Overview**

On September 12, 2023, City Council approved funding for the development of the MTP (M&C 23-0757). A contract with AECOM Technical Services, Inc. was executed on March 11, 2024 (CSC No. 61087), and the project officially kicked off shortly thereafter. The plan consolidates all transportation policies into a unified document that guides capital programming and prioritizes short-, mid-, and long-term investments. The Comprehensive Safety Action Plan (CSAP), known as Vision Zero, serves as the safety component of the MTP and was adopted on September 30, 2025 (M&C 25-0935).

**Public and Stakeholder Involvement**

Public engagement was extensive, with more than 33 open houses, 13 pop-up events, and over 1,100 survey responses. Residents consistently emphasized traffic safety, congestion relief, and the need for a more connected network, with train-related delays and roadway conditions emerging as recurring concerns.

The project website, [movingamillion.org](https://movingamillion.org), was created to share engagement materials and technical information for the MTP and CSAP plans. Open houses were held in June and October 2024 and October 2025—one in each Council district—with a virtual open house available for added accessibility. TPW, working with Communications and Public Engagement, supported the effort through a broad outreach campaign across social media, City News, Roundup, targeted email blasts, news stories, and printed flyers in community centers and libraries.

Community participation included approximately 333 attendees across open houses and pop-up events. The pre-engagement survey confirmed several trends: while over half of respondents never use transit, many would if improvements were made; roadway design ranked as the top safety priority; and saving time mattered more than speed. Subsequent open houses invited "big ideas," reinforcing themes of traffic safety, congestion relief, maintenance, and addressing incomplete networks and train-related delays. The third round featured the proposed built-out network, in which residents supported a more connected grid but continued to raise concerns about existing roadway conditions.



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The final public review period (March 2–April 9, 2026) included advertisements in the Fort Worth Star-Telegram and City News, social media outreach, and individual meetings with developers, stakeholders, and neighborhood associations. A public open house on March 11, 2026, provided residents with an opportunity to review and ask questions about the draft MTP and MRN posted on the Moving a Million website.

Two steering committees—technical and community—guided the process throughout, representing regional agencies, school districts, freight and transit partners, developers, and all Council districts. The full list of committee members is provided below:

Technical Advisory Committee		Community Advisory Committee	
Chad Davis	Wise County	David Mendes	District 2
Cintia Ortiz	Parker County	Isaac Manning Jr.	District 3
Dee Long	Tarrant County	Rusty Fuller	District 4
Dillon Maroney		Nakia Cole	District 5
French Thompson	BNSF	Haylee Carr	District 6
Greg Royster	Aviation (DFW Airport)	Ryan Smith	District 7
Jeff Neal	NCTCOG	Dr. Sharla Horton	District 8
John Polster	Denton County	Austin James	District 9
Kelly Johnson	North Texas Tollway Authority	Jacob Wurman	District 10
Mary-Margaret Lemons	Fort Worth Housing Solutions	Dr. Erik Jones	District 11
Matt Larseninge	BNSF	Matt Dufrene	Blue Zones
Russell Laughlin	Developer (Hillwood)	<b>COFW Interdepartmental Committee</b>	
Myron Wilson	Fort Worth ISD	Development Services	FW Lab
Michael Haithcock	TxDOT	Aviation	Environmental Services
Korin Adkins		Finance	Public Events
Tara Crawford	Trinity Metro	Municipal Court	Code Compliance
Tim Huya	BNSF	Water	Property Management
Travis Clegg	Developer (Westwood, Development Advisory Committee, Real Estate Council)	Police	Fire
		Planning Office	Neighborhood Services
Victor Vandergriff	Tarrant Regional Transportation Coalition	Emergency Management	Economic Development



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TPW staff and AECOM presented the MTP to the Infrastructure and Growth Council Committee on May 12, 2026. Additionally, the MTP was also recently presented to the Real Estate Council of Greater Fort Worth, the Development Advisory Committee, and more.

**Content and Deliverables:**

Master Transportation Plan Document (MTP)

The MTP serves as the City's umbrella document for planning, designing, delivering, and maintaining the city's multimodal transportation network. It integrates policies for vehicular travel, freight, railroads, transit, technology, pedestrians, and micromobility into one coordinated framework.

Master Roadway Network (MRN)

The Master Roadway Network (MRN) replaces the Master Thoroughfare Plan and defines the roadway network build-out, future alignments, right-of-way needs, grade separations, intersection/interchange treatments, and multimodal design expectations. It links functional classifications to cross sections and access management standards, strengthening consistency in project development and coordination with growth.

Master Roadway Network- City Roads (MRN-CR)

The MRN-CR removes non-city roadways to align with the Transportation Impact Fee Improvement Plan, ensuring consistency in development review and impact fee assessments.

Network Overlays

Within the MRN CR, a land use overlay system guides the design and operation of each roadway, replacing the existing typology system. Functional class is an industry standard used in every facet of transportation project development and delivery, including determining speed, design, and funding eligibility. Functional class shifts between access and mobility priorities based on surrounding land use. Two overlays—Freight Priority Areas and Compact Development Areas—tailor lane widths, intersection frequency, driveway spacing, and multimodal features to reflect either freight-oriented or pedestrian-focused environments. This framework supports wider lanes, larger turning radii, and greater spacing along freight corridors; narrower lanes; protected bike facilities; and more frequent intersections in compact areas. The overlay system enables the network to evolve as development patterns and land use change over time.

Active Transportation and Micromobility (ATM) Network

The ATM updates the Active Transportation Plan using post-COVID trip data and focuses on closing network gaps while incorporating pedestrian and bicycle infrastructure with other forms of micromobility, such as e-scooters and delivery robots.

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**SUBJECT: MASTER TRANSPORTATION PLAN UPDATE**Transportation Investment Program (4-year and 10-year Cycles)

Project lists for 2026, 2030, 2034, and beyond identify high-impact, data-driven priorities. While not financially binding, these lists position the city to pursue competitive funding opportunities. Many of these projects have been taken through schematic design and risk assessments. An extensive methodology was documented for cost estimates and project readiness.

Interim Equivalency Memo

An interim equivalency framework aligns previous street type classifications with the new functional system for pavement and design standards until the Transportation Engineering Manual is fully updated.

**Subdivision Ordinance & Access Management Updates**

Minor text amendments tie the Subdivision Ordinance to the MTP by reference, allowing each ordinance to be updated independently. Access management standards have been updated to align driveway spacing, median openings, and intersection spacing with the MTP's functional classifications and land-use overlays. In areas governed by design districts, the policy defers to overlay-specific standards to ensure that access decisions along freight corridors and compact development areas reflect their distinct operational and urban design needs.

**References to the Master Thoroughfare Plan**

All the applicable ordinances will be updated to reference the MTP, MRN, or MRN-CR upon adoption.

**Next Steps and Schedule**

Following adoption which is anticipated to be on June 9, 2026, the Transportation and Public Works Department will conduct a citywide speed study, update the Transportation Engineering Manual, and advance the first four years of the Transportation Investment Program, which aligns with recently approved bond projects. Staff will also pursue regional, state, and federal funding partnerships for priority projects.

For questions, please contact Kelly Porter, Assistant Director, Transportation and Public Works Department - Regional Transportation and Innovation, by e-mail at [kelly.porter@fortworthtexas.gov](mailto:kelly.porter@fortworthtexas.gov).

**Jesus "Jay" Chapa**  
**City Manager**