

The Metropolitan Transportation Plan



Executive Summary



North Central Texas Council of Governments

Plan Development

Mobility Plan Goals

Transportation

- Accommodate expected demographic growth
- Reduce traffic congestion
- Provide multimodal options
- Improve travel efficiency

Quality of Life

- Facilitate continued economic development
- Improve transportation accessibility
- Reduce environmental and community impacts

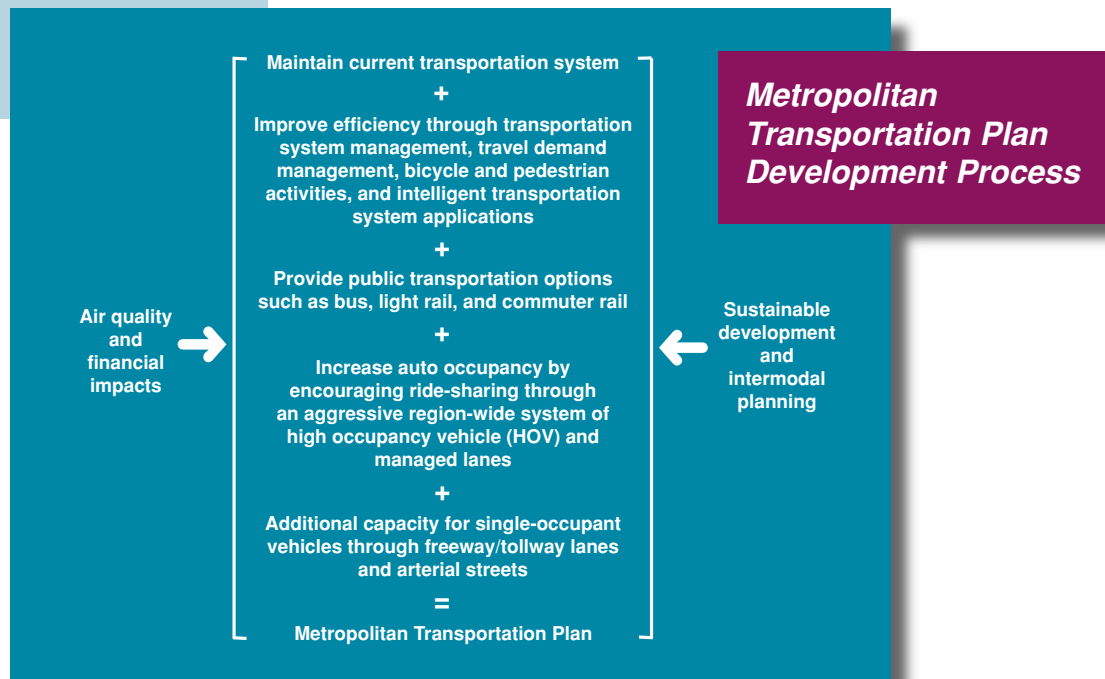
Financial

- Pursue stable, long-range revenue options
- Reduce transportation system costs

Mobility 2025 – Amended April 2005 is a comprehensive, multimodal blueprint for transportation systems and services aimed at meeting the mobility and financial needs of the Dallas-Fort Worth metropolitan area. It outlines the expenditure of more than \$45 billion of federal, state, and local funds expected to be available for transportation improvements through 2025. It also recognizes the heightened awareness of the growing concerns for improved air quality, public acceptance of major transportation facilities, and the need for adequate financial resources.

Mobility 2025 – Amended April 2005 is the \$45 billion blueprint for transportation planning through 2025.

Mobility 2025 – Amended April 2005 is the product of a comprehensive, cooperative, and continuous planning effort. The development was guided by the principles set forth in the Transportation Equity Act for the 21st Century, or TEA-21, and the requirements of the Clean Air Act amendments of 1990. TEA-21 continued the philosophy of the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA, which strengthened the role of the planning process by making it a central decision-making mechanism for development and funding of the metropolitan transportation system. Because the DFW metropolitan area is a designated nonattainment area for the pollutant ozone, the Mobility 2025 plan must demonstrate that its plans, programs, projects, policies, and partnerships are consistent with state and regional air quality improvement goals.



Public Involvement & Environmental Justice

The North Central Texas Council of Governments' public involvement procedures for regional transportation planning are designed to keep residents apprised of transportation plans and programs. Comments and input from all who choose to participate are welcome. A public meeting must be conducted at least 30 days before Regional Transportation Council approval of a metropolitan transportation plan. (The RTC is the transportation policy-making body of NCTCOG.) Written comments are accepted for 30 days. Additional components of the public involvement process include reasonable public access to technical and policy information, public meetings, and explicit consideration and response to public input. The agency's Web site is www.nctcog.org.

- Public meeting notices run in local daily and community newspapers, minority-focused newspapers, and Spanish language newspapers.
- All public meeting locations are accessible to people with disabilities, and special adjustments can be made to accommodate those who need assistance.
- All public meetings are near public transportation.
- Locations are chosen to allow NCTCOG to reach diverse populations.
- Spanish translation of meetings and materials is offered.

Ensuring transportation decisions enhance the quality of life of all residents of the region is a priority. To ensure any negative impact on a particular socioeconomic group is avoided, a comprehensive, inclusive process is regularly undertaken. By including environmental justice in the planning process, better transportation decisions are made that meet the needs of people in the region. This is achieved by enhancing public involvement, partnering with community-based organizations, and involving minority and low-income populations in the transportation decision-making process.

No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

– Title VI of the Civil Rights Act of 1964

Mobility 2025 – Amended April 2005 Environmental Justice Performance

Protected Populations	Employment/ Activity Center Accessibility	Neighborhood Congestion Impacts
Black	+	+
Hispanic	+	+
Asian-American	+	○
American Indian/Alaskan Native	○	○
Under Poverty Line (Low Income)	+	+
Over 65 Years Old	+	+
Under 14 Years Old	○	○
Persons with Disabilities	+	+
Females(Head of Households)	+	+

+ = Population class enhanced compared to general population.
○ = Population class not harmed compared to general population.



Regional Trends and Needs

The Dallas-Fort Worth metropolitan area was one of the most rapidly growing areas in the United States during the 1980s and 1990s. A U.S. Census Bureau study shows that the DFW area grew in population by 19 percent between 1990 and 1998, making it the nation's fastest growing metropolitan area during the 1990s. Larger today in population than 27 states and as the largest metropolitan area in Texas, the Dallas-Fort Worth area is a major economic, social, and political force. Representing about one-third of the state's gross regional product, the DFW area is a national and statewide leader in job growth and is consistently named among the most attractive U.S. metropolitan areas for corporate expansions and relocations.

- Congestion cost more than \$5 billion in lost productivity in 2000.
- The region has grown by roughly 1 million people each decade since 1960.
- The region is expected to grow by almost 3 million people by 2025.
- Two million jobs will be added by 2025.
- According to the Texas Metropolitan Mobility Plan, 3,600 more lane miles than recommended should be built by 2025 to solve for the worst congestion.
- By 2025, congestion will add 31 minutes to a trip that takes 20 minutes today.
- In 2000, 79 percent of the region's workers drove alone to work.
- The average vehicle miles traveled per person increased from 21 miles per day in 1980 to 28 miles per day in 2000.

Projected Regional Growth

	2000	2010	2025
Population	5 mil	6.2 mil	8 mil
Employment	3.1 mil	3.9 mil	4.9 mil

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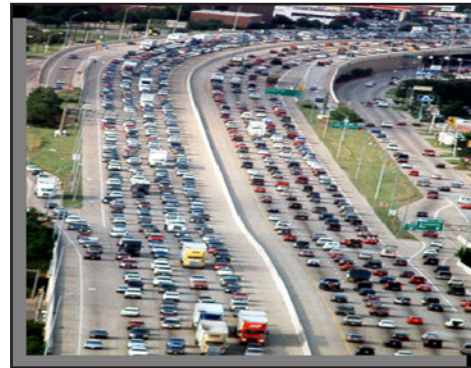


Comparative Aerial Photography
(LEFT 2001/ABOVE 2005)
Photographs taken at State Highway 121 and the Dallas North Tollway in Collin County show an example of the rapid growth in the region.

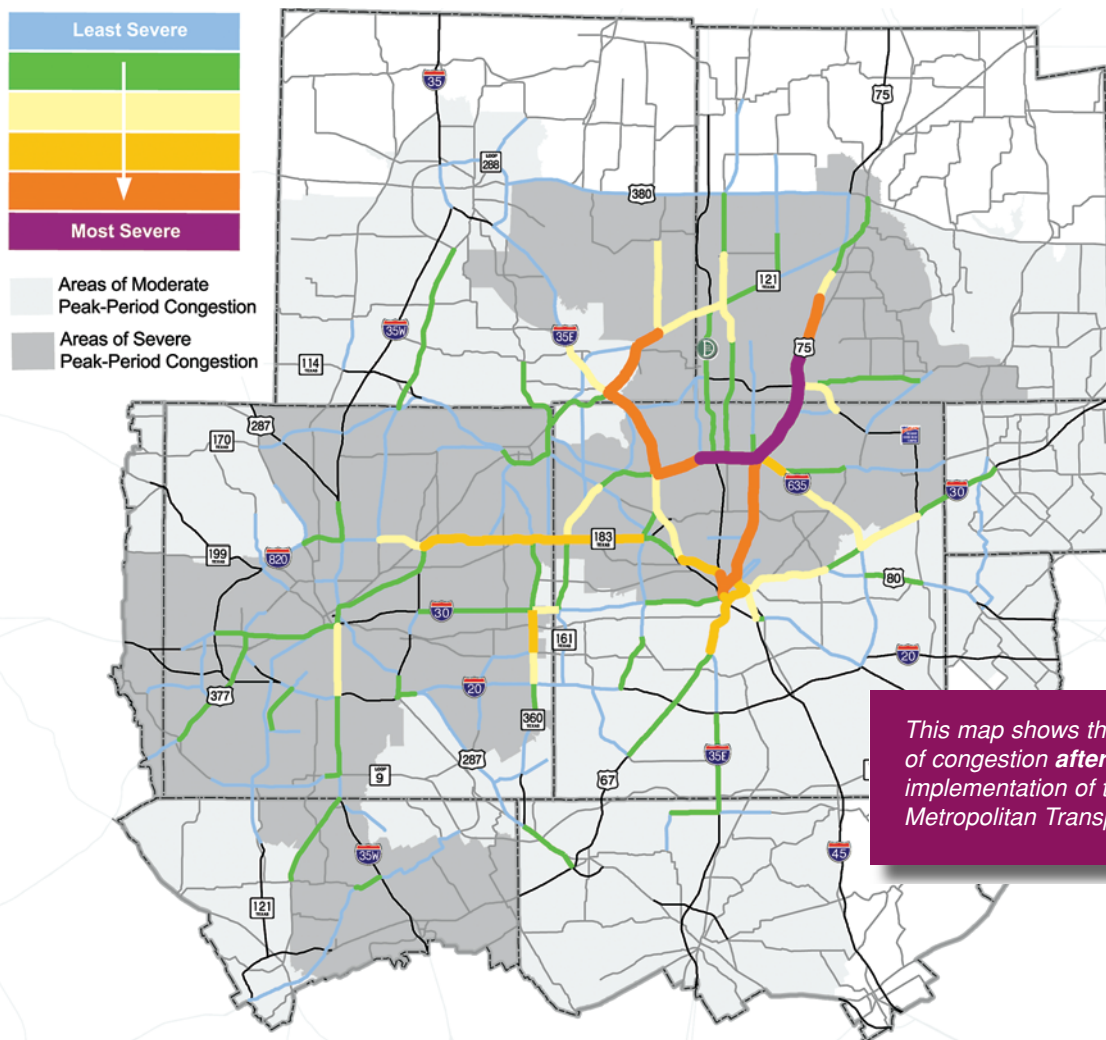
Regional Trends and Needs

Growth will continue to outpace our ability to fund needed transportation system capacity. Federal law requires that the region's long-range plan be financially constrained. A separate but related effort, the Texas Metropolitan Mobility Plan is a comprehensive multimodal blueprint for a transportation system for the Dallas-Fort Worth area and illustrates the cost to maintain the current system of roads and eliminate the worst congestion. It is estimated that \$45 billion will be available by 2025, less than half of what is needed.

The study, required by the Texas Transportation Commission, identifies the unmet transportation needs in the state's larger metropolitan areas (more than 200,000 people). Each metropolitan area is asked to identify long-range transportation plans and develop short-range priorities aimed at improving mobility and reducing traffic congestion and impact on air quality.



Traffic congestion at U.S. 75 (North Central Expressway) and Belt Line Road in Richardson is a daily occurrence. Traffic congestion is one of the most significant challenges facing the region.



Financial Planning

One of the most important aspects of Mobility 2025 – Amended April 2005 is the identification and analysis of the financial resources available to implement its recommendations. Not only is this financial analysis a sound planning practice; it is required by federal law.

The primary sources of revenue for transportation maintenance, operation, and capital improvements include federal and state motor fuel taxes, state vehicle registration fees, dedicated transportation authority sales taxes, road revenue, and local government bond programs. The analysis revealed that if these revenue rates remain at their current levels, there would not be sufficient funding to construct the recommendations of this Mobility Plan update.

Since the plan is not tied to any specific revenue-generation strategy such as gas tax increases or percentage of gas tax revenue returned to the state, it puts an increasing burden on the Regional Transportation Council, to monitor the financial situation of

the plan on a regular basis and make needed adjustments. Because implementation is contingent on the need for additional revenue, the RTC will continue to monitor state and federal legislative initiatives to ensure funding is available to implement Mobility 2025 – Amended April 2005.



Transportation Funding Needs (in billions)

Metropolitan Transportation System Components	Costs	Funding Available	Revenue Initiative
Transit Operation & Maintenance	\$8.4	\$8.4	0
Roadway Operation & Maintenance	\$5.7	\$5.7	0
Congestion Mitigation Strategies	\$1.9	\$1.9	0
Bicycle & Pedestrian Facilities and Transportation Enhancements	\$1.0	\$1.0	0
Rail and Bus Transit System	\$8.3	\$6.3	2 ¹
HOV and Managed Facilities	\$1.5	\$1.5	0
Freeway and Toll Road System	\$12.4	\$11.6	\$0.8 ²
Regional Arterial and Local Thoroughfare System	\$5.8	\$5.8	0
TOTAL (2004 dollars)	\$45.0	\$42.2	\$2.8

1 \$2 billion to be obtained through Regional Transit Initiative
2 \$0.8 billion to be obtained through future Partnership Programs

System Performance

The Dallas-Fort Worth metropolitan area is widely recognized for its outstanding quality of life. Playing a large part in this recognition is a robust and diverse multimodal transportation system. The plan recommendations represent what can realistically be afforded and do not account for the total mobility needs of the region.

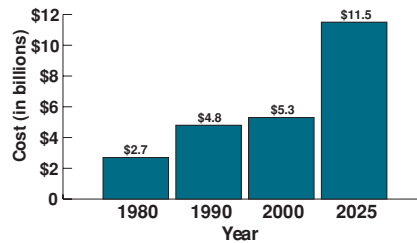
The North Central Texas Council of Governments uses a variety of system performance measures to:

- Identify and measure the extent and duration of traffic congestion
- Evaluate regional system performance
- Evaluate project-specific system performance
- Evaluate the effectiveness of congestion-reduction strategies
- Evaluate financial and air quality impacts and constraints

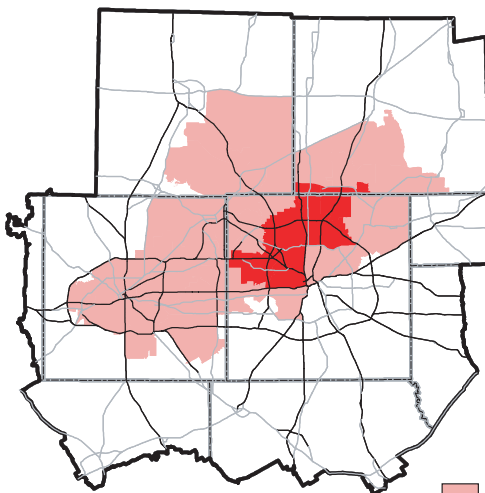
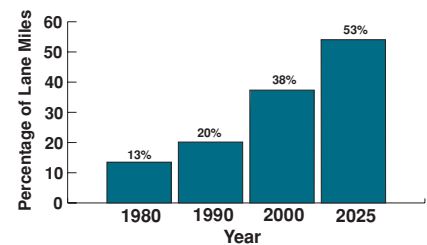
Regional Performance Measures

	1999	2025	Change
Population (in millions)	4.5	8	75%
Employment (in millions)	2.7	4.9	84%
Vehicle Miles Traveled (in millions)	125	233	86%
Roadway Capacity (# of cars in millions)	23.2	34.8	50%
Total Delay per Weekday (in millions of hours)	1.3	2.8	115%
Vehicle Miles Traveled per Person	29.05	29.31	1%

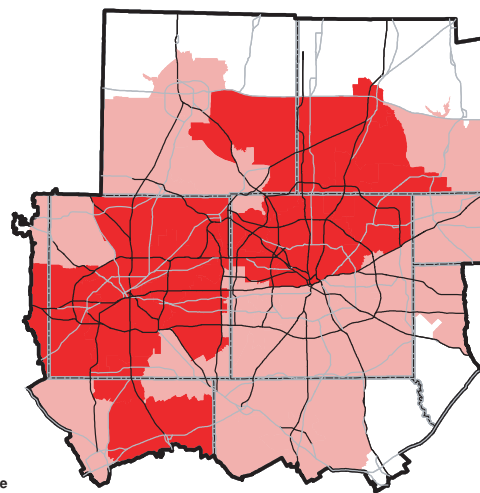
Annual Cost of Congestion



Percent of Lane Miles Highly Congested



1999



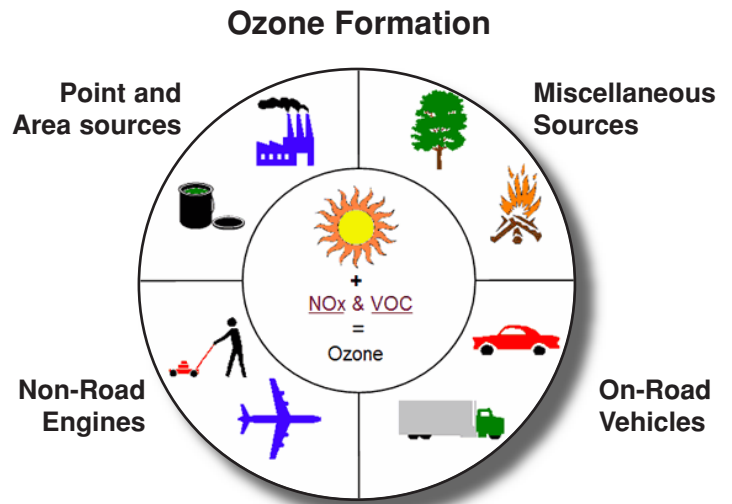
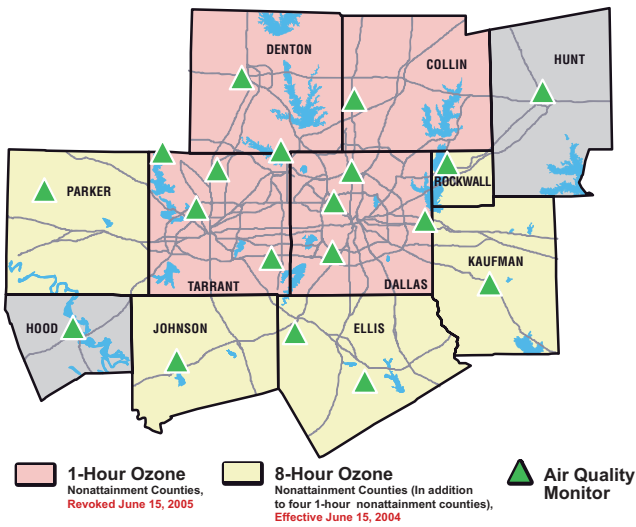
2025

Areas of Moderate Peak-Period Congestion
 Areas of Severe Peak-Period Congestion

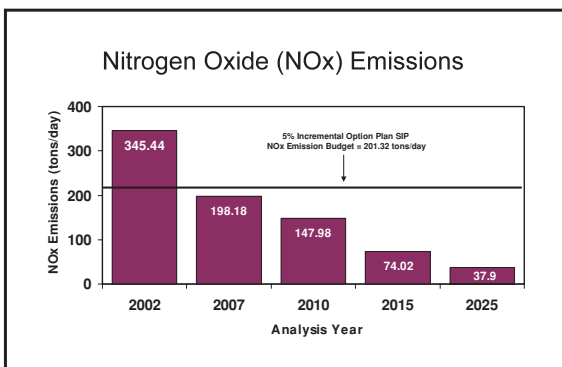
Air Quality

The nine-county Dallas-Fort Worth region has been designated “nonattainment” for the pollutant ozone by the U.S. Environmental Protection Agency. This new air quality standard is designed to address prolonged exposure to unhealthy air and to ensure federal funds and approval of transportation activities are consistent with regional air quality goals.

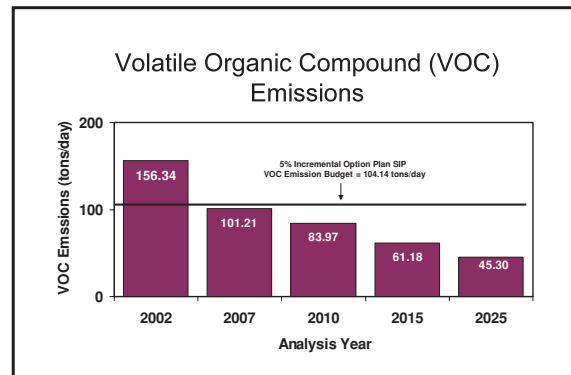
The federal Clean Air Act requires states with nonattainment areas to develop a State Implementation Plan to address how they will reduce and maintain air pollution emissions to comply with the federal standards. Development of the SIP for the DFW region is under way. The nonattainment area has until June 15, 2010, to reach conformity of the federal air quality standards.



Air Quality Conformity Analysis



The nine-county conformity budgets are 104.14 tons/day and 201.32 tons/day for volatile organic compounds and nitrogen oxide, respectively.



Emissions are below budget targets for all forecast years

Regional Transportation Air Quality Program

The region must demonstrate the air quality commitments are implemented in a timely manner as documented through the Regional Transportation Council initiatives. In addition to requirements outlined in the SIP, the Regional Transportation Council has adopted an aggressive mobile emission reduction air quality program. The RTC air quality program focuses on the major contributing factors to mobile emissions.

Program Targets

- High-emitting vehicles
- Vehicle cold starts
- Hard accelerations
- Excessive idling
- High speeds
- Low speeds
- Diesel engines
- High level of vehicle miles traveled



The Adopt-A-School Bus program helps replace or retrofit vehicles to reduce toxic air emissions (Photo by EPA).



The AirCheck Texas program helps repair or replace vehicles that fail the state emissions test.

Air Quality Programs Being Pursued

- Pay-as-you-drive insurance pilot program
- Ozone-season transit incentive program
- Clean fleet vehicle procurement policy
- Dallas-Fort Worth Clean Cities program
- Dallas-Fort Worth Adopt-a-School Bus program
- AirCheck Texas repair and replacement assistance program
- Dallas emissions enforcement pilot program
- Diesel freight vehicle idling reduction program
- Texas Emissions Reduction Plan partnership program
- Aftermarket technology and fuel additive research program

Mobile Source Emission Reduction Measures

Mobile source emission reduction measures are projects designed to achieve emission reductions from on-road mobile sources. These projects include:

- Transportation Control Measures
- Voluntary Mobile Emission Reduction Programs
- Transportation Emission Reduction Measures

Transportation Control Measures and Voluntary Mobile Emission Reduction Programs are included in the State Implementation Plan. Transportation Emission Reduction Measures are additional transportation projects and related activities, such as traffic signal improvements, that are designed to achieve on-road mobile source emission reductions but are not included as control measures in the SIP.

Mobile Emission Reduction Measures

- Clean Vehicle Program
- Sustainable Development
- Ozone Season Awareness Campaign
- Grade Separations
- Employer Trip Reduction Program
- Vanpool
- Rail
- Pedestrian/Bicycle Facilities
- Intersection Improvements
- Park-n-Ride Lots
- High Occupancy Vehicle (HOV) Lanes

Congestion Management

Transportation System Management seeks to improve traffic flow and safety through better management and operation of transportation facilities. Compared to major capacity and infrastructure improvements, TSM-related projects are usually lower in cost and can be implemented or constructed in less time. Some example of TSM projects are traffic signal enhancements, removal or freeway and arterial bottlenecks, and use of intelligent transportation system technologies . Improved traffic flow and reduction of delay

can have positive air quality benefits as well. Improvements at intersections and in signal timing, which reduces delays, limit the amount of vehicle emissions. Reducing traffic jams caused by incidents on the roadways through better traffic management also reduces the amounts of pollutants by reducing the number of idling vehicles.



Intelligent Transportation System

- Mobility assistance patrols
- Communication systems
- Advanced traffic management
- TxDOT Transportation Management Center
- City transportation management center
- Transit management center



Transportation Management Centers help monitor the performance of the transportation system, quickly responding to incidents.

Traffic signal improvements help minimize delays at intersections.



Congestion Management



The courtesy patrol helps minimize delays by quickly responding to disabled vehicles.



Dynamic Message Boards throughout the region help give motorists real-time travel information.

Transportation Demand Management Strategies

- Employer Trip Reduction Programs
- Vanpool Programs
- Park-and-Ride facilities
- Transportation Management Association

Employer Trip Reduction Programs

- Ridesharing
- Telecommuting
- Flexible work hours
- Transit pass subsidies
- Bicycle/pedestrian facilities

Transportation System Management

Program / Project	Scope	Estimated Cost	Expected Benefits
Intersection Improvements/ Grade Separations	1,615 projects	\$363 million	Reduction in congestion delay of 52,000 person hours per day
Traffic Signal Improvements	12,800 projects	\$308 million	Reduction in congestion delay of 205,000 person hours per day
Freeway Bottleneck Removal	Locations identified in the traffic data collection effort	\$227 million	Increase in average speed on freeways and parallel arterials; reduction in congestion delay
Special Event Management	Interagency program to identify special event locations, develop and implement congestion mitigation strategies	Cost included Advanced Transportation Management/ Intelligent Transportation Systems and Transportation Management	Enhance accessibility; reduce congestion delay

Regional Rail and Bus Transit System

Transit System Facts

Today

- 45 miles of DART light rail
- 35 miles of Trinity Railway Express commuter rail

Future

- 20 miles of DCTA commuter rail open by 2013
- 48 miles of DART light rail open by 2014

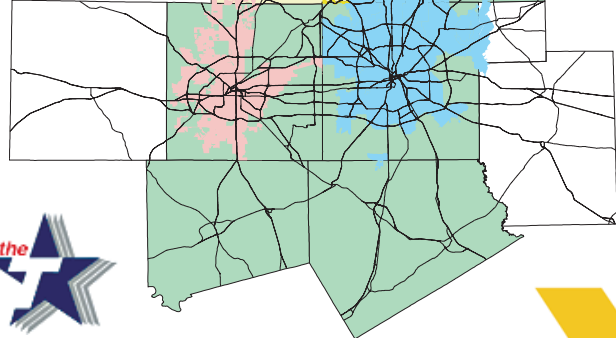
Total

- 148 miles of regional rail planned by 2015



- Denton County Transportation Authority
- Fort Worth Transportation Authority
- Dallas Area Transit Authority
- Proposed Future Regional Rail Authority

Transit Service Areas



Regional Rail and Bus Transit System

- Future Light Rail
- Existing Light Rail
- Future Regional Rail
- Existing Regional Rail
- Future Rail
- Special Events
- Future Intercity Rail
- Existing Intercity Rail
- North Crosstown Corridor Study
- Existing Rail Corridors

Regional Rail and Bus Transit System

Transit service in the Dallas-Fort Worth metropolitan area includes local bus, express bus, regional rail, light rail, and commuter rail service. Transit system planning is done in coordination with the three transit authorities serving the area; Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and the Fort Worth Transportation Authority (The T).

DART offers light rail in downtown Dallas and some suburbs. Trains using this service ferry riders on tracks embedded in the streets. The Fort Worth Transportation Authority and DART jointly operate the Trinity Railway Express, a commuter rail service that runs from Fort Worth to Dallas. Commuter rail uses existing railroad tracks and often can travel faster and make fewer stops.



Above: Trinity Railway Express,

Right: DART light rail



Transportation System Costs

Rail System	\$7 billion
Bus System	\$1.2 billion
Paratransit System	\$0.1 billion
TOTAL Transit System Costs	\$8.3 billion

Elderly and Persons with Disabilities

No person should be limited in mobility due to lack of coordination among service providers. The region is currently served by more than 90 transportation service providers. The North Central Texas Council of Governments aims to meet the needs of elderly and persons with disabilities where public transportation services are unavailable or insufficient.

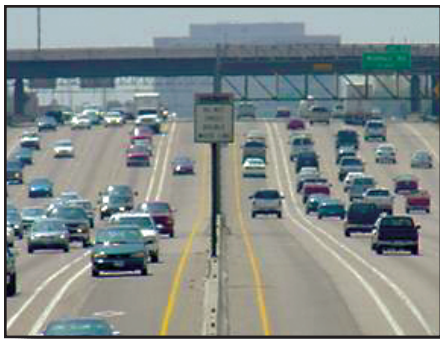


- Improved access and increased mobility should be provided through existing Elderly and Persons with Disabilities services where feasible.
- New services and expansion should be reviewed to identify and eliminate duplication of services.
- All services should comply with the Americans with Disabilities Act and support federal guidelines.
- Services should be coordinated with Access to Jobs initiatives where feasible.
- Regular needs assessments are recommended to identify opportunities to guide the establishment of additional services and the provision of needed service refinements.
- Additional funding sources for operational expenses and capital equipment should be pursued.

HOV and Managed Facilities

Managed Lanes

Interstate 30, The Tom Landry Highway, between Dallas and Arlington has been identified as the region's first value-pricing pilot demonstration study. HOV users will have primary access to the managed lanes. Excess capacity in the managed lanes will be available to single-occupant vehicles for a toll. The results of this demonstration pilot project will help influence the expansion of managed lanes throughout the rest of the region.



HOV lanes on Interstate 635/LBJ Freeway in Dallas.

System Facts

- The addition of 3,000 lane miles of freeway/tollway capacity is recommended.
- Total freeway/tollway system cost is estimated to be \$12.4 billion.
- User fees will fund \$3 billion of the system cost.
- The emphasis is on creating a more reliable freeway/tollway network.
- Roadway rehabilitation is a growing concern as the system ages.



HOV and Managed Lane Facility System

- Managed HOV/integrated tollway
- Reversible lanes
- Two-way lanes

HOV/managed lanes are planned and implemented to carry more **people** with fewer **vehicles**.

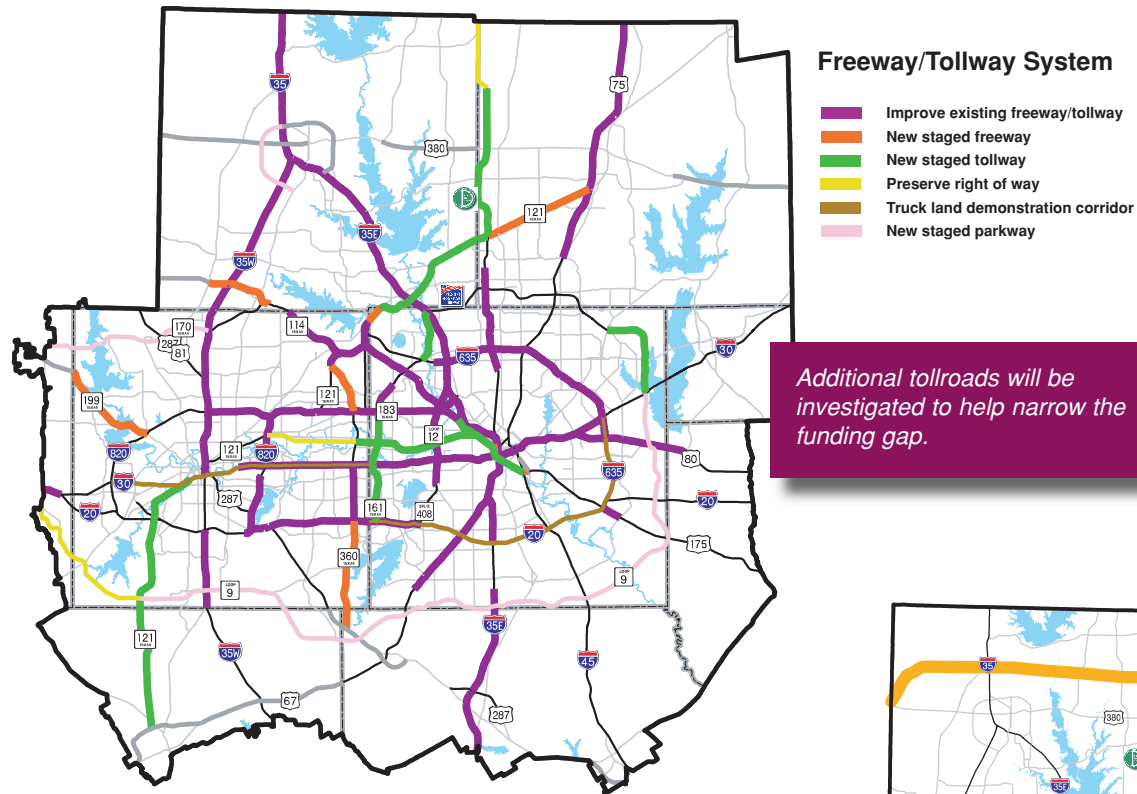
Freeway/Tollway System

Highway Funding

Historically, the Texas Department of Transportation has financed highway projects using motor fuel taxes and other revenue deposited in the State Highway Fund. Population increases and traffic demand have outpaced the efficiency of this traditional finance mechanism. Developing projects as toll roads can help close the gap between transportation needs and resources.

high-occupancy vehicle and managed lanes are becoming a common tool to reduce freeway congestion across the country, including the Dallas-Fort Worth metropolitan area.

The key to a successful HOV facility is to manage the demand so that it never exceeds the capacity, thereby maintaining a high level of service.



A major component of the Metropolitan Transportation Plan is the regional freeway and tollway system. The freeway system continues to carry nearly half the automobile traffic in the area.

Corridors Requiring Further Evaluation

Specific recommendations have not been developed for these corridors. However, many are already in the early planning stages.



Sustainable Development

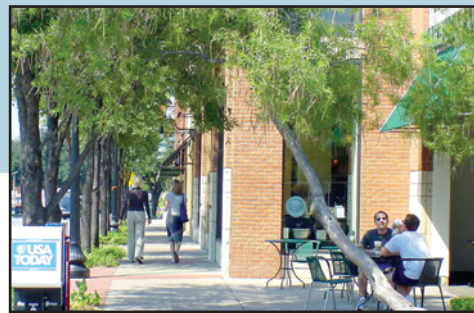
Existing Sustainable Developments

- Austin Ranch, The Colony
- Magnolia Green, Fort Worth
- Central Fort Worth Redevelopment
- Central Dallas Redevelopment
- Victory Park, Dallas
- Mockingbird Station, Dallas
- Craig Ranch, McKinney
- Legacy Town Center, Plano
- Downtown Plano Transit Village
- Hometown, North Richland Hills
- Southlake Town Square
- Las Colinas Urban Center, Irving
- Village of Colleyville
- Addison Circle

Sustainable Development Objectives

- Respond to local initiatives for town centers, mixed-use growth centers, transit oriented developments, infill/brownfield developments, and pedestrian oriented projects
- Complement rail investments with coordinated investments in park-and-ride facilities
- Promote economic development throughout the region while improving air quality and traffic congestion by reducing the mileage drivers travel.

Sustainable developments, such as Knox Street in Dallas, encourage people to walk to their destinations.



Bicycle and Pedestrian Facilities

The plan amendment calls for \$846 million of improvements including the regional Veloweb system, an on-street bicycle improvement program, bicycle and pedestrian transportation districts, and support for local pedestrian and bicycle initiatives.

Regional Veloweb

- System of interconnected trails
- Recommended minimum 12-foot width
- Grade separated to improve safety
- 117 miles completed
- 37.5 miles funded
- 650 miles of identified corridors

On-Street Bicycle Routes

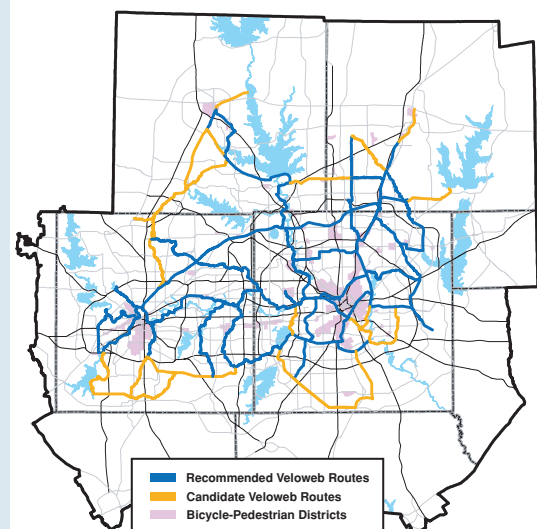
- More than 400 miles existing routes
- More than 400 additional miles funded

Bicycle-Pedestrian Districts

- 50 districts identified throughout the region
- Grid street pattern with short block lengths
- Mixed or integrated land uses
- Easy access to transit



Allowing bicycles to be stowed on transit vehicles, such as the Trinity Railway Express, encourages residents to use a combination of transportation choices.



Trans-Texas Corridor

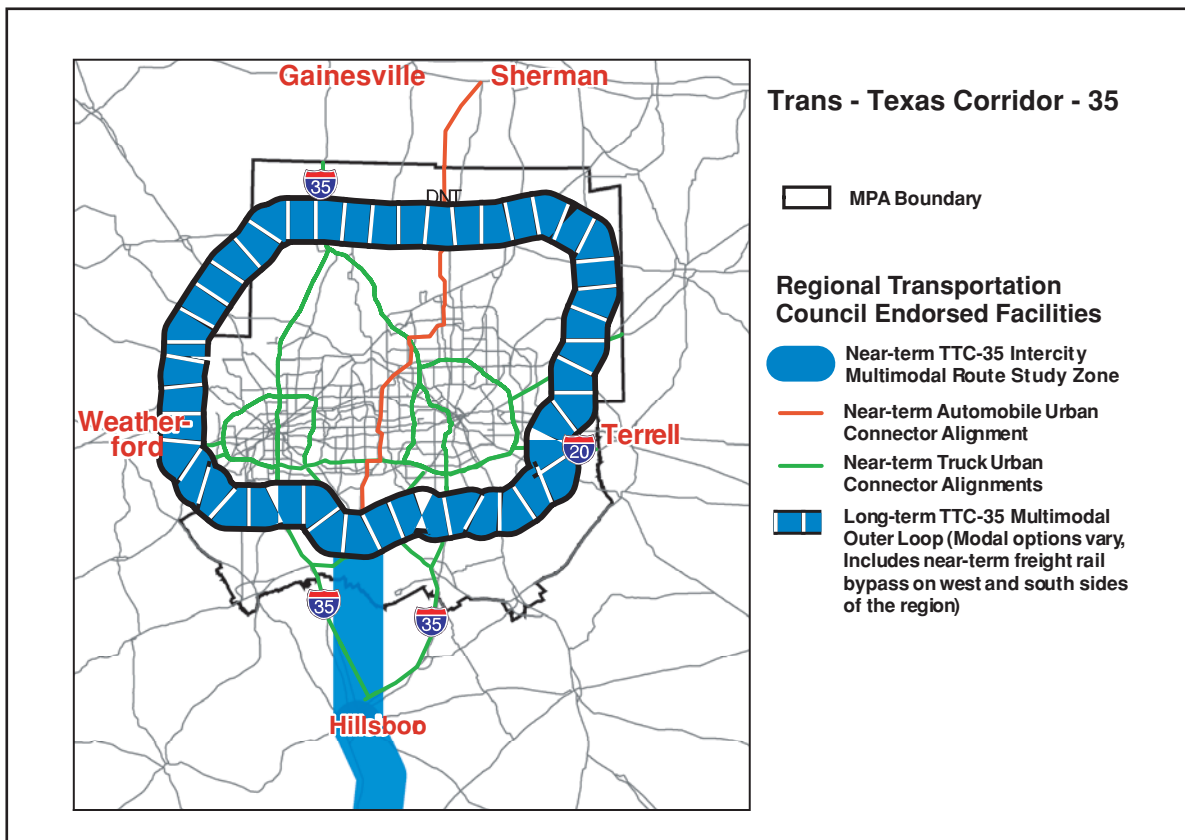
The Trans-Texas Corridor is a visionary approach by the Texas Department of Transportation based on a proposed network of transportation corridors to include separate passenger vehicle lanes, dedicated truck lanes, freight rail lines, and high speed commuter rail. Space within the corridor will be provided for public utility infrastructure.

As TTC-35 moves from a concept to a comprehensive Environmental Impact Study, a partnership between the state and this region will continue.

For an overview of the TTC-35 project and information on TTC-35 events and milestones, visit www.keeptexasmoving.com.

Trans-Texas Corridor Priorities

- Meet concurrency requirement for state/regional planning
- Support sustainable development while protecting right of way today
- Separate modes in urban areas
- Route from center of the region first
- Stage construct roadways, truck facilities, and freight rail bypasses
- Use the TTC-35 initiative to pay for other improvements in the region



Continued Project Development

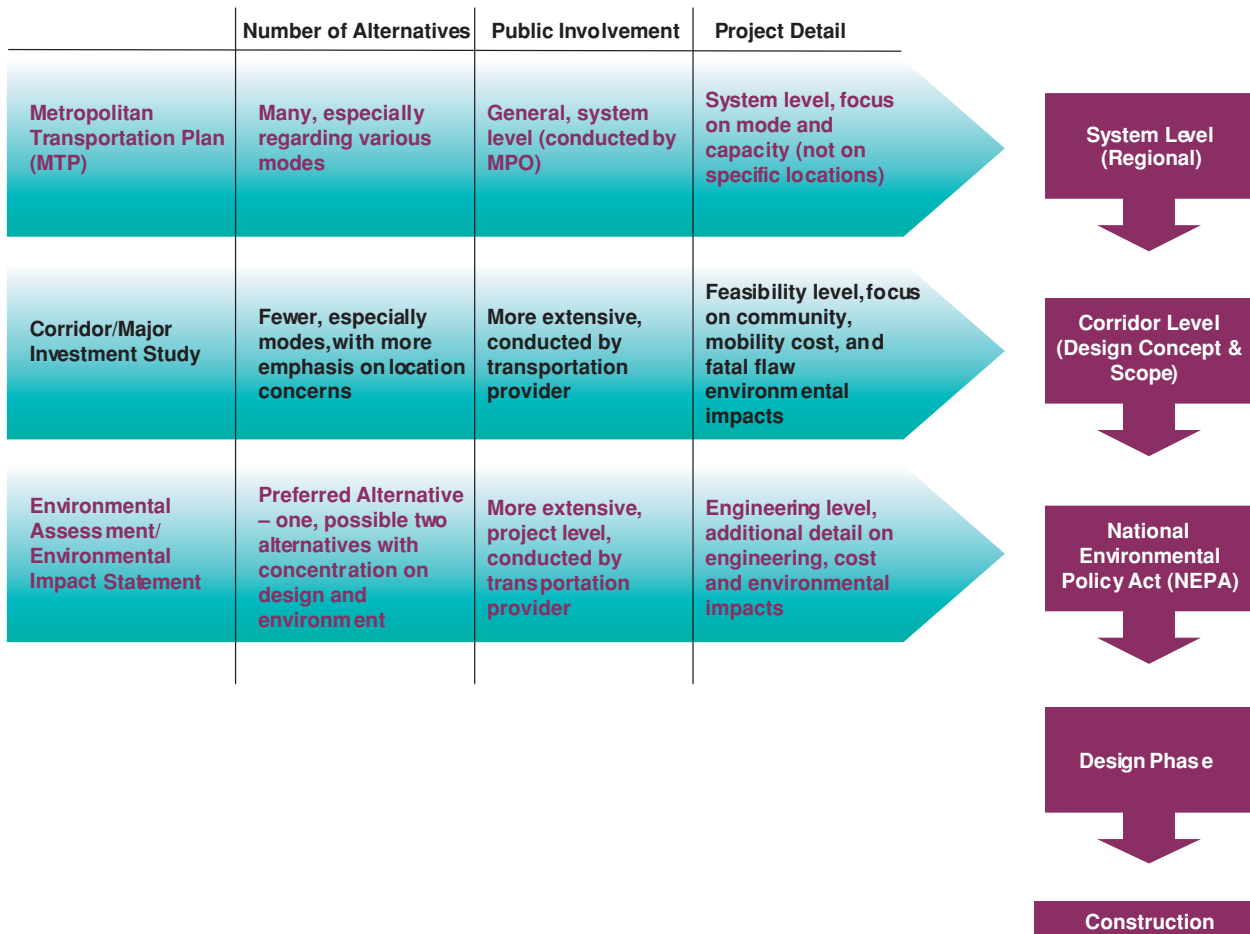
Growing concerns regarding the region's air quality and the anticipated lack of funding for future transportation improvements led Mobility 2025 – Amended April 2005 to focus on cost-effective strategies before considering more traditional large-scale capacity improvements. Through this process, recommendations were developed that aggressively target traffic congestion and improve air quality for the region.

Throughout the development process, the intent is to first focus resources on preserving the existing transportation system, then look for opportunities to operate and manage the

system more efficiently, to encourage ride-sharing and public transportation, and to add additional single-occupant vehicle capacity to the system through freeway, tollway, and arterial street improvements.

Throughout the development of each of these components, air quality and financial impacts were evaluated to ensure financial feasibility and air quality conformity requirements could be met. In addition, consideration was given to intermodal planning efforts and sustainable development initiatives.

Project Development Process



What is NCTCOG?

The North Central Texas Council of Governments (NCTCOG) is a voluntary association of local governments within the 16-county North Central Texas region. The agency was established in 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. North Central Texas is a 16-county region with a population of 6.15 million and an area of approximately 12,800 square miles. NCTCOG has 233 member governments, including all 16 counties, 165 cities, 23 independent school districts, and 29 special districts.

Since 1974, NCTCOG has served as the Metropolitan Planning Organization (MPO) for transportation in the Dallas-Fort Worth Metropolitan Area. The Regional Transportation Council is the policy body for the Metropolitan Planning Organization. The Regional Transportation Council consists of 40 members, predominantly local elected officials, overseeing the regional transportation planning process. NCTCOG's Department of Transportation is responsible for support and staff assistance to the Regional Transportation Council and its technical committees, which comprise the MPO policy-making structure.

NCTCOG Executive Board 2005-2006

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Bob Day Mayor, City of Garland	Ron Jensen Councilmember, City of Grand Prairie	Mel Neuman Mayor, City of Mansfield	Kathryn Wilemon Councilmember, City of Arlington
Maurine Dickey Commissioner, Dallas County	Scott Johnson Deputy Mayor Pro Tem, City of Plano	Mike Nowels Councilmember City of Lewisville	Michael Morris, P.E. Director of Transportation, NCTCOG
		Ed Oakley Councilmember, City of Dallas	

**Surface Transportation
Technical Committee**
Renee Lamb
Chair

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