



## 2 Local Projects Awarded TIGER Discretionary Funds

When the federal government announced the recipients of TIGER grant money in February, two North Texas projects had made the cut. State Highway 161 received \$20 million, and the planned downtown Dallas streetcar project got \$23 million. The money, part of the \$1.5 billion Transportation Investment Generating Economic Recovery discretionary grant program, will make it easier to complete these projects, deemed significant to the future of the region. These were the only TIGER projects selected in Texas.

The grants were part of the \$787 billion American Recovery and Reinvestment Act, a key focus of which was transportation. North Texas received more than \$850 million to help deliver shovel-ready projects.



graphic/nctcog

## Region Seeks Opinions on Transportation Priorities

**T**he population of the Dallas-Fort Worth area is expected to eclipse 10 million in 25 years, an increase of more than 50 percent. With such a staggering growth rate, the transportation system will be severely strained without additional revenue to improve the flow of people and goods throughout D-FW.

Since 2000, the 12 counties that make up the metropolitan planning area have welcomed 1.3 million new residents, bringing the population up to 6.5 million.

Across North Texas, new roads and rail expansion are giving people choices they've never had before. And an ambitious plan to build an interconnected network of bicycle and pedestrian trails is helping popularize a mode of travel not always a focal point in expansive metropolitan areas.

These and other programs stand to benefit from the development of the next long-range transportation plan, Mobility 2035. This is the successor to Mobility 2030, which projects needs for the next 20 years.

The Dallas-Fort Worth area's ozone concerns mean no improvements are made without careful consideration of how changes will affect air quality. And to add another wrinkle to

the process, all major improvements must be financially constrained, or affordable based on projected revenue.

Planners are gathering information, including input from the public, in preparation for the new regional transportation blueprint. Now, it's the residents' turn to speak up about how they think the region should handle transportation projects in an era of great needs and scarce resources.

The Regional Transportation Council in December conducted a series of workshops and public meetings around the 12-county area in an attempt to gather input early. It is important for planners to know what residents think about how to improve the region's multimodal transportation system so NCTCOG can meet the needs of people for the next quarter-century.

A look back at the growth of the past decade might be helpful in understanding the importance of long-range planning. Since 2000, the 12 counties that make up the metropolitan planning area have welcomed 1.3 million new residents, bringing the population up to 6.5 million. The Dallas-Fort Worth area has become the fastest-growing metropolitan area in the country, and with the region's economy projected to continue growing in years to come, the population expansion shows few signs of slowing significantly.

NCTCOG will work with its regional partners, as well as the

public, to develop long-range recommendations. Mobility 2035 is being put together at a time when environmental awareness and people's impact on the planet are increasingly important to transportation policy. It all starts with the people who use the transportation system every day.

**NCTCOG will consider eight factors as it develops the long-range transportation plan. Mobility 2035 should do the following:**

- Support economic vitality.
- Increase safety of the transportation system for motorized and nonmotorized users.
- Increase the ability of the transportation system to support homeland security.
- Improve accessibility and mobility for people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system.
- Promote efficient system management and operation of the system.
- Preserve the existing transportation system.



## A Message From Michael Morris

Transportation Director

# Roads to the Super Bowl

## Transportation Paramount to Success of Game, Related Events

When the Super Bowl Comes to North Texas, organizers will have to ensure game-related activities occur without causing major disruptions to the lives of residents.

**W**hen the Super Bowl kicks off next February, most people will be focused on Cowboys Stadium and the teams on the field. It's understandable if the \$1.2 billion new home of America's Team steals a few headlines. The shiny, new mega-stadium is now the standard against which future NFL facilities will be measured.

Long before the TV cameras role February 6, important details must be addressed. The North Texas Super Bowl Host Committee has worked tirelessly since the game was awarded to the region in 2007 to make sure the things not part of the broadcast are given the proper attention so fans are

left with positive memories of Dallas-Fort Worth.

And the region has wholeheartedly embraced the opportunity to promote North Texas. Hospitality and tourism representatives, law enforcement, local governments, the private sector and transportation officials are all crucial to the success of this endeavor.

Super Bowl XLV will draw more than 100,000 spectators, but we'll have far more visitors throughout the week who will eat at our restaurants, stay at our hotels and shop at our stores. These highly valued guests will also flock to our cities to enjoy the pre-game pageantry. The popular NFL Experience, a concert series and numerous activities showcasing the region's rich cultural heritage are all certain to draw plenty of attention. And that means aggressive planning and

contingency development to minimize traffic congestion.

I spent Super Bowl Sunday this year – from 9:30 a.m. to midnight – in South Florida's Joint Operations Center, studying how a region that has hosted 10 Super Bowls managed traffic flow.

South Florida has figured out how to keep the league coming back. We hope that by showcasing our regional treasures and the famous Texas hospitality, we can make North Texas a regular stop for the NFL's championship.

In transportation, preparations for an event of this magnitude have been under way for several years, dating to North Texas' efforts to secure the 2012 Olympic Games. We took what we learned from that experience, tweaked a few things and developed a plan that could be

a model for future host cities. We are ready to show how the multimodal transportation system our residents depend on will contribute to a memorable Super Bowl experience for all involved.

Tremendous progress is being made in North Texas on the roads and other modes of transportation. The entire system will be under the microscope next year, and each provider has a significant part to play. We have to figure out how to move our visitors around while ensuring residents can get to work in the morning and home to see their families in the evening. In the fifth-most congested region in the country, this is no small task. It will require innovative changes to the roadway and rail systems we rely on every day – and even greater focus on aviation.

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## Regional Transportation Council

### Medrano Works to Educate Region of Count's Importance

#### Member Profile

Pauline Medrano, Deputy Mayor Pro Tem, City of Dallas

**P**auline Medrano speaks with passion about the census and its effect on the entire region. Dallas-Fort Worth has grown substantially over the past decade, adding more than 1 million residents. Cities and towns across the metropolitan area have grappled with impressive growth rates, some areas seeing their complexions change entirely.

Medrano, who serves as deputy mayor pro tem of Dallas, is playing a key role in Census 2010. She was appointed last year as vice chairman of the Census Advisory Committee, which helped with the design and implementation of the decennial count of Americans.

The 2010 census will allow the federal government to officially collect information about the area's population and demographic facts that will help determine the dispersal of funding.

The information gathered by the census this year will help determine construction of schools, roads, hospitals and other infrastructure essential to the continued success of the region.

With privacy concerns on Americans' minds,

everyone will receive the short form. The 10-question form is expected to take about 10 minutes to complete.

As more people move to the Dallas-Fort Worth area and visit for business and pleasure, having the right transportation choices helps shape people's opinions of the region, she said.

"You want them to have a pleasant experience in the area because you want them to come back," she said.

Medrano said she learned quickly how important it is for Dallas to have smooth connections to the city. Although council members must make decisions with their constituents in mind, Medrano believes it is essential to consider the effect of her actions on the entire region.

This philosophy helps Medrano in her capacity as a member of the Regional Transportation Council, which sets transportation policy for the Dallas-Fort Worth area.

The RTC is well-respected and is completing projects that will help the region emerge stronger from the recent recession, Medrano said.

Thanks to the RTC's cooperation with local, state and federal partners, the area is going to see new roadways, rail lines and bicycle trails built in the coming years in an effort to accommodate the residents who call Dallas-Fort Worth home.

### Having the right transportation choices helps shape people's opinions of the region.

It is believed Texas will be one of the first states to bounce back and that D-FW will be the first area to begin moving forward again, she said.

With an accurate count of all its residents, North Texas will be in an even better position to continue the growth that has helped it become an economic and transportation leader.

All the state-of-the-art venues and attractions will do no good if people can't get to them. And the Dallas-Fort Worth area has a variety of well-developed options from which people can choose. If Dallas residents want to visit Fort Worth, they can

board the Trinity Railway Express downtown and be there in a few minutes, without having to struggle through stop-and-go traffic. There's also Dallas Area Rapid Transit on the eastern side.

And visitors who travel to the region for business meetings or conventions should be able to easily and enjoyably experience what the region has to offer, she said.

They don't care where they are when they fly into Dallas/Fort Worth International Airport. The important thing is to demonstrate to them that they have a wealth of transportation options and knowledgeable people to answer any questions.

For those who live here – and those who will in the future – roads can be transformative. They lead to economic development and move the entire region closer together, she said.

Cities are not so far away when a bridge is built to connect them, Medrano said.

An accurate count of Dallas-Fort Worth residents is the first step toward providing the resources to ensure the region can make the transportation improvements well into the future.

# Dallas-Fort Worth Planning Area Expanded to 12 Counties

The Texas Transportation Commission in October approved the RTC's decision to expand the metropolitan planning area, adding three new counties to the existing nine-county area. With the boundary change, Hood, Hunt and Wise counties have been fully integrated into the regional transportation planning process. The perimeter counties that had been partially included – Ellis, Johnson, Kaufman and Parker counties – are also now entirely included.

The 43-member Regional Transportation Council is now able to help 12 counties solve their transportation problems, directing funding to the 9,441 square-mile region. The increases in population and travel are expected to attract \$10 million more per year in federal gas taxes to what is now the nation's second-largest planning area. Only the Southern California Association of Governments, which includes Los Angeles, is responsible for a larger area.

NCTCOG began considering expansion of the nine-county metropolitan planning area in the fall of 2007. Federal regulations require the metropolitan planning area to encompass the entire urbanized area and the contiguous areas expected to become urbanized within 20 years. With rapid population growth over the past

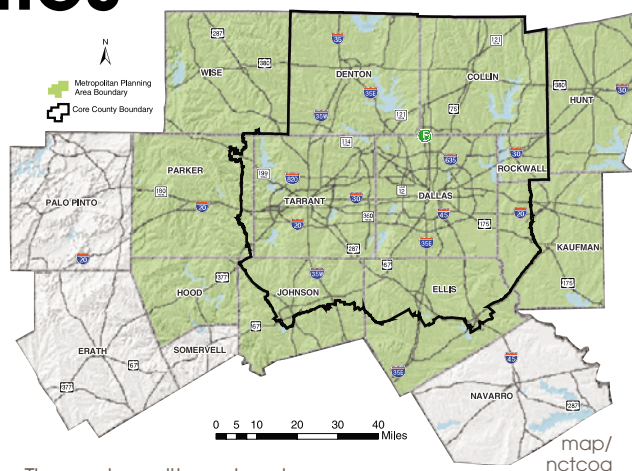
several years, it became necessary to add to the planning area.

The expansion discussions began with the assessment of 28 counties in North Texas. After considering jurisdictional and regulatory issues, officials decided it would be prudent to include only counties inside the North Central Texas Council of Governments' 16-county region. Evaluation of population forecasts, current and future population density estimates, travel pattern information and traffic forecasts supported the expansion.

NCTCOG staff presented the plan to residents and public officials throughout the 12-county area for comments. In addition, staff participated in numerous county and city government meetings between December 2007 and July 2009. Throughout the public outreach process, positive comments were received from the public and local elected officials regarding the expansion.

Existing and funded transportation projects in the expanded metropolitan planning area were incorporated into the region's short- and long-range transportation plans.

Since these transportation projects were already included in the rural portion of the State



The metropolitan planning area was expanded to 12 counties last year, meaning the Regional Transportation Council can now help Hood, Hunt and Wise counties find transportation solutions.

Transportation Improvement Program, there were no financial-constraint implications to the Dallas-Fort Worth metropolitan area Transportation Improvement Program or long-range mobility plan. Air quality is not impacted because projects were accounted for in the air quality conformity analysis performed in conjunction with the Transportation Improvement Program and Metropolitan Transportation Plan.

The Regional Transportation Council's Bylaws and Operating Procedures were modified in September 2008 to accommodate representation across the 12-county planning area in anticipation of the boundary expansion. Membership on the RTC is capped at 43 members.

In conjunction with the planning area expansion, the Regional Transportation Council on

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# 9-County Nonattainment Area Could Be Reclassified By EPA



EPA is reconsidering the nation's ozone standard in an effort to more adequately protect people's health.

The nine-county ozone nonattainment area could be reclassified from moderate to serious after narrowly missing the federal standard in 2009.

When the ozone season ended October 31, the region's ozone concentration was 86 parts per billion, just one part per billion short of compliance. To put this in perspective, one part per billion is roughly equal to one teaspoon of a substance put in an olympic-size swimming pool.

The Environmental Protection Agency in 2004 classified the counties – Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall and Tarrant – as moderate nonattainment for ozone, finding them in violation of the current 8-hour ozone standard. The region was given until June 2010 to reach the standard. But attainment is determined by looking at a three-year snapshot of ozone-season data, meaning North Texas had to comply with the standard by the end of last year.

Ozone data from 2007-09 indicate that the region will not be in compliance before the deadline. As EPA considers a reclassification of the entire nonattainment area, it must propose action by June, with final action due by December 2010. By 2011, the Texas Commission on Environmental Quality must submit to EPA a revised State Implementation Plan, which establishes regulations

to help an area meet federal standards.

Collin, Dallas, Denton, and Tarrant counties were once classified as serious under the 1-hour ozone standard and still maintain strategies required by the Clean Air Act for such areas. And the perimeter counties (Ellis, Johnson, Kaufman, Parker and Rockwall) have already implemented some of these same strategies. But additional measures may be required. At a minimum, the Clean Air Act -mandated federal ozone measures for serious classification would extend to the remainder of the nonattainment area. The North Central Texas Council of Governments staff is working with state and federal partners to determine the full impact to the region.

In a separate development, the recently revised ozone standards

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On Super Bowl Sunday, fans will be able to board Trinity Railway Express trains in Tarrant and Dallas counties and be dropped near Cowboys Stadium. The Host Committee has been negotiating with Union Pacific Railroad to move the TRE trains to the UP tracks that run near the stadium for Super Bowl Sunday. Buses would pick fans up at a temporary rail station and take them to the game.

Another difference during the week will be lanes of Interstate Highway 30 – temporarily renamed Tom Landry Super Bowl Highway – dedicated to vehicles transporting people to and from scheduled Super Bowl-related events.

With so much morning and afternoon traffic, how will we do this without significantly affecting the trips of residents? For starters, each regional partner will be counted on to help. And

there will be a multitude of additional options for getting around: 10,000 rental cars, 1,000 taxis, 750 buses and 500 limousines.

Major concerts, the NBA All-Star Game and a season of Cowboys games have all served as dress rehearsals for the opportunity ahead.

And when we're done, the Super Bowl lessons learned will help us better understand how to maximize our transportation

resources to ensure more reliable commutes every day. That's one of the hidden benefits of hosting internationally recognized special events.

If we perform well, the entire metropolitan area will be better equipped for the daily issues when the spotlight has faded. And when the time comes to host another Super Bowl, the league will have a smooth ride back to North Texas. After all, mobility matters.

**OZONE** (continued from Page 3)

could be toughened again in an effort to better protect Americans' health.

Every five years EPA is required to re-evaluate the nation's air quality standards to ensure adequate protection of human health based on best available science. In March 2008, EPA revised the 8-hour ozone standard from 85 ppb to 75 ppb. TCEQ recommended 10 counties in the Dallas-Fort Worth area to be designated as nonattainment. This included the current ozone nonattainment counties and Hood County.

EPA announced in September that it would reconsider the revised National Ambient Air Quality Standard (75 ppb) for ground-

level ozone due to concerns about the ability of the new standard to adequately protect Americans' health. The reconsideration will be based on the scientific and technical analysis used in the initial revision of the standard, which recommended a threshold between 60 and 70 ppb.

EPA is expected to issue a final decision by August 2010. When the standard is finalized, TCEQ and EPA will begin an accelerated review and issue final designations for counties falling short of the standard by August 2011.

At right is a table of important dates for both the reconsideration of the ozone nonattainment area and the reconsideration of the revised ozone standard.



**MPA** (continued from Page 3)

October 8 adopted a policy position on the efficient and effective agency delivery of projects in the Metropolitan Transportation Plan. This policy recognizes the rights of all entities under state law and emphasizes the RTC's support for the advancement and implementation of projects and programs contained in the plan in the most efficient and effective delivery

method to maximize revenues for construction and operation.

The RTC hopes the transportation needs of the Dallas-Fort Worth metropolitan area can be met in a timely manner by existing transportation authorities and transportation providers through a comprehensive, coordinated and cooperative approach to maximize existing transportation resources.

If they cannot, other institutional arrangements may be necessary, and the individual entities in the metropolitan area have the authority to make that determination. The Regional Transportation Council encourages those entities to collaborate with the RTC and the existing providers to assess their ability to assist.

Dallas-Fort Worth area planners and local governments are busy developing strategies for how to enhance the quality of life for residents with a variety of needs and expectations. The expanded planning area will go a long way toward making sure the residents of the outlying areas have the same assistance as their urban neighbors.

**Calendar**

- Regional Transportation Council**  
April 8 — 1 p.m.  
NCTCOG Transportation Council Room  
616 Six Flags Drive, Arlington
- Live Green Expo**  
April 17 – 9 a.m.-7 p.m.  
Plano Centre  
2000 E. Spring Creek Parkway, Plano
- Oak Cliff Earth Day**  
April 18  
Lake Cliff Park  
1200 N. Zang Blvd., Dallas
- Surface Transportation Technical Committee**  
April 23 — 1:30 p.m.  
NCTCOG Transportation Council Room  
616 Six Flags Drive, Arlington
- Coppell Earthfest**  
April 24  
Coppell Town Center Plaza  
255 E. Parkway Blvd., Coppell

**NOTE:** Dates, times and locations of meetings may change. Please confirm by calling **817-695-9240**.

For an updated list of RTC -sponsored public meetings and other Transportation Department meetings, visit [www.nctcog.org/trans](http://www.nctcog.org/trans) and click on the "meetings and events" tab on the right side of the page.



This publication can be made available in alternate formats upon request

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