

TRANSPORTATION 2008 STATE OF THE REGION

DALLAS-FORT WORTH METROPOLITAN AREA



Regional Story: Who are the Partners?

Who builds transportation?
How much does transportation cost?
Who pays for improvements?
How is the transportation system doing? These are all questions that will be answered in this State of the Region report.

Many transportation partners are responsible for building, operating, and maintaining highways, toll roads, transit, and airports in North Central Texas. The following agencies work together and with cities, counties, utilities, and other contractors through a coordinated planning process:

- Dallas Area Rapid Transit
- Dallas/Fort Worth International Airport
- Dallas Love Field
- Denton County Transportation Authority
- Fort Worth Alliance Airport
- Fort Worth Transportation Authority (The T)
- North Central Texas Council of Governments
- North Texas Tollway Authority
- Texas Department of Transportation

Building a new transportation project is a costly and time-consuming effort, but it is also necessary to develop a world-class system of roads, transit, and air service to move people and goods within and through the fourth largest region in the United States. Some costs are clear – concrete, design work, and land value. Others, such as long-term maintenance, user

fees, environmental mitigation and cumulative impacts, are less well known. It is important to look at the whole transportation picture in order to fully understand what transportation costs.

During the past year, partnerships among the agencies have helped move forward projects such as State Highway 121, State Highway 161, Interstate Highway 30, new high occupancy vehicle lanes, and rail lines in Denton and Tarrant counties. In 2008 many more projects will be built as a result of a SH 121 funding partnership involving the Regional Transportation Council, NTTA, and TxDOT on SH 121.

Transportation partners in the Dallas-Fort Worth region have committed to tracking the progress toward achievement of five goals set by the Texas Transportation Commission. The goals are: reduce congestion, enhance safety, improve air quality, expand economic opportunity, and increase the value of transportation assets. Measuring progress toward these goals helps planners determine how the transportation system is doing and where investments should be targeted to make effective improvements.

This brochure will highlight important partnerships, projects that are moving forward, additional transportation needs, and how the region is meeting the mobility and air quality goals of the Dallas-Fort Worth area.



Regional Sustainable Development Initiatives

Sustainable development is a multidisciplinary approach to growth management that integrates environmental, economic, and social development policies and practices. In a rapidly growing area like Dallas-Fort Worth, providing opportunities to live, work, and play in the same neighborhood and also access different modes of transportation is extremely important. Among the many components of sustainable development are the promotion of bicycle and pedestrian facilities and the promotion of transit-oriented development.

In 2006, regional bicycle and pedestrian projects were awarded \$11.8 million through the Regional Transportation Council's Local Government Air Quality Call for Projects (see **Exhibit 1**). Through federal, state, and local funding initiatives since 1993, the NCTCOG Bicycle and Pedestrian Program has contributed to the construction of the Regional Veloweb off-street trail network (which is being updated in 2008), enhancement of bicycle and pedestrian transportation districts, and continued improvements to on-street bicycle routes. The future of funding awards for bicycle and pedestrian projects through NCTCOG is promising. Currently, 42 projects are being evaluated for Regional Toll Revenue funds, and additional projects may be considered

in the 2008-2009 Sustainable Development Call for Projects, which will be issued in late 2008. The program will allocate more than \$40 million to sustainable development projects.

Exhibit 2 shows major development projects completed in the past five years and those planned for the future, by development type.

Exhibit 1

	CMAQ* /STP-MM**	STEP***	TOTAL
1993	\$1,100,000	\$9,985,604	\$11,085,604
1994	\$4,327,950	\$2,365,418	\$6,693,368
1996	\$0	\$3,115,379	\$3,115,379
1999	\$17,231,721	\$0	\$17,231,721
2000	\$3,533,828	\$11,355,654	\$14,889,482
2001	\$21,748,169	\$30,597,740	\$52,345,909
2005	\$16,908,709	\$0	\$16,908,709
2006	\$11,840,643	\$0	\$11,840,643
			\$134,110,815

* The Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds projects that contribute to improved air quality.

** Surface Transportation Program-Metropolitan Mobility (STP-MM) funds surface transportation projects that improve mobility.

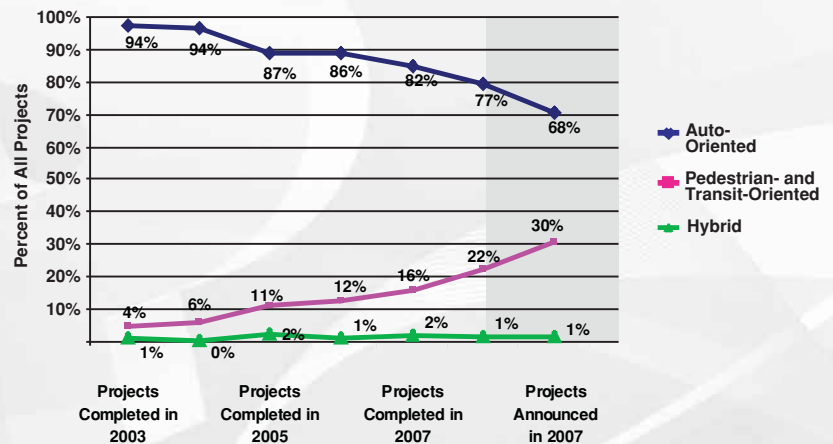
*** The Statewide Transportation Enhancement Program (STEP) is administered by TxDOT.



Montgomery Plaza in Fort Worth is an example of how a historic structure can be transformed into a model of sustainable development. The former Montgomery Ward is now a mixed-use development with retail and residential space.

* NCTCOG development monitoring tracks employers with 100+ employees or 100,000+ square feet, and 100+ unit housing developments in the 16-county NCTCOG region. Project types are defined as: auto-oriented projects, pedestrian- and transit-oriented projects, and hybrid projects, which contain a mix of pedestrian-, transit- and auto-oriented development.

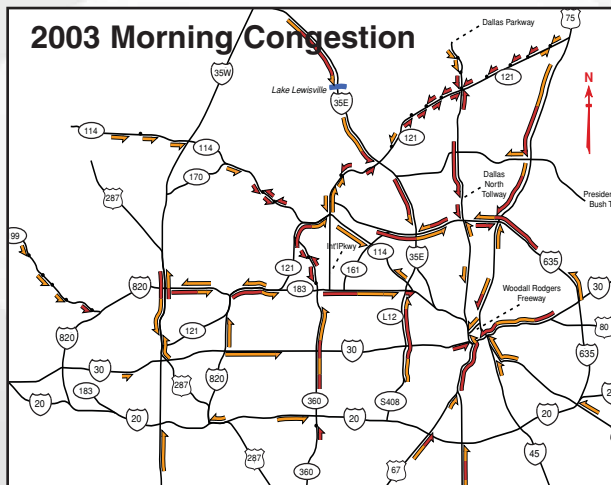
Exhibit 2
Major Developments by Type*



Performance Measures: Decrease Congestion

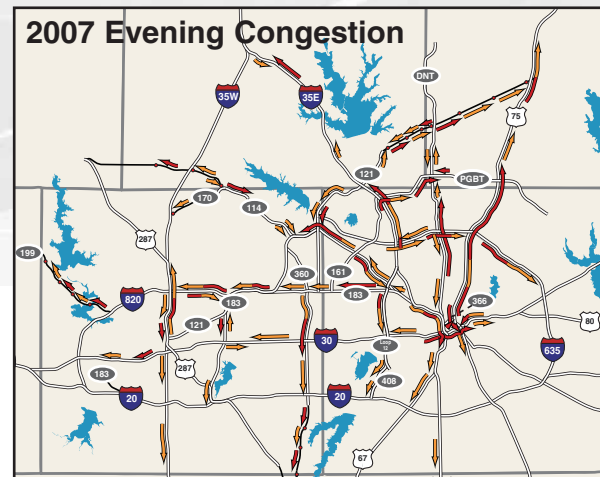
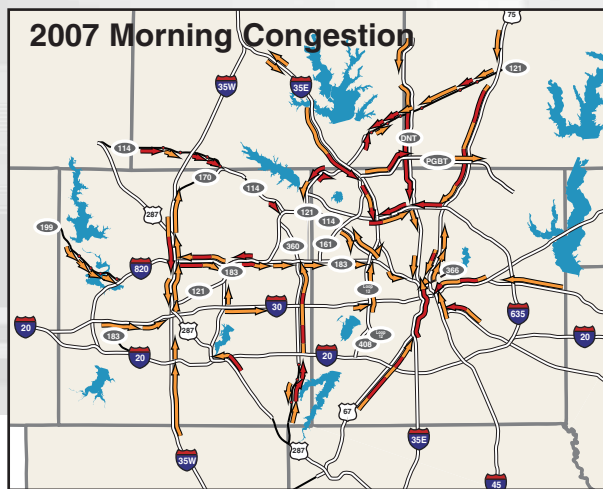
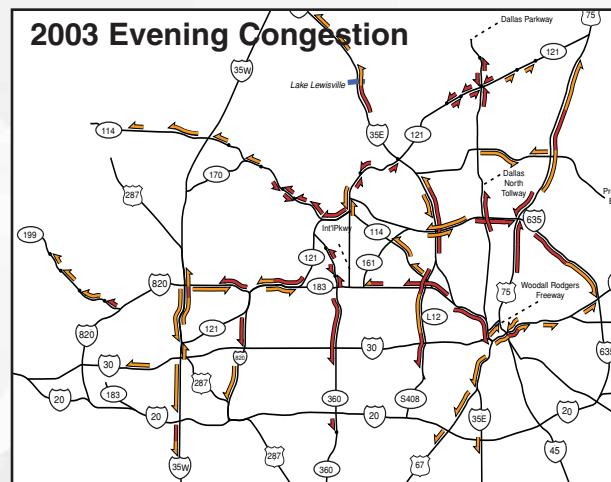
The information provided below illustrates congestion levels by corridor, direction, and time of day (morning and evening). The 2003 and 2007 congestion maps highlight the changes in the performance of the transportation system. In most corridors, the region's population increase led to more

congestion. In some corridors, however, congestion improved due to completion of construction projects, including new freeway and tollway segments and implementation of bottleneck improvements.



- Severe congestion (<30 mph)
- Moderate or intermittent congestion (30-50 mph)
- Congested signalized intersection (continuous)
- Congested signalized intersection (intermittent)

Decrease Congestion



Performance Measures: Improving Asset Value

Roadway Asset Value

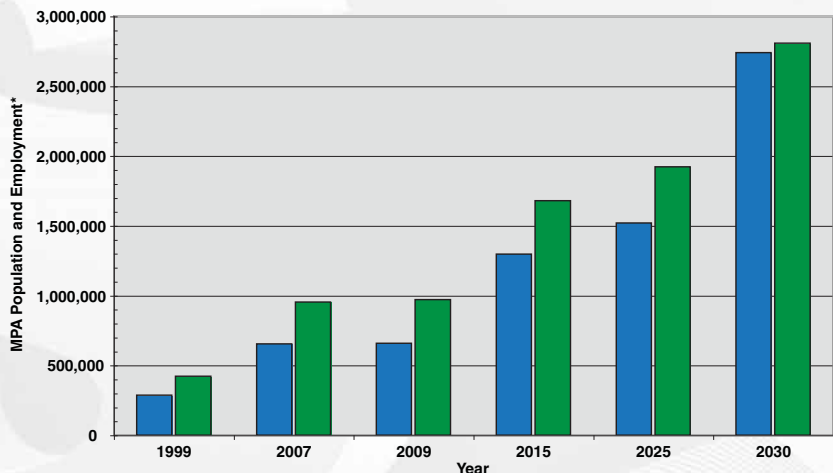
In 2007, NTTA paid \$3.2 billion to the Dallas-Fort Worth region to develop and operate SH 121 as a toll road. In addition, NTTA will pay to construct the portion of the roadway in Collin County at a cost of \$598 million, for a total payment of nearly \$3.8 billion. This will allow the Collin County portion of SH 121 to be built years ahead of schedule, saving an estimated \$560 million, considering the rising cost of construction.

The greatest cost savings come from the concession payment itself, which is being used to fund additional projects throughout the region. Many of these projects would not be scheduled for construction for 10 or even 20 years. By expediting these projects and building them now, the region could save \$2.1 billion over the next 20 years.

When the concession payment, SH 121 construction costs, SH 121 cost savings, and additional cost savings are added together, this partnership will provide the region \$6.4 billion in additional transportation funding.

Land Use/Transit Value

Metropolitan Planning Area Population and Employment Within a Mile of a Rail Station

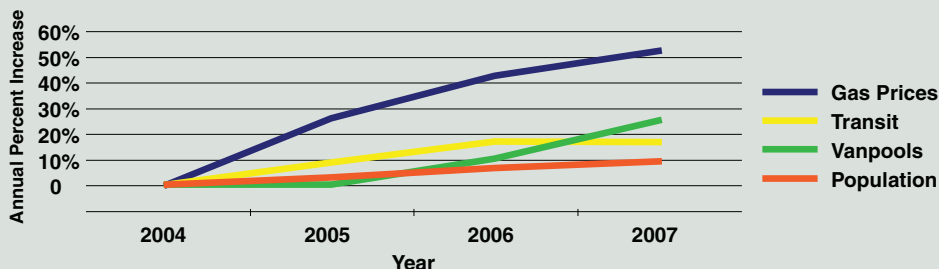


■ Population within 1 Mile of a Rail Station
 ■ Employment within 1 Mile of a Rail Station

*Population: People who live or are forecast to live in a specified area; includes all age groups.
 Employment: Jobs located or forecast to be located in a specified area; includes all job types.

Implications of Rising Gasoline Prices: Benefits of Investing in Mass Transit

Impact of Rising Gasoline Prices on Transportation Options



Between 2004 and 2007, gas prices rose by 52 percent in the Dallas-Fort Worth area. As the cost of driving increases, people look for alternatives to driving alone. Over the same time period, transit ridership increased by 16 percent, and the number of vanpools increased by 25 percent.

Performance Measures: Safety Trends

Red Light Camera Implementation *

Cities with Policies Implemented	Intersections Using Red Light Cameras	Cities Planning to Install Cameras
Arlington	7	Carrollton
Bedford	3	DeSoto
Cedar Hill	5	Hurst
Coppell	3	Lewisville
Dallas	60	Mesquite
Denton	4	Rockwall
Duncanville	4	
Farmers Branch	6	
Fort Worth	8	
Frisco	2	
Garland	8	
Grand Prairie	11	
Irving	6	
McKinney	1	
North Richland Hills	9	
Plano	14	
Richardson	3	
Rowlett	4	

* Current as of March 2008. This information was gathered from a two-part survey, first in April 2007 and a follow-up survey sent in February 2008.



Red Light Cameras:

According to the Insurance Institute for Highway Safety, crashes caused by Texas drivers who run red lights are costly to the economy and to human lives. Motorists are more likely to be injured in urban crashes involving red light running than in other types of crashes. As a result of these alarming statistics, the use of red light cameras throughout the North Central Texas region is continuing to increase. The new technology and other elements of the safety program seem to have led to a reduction in violations.

Increase Safety

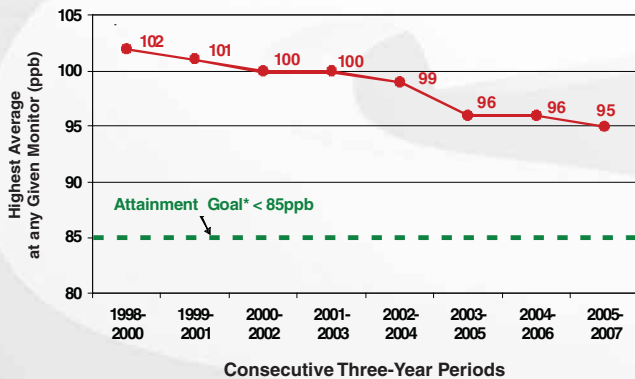
Regional Traffic Fatalities (not adjusted by vehicle miles of travel)

County Fatalities	2000	2001	2002	2003	2004	2005	2006
Collin	60	47	52	52	55	45	37
Dallas	257	278	247	245	276	234	225
Denton	38	59	51	65	40	50	36
Ellis	17	28	26	16	30	22	29
Johnson	27	27	25	19	20	24	29
Kaufman	37	20	26	31	26	18	25
Parker	20	24	25	20	27	17	24
Rockwall	3	8	13	4	12	4	4
Tarrant	158	133	153	128	131	145	162
9-County Total	617	624	618	580	617	559	571
Statewide Total	3,779	3,736	3,823	3,821	3,699	3,504	3,475

Source: Fatality Analysis Reporting System (FARS) Web-Based Encyclopedia

Performance Measures: Air Quality

8-HOUR OZONE HISTORICAL TRENDS DFW Nonattainment Area

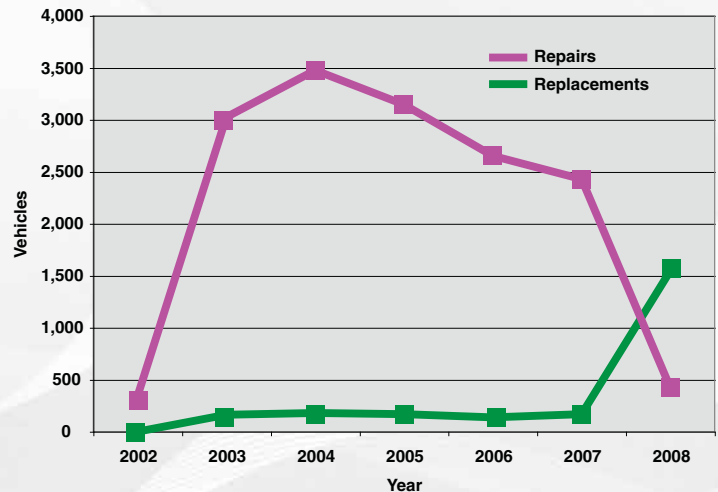


While the air quality in the Dallas-Fort Worth area is improving, the region still does not meet federal standards for the pollutant ozone. This is a critical issue for the region because high levels of ozone are damaging to health and the environment.

Under the Environmental Protection Agency's 8-hour ozone standard, the Dallas-Fort Worth region is currently classified as moderate nonattainment. The chart above depicts the historical trend toward demonstrating attainment of this standard. The region was able to demonstrate attainment of the previous ozone standard in 2006.

The AirCheckTexas Repair and Replacement Assistance Program started in October 2002. It has helped vehicle owners comply with vehicle emissions standards to reduce ozone-forming pollutants created by on-road motor vehicles. In December 2007, program changes were implemented and generated a tremendous interest from vehicle owners to retire older polluting vehicles and replace them with newer, cleaner-burning vehicles.

AirCheckTexas Drive a Clean Machine Program October 28, 2002 to March 31, 2008



Texas Emissions Reduction Plan Results for Dallas-Fort Worth

Vehicle/Equipment Type	Number Funded
On-road Refuse Haulers	53
On-road Concrete Mixer Trucks	14
On-road Haul Trucks	12
Locomotive Switchers	9
Non-road Excavators	8
On-road Dump Trucks	2
On-road Tow Trucks	2
Non-road Trucks	1
Non-road Wheel Loaders	1
Non-road Drilling/Pole Trucks	1
Non-road Forklifts	1
TOTAL	104
<i>Amount Awarded</i>	\$11,513,061
<i>Total Tons of NOX Reduced Over Lifetime of Vehicle</i>	2,227

Decrease Air Pollution



The Texas Emissions Reduction Plan is a set of incentive programs administered by the Texas Commission on Environmental Quality to improve the state's air quality by reducing the emission of nitrogen oxides from heavy-duty engines. NCTCOG has administered the Regional Refuse Hauler Program and the North Texas Emissions Reduction Grant Program.

Toll Road and Highway Development

In 2007, the 80th Texas Legislature passed Senate Bill 792, redefining the way toll projects are delivered throughout the state and creating a process through which the market value of a project is determined.

Following the 80th session, TxDOT, NTTA, and NCTCOG worked together to develop SH 121, a critical corridor in Collin, Dallas, and Denton counties. On November 30, 2007, the agencies announced the financial close on a \$3.2 billion project agreement that allowed NTTA to complete construction of the 26-mile corridor, as well as operate and maintain the road for the next 50 years. The transfer of SH 121 to NTTA will come after many years of successful work by TxDOT to develop and construct the initial main lanes and frontage roads. The \$3.2 billion upfront payment also provided funding for the Regional Toll Revenue initiative, an account that will help speed construction for numerous projects throughout the Dallas-Fort Worth region. By advancing projects by many years, the region can help offset rising construction costs that are contributing to the transportation financial crisis.

TxDOT is working closely with NTTA on a host of other regional projects such as SH 161, Trinity Parkway, SH 360, SH 170, and Southwest Parkway/Chisholm Trail Parkway – some of which are subject to market valuation as outlined in SB 792.

State Highway 161

The market valuation process was recently completed on SH 161 in Dallas County. The partners remain committed to delivering the project on schedule.

In February 2008, the environmental re-evaluation for tolling SH 161 was approved by the Federal Highway Administration. TxDOT is currently completing the construction of frontage roads from Interstate Highway 20 to IH 30 and will construct the frontage roads and partial main lanes from IH 30 to State Highway 183. The completion of the frontage roads and partial main lanes is expected by August 2009.

TxDOT and NTTA agreed this spring that SH 161 is valued at \$1.1 billion. By mid-summer, TxDOT will turn over the remaining construction, maintenance, and operations to NTTA or a developer, who will construct the remaining interchanges and main lanes by 2012.

North Texas Tollway Authority Projects

NTTA is developing several other corridors throughout its service area. NTTA is building the Lewisville Lake Toll Bridge, which is scheduled to open in late 2009. In early 2008, NTTA launched the President George Bush Turnpike eastern extension in eastern Dallas County, and is scheduled to break ground on both the PGBT extension and SH 121/Southwest Parkway in Fort Worth in 2008. In addition, NTTA has assumed a prominent role in planning the extension of the Dallas North Tollway.

SH 161

Construction on SH 161, a critical north-south link for Metroplex drivers, began in April.



Toll Road and Highway Development

The Interstate Highway 635 managed lanes comprehensive development agreement project includes the segment of IH 635 from Luna Road to east of U.S. Highway 75 near Greenville Avenue and the segment of Interstate Highway 35E from south of Loop 12 to north of IH 635 near Valwood Parkway. The project includes full reconstruction of IH 635 from IH 35E to the Dallas High Five, the addition of frontage roads to form a continuous system within the IH 635 corridor, and partial construction of the remaining elements. IH 35E includes elevated managed lanes adjacent to the existing IH 35E main lanes to facilitate access to IH 635 and relieve congestion along IH 35E. The proposed project reflects the public's input, including:

- An IH 635 freeway no higher or wider than what the public approved.
- Replacing and improving the aging existing roadway.
- Adding congestion relief through the introduction of managed lanes.

Managed lanes provide options for travelers to bypass main-lane congestion through various value-pricing mechanisms, which may include time-of-day pricing, incentives to high-occupancy vehicles, or other operational strategies. The freeway main lanes will be at or near the same level they are today and the managed lanes would be in an open, depressed (below grade) section or tunnel within the IH 635 freeway corridor. Construction is expected to begin by spring 2009.

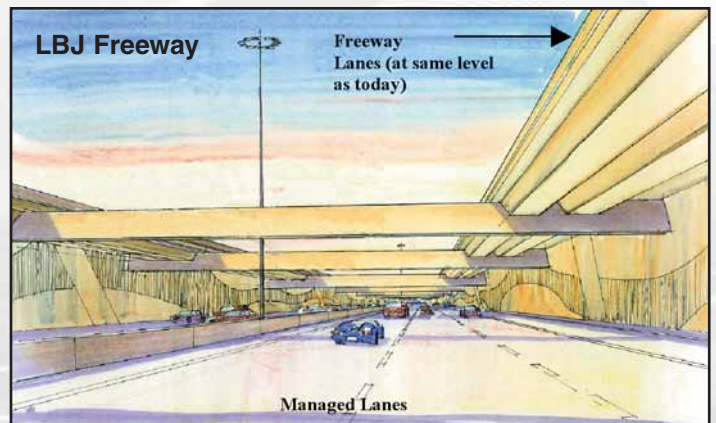
Texas Department of Transportation Projects

Both the Dallas and Fort Worth districts of TxDOT are developing several freeway, managed lane, and toll road projects. In the Dallas district, planning is under way on Loop 9 and State Highway 190 east as toll roads. Projects along IH 35E and U.S. 75 are also under development. Managed lanes along IH 30 and U.S. 75 were opened in 2007 – IH 635 east and IH 30 west managed lanes are expected to be completed in 2008. Per SB 792, NTTA will be the operator of all managed lane projects in its service area, creating a valuable partnership between the two agencies. On the western side of the region, the Fort Worth district plans to seek private-sector partners for reconstruction of the North Tarrant Express (Interstate Highway 35W, Interstate Highway 820, SH 183) and the DFW Connector in fall 2008, with construction beginning on the corridors by 2009.

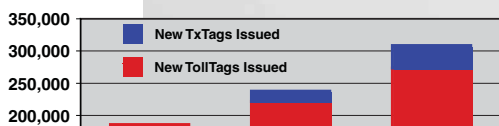


IH 635 Managed Lane Project

- 6 Managed HOV Lanes
- 6 Subsurface Managed HOV Lanes
- 6 Elevated Managed HOV Lanes
- 4 Managed HOV Lanes



TxTags and TollTags in North Texas



Improving Public Transportation

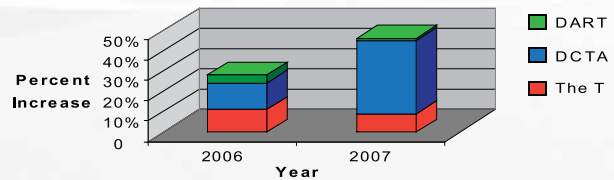
Expanded Service and Improved Facilities

- Construction has begun on DART's 28-mile, \$1.8 billion Green Line. Opening is scheduled for September 2009 with service to Fair Park. By 2010, the line will extend southeast to the Pleasant Grove neighborhood and northwest to Carrollton, where it will meet DCTA's rail to Denton.
- DCTA expanded its Commuter Express bus service to better serve universities in Denton.
- DCTA's Connect service in Denton was expanded and resulted in increased frequencies, extended service hours, and improved reliability.
- The T reached out to new and growing employers, resulting in an 8 percent increase in vanpool ridership.
- The Trinity Railway Express, jointly owned and operated by DART and The T, received upgrades to add a second track and a new platform at the Centreport Station to improve service. In addition, service hours have been extended to accommodate students commuting to the University of Texas at Arlington's new downtown Fort Worth Center.

New Service

- In partnership with TxDOT and the RTC, DART opened new HOV lanes on IH 30, IH 635 east, and U.S. 75, nearly doubling the region's HOV system to 75 miles.
- The DalTrans transportation management center – another TxDOT-DART-RTC financial partnership – opened in Mesquite to monitor major roadways and provide traffic-related information to commuters.
- The T added express bus service between east Fort Worth and downtown during peak hours.

Transit Ridership Increases



Congratulations to the DCTA and The T for receiving 2008 Federal Transit Administration Ridership Awards! This is the second year in a row that The T has won this prestigious award.

Innovative Finance and Partnerships

- DART is partnering with 213 businesses and organizations to provide nearly 67,000 employee passes.
- A \$4.9 billion investment by DART through 2013 is expected to generate more than \$8.1 billion in economic activity throughout the state, according to the University of North Texas Center for Economic Development and Research.
- The T is working with the city of Arlington to provide express bus park-and-ride service for commuters traveling into Fort Worth.
- DCTA has provided \$13.2 million to member cities to advance local mobility improvements.
- Transit-oriented development is a priority of each transit authority, bringing housing, retail, and office space worth billions of dollars near existing and future rail stations throughout the region.

Planning for Future Service

- DCTA is keeping the RailDCTA project on schedule for a December 2010 opening by seeking non-traditional funding and expediting the environmental clearance process. A partnership with the RTC is under way.
- The T has identified potential stations and completed environmental assessments for its new 40-mile commuter rail service between southwest Fort Worth, Grapevine, and the north end of Dallas/Fort Worth International Airport. Local partnerships have secured half of the \$470 million needed.

Rail North Texas

In January 2008, the RTC initiated a partnership among local elected officials, the region's transit authorities, business leaders, and the legislative delegation to expand passenger rail. The new program is called Rail North Texas and is an effort to prioritize rail service and identify a funding strategy.

Although a final recommendation is not expected until mid-2008, participants are looking at ways to raise revenue to fund both rail and roadway projects across the entire Dallas-Fort Worth region. A worksheet tool was developed by planners to allow participants to evaluate various revenue sources and rates. An image of the worksheet is shown below. The ultimate revenue solution should be equitable

across communities, not unfairly burden businesses or residents, and be able to grow with the economy to provide reliable funding over time.

The rail corridors included in this effort are part of Mobility 2030, the long-range transportation plan for DFW. It is critical to identify funding during the 2009 legislative session. A lack of action by the Legislature may result in corridors being removed from the plan. An extensive public outreach campaign is planned for fall 2008 to educate residents on how passenger rail can help reduce congestion, improve air quality, and enhance economic opportunities.



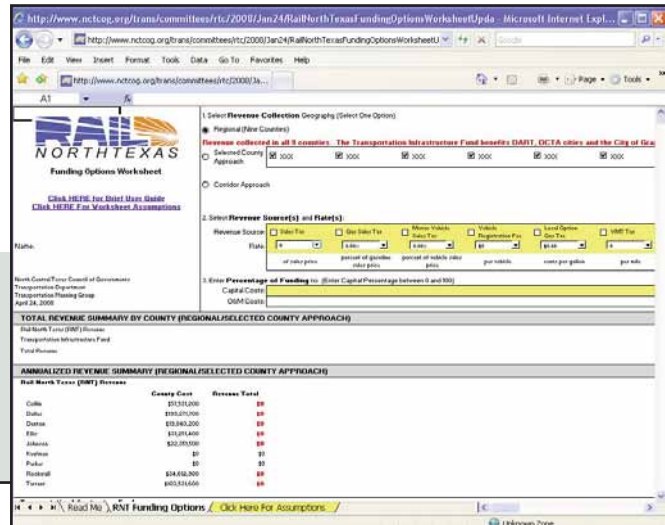
Source: Denton County Transportation Authority



Source: Dallas Area Rapid Transit

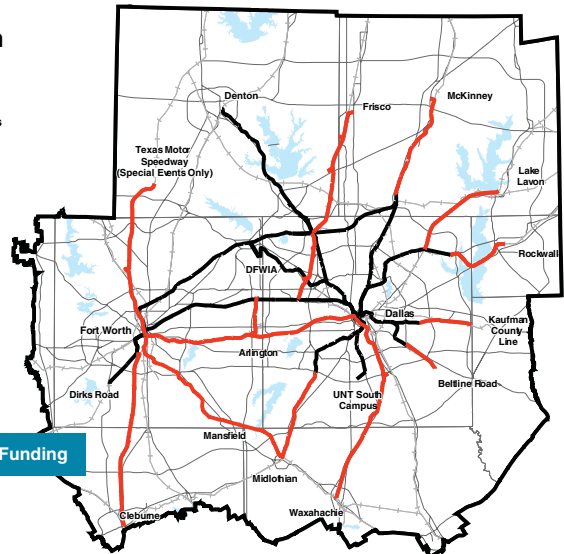
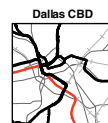
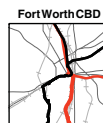


Source: Dallas Area Rapid Transit



Rail Lines Under Consideration

- Existing Service, Programmed Projects and Projects Under Development
- Projects Pending Alternative Funding
- Existing Rail Corridors
- Highways



Regional Aviation Services

DFW International Airport is served by 15 cargo air carriers with more than 250 weekly flights. The airlines serving DFW Airport have realized the economic strengths of the North Texas region, the airport's strategic location, and the state-of-the-art facilities available and have found them to be advantageous in the development of global networks. In 2007, nearly 60 million passengers were served by DFW Airport.

Currently, DFW Airport is engaged in a collaborative effort to update its Airport Development Plan. The ADP is the tool used to provide critical guidance on how to deal with aging infrastructure, dynamic airline business models, evolving security requirements, and the expectations of today's traveling public. This intensive planning effort, called VFR 2030: Vision of the Future Realized, will address access and travel reliability with tools to translate vision into action.

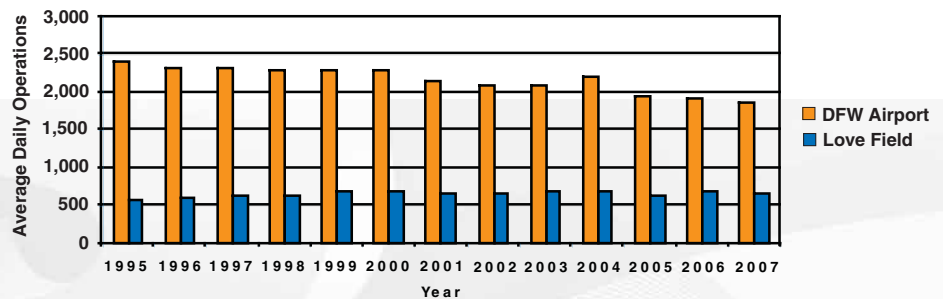
DFW Airport has been recognized with numerous awards over the past year. As a long-time environmental partner, the airport recently earned participation in the EPA's National Environmental Performance Track Program and received the Texas Commission on Environmental Quality's Clean Texas Platinum Award.

Fort Worth Alliance Airport, owned by the city of Fort Worth and managed by privately held Alliance Air Services, provides state-of-the-art infrastructure and an award-winning air traffic control tower. Alliance was the first 100 percent industrial airport. World-class concierge services for pilots, crew and passengers are coordinated by Alliance Aviation Services, which manages the fixed-base operation. The Alliance Aviation Services team has won the ExxonMobil Premier Spirit Award for customer service for 12 consecutive years – the only fixed-base operator in the nation to repeatedly earn this prestigious award.

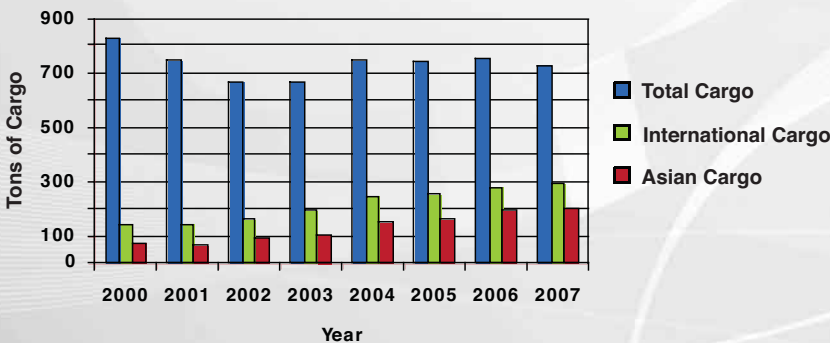
The city of Dallas owns and operates Dallas Love Field, which serves as the front door to Dallas for 7 million passengers a year. Dallas Love Field provides a convenient, efficient airport, serving both commercial airline and corporate user needs. The airport serves another important function in the community as an essential employer and service provider to the businesses and residents of Dallas. Seven full-service fixed-base operators at Love Field provide general-aviation users with a wide variety of services, including fuel, maintenance, hangar rentals, and charters.



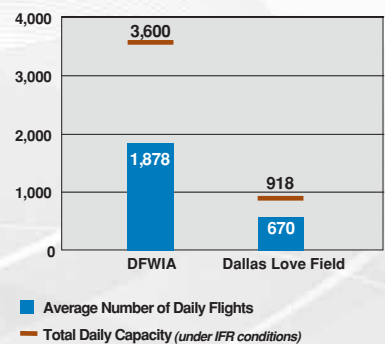
Number of Annual Operations at DFW Airport and Love Field



DFW Airport Cargo



Airport Capacity (2008)

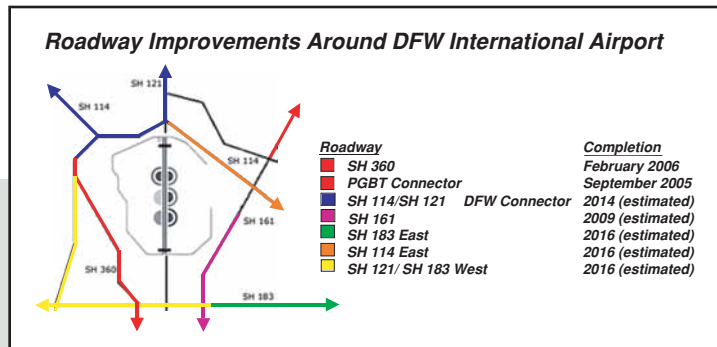


Ground Access to Aviation

Providing access to and from airports by roadways and transit is important to passengers and goods movement. DFW Airport is located in the center of the region near many congested freeways. All of the major corridors have planned improvements during the next decade, as shown in the map below.

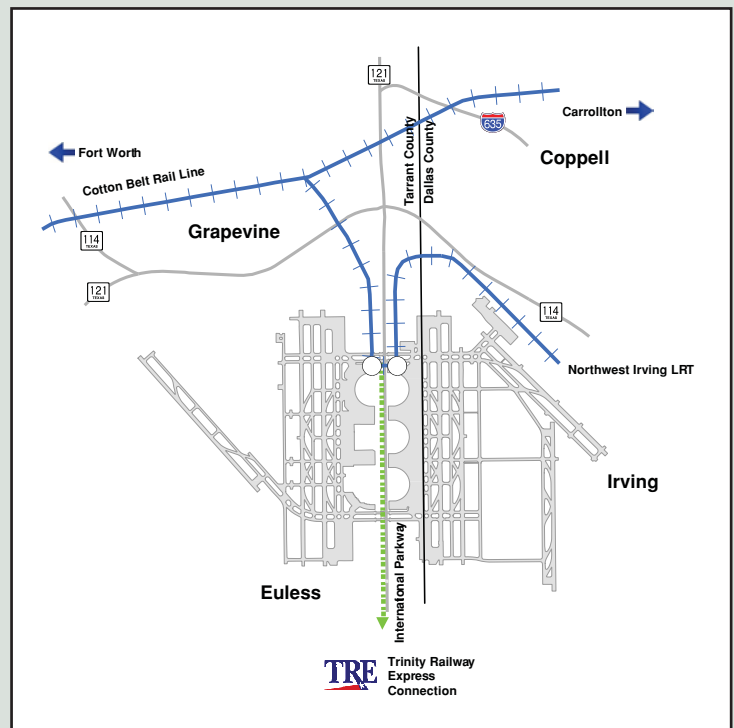
Transit service is provided to both DFW Airport and Dallas Love Field by either bus or shuttle service. DART and The T plan to provide rail service to a proposed integrated rail station at DFW Airport. Love Field is planning passenger rail access. This will link the airports via DART light rail. DCTA will connect to the system in Carrollton.

At DFW Airport, two key initiatives are under way to improve efficient movement of traffic and enhance air quality. An advanced traffic management system is being implemented to provide real-time data for early incident detection, improved signal operations, and more efficient traffic flow. In addition, DFW Airport and NTTA partnered in 2003 to offer TollTags as a payment option for parking fees. Since the program began, TollTag usage at DFW has increased to more than 4 million transactions per year, reflecting almost 25 percent of all transactions at the airport exits.



TollTag Usage at DFW	
Year	Number of TollTag Transactions
2007	4,286,823
2006	3,535,978
2005	2,907,488
2004	2,075,561

Direct rail access into DFW Airport will allow travelers a seamless, reliable method of meeting their flight schedules, and getting around the region.



Financial Analysis

Across the nation, transportation funding has reached a critical point. Skyrocketing construction costs, stagnant revenues from gas taxes, depletion of the Highway Trust Fund, and an aging transportation system in need of rehabilitation are just a few factors that have led to a decrease in the financial resources available to maintain and improve the transportation system.

In order to relieve areas with the worst congestion, it is estimated that the region will need \$243.5 billion dollars to fund transportation projects between now and 2030. Currently, the region has only identified approximately \$135 billion in available funds, leaving a shortfall of nearly \$109 billion. As a result of Mobility 2030 and new policy direction, approximately 30 percent of the \$135 billion in identified funds to the region comes from innovative finance strategies, which consist of toll roads, comprehensive development agreements, public-private partnerships, and HOV/managed lanes.

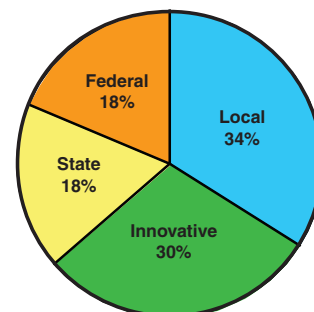
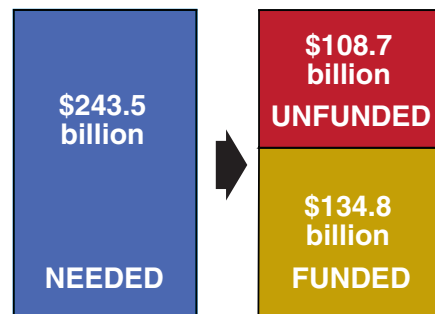
Similarly, public officials are working on a solution to fund Rail North Texas, the effort aimed at bringing a more extensive passenger rail network to the region. Without being able to secure the funds to build the rail lines, the region is at risk of losing 250 miles of rail lines planned to be built over the next 20 years, which are vital to quality of life throughout the region.

Because of the region's extensive innovative finance program and efforts such as Rail North Texas, new capacity that would otherwise not be funded is being added to the transportation system. This is helping to provide needed congestion relief throughout the region. However, these new sources of funding alone are not enough. Local, state, and federal officials are exploring other funding options, and looking for ways to create revenue to fund a system in desperate financial need.

Regional Transportation Funding Needs

Metropolitan Transportation System Components	Funded Needs (Billions)	Unfunded Needs (Billions)
Operation & Maintenance	\$31.5	
Congestion Mitigation Strategies	\$3.1	
Bicycle & Pedestrian Facilities and Transportation Enhancements	\$2.1	
Rail and Bus Transit System	\$18.6	
HOV and Managed Facilities	\$6.9	
Freeway and Toll Road System	\$55.3	\$23.6
Regional Arterial and Local Thoroughfare System	\$12.9	\$11.1
Additional Cost to Purchase Right of Way		\$2.0
Rehabilitation Costs	\$ 4.4	\$59.6
Goods Movement/Rail Freight Costs (Trans Texas Corridor)		\$12.4
TOTAL	\$134.8 (55 %)	\$108.7 (45 %)
	\$243.5 Billion	

Source of Funded Revenue



The Future of Transportation: Strength Through Partnerships

Through the use of partnerships and innovative finance, projects in the Dallas-Fort Worth region are progressing faster. More options are available, more projects are getting built, and more people are being moved in the region. Looking forward, the funding crisis must be addressed for progress to continue. Leaders at every level need to work together to find an integrated solution to build a truly multimodal transportation system.

To meet the \$109 billion regional shortfall in transportation funds between now and 2030, additional revenue must be generated. Regional leaders are working with the legislative delegation to find revenue sources that could provide funding for both passenger rail and roadway projects. On the state level, diversion of transportation funding to non-transportation uses should be discontinued. With construction costs increasing rapidly, any money that can be kept within transportation now will help alleviate the declining purchasing power of the gas tax. Using local-option funds and ending diversions will not wholly solve the crisis, but will help significantly.

Traditionally financed toll roads, built by the North Texas Tollway Authority, are also an

important part of the solution. Through recent legislation, NTTA has the first option to develop toll roads in Dallas-Fort Worth in partnership with TxDOT. The first such project was SH 161 in Dallas County and negotiations have recently been finalized. Refinement of this process will help speed up future projects. In addition, the flexibility to enter into partnerships with private companies to build and operate roads should be retained. These initiatives are available to both NTTA and TxDOT. Through such agreements, a company will pay the region for the right to collect tolls for up to 52 years. The payment can then be used to fund transportation projects around the region that need to be expedited.

Local elected officials, transportation providers, and the metropolitan planning organization look forward to continued partnerships with the Texas Transportation Commission and the Legislature to pursue strategies to improve transportation in the Dallas-Fort Worth region. Protecting existing transportation revenues, providing local-option revenue strategies, and enhancing flexibility in developing projects are all necessary to improve the mobility, air quality, reliability, and quality of life for the region.

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