The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continues the tradition of increased funding and innovation for highway and public transportation systems. Our surface transportation system is critical for safely and efficiently moving people and goods. SAFETEA-LU contains many important provisions that will help North Texas improve mobility, reliability, safety, and air quality.

SAFETEA-LU was signed into law by President George W. Bush in August 2005. SAFETEA-LU builds on the foundation set by the Transportation Equity Act for the 21st Century (TEA-21), passed in 1998 and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Enhancing mobility, reducing air pollution, and improving safety remain key features, but SAFETEA-LU expands the use of innovation for financing, constructing, operating, and maintaining transportation projects.

While funding increased through SAFETEA-LU, current revenues will not meet the demands of the region, which is expected to grow from 6 million people in 2006 to 9 million in 2030. New tools are available for public-private partnerships and the use of tolls to manage congestion, which will supplement gas tax revenues. The North Central Texas Council of Governments will continue working with the region’s transportation and road-building agencies to improve the transportation system.

Metropolitan Planning Organizations remain integral in the transportation planning process with SAFETEA-LU. A major enhancement was an increase in planning funds to account for new MPOs created after the 2000 census and increased MPO responsibilities. Public involvement and access to information throughout the transportation planning process is enhanced. Increased cooperation with other state and local agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, natural resources, and historic preservation will ensure that all stakeholders have a seat at the table and transportation planning is not done in a vacuum.

SAFETEA-LU is balanced legislation, increasing funding and innovation across highway and transit construction and maintenance, focusing on programs to improve safety and air quality, and looking forward to technology and future funding needs. The challenges of creating a superior transportation system are apparent, and SAFETEA-LU provides many opportunities to meet mobility goals.
TEA-21 made possible many improvements in North Texas. Hallmarks of TEA-21 were increased funding, a focus on creating funding equity among states, improving air quality, enhancing safety, utilizing advanced technology, and expanding transit. Dallas-Fort Worth benefited from the ability to begin construction on major regional projects including the High Five (Interstate Highway 635/US 75 interchange), the addition of lanes on IH 30, and construction of main lanes on State Highway 360. Under TEA-21 North Texas also expanded Intelligent Transportation Systems, added new rail service, worked to improve safety at railway-highway crossings, and improved air quality by implementing innovative programs. TEA-21 was a step in the right direction, and SAFETEA-LU will continue the progress.

SAFETEA-LU continues momentum on the funding of the customer and not the institution. New tools are expected to be used, collaboration maximized, and innovative financing explored.

The High Five interchange, which opened in 2005, will improve mobility and air quality – central themes of TEA-21.

### Comparison of TEA-21 and SAFETEA-LU Funding for the Dallas-Fort Worth Region ($ Millions)

<table>
<thead>
<tr>
<th>Program</th>
<th>TEA-21 Actual Funding Fiscal Year 1998-2003</th>
<th>SAFETEA-LU Projected Funding Fiscal Year 2004-2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate Maintenance</td>
<td>$694</td>
<td>$1,046</td>
</tr>
<tr>
<td>National Highway System</td>
<td>$872</td>
<td>$2,250</td>
</tr>
<tr>
<td>Surface Transportation Program</td>
<td>$622</td>
<td>$441</td>
</tr>
<tr>
<td>Congestion Mitigation and Air Quality Improvement Program</td>
<td>$435</td>
<td>$314</td>
</tr>
<tr>
<td>Bridge Program</td>
<td>$301</td>
<td>$573</td>
</tr>
<tr>
<td>Highway Safety Improvement Program</td>
<td>$371</td>
<td>$135</td>
</tr>
<tr>
<td>High-Priority Projects</td>
<td>$392</td>
<td>$919</td>
</tr>
<tr>
<td>(including transit new starts)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit Formula Funds</td>
<td>$263</td>
<td>$432</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$3,616</strong></td>
<td><strong>$6,110</strong></td>
</tr>
</tbody>
</table>

*The safety program in TEA-21 was funded through a percentage of the Surface Transportation Program. The Highway Safety Improvement Program is new under SAFETEA-LU.*
The Dallas-Fort Worth region has gained 1 million or more new residents each decade since 1980, and this growth is expected to continue into the future. These new residents moved to DFW to be near employment and entertainment options, but this rapid growth has led to problems with transportation congestion and reliability, and with air quality. According to the Texas Transportation Institute, travel time, vehicle miles traveled, cost of congestion, and fuel used while sitting in traffic have steadily increased each year while lane miles have grown more slowly. The situation will intensify with 9 million people expected to live in the DFW area by 2030.

Fortunately, SAFETEA-LU provides increased funding and innovative tools the region can use to improve the surface transportation system. Nationwide, authorized funding increased 31 percent over TEA-21 levels. Texas is expected to receive more than $16 billion in highway funds during the six-year life of the bill. While this funding increase may seem substantial, the Dallas-Fort Worth region is facing a $59 billion shortfall in transportation funding through 2030.

New tools provided by SAFETEA-LU will allow the region to leverage federal funds and ultimately build more transportation projects faster. Congress will now allow state transportation departments to use design-build to move projects to construction more quickly and with less bureaucracy. In addition, the ability to toll managed lanes to provide congestion relief or toll main lanes to fund expansion on the interstate system has been authorized. Regional Transportation Council policy prohibits the tolling of existing free lanes.

With so many high-priority corridors such as IH 635, IH 820, SH 121, SH 114, US 75, and SH 183 in desperate need of improvements, SAFETEA-LU will move Dallas-Fort Worth on the correct path. Transportation leaders will explore all opportunities for innovative techniques to manage congestion, reduce air pollution, and increase reliability throughout the region.

**SPOTLIGHT: Design-build**

Design-build is an innovative contracting process that seeks to reduce the time involved in moving a transportation project to construction. Traditionally, state transportation departments contract design and construction work to separate private companies during two bidding processes. First, bids are requested to design the project. Once design work is complete, bids are again requested on the actual construction of the project. The bidding process can be lengthy because a scope of work must be developed, companies must have adequate time to prepare their bids, then all bids must be reviewed to select the best proposal.

Design-build is now used in the transportation field to shorten construction time. Under this process, state transportation departments request only one bid from a company or team of companies that can both design and construct a project. This also reduces administrative costs by requiring review of only one series of proposals. SAFETEA-LU enhances the ability to accelerate projects by allowing design-build to be used on more projects and allowing preliminary design work to begin on a project while environmental clearance is being sought. Having the same company build the project that designs the project should lead to reduced construction costs.
Safety: Planning for Improvement

With a name like SAFETEA-LU, this bill must be heavy on safety provisions. In fact, safety has been elevated to a core formula program with increased funding authorized through fiscal year 2009. The purpose of the new program is to reduce fatalities and serious injuries on the nation’s roadways. State transportation departments will create state strategic highway safety plans that will address safety problems and opportunities, while identifying projects and strategies to address them. In addition, the top 5 percent of locations in each state with the most severe safety needs will be identified. The North Central Texas Council of Governments will work with the Texas Department of Transportation to identify safety issues within the Dallas-Fort Worth area.

Some new safety funding will be dedicated to eliminating hazards and installing protective devices at railway-highway crossings. NCTCOG is already working on eliminating such hazards through the Rail Crossing Reliability Partnership Program. This program funded equipment upgrades at 60 railway-highway crossings to enhance safety at these dangerous intersections. The additional funding will help address safety concerns at other railway-highway crossings.

SAFETEA-LU also contains funding for numerous studies and public awareness campaigns to address the growing safety problems of aggressive, fatigued, and distracted drivers. Safety initiatives at the national and State level will continue to focus on alcohol-impaired drivers. In addition to these efforts, a new program will award grants to states with laws requiring the use of child safety seats and child booster seats for children who are too big for the safety seats. Funding will be available for a wide range of activities such as outreach campaigns and purchase of booster seats for families unable to afford them. NCTCOG remains committed to safety and will work with State and federal transportation officials to improve the safety of the entire regional transportation system.

Does it seem as though children walking and bicycling to school has become a thing of the past? Safety concerns have forced many families to choose the bus or personal vehicles as the main mode to transport kids to school, but this has contributed to another, more insidious problem – childhood obesity. More than 15 percent of children and adolescents 6-19 years of age are considered overweight, according to the Centers for Disease Control. Children who are overweight or obese are at far greater risk of developing diseases such as diabetes or hypertension.

Through the Safe Routes to School program, funds will be provided to state transportation departments to encourage children, including those with disabilities, to walk or bicycle to school. The program will fund a mix of infrastructure projects such as sidewalk improvements or traffic-calming measures and projects such as public awareness campaigns or education programs in schools.
The Dallas-Fort Worth area is considered a nonattainment area under the EPA's 8-hour ozone standard. The DFW area has until 2010 to meet the standard by reducing air pollution or it could face stiff sanctions on transportation and business. SAFETEA-LU addresses air quality in a number of ways, one of which is the addition of projects that will be eligible for funding under pollution-reduction programs. Projects that compete for these funds will now have to show a high level of effectiveness in reducing air pollution, making such projects more accountable to the public.

A significant amount of pollution in the region comes from heavy-duty diesel vehicles. Not only do these vehicles produce emissions on the roadways, but also while they are idling at rest stops or truck stops. Drivers leave their vehicles running to have heating and air conditioning, or access to television and the Internet during government-mandated rest periods. Technology is available to allow them to shut off the engine and hook into an electrified device providing those services. Such devices may now be installed at rest stops along interstate highways and are eligible for federal air quality funding.

Other air quality programs in SAFETEA-LU include a fuel-cell technology development program to facilitate fuel cells and related infrastructure and funding for Clean School Bus grants to retrofit or replace high-emitting school buses. NCTCOG currently administers the DFW Clean School Bus program to carry out the same mission in the DFW area and will seek additional funding under the new grant program to assist more local school districts in cleaning up older buses.

Some transportation projects are so large and costly that they could consume a state’s entire federal allocation for years. This problem is addressed in SAFETEA-LU by the creation of two new programs. The Projects of National and Regional Significance program was established to provide funding for major projects costing $500 million or 75 percent of the annual highway funding in the state and that promote economic development, safety, or private investment. The National Corridor Infrastructure Improvement Program will provide funding for corridors that will promote economic development and international trade. Nearly $4 billion is authorized nationally for these programs, but the funding in this authorization cycle is dedicated to projects outside the DFW region.

Another accountability measure included in SAFETEA-LU is ensuring tax dollars are used wisely and will be available to construct and maintain the transportation system into the future. Taxes on gasoline and diesel are the primary funding source for transportation improvements, but as the purchasing power of those funds declines due to increased construction costs and improved fuel efficiency, future revenue for transportation is uncertain. Studies will be conducted over the next few years to determine the needs of the transportation system and what future revenue sources are available.

Accountability: Delivering Solutions

Will motor-fuel taxes be sufficient to build and maintain the surface transportation system well into the future? The National Surface Transportation Policy and Revenue Study Commission is charged with answering this question and more. A study will be conducted on the current conditions and future needs of the surface transportation system; short-term sources and long-term alternatives for the Highway Trust Fund; and whether current revenue is likely to increase, decrease, or remain constant. A broad range of subtopics are included in the study such as the expected demographics and business uses that affect the transportation system, changing vehicle types, the most promising revenue sources, and the extent to which revenues should reflect the relative use of the highway system.
Flexibility: The Right Tool for the Right Job

While SAFETEA-LU increased transportation funding, there is still not enough money to make all necessary improvements. Increasingly, innovative finance techniques or partnerships are being used to maximize limited resources. Several new and expanded tools will help foster public-private partnerships and speed up the construction of new highway lanes.

SAFETEA-LU authorizes three interstate highway projects to be tolled to finance interstate construction. Tolls must be reasonable, local interests must be taken into account, and electronic toll collection must be used. Revenue will be used for debt service, a return on private investment, and maintenance or operation of the facilities. In addition, the Express Lane Demonstration Program allows managed lanes to charge tolls to manage congestion, reduce emissions, or finance expansion of a highway. Variable pricing may be used by time of day in this program to enhance the congestion management capability. NCTCOG is exploring the potential benefits of these programs in the Dallas-Fort Worth metropolitan area.

Freight transportation, whether by air, truck, or train, continues to grow within and through the DFW region and around the nation. In our area, foreign trade with Mexico as a result of the North American Free Trade Agreement represents a large percentage of freight movements.

As the largest region without direct access to a border or water port, DFW relies heavily on air cargo. In 2006, international cargo moving through Dallas/Fort Worth International Airport increased 12 percent. A new Freight Capacity Building Program will be implemented to enhance freight planning through such activities as dissemination of best practices, refinement of data and analysis tools, and facilitating relationship building between government and private entities. New research and planning opportunities will help identify flexible methods to improve the movement of both goods and people on the highways, through the air, and over rails.

Efficiency: Moving Projects Forward

Transportation projects take years to move from the initial concept to actual construction, but new provisions in SAFETEA-LU could advance certain projects more quickly. Many new public transportation projects are large rail systems that cost hundreds of millions of dollars and take years to construct. These projects go through rigorous review to ensure they are good investments, but smaller projects have a hard time competing for limited funding. A new Small Starts program has been created for projects costing less than $250 million and seeking less than $75 million in federal funding. Projects such as bus rapid transit or streetcar systems will go through a condensed review process to move them more quickly to the construction phase so they can benefit users more efficiently.

Another new feature related to public transportation requires regions to develop a coordinated public transit-health and human services plan. This plan will incorporate projects under three programs: Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities, Job Access and Reverse Commute, and New Freedom Initiative. NCTCOG completed a coordination plan with public and private transportation providers to eliminate overlapping service and administrative functions with the goal of using resources more efficiently and ultimately providing additional services for less money.

Environmental review is an important part of the project development process. It ensures sensitive lands, wildlife habitats, or historical resources will be protected to the greatest extent possible. The reviews are often extremely time consuming and can delay projects for years. State transportation departments will now have limited ability to take on the environmental review responsibilities from the federal government to expedite projects. In addition, new issue-resolution procedures in SAFETEA-LU should help speed construction while resolving differences and protecting the environment.
Many regional highways are at or near capacity during peak periods. There will not be enough funding in the future to build enough lanes fast enough to prevent worsening congestion. Through the use of Intelligent Transportation Systems (ITS), technology to manage congestion can move traffic more efficiently around the region. ITS message boards warn of incidents ahead, allowing travelers to seek alternate routes.

SAFETEA-LU emphasizes development of new ITS technologies to more effectively monitor traffic movement and disseminate information to travelers to improve mobility. In addition, a five-year plan will be developed specifying goals and milestones to be achieved and identifying activities to meet those goals. A key element will be the creation of national standards to promote interoperability of ITS systems.

Everyone who buys gasoline for a car, truck, or SUV pays 18.4 cents per gallon in federal gasoline taxes. There is a 24.4-cent-per-gallon federal tax on diesel fuel. This money is distributed to states based on the amount of revenue collected by the states and their transportation needs. To fund transportation needs in sparsely populated states, some tax dollars must be distributed to those states (recipient states) that are generated in other states (donor states). Some redistribution is necessary to create a seamless national highway system.

Before 1991, Texas and other donor states, historically received a low rate of return on gasoline taxes. Through ISTEA, Texas and all other states were promised 90 percent of gasoline taxes would be returned as part of the Minimum Guarantee program. The guaranteed rate was increased to 90.5 percent in TEA-21, but Texas received an average of 86 percent over the life of the bill. SAFETEA-LU works to improve equity among states by increasing the guaranteed rate of return to 92 percent by fiscal year 2008 for all states through the new Equity Bonus program.

Metropolitan Planning Organizations (MPOs) are required for urbanized areas with a population of 50,000 or more in order to perform transportation planning. Funding is provided to MPOs by taking a percentage from core federal programs. ISTEA and TEA-21 increased responsibilities and powers of MPOs throughout the nation while only modestly increasing the amount of funding provided for these activities. In addition to growing responsibilities, the number of MPOs has grown dramatically. Following the 2000 census, 46 new MPOs were created.

Through SAFETEA-LU, Congress recognized the funding burden being placed on MPOs and increased funds for transportation planning. The nation’s 340 MPOs now receive 1.25 percent (up from 1 percent) of federal core program funding, except for the new safety program.
**Transportation Projects**

SAFETEA-TU authorizes millions of dollars in projects for the Dallas-Fort Worth area. These projects are fiscally constrained and included in the Transportation Improvement Program.

### Transportation Discretionary Projects in the NCTCOG Region

<table>
<thead>
<tr>
<th>Transportation Project</th>
<th>Estimated Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add shoulders to FM 156 from Ponder to Krum</td>
<td>$1,600,000</td>
</tr>
<tr>
<td>Build southbound ramp from eastbound IH 20 to Clark Road at the southern terminus of Spur 408, Duncanville</td>
<td>$4,400,000</td>
</tr>
<tr>
<td>Downtown regional multimodal transit hub, Carrollton</td>
<td>$2,672,000</td>
</tr>
<tr>
<td>Colonial Drive project, Cleburne</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>Conduct feasibility study for an off ramp on IH 30 to Hall Street for direct access to Baylor University Medical Center, Dallas</td>
<td>$800,000</td>
</tr>
<tr>
<td>Conduct preliminary engineering for D/FW Connector project on SH 114 from SH Business 114 to the Dallas County line and on SH 121 from SH 360 to the Dallas County line</td>
<td>$3,200,000</td>
</tr>
<tr>
<td>Conduct reconstruction and managed lanes project on Airport Freeway (SH 183-SH 121) from IH 820 to the Dallas County line</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>Construct depression of Belt Line Road at IH 35E intermodal transportation project, Carrollton</td>
<td>$5,600,000</td>
</tr>
<tr>
<td>Construct IH 635/IH 30 interchange, Mesquite</td>
<td>$12,000,000</td>
</tr>
<tr>
<td>Construct IH 635/IH 35E interchange, Dallas</td>
<td>$3,600,000</td>
</tr>
<tr>
<td>Construct Hike &amp; Bike Trail Project connecting Gaylord Texan and Grapevine Mills Mall, Grapevine</td>
<td>$400,000</td>
</tr>
<tr>
<td>Construct Loop 12/IH 35E and SH 183 west extension to MacArthur, Irving</td>
<td>$4,800,000</td>
</tr>
<tr>
<td>Construct Santa Fe Trail Dallas Area Rapid Transit light rail overpass from Hill Street to Commerce Street along abandoned Santa Fe Rail right of way, Dallas</td>
<td>$800,000</td>
</tr>
<tr>
<td>Construct SH 183 from SH 360 to Belt Line Road, Irving</td>
<td>$1,600,000</td>
</tr>
<tr>
<td>Construct SH 199 (Henderson Street) through the Trinity Uptown between The West Fork and Clear Fork of the Trinity River, Fort Worth</td>
<td>$6,400,000</td>
</tr>
<tr>
<td>Construct US Business 287 through the Trinity Uptown Project from 7th Street NE to 11th Street NE, Fort Worth</td>
<td>$6,400,000</td>
</tr>
</tbody>
</table>
Construct divided four-lane arterial with drainage improvements – Sandy Lake Road: Denton Tap Road to North Coppell Road, Coppell $800,000

Construct Lake Ridge Parkway and US 67 project, Cedar Hill $2,800,000

Construct main lanes and interchanges on SH 121 from Hillcrest to US 75 $12,800,000

Dallas Area Rapid Transit bus passenger facilities, Dallas County $11,700,794

Dallas Area Rapid Transit NW/SW light rail transit, Dallas County $260,000,000

Design and construct the Cottonwood Trail pedestrian-bicycle connection $1,800,000

FM 156 road relocation at Alliance Airport, Fort Worth $6,500,000

FM 544, widen two-lane roadway to six-lane roadway from SH 121 to Dozier-Parker Road $1,600,000

FM 3391 (East Renfro Street) from IH 35W to County Road 602, Burleson $2,200,000

Grade separation bridges at Wintergreen Road and Millers Ferry Road in Hutchins and Pleasant Run Road and Millers Ferry Road in Wilmer $6,560,000

IH 820 widening project, Tarrant County $1,600,000

IH 35E from US 77 north of Waxahachie to US 77 south of Waxahachie $3,200,000

Interchange improvements IH 30 at FM 157, (Collins Street) and Center Street, Arlington $1,600,000

Reconstruct Daniieldale Road from IH 35E to Houston School Road, Lancaster $1,600,000

Reconstruct IH 30 Trinity River Bridge, Dallas $65,800,000

Reconstruct IH 35E Trinity River Bridge, Dallas $12,000,000

Reconstruct Precinct Line Road two-lane bridge as four-lane bridge and widen Precinct Line Road to four-lane roadway from SH 10 to Trammel Davis Road, Tarrant County $800,000

Reconstruct Union Pacific Railroad bridge over widened Business US 287 $800,000

Repair 4.35 miles of Lake Ridge Parkway. Widen roadway along with two bridges from four lanes to six across Joe Pool Lake, Grand Prairie $4,800,000

Tower 55 Congestion Mitigation Air Quality and Preliminary Engineering Study, Fort Worth $1,600,000

Upgrade Fulghum Road Bridge on IH 45 in Dallas County to provide safety and access for expanded intermodal traffic $2,480,000

Widen from four to six lanes IH 35E from Lake Lewisville to Loop 288 $5,600,000

Widen Motor Street thoroughfare to improve accessibility to Southwestern Medical District, Dallas $4,400,000

Widen SH 205 from two lanes to a six-lane urban divided highway from north of SH 66 to proposed SH 276, Rockwall $800,000

Widen US 287 bypass from two to four lanes, Ennis $6,400,000

US 377 interchange construction (at US Business 377 and SH 144), Hood County $3,000,000
Because SAFETEA-LU was passed nearly two years late, reauthorization is just around the corner. Provisions in this bill will expire in September 2009. Transportation officials and elected leaders are already looking beyond SAFETEA-LU to the challenges that lie ahead.

Funding is a major concern for the next transportation bill. It has been documented by groups ranging from the U.S. Chamber of Commerce to the Government Accountability Office that the Highway Trust Fund will carry a negative balance by 2009 or 2010 at the earliest. This means that spending will exceed revenues, which will lead to reduced spending limits or fewer federal commitments. The National Surface Transportation Policy & Revenue Study Commission will address this issue, among others, and will have recommendations before the next reauthorization. Opportunities to enhance revenue and maximize demand are possible.

Another issue that will most likely be featured prominently is goods movement. As international trade increases and as railroads and trucking routes exceed capacity, innovative solutions must be found if the region’s economy is to continue expanding. The need for a national transportation system is critical.

NCTCOG will stay involved and informed of efforts leading up to the next transportation reauthorization to ensure that the interests of the Dallas-Fort Worth region are represented in the bill.

### IDENTIFIED FUNDING NEEDS

**DALLAS-FORT WORTH REGION**

(Based on Mobility 2030 Funding Levels)

<table>
<thead>
<tr>
<th>Metropolitan Transportation System Components</th>
<th>Funded Needs (Billions/2006 $)</th>
<th>Unfunded Needs (Billions/2006 $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation &amp; Maintenance</td>
<td>$18.7</td>
<td></td>
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<tr>
<td>Congestion Mitigation Strategies</td>
<td>$2.1</td>
<td></td>
</tr>
<tr>
<td>Bicycle &amp; Pedestrian Facilities and Transportation Enhancements</td>
<td>$1.1</td>
<td></td>
</tr>
<tr>
<td>Rail and Bus Transit System</td>
<td>$11.0(^1)</td>
<td></td>
</tr>
<tr>
<td>HOV and Managed Facilities</td>
<td>$3.3</td>
<td></td>
</tr>
<tr>
<td>Freeway and Toll Road System</td>
<td>$26.4</td>
<td>$12.7(^2)</td>
</tr>
<tr>
<td>Regional Arterial and Local Thoroughfare System</td>
<td>$5.7</td>
<td>$6.0</td>
</tr>
<tr>
<td>Additional Cost to Purchase Right-of-Way</td>
<td>$1.1</td>
<td></td>
</tr>
<tr>
<td>Rehabilitation Costs</td>
<td>$2.6</td>
<td>$32.1</td>
</tr>
<tr>
<td>Goods Movement/Rail Freight Costs</td>
<td></td>
<td>$6.7</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$70.9</strong> (55 %)</td>
<td><strong>$58.6</strong> (45 %)</td>
</tr>
</tbody>
</table>

\(^1\) $3.4 billion obtained through Regional Transit Initiative

\(^2\) Includes freeway-to-freeway interchanges

**$129.5 Billion**
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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 6.4 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 (RTC) is the policy body for the MPO. The RTC consists of 40 members, predominantly local elected officials, overseeing the regional transportation planning process. NCTCOG’s Transportation Department is responsible for support and staff assistance to the RTC and its technical committees, which comprise the MPO policymaking structure.

Regional Mobility Initiatives Issues

- Advanced Transportation Management, March 1996
- Air Quality, July 1996
- Traffic Congestion, October 1996
- Multimodal Solutions in the North Central Corridor, July 1997
- Toll Roads, February 1998
- Major Investment Studies, August 1998
- The Transportation Equity Act for the 21st Century, October 1998
- High Occupancy Vehicle (HOV) Lanes, December 1998
- Travel Demand Forecasting Procedures, June 1999
- Commuter Traffic, December 2000
- Pedestrian Transportation, August 2002
- Metropolitan Planning Organization, November 2002
- Rail Station Access, February 2003
- Traffic Congestion, October 2004
- Regional Rail, October 2005
- Goods Movement, January 2006
- North Texas Regional ITS Architecture, December 2006

We would like your comments...

If you have questions or comments regarding the transportation and air quality programs of the North Central Texas Council of Governments and the Regional Transportation Council or need additional information, please contact the NCTCOG Transportation Department at 817-695-9240, by fax at 817-640-3028, via e-mail: transinfo@nctcog.org, or visit our website at www.nctcog.org/trans.

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, or the Texas Department of Transportation. This document was prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

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