Air Quality is impacted by practically everything we do – driving our cars, mowing our lawns, even turning on the lights. Even though North Central Texas faces some serious air quality challenges, the good news is that the air quality in the region is improving. This publication will help explain our air quality situation, the progress made so far, and the regional emission reduction strategies put in place to continue the improvement.

The federal Clean Air Act serves as the basis for the nation’s air pollution control efforts and permits the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards for major air pollutants, of which there are six:

<table>
<thead>
<tr>
<th>Air Pollutant</th>
<th>Abbreviation</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon Monoxide</td>
<td>CO</td>
<td>In attainment</td>
</tr>
<tr>
<td>Lead</td>
<td>Pb</td>
<td>In attainment</td>
</tr>
<tr>
<td>Nitrogen Oxides</td>
<td>NOx</td>
<td>In attainment</td>
</tr>
<tr>
<td>Ozone</td>
<td>O₃</td>
<td>Violation of standard</td>
</tr>
<tr>
<td>Particulates</td>
<td>PM</td>
<td>In attainment</td>
</tr>
<tr>
<td>Sulfur Oxides</td>
<td>SO</td>
<td>In attainment</td>
</tr>
</tbody>
</table>

The Dallas-Fort Worth (DFW) region is currently in violation of the ozone standard. Ozone in the upper atmosphere, or “good ozone,” is beneficial, as it serves as a protective layer, blocking out damaging ultraviolet rays from the sun. However, ground-level ozone is potentially harmful. In fact, clinical studies have indicated that elevated levels of ground-level ozone may actually reduce the lung’s ability to move air in and out, may increase the frequency of asthma episodes, and may reduce the body’s ability to resist respiratory infections. In addition to threatening human health, high ozone concentrations pose a risk to the environment, wildlife, agriculture, and man-made structures in the region.
What is Ozone?

How Is It Formed?

The compound ozone (O₃) is the same whether it is found in the upper atmosphere or at ground level. Ground- or surface-level ozone forms when emission sources emit nitrogen oxides (NOx) and/or volatile organic compounds (VOC), and they mix in the presence of sunlight and heat. High concentrations of ozone usually occur during the summer months.

What Are The Sources?

Emissions come from many areas, but the main source categories of emissions are:

- **Area** - bakeries, paint shops, dry cleaners, etc.
- **Non-road mobile** - construction, aircraft, locomotive, lawn and garden equipment, etc.
- **On-road mobile** - cars, trucks, buses, etc.
- **Point** - cement and power plants, etc.
- **Biogenics** - vegetation, forest fires, etc.

1999 NOx Emissions By Source  
(Total = 822 tons per day)

<table>
<thead>
<tr>
<th>Source</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Road Mobile</td>
<td>48%</td>
</tr>
<tr>
<td>Point</td>
<td>16%</td>
</tr>
<tr>
<td>Area</td>
<td>4%</td>
</tr>
<tr>
<td>Non-Road Mobile</td>
<td>18%</td>
</tr>
<tr>
<td>Biogenic</td>
<td>6%</td>
</tr>
</tbody>
</table>

2009 NOx Emissions By Source  
(Total = 446 tons per day)

<table>
<thead>
<tr>
<th>Source</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Road Mobile</td>
<td>47%</td>
</tr>
<tr>
<td>Point</td>
<td>13%</td>
</tr>
<tr>
<td>Area</td>
<td>10%</td>
</tr>
<tr>
<td>Non-Road Mobile</td>
<td>24%</td>
</tr>
<tr>
<td>Biogenic</td>
<td>12%</td>
</tr>
</tbody>
</table>

Motor vehicles emit numerous pollutants into the air we breathe, including NOx and VOC, called ozone precursor pollution. These emissions result from engine combustion processes and gasoline evaporation. Today, these emissions contribute about half of the ozone precursor pollution in North Central Texas, and nearly half the on-road emissions come from heavy-duty diesel vehicles. This is down from 54 percent in 1999. This trend is expected to continue to decline in the future as new vehicles having greater emission reduction technologies are introduced into the market.
1-Hour or “Peak” Ozone Standard

The EPA developed the one-hour, or “peak,” ozone standard to protect people from the highest concentrations of ozone. Collin, Dallas, Denton, and Tarrant counties were classified as “serious” nonattainment in 1998 and given until November 15, 2007 to reach attainment. However, on June 15, 2005, the peak ozone standard was revoked and replaced by a new standard called the 8-hour or “prolonged” standard.

Although the peak standard was revoked, the region reached attainment of that standard in 2006, one year earlier than the deadline. Additionally, from 1999 to 2009 on-road mobile source emissions of VOC are projected to decrease almost 45 percent while NOx emission will decrease over 50 percent. Even though the peak exposure has been reduced in North Central Texas, there is still a long way to go.

8-Hour or “Prolonged” Ozone Standard

The EPA determined that the peak ozone standard was not sufficient to protect human health. The 8-hour ozone standard places a greater emphasis on prolonged exposure to ozone. On June 15, 2004, Ellis, Johnson, Kaufman, Parker, and Rockwall counties were added to the previous four nonattainment counties and the region given a “moderate” nonattainment classification. The attainment date for this stricter standard is June 15, 2010.
**State Implementation Plan – What Is It?**

**8-Hour Status**

The method for determining attainment of the 8-hour ozone standard is based on averaging air quality measurements over a rolling eight-hour block of time. The EPA uses the annual fourth highest eight-hour daily maximum concentration averaged over a three-year period to determine whether a violation of the standard has occurred. The attainment level currently is 85 parts per billion (ppb). If the region cannot meet this standard by 2010, it may be reclassified to “serious” nonattainment which may result in more stringent restrictions for the North Central Texas region.

**State Implementation Plan**

As an ozone nonattainment area, the DFW region must fulfill several Clean Air Act Amendment requirements in the battle for cleaner air. This includes committing to implementing a wide variety of control measures, which are identified in the State Implementation Plan (SIP). The SIP describes how the state will reduce and maintain air pollution emissions in order to comply with the federal standards. The Texas Commission on Environment Quality (TCEQ) develops the SIP for submittal to the EPA.

As changes are needed, the SIP is revised rather than rewritten in its entirety. Revisions are often prompted by new federal or State regulations, new modeling techniques, or a change in an area’s attainment status.

The DFW area SIP revision for the 8-hour ozone attainment demonstration was submitted to the EPA by the June 2007 deadline. This revision includes new control strategies designed to bring the region into attainment by June 2010.
According to 2006 population estimates, almost 6 million people live in the North Texas nonattainment counties and, during certain conditions, are exposed to unhealthy air.

TCEQ works to inform the public when the air quality is going to be poor or unhealthy. This is accomplished through the Air Pollution Watch-Warning System in North Texas which helps the public decrease peak exposure to ozone. TCEQ recommends that people stay indoors or limit their outdoor activity when air pollution watches and warnings are issued. The elderly and small children, as well as those with respiratory problems, could suffer severe health problems from prolonged exposure, even when the air quality is just moderately unhealthy. The North Central Texas Council of Governments (NCTCOG) works with TCEQ and other entities to inform the public when the air is unhealthy and help them learn what to do to stay well. It is also important to make behavioral changes year round, like carpooling or keeping your vehicle maintained, to help reduce emission levels that would in turn prevent the number of ozone watches and warnings.

### Air Pollution Watch-Warning System

<table>
<thead>
<tr>
<th>Color</th>
<th>Air Quality</th>
<th>Actions to Protect your Health</th>
</tr>
</thead>
<tbody>
<tr>
<td>good</td>
<td>none necessary</td>
<td></td>
</tr>
<tr>
<td>moderate</td>
<td>Unusually sensitive people should consider limiting prolonged outdoor exertion</td>
<td></td>
</tr>
<tr>
<td>unhealthy for sensitive groups</td>
<td>Active children and adults and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion</td>
<td></td>
</tr>
<tr>
<td>unhealthy</td>
<td>Active children and adults and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion</td>
<td></td>
</tr>
<tr>
<td>very unhealthy</td>
<td>Active children and adults and people with respiratory disease, such as asthma, should avoid all prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion</td>
<td></td>
</tr>
</tbody>
</table>

### Regional Transportation Council Air Quality Emphasis Areas and Regional Initiatives

Whether we are working with mass transit or building new freeways, so much of what we do at the North Central Texas Council of Governments (NCTCOG) affects air quality. To help you better understand how we help air quality, NCTCOG, along with the Regional Transportation Council (RTC), has developed Air Quality Emphasis Areas. We strive to implement programs that will improve each of these areas—a comprehensive plan to tackle the air quality situation.

To meet the National Ambient Air Quality Standards for ozone, it is necessary to address major contributing factors to on-road mobile emissions. If this standard is not met, the region faces strict sanctions, may no longer receive funding to build new roadways, and will continue to experience increased health risks associated with air pollution. It is important that these programs are implemented and the standard is met.

*Descriptions of the air quality emphasis areas are listed in the green boxes on the following pages, followed by a list of the RTC regional initiatives.*

For complete information on the air quality emphasis areas and initiatives, including descriptions and current status, visit [www.nctcog.org/aqrm](http://www.nctcog.org/aqrm).
HIGH-EMITTING VEHICLES

These vehicles that produce excessive emissions or are not in compliance with emissions standards. An estimated 10 percent of the region’s vehicles are contributing up to 50 percent of the pollution. Motorists who have vehicles that do not pass emissions tests may be able to receive financial help from the State, county and NCTCOG to repair or replace their vehicle. Other programs seek to identify cleaner fuel options and remove high-emitting vehicles from the road through better technology or increased law enforcement.

Aftermarket Technology and Fuel Additive Research Program: Research and test technologies to reduce ozone precursor emissions.

AirCheck Texas Repair and Replacement Assistance Program: Provide financial aid for vehicles failing the emissions portion of the State inspection; supported through a marketing and advertising program.

NCTCOG Emissions Database: Contains all the inspection and maintenance information for the region; available to law enforcement agencies.

Recognized Emissions Repair Facility Technician Training: Training program for technicians to reach a higher certification level, increasing the number of technicians.

Regional Impound Lot Retirement Program: Partner with impound lots to ensure high-emitting vehicles are not returned to the road and reused in “as-is” condition.

Regional Emissions Enforcement Program: Identify high-emitting vehicles with fictitious/counterfeit inspection stickers.

Regional Smoking Vehicle Program: Encourage drivers to voluntarily repair and maintain their vehicles through public awareness.

Regulated Fleet Vehicle Program: Promote the purchase of fleet vehicles that meet cleaner air quality standards.

Remote Sensing/Smart Signs: Research and fund need for additional remote sensing stations and use smart signs to inform public about emissions.

Remote Sensing: Set up on freeway entrances and exits, these monitors measure the emissions produced by vehicles while driving.

AirCheck Texas: A car being repaired through this program.
COLD STARTS

Vehicles release a greater amount of pollutant emissions during the first few minutes after ignition because the engine has not yet reached optimal operating temperature. Frequent and shorter trips increase the magnitude of this problem. NCTCOG programs help reduce cold starts by facilitating and increasing pedestrian and bicycle travel, as well as other ways to help people drive less.

Enhanced Employer Trip Reduction Program: Year-long effort to reduce work-related vehicle travel through the implementation of rideshare programs (carpool, vanpool, transit), telecommuting and flexible work hour programs, transit pass subsidies, bicycling and walking. Also focuses on increasing air quality awareness and behavioral changes during ozone season.

NCTCOG Try Parking It Web site: Measures the number of trips reduced and miles saved through alternative commutes and rewards participants, www.tryparkingit.com.

Pedestrian-Friendly Urban Environments: Develop areas conducive to safe pedestrian travel.

Sustainable Development: Develop communities that reduce dependence on automobiles by utilizing existing infrastructure, mixing uses, and providing transit, pedestrian and bicycle travel as alternative modes of transportation.

Cockrell Hill at IH-30: This interchange provided the access necessary to spur economic development in a previously undeveloped infill area. Property values in the area increased from $4.8 million in 1999 to $192 million in 2004 with additional development on the way. The development also provided jobs for nearby residents, decreasing the need to drive long distances to work.
3

HARD ACCELERATIONS

Operating a vehicle in ways that require greater engine power, such as hard or “jackrabbit” accelerations; result in increased fuel consumption and an increased pollutant emissions rate. Programs under this category involve increasing law enforcement of aggressive-driving behavior or making improvements at intersections.

4

HIGH SPEEDS

Higher speeds cause greater engine load and increase fuel consumption and emissions. Programs that address high speeds include increasing law enforcement of speeding and restricting trucks from certain lanes.

Aggressive Driving and Speed Enforcement:
Increase police enforcement of speeding and aggressive driving.

Intersection Improvements:
Lane assignment changes, pavement striping, turning lanes and grade separations.

Traffic Signal Progression:
Includes traffic signal timing to maximize mobility and reduce emissions.

Source: NCTCOG

Restricted Truck Lanes help traffic move more smoothly.

Speed Enforcement: Dallas County Constable uses a radar gun to catch speeding cars.
LOW SPEEDS

Vehicles operating at lower speeds release more emissions. Roadway congestion decreases vehicle speeds and prolongs the operating time of a vehicle per trip. NCTCOG is working to improve busy intersections, remove bottlenecks, and restrict heavy-duty vehicles from certain lanes in order to improve congestion and increase speeds. Additionally, better freeway management and planning will help these efforts.

**Bottleneck Improvements:** Eliminate sites of extreme congestion on roadways.

**Freeway Incident Management Training:** Train regional incident response agencies on the principles of traffic incident management.

**Intelligent Transportation Systems (ITS):** Aid transportation operators and emergency response personnel in monitoring traffic, incidents and informing the public.

**NAFTA Intra-Regional Through-Routing:** Route freight trucks in real time to avoid areas of congestion.

**Parking Management/Way-Find Signing:** Encourage more efficient use of existing and planned parking facilities by increasing opportunities for neighboring destinations to share parking facilities and implementing signage to help direct drivers to facilities.

**Photogrammetry Software System Training:** Used to reconstruct accidents and enable traffic incidents to be cleared more quickly and relieve congestion.

**Planning Lane Disruptions:** Shift construction and maintenance work to the non-ozone season and less congested hours.

**Rail Relocation and Improvement Fund:** Help relocate, construct, reconstruct, acquire, improve, rehabilitate, and expand privately and publicly owned passenger and freight rail facilities.

**Thoroughfare Assessment Program:** Improve traffic operations by retiming traffic signals and making low-cost operational improvements.

**Truck Lane Restriction Policy:** Restrict trucks to designated lanes.
EXCESSIVE IDLING

Vehicle idling increases pollutant emissions through additional fuel combustion and incomplete fuel combustion that occurs while the engine is not operating at an optimum temperature. NCTCOG is working to put idling restrictions in place, as well as implement technology that will allow truck drivers to turn off their trucks and not lose power.

Airport Operational Improvements: Develop ways to improve parking and idling, such as anti-idling waiting lots, and Smart Parking.

Diesel Vehicle Idling Reduction Program: Fund projects that reduce diesel engine idling, including heavy-duty vehicles, buses and locomotives.

Locally Enforced Idling Restrictions: Place an idling limit of 5 minutes on motor vehicles.

SmartWay Upgrade Kit Demonstration Program: Evaluate the effectiveness of fuel-saving, emissions reduction, and idle reduction technologies when incorporated as a unit on a long-haul truck, which may help these technologies become more mainstream in the freight industry.


Airport operational improvement showcasing real-time parking information.

Auxiliary Power Unit: Installed on a long-haul truck, this APU is an example of fuel-saving, idle-reduction technology.
Diesel engines, particularly heavy-duty diesel vehicles, emit pollutants at a much higher level than gasoline vehicles. NCTCOG works with public and private fleets such as school buses and garbage trucks to help them obtain cleaner engines. Other programs seek to make standards for diesel vehicles tougher, limit operating times, require emissions testing or make the movement of goods easier.

**Clean Fleet Vehicle Program/Clean Fleet Vehicle Policy:** Promote replacement of fleet vehicles with low-emitting vehicles, and provide tools to assist fleet managers with making clean vehicle decisions, decreasing a fleet’s impact on air quality.

**Diesel Vehicle Inspection and Maintenance:** Establish emissions testing program for this currently exempt class of vehicles.

**DFW Clean Cities:** Promote vehicles, fuels and technologies that lessen America’s use of foreign oil and improve air quality.

**Expedited “Highway Diesel Rule”:** Support initiatives to make each new truck and bus more than 90 percent cleaner.

**Goods Movement:** Work with NAFTA, establishing a new process for intermodal freight community, monitoring goods-movement traffic, evaluating accessibility of intermodal freight centers, and reviewing factors in project selection.

**In-Use Technology Verification:** Conduct in-use testing of emission reduction technology, a step in the EPA verification process.

**North Central Texas Clean School Bus Program:** Retrofit and replace school buses in North Central Texas with cleaner technology and provide educational resources for reducing school bus emissions.

**Public Agency Policy for Construction Equipment:** Offer incentives, preferences or requirements in local jurisdiction contracting process for construction projects with lower emissions.

**SmartWay Transport Partnership Program:** Evaluate and promote fuel-saving and emission-reducing strategies for diesel vehicles.

**Texas Emissions Reduction Plan Partnership Program (TERP):** Provide funds for cleaner engines and technology for buses, trucks and locomotives, including NCTCOG’s Refuse Hauler Program and the North Texas Emissions Reduction Grant program.
VEHICLE MILES TRAVELED

In addition to reducing the pollution per mile traveled, it is necessary to reduce the number of vehicle miles traveled. This is especially important in a metropolitan area with a large, growing population. NCTCOG’s goal is to increase public awareness about air quality programs and increase use of transit, carpools, vanpools, more efficient location selection and other alternative commute options. Some programs offer incentives such as prizes or reduced parking costs for driving less.

Air Quality Public Relations Program: Encourage public participation in key elements of the State Implementation Plan.


Local Government Vehicle Routing: Implement efficient vehicle routing using geographic information systems.

NCTCOG Try Parking It Web site: Measure the number of trips reduced and miles saved through alternative commutes and rewards participants. Visit www.tryparkingit.com.

North Texas Clean Air Coalition: A group of civic and business leaders that encourages voluntary efforts to improve air quality in North Texas through educating, motivating and recognizing the business community.

Ozone Season Lunch Bag Program: Encourage workers to bring their lunch to work on air pollution watch and warning days.

Park-and-Ride Lots: Lots where commuters may park their cars and catch an express/commuter bus or rail or meet a carpool/vanpool.

Pay-As-You-Drive Insurance: Convert insurance to a variable cost with respect to vehicle travel, so premiums are directly related to annual mileage.

Vehicle Use Restrictions: Various regulatory strategies to limit automobile travel at a particular time and/or place.
ENERGY AND AIR QUALITY POLICY INTEGRATION

The following programs address additional areas, such as dependence on foreign oil, energy efficiency, and funding for emissions reductions (including non-road sources).

Blue Skyways Collaborative: A multi-state effort throughout the Midwest, along the I-35 corridor, to reduce air pollution through innovative fuel- and energy-saving strategies and collaborative partnerships.

DFW Clean Cities: Promote vehicles, fuels and technologies that lessen America’s use of foreign oil and improve air quality.

Light-Emitting Diode Traffic Signals: Replace incandescent traffic signal lamps with LED lamps, reducing energy needs.

North Texas Clean Air Coalition: A group of civic and business leaders that encourage voluntary efforts to improve air quality in North Texas through educating, motivating and recognizing the business community.

Texas Emissions Reduction Plan (TERP) Partnership Program: Provide funds for cleaner engines and technology for buses, trucks and locomotives, including NCTCOG’s Refuse Hauler Program and the North Texas Emissions Reduction Grant.

Federal and State Programs

TCEQ and the EPA work with NCTCOG to encourage policies that reduce air pollution and implement programs to make it easier to breathe.

Programs include the Texas Emissions Reduction Plan Partnership program (TERP), a partnership with TCEQ making $5.7 million available to cut emissions from heavy-duty vehicles. North Texans also benefit from federal programs such as the SmartWay Transport Partnership, which encourages conservation by the trucking industry with technology aimed at reducing idling. NCTCOG’s partnerships with Austin and Washington are integral to the efforts to meet federal air quality standards and improve quality of life.

Additionally, both entities have implemented several programs that strive to improve air quality throughout the country or State. Several of these programs are implemented by NCTCOG.

Don’t forget to visit www.nctcog.org/aqrmi for updates to these programs.
In addition to supporting TCEQ and the EPA, NCTCOG works with several other agencies and groups to help improve air quality in our region. These groups provide funding, make rulings or decisions, or provide outreach on air quality. The following is a list of North Texas Clean Air Partners with a description of their roles in improving air quality. These groups work with NCTCOG on cleaning the air.

<table>
<thead>
<tr>
<th>North Texas Clean Air Partners</th>
</tr>
</thead>
</table>
| **Environmental Protection Agency (Air Quality Section)** – provides basic information about air quality and links to more information, other EPA air sites, and what you can do to improve air quality.  
(http://www.epa.gov/air/basic.html) |
| **Federal Aviation Administration** – organization responsible for the advancement, safety and regulation of aviation in the United States. (http://www.faa.gov/) |
| **Federal Highway Administration (Air Quality Section)** – section of the U.S. Department of Transportation (DOT); provides information and research on a variety of air quality topics.  
(http://www.fhwa.dot.gov/environment/aqupdate/index.htm) |
| **Federal Transit Administration** – section of the U.S. DOT; provides information on programs, grants, research and legislation related to transit. (http://www.fta.dot.gov/) |
| **North Texas Clean Air Coalition** – promotes voluntary efforts to local businesses to encourage alternative commutes and other programs to help improve air quality. (http://www.northtexasair.org/) |
| **North Texas Clean Air Steering Committee** – regional air quality advisory board for the DFW region; makes recommendations on what control strategies should be implemented to meet the National Ambient Air Quality Standards. (http://www.nctcog.org/trans/committees/ntcasc/description.asp) |
| **State Energy Conservation Office** – provides information and links to help Texas make the most of domestic energy, reduce State and local government energy costs and promote cost-effective, clean energy technologies. (http://www.seco.cpa.state.tx.us/) |
| **Texas Commission on Environmental Quality (Air Quality Section)** – provides scientific data regarding air quality (ozone readings for specific monitoring sites), research, analysis, modeling and air quality.  
(http://www.tceq.state.tx.us/nav/eq/eq_air.html) |
| **Texas Department of Transportation** – the state agency responsible for constructing and maintaining highways and farm to market roads in Texas, as well as registering motor vehicles, providing travel information, and overseeing many other programs. (http://www.dot.state.tx.us/) |
| **U.S. Department of Energy** – federal agency that provides information on energy-related science and technology, energy sources, energy efficiency, the environment, fuel price and trends and national security as it relates to energy. (http://www.doe.gov/index.htm) |

For more information:

**Drive Clean Across Texas** – Texas Department of Transportation’s educational site with information on how to keep your car clean and lower its emissions. (http://www.drivecleanacrosstexas.org/)

**It All Adds Up to Cleaner Air** – a collaboration by several federal agencies to help regional, state, and community efforts to reduce traffic congestion and improve air quality. (http://www.italladdsup.gov/index.html)
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Public Affairs
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 6.2 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 policy-making 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
- SAFETEA-LU, May 2007
- Metropolitan Planning Organization, August 2007

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.