The **North Texas Regional Intelligent Transportation System (ITS) Architecture** is a roadmap for transportation system integration. An ITS architecture is a plan for deployment and a focus on integration of ITS in the region. The architecture provides a basis for planning, design and implementation of ITS projects and programs in North Texas. This planning tool uses technological advances to improve the efficiency and responsiveness of the transportation system.

Traffic congestion is a growing concern in North Texas. It occurs daily throughout much of the metropolitan area and is a source of frustration and lost productivity for commuters and businesses. Congestion is caused by increases in population, employment, and travel. Despite the growing popularity of rail, area roads are becoming more congested with the region’s expanding population.

Almost 6 million people reside in the nine urban counties in North Texas, and population is expected to increase by 58 percent over the next 24 years. NCTCOG’s 2030 demographic forecast estimates a population of 9.1 million people in 3.4 million households, and 5.4 million non-construction jobs. These projections represent 30-year increases of 4 million residents, 1.5 million households, and 2.3 million jobs. The rate of growth projected from 2000 through 2030 is a magnitude never experienced in the region.

More than population and business expansion contribute to crowded roads. According to the Texas Transportation Institute’s Urban Mobility Study, 52 percent to 58 percent of delay experienced by motorists in urban areas is caused by incidents, such as accidents and stalled vehicles. The coordination and integration of ITS strategies in North Texas aim to maximize capacity, enhance safety, and improve the reliability of the transportation system while helping air quality.
North Texas Regional ITS Architecture Highlights

Since 2001, federal law has required ITS projects funded through the Federal Highway Trust Fund to conform to the national/regional ITS architecture and applicable standards. A regional ITS architecture is required to address eight elements. All items listed below are available at http://nortex-its.org/Architecture/ArchHome.htm.

The Regional ITS Steering Committee guides the development and the deployment of ITS in the Dallas-Fort Worth region. The committee is composed of representatives from the Texas Department of Transportation, transit agencies, the North Texas Tollway Authority, airports, and local jurisdictions (engineering divisions and emergency services), research agencies and NCTCOG. The group meets regularly to share information and coordinate ongoing ITS infrastructure and services in the region.

Regional ITS Architecture Requirements

<table>
<thead>
<tr>
<th>Regional ITS Architecture Item</th>
<th>Response and/or Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>A description of the region</td>
<td>Defined by regional stakeholders September 2003. Refer to the following Internet link for response: <a href="http://nortex-its.org/Architecture/ArchHome.htm">http://nortex-its.org/Architecture/ArchHome.htm</a></td>
</tr>
<tr>
<td>Identification of participating agencies and other stakeholders</td>
<td>Presented and discussed September 2003, and approved November 2003. Refer to the following Internet link for response: <a href="http://nortex-its.org/Architecture/Stakeholders.htm">http://nortex-its.org/Architecture/Stakeholders.htm</a></td>
</tr>
<tr>
<td>An operational concept that identifies the roles and responsibilities</td>
<td>Presented and discussed September 2003, and November 2003. Final draft was presented February 2004. Roles and responsibilities are also defined through the market package drawings. Refer to the following Internet link for response: <a href="http://nortex-its.org/Architecture/StakeholderRoles.pdf">http://nortex-its.org/Architecture/StakeholderRoles.pdf</a></td>
</tr>
<tr>
<td>Any agreements</td>
<td>Inventoried existing agreements and distributed for comments November 2003. Refer to the following Internet link for response: <a href="http://nortex-its.org/Architecture/StakeholderAgreements.htm">http://nortex-its.org/Architecture/StakeholderAgreements.htm</a></td>
</tr>
<tr>
<td>System functional requirements</td>
<td>Discussed and refined market packages through groups that provide similar transportation services. Refer to the following Internet links for response: <a href="http://nortex-its.org/Architecture/TxDOTArch.htm">http://nortex-its.org/Architecture/TxDOTArch.htm</a> <a href="http://nortex-its.org/Architecture/CityArch.htm">http://nortex-its.org/Architecture/CityArch.htm</a> <a href="http://nortex-its.org/Architecture/EMArch.htm">http://nortex-its.org/Architecture/EMArch.htm</a> <a href="http://nortex-its.org/Architecture/PlanningArch.htm">http://nortex-its.org/Architecture/PlanningArch.htm</a> <a href="http://nortex-its.org/Architecture/PublicTransitArch.htm">http://nortex-its.org/Architecture/PublicTransitArch.htm</a> <a href="http://nortex-its.org/Architecture/TollArch.htm">http://nortex-its.org/Architecture/TollArch.htm</a></td>
</tr>
<tr>
<td>Interface requirements and information exchanges</td>
<td></td>
</tr>
<tr>
<td>Identification of ITS Standards</td>
<td>List all applicable standards for the selected market packages. Refer to the following Internet link for response: <a href="http://nortex-its.org/Architecture/Standards.htm">http://nortex-its.org/Architecture/Standards.htm</a></td>
</tr>
<tr>
<td>The sequence of projects required for implementation</td>
<td>Discussed and refined at the Regional ITS Steering Committee on February 2005. Refer to the following Internet link for response: <a href="http://nortex-its.org/Architecture/Priority_of_MP.htm">http://nortex-its.org/Architecture/Priority_of_MP.htm</a></td>
</tr>
</tbody>
</table>
Regional ITS Architecture Development Process

October 2002
Outlined Regional ITS Architectural Requirements
Recommended a Vehicle of Response

September 2003
Approved definition of the region
DRAFTed and discussed participating stakeholders and responsibilities

November 2003
Approved participating stakeholder list
Continued to discuss and refine roles and responsibilities

February 2004
Presented final draft of participating stakeholders and roles and responsibilities
Began the discussion of market packages drawings

Tailoring of market packages

Emergency Management
December 2004
January 2005
February 2005

Freeway Management
September 2004
October 2004
November 2004
December 2004

Public Transportation
October 2004
December 2004

Tier 1 and Tier 2 Cities
October 2004
December 2004

Toll Administration
November 2004
January 2005

February 2005
Sequence of projects
Comments on regional ITS architecture posted via the Internet

April 2005
North Texas Regional ITS Architecture Complete

North Texas Regional ITS Architecture Highlights
ITS Architecture Agreements

As part of the development of the regional ITS architecture, agreements between agencies for ITS initiatives have been collected and inventoried. Topics include those required for operations, including, at a minimum, those affecting ITS project interoperability, utilization of ITS-related standards, and the operation of the projects identified in the regional ITS architecture. Below are summaries and an inventory of all agreements.

In 1998, NCTCOG, TxDOT Dallas and Fort Worth Districts offices, transit and toll authorities, and other stakeholders signed a memorandum of understanding agreeing to coordinate in the planning, implementation, and operation of ITS. NCTCOG began leading regular meetings to enhance understanding of ITS, discuss methods of deployment, and development of a regional ITS architecture.

In 2000, TxDOT, the cities of Arlington, Fort Worth and Grand Prairie, the Fort Worth Transportation Authority, the Dallas/Fort Worth International Airport board, and NCTCOG’s Regional Transportation Council signed an MOU for the integration of alternative detection communications into TransVISION’s Wide Area Communications Network project. TxDOT must coordinate all activities with other agencies, manage the project, and verify that connections and integration are completed according to plan. A similar memorandum of understanding was signed in 2001 by different agencies on the east side of the Metroplex.

<table>
<thead>
<tr>
<th>Agreement Title</th>
<th>Agreement Type</th>
<th>Participating Agency</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agreement for a traffic management system and building construction and use</td>
<td>License Agreement (LIA)</td>
<td>TxDOT, DART</td>
<td>August 1996</td>
</tr>
<tr>
<td>Agreement for the use of the Texas Department of Transportation’s Transportation Management Satellite (TMS) software</td>
<td>License Agreement (LIA)</td>
<td>TxDOT, city of Dallas</td>
<td>February 1998</td>
</tr>
<tr>
<td>Agreement for the use of the Texas Department of Transportation’s Transportation Management Satellite (TMS) software</td>
<td>Lease Agreement (LEA)</td>
<td>TxDOT, Dallas County</td>
<td>December 1999</td>
</tr>
<tr>
<td>Agreement for installation, operation and maintenance of a closed-circuit TV system for traffic surveillance</td>
<td>License Agreement (LIA)</td>
<td>TxDOT, Cityplace</td>
<td>November 1996</td>
</tr>
<tr>
<td>Regional comprehensive Intelligent Transportation System (ITS) program for the Dallas-Fort Worth region</td>
<td>MOU</td>
<td>DART, NCTCOG, TxDOT-Dallas, TxDOT-Fort Worth, The T, and D/FW International Airport</td>
<td>September 2000</td>
</tr>
<tr>
<td>Memorandum of understanding relating to the integration of alternate detection communication into TransVISION’s wide-area communication network</td>
<td>MOU</td>
<td>TxDOT, cities of Arlington, Fort Worth and Grand Prairie, The T, D/FW International Airport, and NCTCOG</td>
<td>August 2000</td>
</tr>
<tr>
<td>Memorandum of understanding relating to the integration of alternate detection communication into Daltran’s wide-area communication network</td>
<td>MOU</td>
<td>TxDOT, DART, NTTA, NCTCOG, cities of Dallas, Richardson, Plano, Farmers Branch, Grand Prairie, Garland, Mesquite, Irving, Lewisville and Carrollton, and D/FW International Airport</td>
<td>March 2001</td>
</tr>
</tbody>
</table>
Establishment of ITS standards allows information to be exchanged without impeding innovation as technology advances, vendors change, and approaches evolve. The U.S. Department of Transportation ITS Joint Program Office is supporting standard development organizations to facilitate successful ITS deployment in the United States. For details, visit www.standards.its.dot.gov/standards.htm

The North Texas Regional ITS Architecture has identified different standards put in five deployment-oriented categories: center-to-center information exchanges, center-to-roadside information exchanges, center-to-vehicle/traveler information exchanges, roadside-to-vehicle information exchanges, and roadside-to-roadside information exchanges. The architecture also identified general ITS standards to deploy as part of North Texas Regional ITS Architecture.

Additional application areas will be included as the standard deploys. All of the categories above do not include ITS standard documents that have been superseded by newer standards. Also, these categories exclude the ITS standard documents that only relate to specific systems. All developers should review these standards to determine if these standard documents apply to their particular projects.

The included ITS standards are expected to be considered as agencies develop project-level statements of architecture consistency.

*The TxDOT TransVISION center in Fort Worth helps traffic officials determine where congestion is worst and what areas need attention.*
The Regional ITS Architecture for North Texas encompasses a 16-county region, centered on the urban core counties of Collin, Dallas, Denton and Tarrant. The region has 163 cities and towns and a population of 6 million people. At 12,795 square miles, the region is larger than nine states.

Many partners provide ITS transportation services throughout the region. In general they fall into one of the following groups:

- Emergency management
- Freeway traffic management
- Planning and coordination
- Public transportation
- Tier cities
- Toll administration

Emergency management agencies work closely with transportation management agencies to utilize ITS tools to respond to emergencies. Emergency managers receive video and data from transportation management and provide this information to emergency responders. Emergency responders also provide vital information to the transportation management agencies regarding roadway closures due to incidents and incident clearance information.

<table>
<thead>
<tr>
<th>Type of Agency</th>
<th>Number of Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>TxDOT (Dallas &amp; Fort Worth District offices)</td>
<td>1</td>
</tr>
<tr>
<td>Cities</td>
<td>163</td>
</tr>
<tr>
<td>Transit Agencies</td>
<td>3</td>
</tr>
<tr>
<td>Airports</td>
<td>3</td>
</tr>
<tr>
<td>Toll Authority</td>
<td>1</td>
</tr>
<tr>
<td>Emergency Management / 911 Centers</td>
<td>55</td>
</tr>
</tbody>
</table>
TxDOT’s Dallas and Fort Worth districts provide advanced transportation services using different ITS tools. The two districts have long histories of providing advanced transportation services to the region.

Planning and coordination agencies promote ITS services through research in reducing traffic congestion, improving air quality and finding ways to fund and implement alternative modes of travel that extend well beyond traditional local government boundaries. The metropolitan planning organization, counties, and federal agencies serve the region by developing transportation plans and programs that address the complex transportation needs of the rapidly growing metropolitan area. This category also includes the University of Texas at Arlington, the University of Texas at Dallas, and the Texas Transportation Institute.

Public transportation agencies, Dallas Area Rapid Transit, Denton County Transportation Authority, and Fort Worth Transportation Authority, provide traditional transit services throughout North Texas.

The region’s cities range in population from a few hundred to more than 1 million. The operation of ITS devices among these cities varies greatly. The cities were categorized according to their ITS responsibilities. Challenged by the large number of agencies in the region, the architecture focused on the input from the stakeholders in the core counties, with the TxDOT Dallas and Fort Worth districts representing the rural counties.

All fee-collecting agencies fall under toll administration, and these include: North Texas Tollway Authority, Dallas/Fort Worth International Airport, Dallas Love Field and Fort Worth Alliance Airport. While NTTA is empowered to collect tolls to operate, maintain and pay debt services for its projects, airports’ fee collection mainly is limited to airport facilities.

## Operational Roles and Responsibilities

The roles and responsibilities of each agency type are defined by the level of communication with its own devices and with regional stakeholders. The following were used to identify agency roles and responsibilities:

1. **Operation of Transportation Management Center**: Transportation Management Center provides an information hub around which effective system monitoring and incident detection occur. Data about traffic speed and volume are received and processed to allow operators to detect and respond to varying traffic conditions. Closed-circuit TV cameras and traffic detectors are connected to the center via fiber optic cables or other advanced communication technology. Various traffic management and motorist information systems are controlled by personnel at the center to alleviate congested conditions.

2. **Communication with field devices**

3. **Communication with other TMCs**

4. **Type of information exchanges**
Market packages are advanced transportation services that identify stakeholders, information to exchange, and the communication roles and responsibilities of each stakeholder involved with providing that transportation service. Market packages for the Dallas-Fort Worth Regional ITS Architecture were selected and tailored based on the corresponding transportation services identified by the regional stakeholders in a three- to five-year period. The chart below portrays the components of a market package.

<table>
<thead>
<tr>
<th>Traffic Management</th>
<th>Traffic Operations Personnel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collect Traffic Surveillance</td>
<td></td>
</tr>
<tr>
<td>TMC Freeway Management</td>
<td></td>
</tr>
<tr>
<td>Traffic Maintenance</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Roadway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roadway Basic Surveillance</td>
</tr>
<tr>
<td>Roadway Equipment Coordination</td>
</tr>
<tr>
<td>Roadway Freeway Control</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Equipment Packages</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group like processes of a particular subsystem into an implementable package.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Subsystems</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of system sending or receiving architecture flows.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Terminators</th>
</tr>
</thead>
<tbody>
<tr>
<td>People, systems, and general environment that interface to ITS.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Architecture Flows</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information that is exchanged between subsystems and terminators.</td>
</tr>
</tbody>
</table>

**TxDOT cameras send important traffic information to the TxDOT control center.**

**Courtesypatrol personnel help keep area roads clear by aiding motorists with problems.**

**Texas Transportation Institute**
Advanced Transportation Services

The development of the regional ITS architecture focuses on standardizing processes for communicating transportation data and information. These processes fall into three categories – hardware standards, software standards, and communication protocols. Hardware standards are developed to allow different technologies to communicate in a common format. Software standards are developed to support interagency communication. Communication protocols are developed to standardize information distribution to travelers or among agencies. Regional stakeholders referenced these standard processes while selecting and tailoring market package drawings for the Dallas-Fort Worth region.

Not all of the ITS market packages were included in the National ITS Architecture, nor were all the services that are likely to be implemented in the 20-year timeframe of the National ITS Architecture included in the North Texas Regional ITS Architecture. Rather, the region focused on tailoring national diagrams based on the service requirements for the next five years.

Freeway Control
North Texas has developed a sequence of market packages. Each market-package priority was determined based on the regional ITS initiatives outlined in existing ITS documents and through consensus building of the Regional ITS Steering Committee. These initiatives include reducing the impact of recurring and non-recurring congestion, improving the overall safety of the transportation system, enhancing access and operation of high-occupancy modes of travel, and the dependence of one market package on the deployment of another market package. The table below summarizes the market-package prioritization in North Texas.

<table>
<thead>
<tr>
<th>Area</th>
<th>Market Package</th>
<th>Priority 1</th>
<th>Priority 2</th>
<th>Priority 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Management</td>
<td>Network Surveillance</td>
<td>✔</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Probe Surveillance</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Surface Street Control</td>
<td>✔</td>
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<tr>
<td></td>
<td>Freeway Control</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>HOV Lane Management</td>
<td>✔</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Traffic Information Dissemination</td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Regional Traffic Control</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Traffic Incident Management System</td>
<td>✔</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Systems</td>
<td>Electronic Toll Collection</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Emissions Monitoring and Management</td>
<td>✔</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Standard Railroad Grade Crossing</td>
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<td>✔</td>
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<tr>
<td></td>
<td>Railroad Operations Coordination</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td></td>
<td>Parking Facility Management</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td></td>
<td>Regional Parking Management</td>
<td>✔</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Reversible Lane Management</td>
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<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Speed Monitoring</td>
<td>✔</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td></td>
<td>Roadway Closure Management</td>
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<td>✔</td>
<td>✔</td>
</tr>
<tr>
<td>Emergency</td>
<td>Emergency Call-Taking and Dispatch</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Management</td>
<td>Emergency Routing</td>
<td>✔</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Mayday Support</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td></td>
<td>Roadway Service Patrols</td>
<td>✔</td>
<td>✔</td>
<td></td>
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<td></td>
<td>Transportation Infrastructure Protection</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td></td>
<td>Wide-Area Alert</td>
<td>✔</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Early Warning System</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Disaster Response and Recovery</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Evacuation and Reentry Management</td>
<td>✔</td>
<td>✔</td>
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<tr>
<td></td>
<td>Disaster Traveler Information</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Maintenance and</td>
<td>Road Weather Data Collection</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>Weather Information Processing and Distribution</td>
<td>✔</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Winter Maintenance</td>
<td>✔</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Roadway Maintenance and Construction</td>
<td>✔</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Work Zone Management</td>
<td>✔</td>
<td>✔</td>
<td></td>
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<tr>
<td></td>
<td>Work Zone Safety Monitoring</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Maintenance and Construction Activity Coordination</td>
<td>✔</td>
<td>✔</td>
<td></td>
</tr>
</tbody>
</table>
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Kristy Libotte Keener
Graphic Design Coordinator
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 is the policy body for the Metropolitan Planning Organization. The Regional Transportation Council consists of 40 members, predominantly local elected officials, overseeing the regional transportation planning process. NCTCOG’s Department of Transportation is responsible for support and staff assistance to the Regional Transportation Council and its technical committees, which comprise the MPO policy-making structure.

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

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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