

September 10, 2009

The Hon. Ray LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Re: TIGER Grant Application for Managed Lanes at IH 35W and IH 820
Interchange

Dear Mr. Secretary:

The City of North Richland Hills is located just outside Fort Worth in Tarrant County, Texas. The stretch of IH 820 that passes through our community is among the most congested stretches of roadway in the region and state. Fortunately, construction is expected to begin in late 2010 on a project to rebuild and widen the existing IH 820 and State Highways 121 and 183 through North Richland Hills and neighboring communities. This long overdue project is being made possible through a public-private partnership with up-front private investment. Unfortunately, this partnership was unable to include the key interchange at IH 35W / IH 820 in the first phase of construction.

North Richland Hills fully supports the application for a TIGER Grant to build direct managed lane connections between IH 35W and the newly expanded IH 820. These new lanes are critical in addressing one of the most congested facilities in the area and in improving mobility in our region. The IH 35W / IH 820 interchange is already environmentally approved and it makes sense to move forward with this project while the improvements to IH 820 and SH 121/183 are being made.

This project is a top priority for the entire region and I urge your support. Thank you for your time and consideration.

Sincerely,



Oscar Trevino
Mayor



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Mac Churchill Acura

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September 14, 2009

The Hon. Ray LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: TIGER Grant Application for Managed Lanes at IH 35W and IH 820 Interchange

Dear Mr. Secretary:

I proudly represent the 35W Coalition, a leading nonprofit advocacy group comprised of major businesses, landowners and residents along the I35W. Our goal is to advance critical transportation projects along I 35W North from Fort Worth to Denton, Tex. On behalf of the Coalition's membership, I would like to take this opportunity to communicate our strong support for the TIGER grant application submitted by the North Central Texas Council of Governments for funding of improvements to the IH 35W/IH 820 interchange in Fort Worth.

This critical interchange sees tens of thousands of cars each day, traveling to and from Fort Worth, now the 14th most populated city – and one of the fastest-growing regions – in the country. It is the site of one of the worst traffic bottlenecks in the Dallas-Fort Worth Metroplex and, as such, is significantly compromising the quality of life and economic vitality of the region.

The Texas Department of Transportation (TxDOT) and contractor NTE Mobility partners are moving forward with an innovative public-private partnership that will fund the design and construction of IH 820 between I 35W and SH 161. While the IH 35W/I 820 interchange – an important component to this project and the key to reducing congestion throughout the region – has received environmental clearance, there is no funding to move forward with interchange at this time.

As a result, the federal government's support of this project is not only warranted but also a necessity. This interchange and IH 35W to the north connect the entire Metroplex with one of the most significant economic engines in the region, where most of the area's commercial, industrial and residential growth has occurred. AllianceTexas, a 12,000-acre, master-planned community in North Fort Worth, is home to one of the largest global logistics hub and the country's first industrial-only airport. It represents \$7 billion in investment and \$33.8 billion in economic impact through its more than 200 companies, 28,000 employees and 7,000 single-family homes. Industry leaders BNSF Railway, Lockheed Martin, Bell Helicopter and American Airlines have located their headquarters or major global operations here.

However, with the continued traffic congestion – projected to get significantly worse as our region expands by another 3 million people in 20 years – this economic engine will be at risk, as companies relocate to or expand elsewhere because they cannot move their goods and people efficiently and effectively. And current and prospective homeowners will move to

other neighborhoods that have easier access to jobs and schools in other parts of the Metroplex.

Today, the North Texas region represents 25 percent of the state of Texas' population and 27 percent of the state's economy. Economic growth and prosperity in this region can have a dramatic effect on the entire state, not just the North Texas region; similarly, traffic congestion that stifles progress in this region will negatively affect the state.

The U.S. Department of Transportation will be hard-pressed to find a transportation project that has more significance and impact than the interchange at I 35W and I 820. I urge you and your colleagues to support this project with a TIGER grant. Thank you for your time and consideration.

Sincerely,



Russell Laughlin
President, 35W Coalition
Senior Vice President, Hillwood Properties

13600 Heritage Parkway
Fort Worth, TX 76177
(817) 224-6017



September 8, 2009

The Honorable Ray LaHood
Secretary, U.S. Dept. of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Re: TIGER Grant Application for Managed Lanes at IH35W and IH820 Interchange

Dear Mr. Secretary:

The City of Fort Worth prides itself on our community's high quality of life, which has contributed to our rapid growth in becoming the fourteenth largest city in the country. Because of this growth we are employing innovative ways to approach our critical transportation needs. An example is the IH 820/IH 35W Public-Private Partnership (PPP). Through this arrangement we are building long-needed improvements in a much quicker timeframe with up-front private investment. The City is asking for assistance to take further advantage of this unique partnership. As I believe it is the first in the nation to develop free lanes and managed lanes in such an arrangement.

The environmental process is complete for the IH 35W/IH 820 interchange, but unfortunately, the Public-Private Partnership deal was unable to include it in the first phase of construction. The interchange will connect to the improvements on thirteen miles of IH820 made possible by leveraging our limited Gas-Tax dollars in the PPP. Using \$600 million in Gas-Tax funds, we gained \$2.05 billion in private sector financing. The PPP addresses one of the most congested facilities in the area, but with the current financial market, it stopped short of the interchange of the two interstates.

The TIGER Grant will build direct managed lane connections between IH35W and the newly expanded IH820 interchange. The new lanes will address an area that our traffic reporters know well. In the vicinity of the interchange are eight of the top twenty-five regional bottlenecks in the entire Fort Worth-Dallas Metroplex! To put that in perspective, our region is now the fourth most congested in the country.

MIKE MONCRIEF, MAYOR

THE CITY OF FORT WORTH ★ 1000 THROCKMORTON STREET ★ FORT WORTH, TEXAS 76102
817-392-6118 ★ FAX 817-392-2409

September 8, 2009
Secretary Ray LaHood
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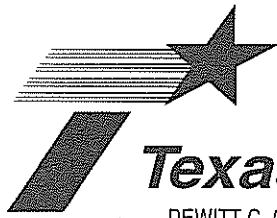
Most of the commercial industry and residential growth has occurred North of IH820 along the IH35W corridor. We already have implemented Jobs Access/Reverse Commute programs with our regional transportation authority, and bus transit service to the area. However, without the managed lanes that will allow express service, the attractiveness of the commuter bus is low. It is our hope to get people out of their single-occupancy vehicles and into vehicles that are more energy efficient ones; by doing this it will too help with our air quality non-attainment issues.

This project is at the top of the approved project listings and has been environmentally approved as it is a pressing priority for the City of Fort Worth and the entire Region. It can be quickly added for implementation in an already selected public/private streamlined manner. I request our support in this urgent matter. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Moncrief". The signature is fluid and cursive, with a large initial "M" and a long, sweeping underline.

Mike Moncrief
Mayor



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

September 11, 2009

Mr. Michael Morris, P.E.
Director of Transportation
North Central Texas Council of Governments
P.O. Box 5888
Arlington, Texas 76005-5888

Dear Mr. Morris:

The Texas Department of Transportation is pleased to support your application for funds under the Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program for the I-35W/I-820 interchange project in the city of Fort Worth. Should you receive funding under this program, our agency will work with you closely to expedite the project.

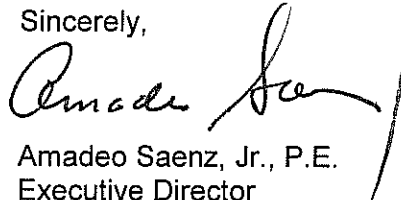
We appreciate the importance of the I-35W/I-820 interchange project for your region and assure you that it holds statewide priority as well because it relieves a major bottleneck at two interstate highways, one of which is a NAFTA corridor (I-35W).

As you may know, each state is eligible to receive a maximum of \$300 million in total funding through this program. After reviewing your request, our agency has concluded that this project could compete favorably for these limited resources and have confirmed that your proposal meets the following criteria of the program:

- long-term outcomes: state of good repair, economic competitiveness, sustainability, safety
- innovation
- partnership

We appreciate your ongoing involvement in Texas transportation. Our staff is prepared to assist you if you need help in finalizing your application. If you have additional questions or need more information, please contact me at (512) 305-9501, or your staff may contact Robin Ayers, Congressional Liaison in our Government and Public Affairs Division, at (512) 463-8345.

Sincerely,



Amadeo Saenz, Jr., P.E.
Executive Director

cc: Texas Transportation Commission
Robin Ayers, Government and Public Affairs Division, TxDOT

APPROPRIATIONS COMMITTEE

RANKING MEMBER,
STATE AND FOREIGN OPERATIONS SUBCOMMITTEE

MEMBER, DEFENSE SUBCOMMITTEE

DISTRICT OFFICE:
SUITE 407
1701 RIVER RUN ROAD
FORT WORTH, TX 76107
(817) 338-0909
FAX: (817) 335-5852
kaygranger.house.gov

September 9, 2009

The Honorable Ray LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC, 20590

Dear Secretary LaHood:

I believe that intelligent transportation and infrastructure investments are a great way to boost local and regional economies. I am writing to support funding applications for such investments in my district.

The North Central Texas Council of Governments' (COG) Regional Transportation Council, which is the transportation arm of my region's metropolitan planning organization, will soon submit its list of transportation and infrastructure projects that it deems eligible and worthy of receiving Transportation Investment Generating Economic Recovery (TIGER) funding from the U.S. Department of Transportation.

I wish to express my support for the COG's list, particularly the projects impacting my district. I hope that you will give these projects particular consideration as the Department reviews projects for discretionary grants under the TIGER program.

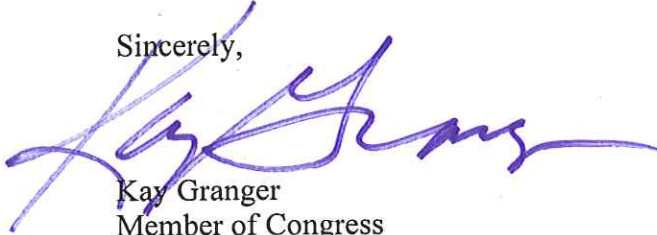
- 1) **Regional Accessibility to Downtown Dallas and Fort Worth** – This joint project request between the City of Dallas and the City of Fort Worth proposes the complete integration of housing, employment and rail transit through the linkage of respective downtowns and their urban neighborhoods. This project meets 100 percent of the TIGER criteria as part of the Livability Principles, established by DOT, HUD and EPA. The grant would fund the final design and construction of modern streetcar systems and bridge crossings across the Trinity River in each city to link mixed use neighborhoods with employment centers. The City of Fort Worth is committing over \$90 million toward this project.
- 2) **IH 35W / IH 820 Interchange** – This joint project request combines efforts of 22 public and private entities to improve links between residents and jobs, and increases the reliability of transportation systems by relieving congestion in a major access point to an area with expanding industrial and employment opportunities.
- 3) **Tower 55 At-Grade Improvement Project** – Tower 55 is one of the busiest at-grade rail intersections in the U.S. This project, which has been planned by public and private sector partners, would improve transportation efficiency for hundreds of businesses and thousands of passengers that rely on cost-effective rail in the region. This project would accommodate a more than 33 percent increase in train counts

versus current volumes, directly impacting 1,400 jobs and resulting in nearly \$210 million in economic impact. Once rail improvements are constructed, all maintenance would be privately funded.

- 4) **SH 121 (Southwest Parkway) from South of Overton Ridge Blvd. to Altamesa Blvd.** – The Southwest Parkway is part of a regionally planned freeway/tollway system that, in anticipation of the opening of this roadway, has attracted commercial, mixed use developments that are expected to contribute to the local tax base and economic growth of south Fort Worth. This section of the project would create approximately 3,500 jobs in the local community and would construct a six-lane tollway. The Parkway will utilize several innovative solutions such as the Intelligent Transportation Systems and All-Electronic Toll Collections to support a transportation system that avoids the delays due to traditional toll booth conditions. Completion of such a project would enable commuting workers better, more reliable transportation alternatives into Fort Worth's downtown business center.
- 5) **SH 121/DFW Connector from Tarrant County Line to near Denton Creek** – This project, located adjacent to Dallas/Fort Worth International Airport, provides needed congestion relief and enhances connections between residents and retail, commercial and industrial jobs. By adding six lanes to the existing four freeway lanes, the improved transportation connections will promote further industrial and retail development at D/FW Airport and in nearby commercial, industrial and retail complexes.
- 6) **IH 30 HOV Managed Lanes** – A priority for the regional mobility plan, this project adds toll gantries and direct connections to fully implement HOV/managed lanes in the IH 30 corridor, which connects the metropolitan cities of Fort Worth and Dallas, TX. This project would improve interstate capacity by moving high occupancy and express traffic to HOV/managed lanes and improving goods movement and commuter transportation to spur economic growth. Further, this project will reduce traffic collisions, congestion, and will improve air quality.

Thank you for your consideration of these projects, which will greatly improve the lives of my constituents. Please do not hesitate to contact me or Rachel Carter on my staff at 202-225-5071 should you have any questions or require additional information.

Sincerely,



Kay Granger
Member of Congress