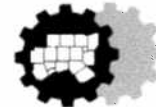


Regional Transportation Council

The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)



September 15, 2009

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

Dear Secretary LaHood:

Please accept the enclosed application for the TIGER grant program. This program represents an important opportunity to both advance innovative transportation investments and participate in the recovery of our nation's economy. The Regional Transportation Council (RTC) serves as the policy board for the Metropolitan Planning Organization for the Dallas-Fort Worth area, with the North Central Texas Council of Governments serving as staff to the RTC. On August 13, 2009, the RTC approved this project to be submitted for a TIGER grant.

Thank you for the opportunity to submit this project for consideration under the TIGER grant program. If you have any questions regarding this project, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at (817) 695-9241.

Sincerely,

B. Glen Whitley
Chair, Regional Transportation Council
County Judge, Tarrant County

AW:cc
Enclosure

COVER PAGE

To: TIGER Discretionary Grants Program Manager
Via e-mail: TIGERGrants@dot.gov

Submitting Agency: North Central Texas Council of Governments

Implementing Agency: North Texas Tollway Authority

Primary Contact:

Name: Michael Morris

Phone Number: 817/695-9241

Email Address: mmorris@nctcog.org

Type of project: Tollway

Location of the proposed project:

a. **State:** Texas

b. **City:** City of Fort Worth

c. **County:** Tarrant County

d. **Congressional District:** Texas Congressional Districts 6 and 12

Area type of the proposed project: Urban

Amount of dollars of Grant Funds the applicant is seeking: \$84 million in TIGER Funds

TABLE OF CONTENTS

A)	Contact Information.....	1
B)	Project Description.....	1
C)	Project Parties.....	2
D)	Grant Funds and Sources and Uses of Project Funds.....	4
E)	Primary Selection Criterion 1 – Long-Term Outcomes.....	8
1.	State of Good Repair	8
2.	Economic Competitiveness.....	9
3.	Livability	9
4.	Sustainability	9
5.	Safety	10
F)	Primary Selection Criterion 2 – Job Creation/Economic Stimulus.....	10
G)	Secondary Selection Criterion – Innovation and Partnership.....	11
1.	Innovation.....	11
2.	Partnership.....	11
H)	Federal Wage Rate Requirement	11
I)	National Environmental Policy Act Requirement	11
J)	Environmentally Related Federal, State and Local Actions.....	11
K)	Protection of Confidential Business Information	13

Transparency and Oversight Certification
Federal Wage Rate Certification
Letter of Support – U.S. Senator Cornyn
Letter of Support – U.S. Representative Orr
Letter of Support – Texas Department of Transportation

A) Contact Information

Primary Contact:

Name: Michael Morris
Phone Number: 817/695-9241
Email Address: mmorris@nctcog.org

B) Project Information

Project Limits:

The project is a section of State Highway (SH) 121, also known as Southwest Parkway (SWP), which extend from South of Overton Ridge Boulevard to Alta Mesa Boulevard in the City of Fort Worth, a distance of approximately 2.25 miles. It is a new location, toll facility proposed for construction with 6 lanes.

Additional Project Information:

This project is part of the larger Southwest Parkway project, an approximately 15-mile new location, north/south, controlled access facility with discontinuous two-lane frontage roads. From the northern terminus at IH 30 to Altamesa Boulevard the facility would be six lanes, and from Altamesa Boulevard to FM 1187, it would be built with 4 lanes. In addition, frontage road access, in limited locations, would be provided where needed for local traffic circulation. The typical right-of-way (ROW) width for the project varies from 220-400 feet, with additional ROW width required at interchanges.

Environmental Review:

A Record of Decision (ROD) approving the selection of the Build Alternative was issued by the Federal Highway Administration (FHWA) on June 13, 2005. A Final Environmental Impact Statement (FEIS) Re-evaluation was approved for the project on June 3, 2009 to assess the implementation of an all-electronic toll collection (ETC) system for the proposed SWP facility and to identify and address the design changes to the previously approved project. Although the main lanes of SWP are proposed for electronic tolling, the discontinuous frontage roads would remain as a non-toll alternative to the toll facility. The average daily traffic on the project ranges from 95,000 vehicles per day (vpd) to 65,000 vpd.

The purpose of the SWP project is to:

- Improve regional mobility,
- Increase people and goods carrying capacity, and
- Alleviate congestion on the existing local transportation system.

SWP is needed due to the continued growth and urbanization in the newly developed and developing areas of southwest Tarrant County. The project's purpose is to provide a financially viable, effective, and timely transportation solution which will improve regional mobility, increase people and goods carrying capacity, and alleviate further overburdening of the local transportation system. The need and purpose for SWP have not changed since the 2005 FEIS/ROD. Continued growth and urbanization in the Dallas-Fort Worth region has resulted in the need for more efficient transportation systems to accommodate existing and future traffic

demand between the central business district (CBD) of Fort Worth and southwest Tarrant County.

Metropolitan Transportation Plan Consistency:

The proposed project would provide a major link in the regional transportation network. This segment is consistent with the NCTCOG metropolitan transportation plan (MTP) *Mobility 2030 - 2009 Amendment* and the City of Fort Worth's *Comprehensive Plan (2004 through 2007)*. The proposed SWP would provide a needed alternate route to the already congested urban arterials serving southwest Tarrant County.

C) Project Parties

Name of Applicant:

North Central Texas Council of Governments

Implementing Agency:

North Texas Tollway Authority

Dating back to November 2000 with the execution of the initial Southwest Parkway Inter-local Agreement (ILA) between the Texas Department of Transportation, the North Texas Tollway Authority, and the City of Fort Worth, the development of the Southwest Parkway Corridor have coordinated to achieve common transportation goals in North Texas. The following sections provide an overview of each of the primary partner agencies committed to making the Southwest Parkway a reality.

NTTA Organizational Structure

The North Texas Tollway Authority (NTTA) is a crucial part of the transportation system in North Texas. The NTTA, a political subdivision of the state of Texas, represents Collin, Dallas, Denton and Tarrant counties and is governed by a nine-member Board of Directors. Each of the four counties within the service area of the NTTA appoints two members. The Governor of Texas appoints one member from a county adjacent to the NTTA's four-county service area. The members of the Board of Directors serve staggered, two-year terms, and no member may be an elected official. From their membership, the directors elect a Chair and Vice Chair. The nine-member governing board is comprised of Chairman Paul N. Wageman; Vice Chairman Victor T. Vandergriff; and Directors Kenneth Barr, Gary Base, Bob Day, David R. Denison, Michael Nowels, Bob Shepard and Alan E. Sims.

The NTTA receives no direct tax funding and raises capital for construction projects through the issuance of turnpike revenue bonds. Tolls are collected to repay debt and to operate and maintain the roadways.

The NTTA's mission is to enhance mobility through responsible and innovative tolling solutions. The NTTA improves the quality of life and economy in the North Texas region with over 650 miles of toll roads, frontage roads, bridges and tunnels in Collin, Dallas and Denton counties. The NTTA System and other projects include the Dallas North Tollway (DNT), the President George Bush Turnpike (PGBT), the Lewisville Lake Toll Bridge (LLTB), the Addison Airport Toll

Tunnel (AATT), the Mountain Creek Lake Toll Bridge (MCLB), Sam Rayburn Tollway (SRT) and the proposed Southwest Parkway (SWP).

The NTTA's widespread impact is noticeable on windshields across the region. To date, the authority has issued more than 1,691,977 active TollTags on 914,481 separate accounts.

Because the NTTA serves such a rapidly growing region, the authority is expanding its system to account for the population growth. More than 100 miles of additional projects are under construction or in planning stages within a seven-county area – from Grayson County to the north, Tarrant County to the west, Dallas County to the east and Johnson and Ellis counties to the south.

Other Project Parties

***Texas Department of Transportation* www.dot.state.tx.us**

The Texas Department of Transportation (TxDOT), in cooperation with local and regional officials, is responsible for planning, designing, building, operating and maintaining the state's transportation system. TxDOT is governed by the five-member Texas Transportation Commission and an executive director selected by the commission. Commission members serve overlapping six-year terms and are appointed by the Governor with the advice and consent of the Texas Senate. TxDOT is led by an executive director and a deputy executive director who are assisted by a chief financial officer, four assistant executive directors and three executive-level administrators.

TxDOT has 21 divisions and six offices headquartered in Austin, Texas, to provide administrative and technical support to their 25 districts. For the Southwest Parkway corridor, Ms. Maribel Chavez, P.E. is the TxDOT – Fort Worth District Engineer who oversees the design, location, construction and maintenance of its area's transportation systems.

TxDOT's goals are to: reduce congestion, enhance safety, expand economic opportunity, improve air quality, and preserve the value of transportation assets. TxDOT works to achieve these goals through four strategies: using all financial options to build transportation projects, empowering local leaders to solve local transportation problems, increasing competition to drive down costs, and demanding consumer-driven decisions.

***Federal Highway Administration* www.fhwa.dot.gov**

FHWA is charged with the broad responsibility of ensuring that America's roads and highways continue to be the safest and most technologically up-to-date. Although state, local, and tribal governments own most of the nation's highways, the FHWA provides financial and technical support to them for constructing, improving, and preserving America's highway system. FHWA's annual budget of more than \$30 billion is funded by fuel and motor vehicle excise taxes. The FHWA budget is primarily divided between two programs: federal-aid funding to state and local governments; and Federal Lands Highways funding for national parks, national forests, Indian lands, and other land under federal stewardship. For Phase 4, FHWA will perform oversight functions on the Project.

***City of Fort Worth, TX* www.fortworth.com**

The City of Fort Worth is a home-rule municipal corporation governed by a nine-member City Council, including Mayor Mike Moncrief. All council members are elected, with terms of office for a period of two (2) years and until the election and qualification of elected successors.

Serving as an appointee of the City Council, the City Manager's Office is made up of non-political employees much like any other office. The employees in the City Manager's Office oversee city operations and processes while acting as a clearinghouse for information both requested by and submitted to City Council. The City has been instrumental in contributing to the development of the Southwest Parkway Project.

Together, these three entities are identified as the Project Partners. In addition to their respective roles and responsibilities memorialized through establishment of the 2000 Interlocal Agreement (ILA), starting in 2000 the Project Partners undertook an unprecedented pre-planning effort and analysis of context sensitive design, which culminated with the establishment of the SH 121/SWP Corridor Master Plan. Included in the master planning process was a Citizen's Advisory Group (commissioned by the City of Fort Worth) and the Project Partners' staff and consultants. Through a collaborative work effort, the Corridor Master Plan contains aesthetic treatment criteria and standards necessary to produce the intended aesthetic form, function and appearance of each tollway feature and element, while maintaining a safe geometric design in accordance with established criteria and the required environmental documentation.

In addition to the Project Partners, the development of the Southwest Parkway corridor has received tremendous support from Tarrant County.

Further, private parties have played an important role in the development of Southwest Parkway. The Project Partners have worked in close coordination with the Union Pacific Railroad (UPRR) to coordinate the crossing of the Southwest Parkway over the UPRR's Davidson Yard. The development of plans and details to cross this major interstate rail commerce facility has been a monumental effort in and of itself. Without this cooperative effort, Southwest Parkway would not have the scope and reach as planned many years ago to connect north and south Fort Worth with the intention of providing a significant improvement to mobility in Tarrant County and connect from Johnson County.

D) Grant Funds and Sources and Uses of Project Funds

The Southwest Parkway corridor is comprised of five primary design and construction sections. TIGER Discretionary Grant funds are being sought for three of these sections under three separate applications. For the purposes of clarity and consistency, sources and uses of funds and total project costs will be discussed herein with respect to the total corridor, which will provide reviewers and approvers a further sense of the scale and magnitude of this mega-project corridor, its vital role to the region, and the valuable contribution TIGER funding would bring to Southwest Parkway.

Grant Funding Requested

Three separate grant applications related to the Southwest Parkway Corridor have been put forth for consideration, each having its own merits and strategically selected based upon the potential benefits to the total corridor schedule and relief to local commuters.

1. Southwest Parkway Section 4; SH 121 from South of Overton Ridge Blvd. to Altamesa Blvd.: \$84.0 million (subject of this application)
2. Southwest Parkway Section 2C; early construction work at the UPRR Davidson Yard: \$40.0 million (being submitted by NTTA separately)

3. Southwest Parkway Section 3B; SH 121 at IH 20/SH 183 interchange (Phase 2): \$154.0 million (being submitted by NTTA separately)

Sources and Uses of All Project Funds

Because of the size of the project and the utilization of federal funding, the NTTA is required to develop and maintain a formal Financial Plan for the Southwest Parkway corridor. The Financial Plan is a living document, subject to annual updates by the Project Partners throughout the course of project development. All information provided in this section is consistent with the current version of the Financial Plan, which is under final FHWA review.

The Table below provides the estimated sources of funds for the Southwest Parkway corridor. Selection of the final mix of funding sources would be subject to the capital markets' environment at the time of financing and the final estimates of capital cost and revenue. The below funding estimates are based on the Statewide Transportation Improvement Program (STIP) modifications (as revised) and are subject to change once the Final Funding Agreement is executed between the NTTA, TxDOT, the NCTCOG/Regional Transportation Council (RTC), the City of Fort Worth, and Tarrant County.

Source	Contributions (\$ Millions)			
	Sections 1, 2, 2B, 3B, & 4	Section 3A	Section 5	Total
Federal Contribution	0	206.79	24.67	231.46
State Contribution	0	18.22	11.08	29.30
Local Contribution	1.19	0	2.84	4.03
Revenue Bonds	1,106.70	0	109.41	1,216.11
TOTAL	1,107.89	225.01	148.00	1,480.90

Based upon the table above, the percentage breakdown of funding sources is as follows: Revenue Bonds - 82.12%; Local Contribution - 0.27%; Federal Contribution - 15.63%; and State Contribution - 1.98%. The following sections provide additional clarifying information on the various sources of funding.

FEDERAL CONTRIBUTION

The STIP modifications approved on April 27, 2009, (March 6, 2009 Out of Cycle Revisions) show a federal contribution of \$89,552,000 in Category 2 (Metropolitan Area Corridor Projects), \$8 million in Category 7 (Metropolitan Mobility/Rehabilitation) and \$133,906,889 in Category 10 (ARRA). Total federal contributions for Sections 1-4 (CSJs 0504-02-008 and 0504-02-022) are \$206.79 million. Similarly, the STIP modifications approved on April 13, 2009 (February Quarterly Revisions) show a total federal contribution of \$24.67 million in Category 2 funding for SWP Section 5 (CSJ 0504-02-013). In addition to the above federal contributions, the Regional Transportation Council passed a resolution on June 11, 2009, to fund \$49.87 million in mitigation costs associated with the crossing of the UPRR with Category 7 (STP-MM) funds.

TxDOT and the NTTA may choose to utilize the advance funding technique to initiate project letting and preserve the federal eligibility should the Commission obligate these or other federal funds at a later time. In order to properly track funds which utilize Advance Construction, the annual updates to the Financial Plan will specifically identify categories and amounts of funds converted in order to properly track federal versus nonfederal funds used on the project.

STATE CONTRIBUTION

TxDOT will contribute approximately \$18 million to the construction of Southwest Parkway section 3A and \$11 million to the design and construction of Southwest Parkway Section 5. These amounts include a 20% match of the Category 2 funds.

LOCAL CONTRIBUTION

The City of Fort Worth will contribute approximately \$44 million to corridor Sections 1-5 for the purpose of right of way acquisition and utility relocations. A portion of this contribution, approximately \$39.5 million, has been reimbursed by the Regional Transportation Council. Related but not directly attributable to the total project costs of Southwest Parkway, the City is anticipated to contribute up to an additional \$50 million for major improvements of water and waste water conveyance in and around the UPRR Davidson Yard.

REVENUE BOND PROCEEDS

Anticipating NTTA's formal acceptance of the project and successful completion of a project agreement with TxDOT, current financing plans estimate approximately 82% the SWP corridor project will be funded by revenue bond proceeds to be issued by the NTTA. The NTTA will utilize the tax-exempt capital markets to raise the approximately \$1.2 billion in needed construction expenses and agency costs. The NTTA has the authority to issue revenue bonds for toll road projects pursuant to (i) the laws of the State of Texas, particularly Chapter 366, Texas Transportation Code, as amended and (ii) Chapters 1207 and 1371, Texas Government Code, as amended.

Currently, the NTTA has not issued any Bond Anticipation Notes (BANs), nor have they formalized a bond issuance plan to determine the mix of fixed income products for the Southwest Parkway Project. The bond amortization schedule is dependent upon numerous input variables, which are currently in the process of revision. A complete bond amortization schedule and product mix would depend upon the structure of the NTTA's existing debt portfolio and the condition of the municipal bond market at the time of issuance. The NTTA has modeled a conservative bond issuance plan and has the option to finance SWP as a stand-alone, non-NTTA System project.

In summary, all funding outlined above will be utilized for the sole purpose of right-of-way acquisition, utility relocation, design, construction and administration of the Southwest Parkway corridor.

Southwest Parkway Total Project Costs

The table below provides costs information (in millions) by primary work category for each design/construction section of the Southwest Parkway corridor.

Section	SE01	SE02	SE02B	SE03	SE04	SE05	CORRIDOR TOTAL
Construction	\$201.193	\$160.438	\$91.599	\$330.933	\$96.895	\$120.190	\$1,001.251
Administration/ Management	\$7.319	\$6.390	\$8.049	\$9.899	\$5.157	\$31.464	\$68.280
Planning	\$2.222	\$1.801	\$1.831	\$3.437	\$0.703	\$1.673	\$11.670
Design	\$9.640	\$7.076	\$ 5.597	\$14.013	\$5.702	\$8.323	\$50.352
Electronic Tolling Equipment	\$0.960	\$2.807	\$ -	\$1.472	\$2.057	\$5.304	\$12.601
ROW	\$39.816	\$33.272	\$87.054	\$29.470	\$10.009	\$13.107	\$212.731
Utilities Relocation	\$8.107	\$5.834	\$6.227	\$17.969	\$6.327	\$8.630	\$53.096
Construction Support/Inspection	\$14.574	\$10.317	\$6.097	\$24.629	\$6.783	\$8.501	\$70.903
Total (Rounded)	\$283.835	\$227.937	\$206.457	\$431.825	\$133.637	\$197.195	\$1,480.888

Quantities of major construction items were estimated based on 90% (Sections 2B and 5), or 100% (Sections 1, 2, 3A/3B and 4) design plans, depending upon the design schedule for the particular section. Major items include grading, drainage, paving, bridges, retaining walls, and other construction-related items. The estimated quantities and the unit prices for construction items on similar projects in the DFW area were used to estimate the total construction cost. The estimated unit prices expected to be received through the competitive bidding process in 2010 were used to establish project costs.

Several factors, including unforeseen escalation of material prices and wages, labor or material shortages and changes in economic conditions can significantly affect (escalate or reduce) construction costs. The estimated construction cost reflects the professional judgment of the current construction industry and includes an inflation adjustment of 4.53% per year.

Percentage of Project Costs to be Paid for with TIGER Discretionary Grant Funds

As indicated in the sections above, TIGER Discretionary Grant funds are requested for partial construction funding to support three of the five sections of Southwest Parkway. These sections include:

Section	TIGER FUNDS (in millions)	% of TOTAL CONSTRUCTION (SECTION)	% of TOTAL PROJECT (SECTION)	% of TOTAL PROJECT (CORRIDOR)
Section 4	\$84.0	86.7%	62.9%	5.7%
Section 2 (2C phase)*	\$40.0	8.9%	5.6%	2.7%
Section3 (3B phase)**	\$154.0	46.5%	35.7%	10.4%

*Section 2C is comprised of project elements from Sections 1, 2 and 2B, which are critical co-existence elements between the Southwest Parkway corridor and the Union Pacific Railroad's Davidson Yard. Completion of these work elements in sequence with UPRR construction will facilitate completion of bridges across the Davidson Yard and timely completion of the corridor.

**Section 3 (3B phase) is comprised of project elements that will complete the multi-level directional interchange at IH 20/SH 183/SWP. Local access portions of this interchange (known as 3A phase) are being completed with ARRA funds granted through TxDOT to the local MPO (NCTCOG). The 3A phase is scheduled to begin construction in November 2009, supported by \$133.9 million in funding.

Percentage Shares of All Parties Providing Funds

The sources of funding and amounts from these sources were previously covered herein. The percentage participation from all parties involved can be broken downs as follows:

1. North Texas Tollway Authority (NTTA) - 82.12%
2. Federal Contribution - 15.63%
3. State Contribution - 1.98%
4. City of Fort Worth - 0.27%
 - a. This contribution percentage is a net total accounting for reimbursements granted by the Regional Transportation Council. When considering gross contributions and improvements related to the corridor, but not directly attributable to the corridor costs, the total City participation is approximately 5%.

The current contributions are subject to change as agreements between all parties are finalized. The 2000 ILA, 2005 Amendment between the Project Partners contemplates the completion of a Final Funding Agreement, which will memorialize the financial commitments of all parties. At this time, obligations for costs associated with the project are being tracked through partnership meetings and coordination efforts that have been vital to reaching this stage in project development.

E) Primary Selection Criterion 1 – Long-Term Outcomes

1. State of Good Repair

Does the project improve the condition of existing transportation facilities and systems, with particular emphasis on projects that minimize life-cycle costs?

The Southwest Parkway (SWP) is part of a regionally planned freeway/tollway system. Implementing construction of the SWP corridor will improve the overall transportation system by leveling the traffic demand on the entire highway system. By reducing the long-term traffic demand on existing freeways, to be shared by the new SWP, existing highway corridors will experience less wear-and-tear, which will increase system longevity and generate a possible reduction in long-term lifecycle costs. As part of the planning process, the NTTA and TxDOT have initiated a detailed traffic and revenue study to determine the likely toll revenue vs. cost for the SWP. In addition, the SWP has undergone both capital and long-term maintenance cost evaluations, with a particular focus on life-cycle costs. In many cases, the selection of construction materials and/or the application of construction specifications have been evaluated with a basis of minimizing life-cycle costs. The NTTA and TxDOT will work to finalize a plan that

ensures adequate funds to support future operations and maintenance expenditures for the long term.

2. Economic Competitiveness

Does the completed project contribute to the economic competitiveness of the United States (i.e. growth in employment, production or other high value economic activity) over the medium-to long-term?

The SWP has been developed with consideration to planned land uses adjacent to the planned tollway. The current land use consists of commercial areas around the major interchanges, mixed used/sustainable developments and residential developments. Several of these developments have already been constructed in anticipation of the SWP. As a new location tollway, these commercial and residential developments are new and can be expected to contribute to the local tax base and economic growth of south Fort Worth and Tarrant County. The SWP will improve the long-term efficiency of the movement of workers and goods by serving as an alternate transportation route from the planned regional outer loop into the Fort Worth central business district. Additionally, the SWP will serve as a reliever route to IH 35W. IH 35W is a designated North American Free Trade Agreement (NAFTA) corridor and carries a larger than expected percentage of trucks; therefore, the addition of a reliever route and alternative for commuters will reduce congestion on IH 35W and improve mobility throughout the western part of the DFW Metroplex. SWP will contribute to both the medium and long-term competitiveness of the north Texas region by creating near-term jobs, greatly enhancing transportation to/from existing places of employment, and spurring sustainable commercial and residential development along this new corridor.

3. Livability

Does the project improve the quality of living and working environments and the experience for people in communities across the United States?

The SWP will improve the quality of life and working environments and the overall commuting experience for people in Fort Worth and the surrounding communities. By providing a new and more convenient transportation alternative and expanding the transportation choices and points of connectivity, commuters will experience less travel time to/from places of employment and recreation and will have an improved travel experience on the new corridor with more modern design features and aesthetic enhancements. As currently planned, the SWP will connect with the regional outer loop and serve as a connection from the outer loop into the central business district, which facilitates the distribution of traffic to other regional significant destinations in north Texas, including the Dallas-Fort Worth International Airport. As previously mentioned, the SWP has been in development for over 30 years with the input of the NCTCOG, TxDOT, NTTA, City of Fort Worth and local citizen groups.

4. Sustainability

Does the project improve energy efficiency, reduce dependence on oil, reduce greenhouse gas emissions and benefit the environment?

As the Dallas-Fort Worth region is classified as a nonattainment area by the Environmental Protection Agency (EPA), the SWP is included in the Dallas Fort Worth Metropolitan Transportation Plan (MTP) known as *Mobility 2030 - 2009 Amendment*. The MTP demonstrates that all proposed significant projects in the Dallas-Fort Worth area, including the SWP, help the region to meet and reduce NAAQS pollutants. Additionally, the 2008 FEIS Re-evaluation quantitatively modeled MSAT and CO₂ as part of the new air quality requirements. The results indicated a downward trend in MSAT emissions and CO₂, as well as an overall decrease in the traffic volumes on IH 35W. These analyses suggest that the construction of the SWP will, in conjunction with other projects listed in the MTP, help reduce pollutants and congestion in the region. The SWP further benefits the environment through design and construction techniques that increase system longevity and reduce long-term maintenance, both of which will reduce future construction and minimize future impacts to commuters and the environment.

The SWP has gone through a lengthy planning process and has demonstrated avoidance and minimization efforts throughout the NEPA process. Through the planning process and corridor preservation, environmental impacts have been minimized and mitigation efforts employed. The SWP has recently completed surveys for migratory birds and will soon purchase wetland mitigation credits to mitigate for impacts associated with crossings in section 4 (from South of Overton Ridge Boulevard to Altamesa Boulevard).

5. Safety

Does the project improve the safety of U.S. transportation facilities and systems?

The SWP has been designed in accordance with the latest state and local standards and guidelines; therefore, current safety standards and criteria have been implemented. Functionally, the application of current criteria will improve overall mobility along the corridor, as well as address typical travel movements associated with safety, such as merge-and-weave distances, on/off ramp locations, sight distances, and overhead bridge clearances. In addition, the SWP will reduce the congestion currently experienced on nearby highway facilities such as IH 35W, which will likely reduce the number of vehicular accidents on highways where demand exceeds capacity.

F) Primary Selection Criterion 2 – Job Creation/Economic Stimulus

Is the project expected to quickly (i.e. in the near-term) create and preserve jobs and stimulate rapid increases in economic activity, particularly jobs and activity that benefit Economically Distressed Areas?

The NTTA and TxDOT are currently working together in preparing to construct section 3A (SWP at IH 20/SH 183 interchange) utilizing ARRA funds, anticipated to begin in November 2009. As part of the economic stimulus analysis, it was estimated that section 3A would create approximately 3,500 jobs in the local community by providing construction labor and construction-related employment opportunities. In addition, residual economic stimulus will occur for construction industry suppliers and manufacturers. Section 4 of SWP is scheduled to let for construction in the 2010. As part of the same corridor, it is estimated an additional 2,200 jobs will be created for this section of the SWP, with similar direct and residual economic stimulus for the region.

G) Secondary Selection Criterion – Innovation and Partnership

1. Innovation.

Does the project use innovative strategies to pursue its long-term outcomes?

The SWP will utilize several innovative solutions, including Intelligent Transportation Systems (ITS) and all-electronic toll collection (ETC) to support a transportation system that will deliver reliable and predictable levels of service, no delays due to traditional toll booths, and dynamic message signs for alerting the public of known issues along the tollway. These solutions will work together to support the sustainability component mentioned earlier by reducing the greenhouse and MAST emissions caused by congestion and stop-and-go traffic associated with toll booths. .

2. Partnership

Does the project demonstrate strong collaboration among a broad range of participants and/or integration of transportation with other public service efforts?

The SWP has been in development since 1962. Since that time TxDOT, NCTCOG, NTTA, Tarrant County, the City of Fort Worth and several community and advisory groups have worked together to select the alignment, typical section, and aesthetic look of the SWP. To date multiple Inter-Local Agreements have been executed to define each entity's role in the development, construction and operation of the SWP. The SWP continues to serve as a model corridor for TxDOT Fort Worth and NTTA transportation partnerships.

H) Federal Wage Rate Requirement

Federal Wage Rate Certification is attached at the end of the application.

I) National Environmental Policy Act Requirement

A ROD approving the selection of the Build Alternative was issued by the FHWA on June 13, 2005. In 2009, the NTTA, in cooperation with TxDOT, submitted a re-evaluation of the FEIS to address minor changes in design and right of way. A copy of the 2005 FEIS, ROD, and the 2009 Re-evaluation and associated approval can be accessed at:

http://www.ntta.org/AboutUs/Projects/SW_Parkway_documents

J) Environmentally Related Federal, State and Local Actions

The aforementioned environmental Documents analyzed all appropriate issues that are regulated through Federal code, regulation, or Executive Order. A summary of the issues studied follows:

Section 4(f) of the Department of Transportation Act of 1966 (Parklands, Recreational Areas, Wildlife and Waterfowl Refuges, and Historical Properties): The proposed project does not

require ROW from any publicly-owned parks, recreation areas, wildlife and waterfowl refuges, or historic sites.

Section 106 of the National Historic Preservation Act of 1966: An assessment for the potential for cultural resources was conducted. Research centered on the identification of previously conducted archeological surveys, recorded archeological sites, properties listed in the National Register of Historical Places, State Archeological Landmarks, Texas Historical Landmarks, and Texas Historical Markers was conducted at the Texas Archeological Research Laboratory and the Texas Historical Commission. Two archeological sites were identified within the proposed ROW, and five other sites were identified within the immediate project area. Identified historic resources included one State Historic Landmark, four cemeteries, two buildings/structures of State significance, one of local significance, and 13 that were eligible for inclusion in the National Register of Historic Places. All coordination, concurrences, and approvals have been obtained.

Section 404 of the Clean Water Act and Executive Order 11990: One NWP 14 was required for Section 2 and was issued on November 5, 2008. An Individual Permit (IP) was required for Section 4. The IP application was submitted to the USACE on December 2, 2008. The USACE Public Notice was issued on April 29, 2009 and the comment period ended on May 29, 2009. The permit is anticipated to be issued within the next month. A total of 1.94 acres of wetlands and 6.16 acres of jurisdictional waters would be impacted and mitigated for through a locally approved wetlands mitigation bank.

Executive Order 11988 and National Flood Insurance Act of 1968 (Floodplains): The project is not anticipated to increase the 100-year flood elevation by more than one foot. Coordination with FEMA would not be required and there would be no change to the National Flood Insurance Program.

Executive Orders 12898 and 13166 (Environmental Justice and Limited English Proficiency): The Final Environmental Impact Statement addressed the potential impacts to minority and/or low income population and those with limited English Proficiency. In addition, the re-evaluation also addressed the financial impact of tolling to these populations.

Clean Air Act Amendment (National Ambient Air Quality Standards) / Non-Attainment Area: Tarrant County, which is part of the Environmental Protection Agency's (EPA) designated nine county non-attainment area for the eight-hour standard for the pollutant ozone; therefore, the transportation conformity rule applies. The proposed project is consistent with the area's financially constrained long-range MTP and the revised 2008-2011 Transportation Improvement Program (TIP), as proposed by the North Central Texas Council of Governments. The United States Department of Transportation (USDOT) [FHWA/Federal Transit Administration (FTA)] found the MTP to conform to the State Implementation Plan (SIP) on October 31, 2007. All projects in the NCTCOG's TIP that are proposed for federal or state funds were initiated in a manner consistent with requirements of amended 23 U.S. Code (USC) 134, 23 USC 135, and Section 176(c) of the Clean Air Act (CAA) (42 USC 5303). Energy, environment, air quality, cost, and mobility considerations are addressed in the programming of the TIP.

Endangered Species Act: The proposed ROW was surveyed for threatened and endangered species and migratory birds. Coordination with the U.S. Fish and Wildlife Service and the Texas Parks and Wildlife service was conducted, resulting in a "not likely to effect" determination. In the October 2004 FEIS, the U.S. Fish and Wildlife Service (USFWS) requested that an Interior Least Tern survey be conducted in the months from April to August prior to construction. A

survey for the Interior Least Tern nesting and habitat occurred on August 8, 2008, by a wildlife biologist certified to conduct Interior Least Tern surveys. The results of the survey concluded that Interior Least Terns may transit the project area, but are unlikely to stay for given periods (i.e., nesting) due to lack of high-quality nesting habitat in proximity to the river within the corridor. There have been no documented sightings of the Interior Least Tern west of the eastern side of Tarrant County, which is outside the proposed project area; therefore, the Interior Least Tern would not be adversely affected by the proposed project.

Farmland Protection Policy Act: The proposed ROW was scored using *Form AD-1006*; the site assessment score was below the threshold needed to designate the ROW as prime or unique farmland.

Wild and Scenic Rivers Act of 1968: There are no wild or scenic rivers located within the project limits. The proposed project would not impact any existing, proposed or potential unit of the National Wild and Scenic River System.

Magnuson-Stevens Fishery Conservation and Management Act: The project is not located within a county that has tidally influenced waters. There are no impacts to fisheries or critical fish habitat associated with this project.

Texas Council on Environmental Quality (Construction General Permits): The Texas Council on Environmental Quality is authorized by EPA to regulate storm water discharges associated with construction activities. This project will require permitting for storm water impacts and will include a storm water prevention pollution plan.

K) Supplemental Information

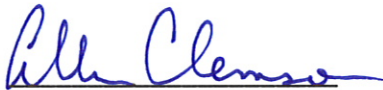
All supplementary information for this grant application can be found at:
http://www.ntta.org/AboutUs/Projects/SW_Parkway_documents.

END OF FORM

CERTIFICATION UNDER SECTION 1511 OF THE AMERICAN RECOVERY AND REINVESTMENT ACT:

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009)) ("ARRA"), I Allen Clemson, hereby certify that the infrastructure investments funded with amounts appropriated by ARRA under the headings: "Highway Infrastructure Investment" to the Federal Highway Administration, "Transit Capital Assistance," "Fixed Guideway Infrastructure Investment," and "Capital Investment Grants" to the Federal Transit Administration, have received the full review and vetting required by law and that I accept responsibility that such investments are appropriate uses of taxpayer dollars. The project consists of constructing a new location toll road with an estimated total project cost of \$127.8 million. A total of \$84.0 million is being requested to help offset construction costs. I further certify that the project is included in the Texas Statewide Transportation Improvement Program (STIP) and has completed the STIP planning process and is available to the public at <http://www.dot.state.tx.us/> and linked to Recovery.gov.

I understand that my State or local agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.

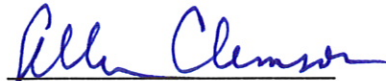


NTTA, Executive Director

Signed this 10 day of September, 2009.

CERTIFICATION UNDER SECTION 1606 OF THE AMERICAN RECOVERY AND REINVESTMENT ACT:

Pursuant to Title XVI, section 1606 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009)) ("ARRA"), I Allen Clemson, hereby certify that the applicant will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the ARRA.



Allen Clemson
NTTA, Executive Director

Signed this 10 day of September, 2009.

United States Senate

WASHINGTON, DC 20510-4305
August 26, 2009

The Honorable Heideh Shahmoradi
Acting Deputy Assistant Secretary for Governmental Affairs
Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, District of Columbia 20590

Dear Acting Deputy Assistant Secretary Shahmoradi:

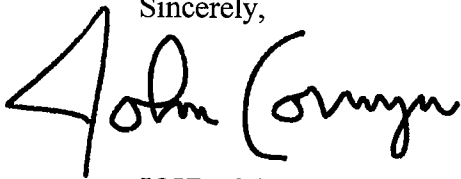
I am writing to express my support for the Transportation Investment Generating Economic Recovery (TIGER) grant applications through the American Recovery and Reinvestment Act submitted to the Department of Transportation by the North Texas Tollway Authority (NTTA) and the Regional Transportation Council.

As you and your staff review the proposals, I trust you will give full consideration to the many strengths of this application. As you know, the NTTA has submitted three TIGER grant applications for projects related to the Southwest Parkway/Chisolm Trail. The project has been on the region's mobility plan for more than 40 years and is considered a legacy project. I have been informed that over time the cost of the project has gone up through delays and tough economic conditions. \$400 million in state funding that had previously been committed to fund the interchanges at Interstate 20 and Interstate 30 are no longer available. As a result, the NTTA is seeking funding through the TIGER grant program to complete the project. Funding awards would promote economic development, create jobs, relieve area traffic congestion and improve the quality of life for the region.

I would appreciate your efforts to ensure that I am kept informed as to the progress of this application. Please contact Andrew Blaylock, my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration.

Sincerely,



JOHN CORNYN
United States Senator

JC:ab

DISTRICT OFFICE
201 W. ELLISON, STE. 201
BURLESON, TEXAS 76028
PHONE: 817-295-5158
TOLL-FREE: 866-410-3644
FAX: 817-295-5319



CAPITOL OFFICE
P.O. Box 2910
AUSTIN, TEXAS 78768-2910
PHONE: 512-463-0538
FAX: 512-463-0897

ROB ORR
HOUSE OF REPRESENTATIVES
DISTRICT 58

September 4, 2009

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

Dear Secretary LaHood:

I am writing to express my support for the Transportation Investment Generating Economic Recovery (TIGER) grant applications being submitted by the North Texas Tollway Authority (NTTA) and the Regional Transportation Council (RTC).

These grant requests will assist in funding the Southwest Parkway/Chisholm Trail which will traverse both Tarrant and Johnson Counties. The Chisholm Trail portion is entirely located within Johnson County, a portion of the legislative district (District 58) that I am honored to serve in the Texas House of Representatives.

Mr. Secretary, the Southwest Parkway/Chisholm Trail has been in various planning stages and "on the books" for more than four decades! As these 40-plus years have come and gone we have seen funding disappear, congestion drastically increase on the Interstate-35W Corridor contributing to numerous problems, including, but not limited to, decreased air quality and quality of life. This thoroughfare will become a major linkage between two vibrant counties and an avenue to decrease the congestion on I-35W to say nothing of enhancing the economic viability of the area.

The approval and receipt of the American Recovery and Reinvestment Act TIGER Grant funds will, in cooperation with the North Texas Tollway Authority and the Texas Department of Transportation, create approximately 3,500 jobs in the local communities by providing construction labor and construction related employment opportunities.

Secretary LaHood, I respectfully request that the grant proposals from NTTA and the RTC be given serious consideration. If I can provide any additional information, please contact my District Office at 817-295-5158.

Thank you for the opportunity to express my support for the TIGER Grant applications being submitted by NTTA and the Regional Transportation Council.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Orr". The signature is fluid and cursive, with the first name "Rob" being more prominent than the last name "Orr".

Representative Rob Orr

cc: The Honorable Kay Bailey Hutchison, U.S. Senate
The Honorable John Cornyn, U.S. Senate
The Honorable Chet Edwards, U. S. Congress
The Honorable Heideh Shahmoradi, Acting Deputy Assistant Secretary of
Government Affairs, U.S. Department of Transportation
Paul Wageman, Chairman, North Texas Tollway Authority
Allen Clemson, Executive Director, North Texas Tollway Authority
Members, Regional Transportation Council
Michael Morris, Director of Transportation, North Central Texas Council of
Governments
Maribel Chavez, P.E., Fort Worth District Engineer, Texas Department of
Transportation
The Honorable Roger Harmon, Judge, Johnson County
Johnson County Commissioners

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.

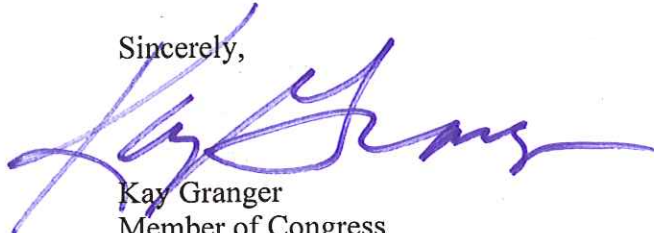
- 1) **Regional Accessibility to Downtown Dallas and Fort Worth** – This joint project request between the City of Dallas and the City of Fort Worth proposes the complete integration of housing, employment and rail transit through the linkage of respective downtowns and their urban neighborhoods. This 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.

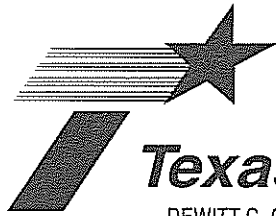
- 4) **SH 121 (Southwest Parkway) from South of Overton Ridge Blvd. to Altamesa Blvd.** – The Southwest Parkway is part of a regionally planned freeway/tollway system that, in anticipation of the opening of this roadway, has attracted commercial, mixed use developments that are expected to contribute 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



Texas Department of Transportation

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

September 11, 2009

Ms. Elizabeth Mow, P.E.
Director of Project Delivery
North Texas Tollway Authority
5900 West Plano Parkway, Suite 100
Plano, Texas 75093

Dear Ms. Mow:

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 construction of a six-lane toll road on a new location from south of Overton Ridge Boulevard to Altamesa Boulevard 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 SH 121-Southwest Parkway project for your region and assure you that it holds statewide priority as well because the Southwest Parkway will level the traffic demand between major highways in the greater Fort Worth area.

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, livability, sustainability, safety
- jobs creation/economic stimulus
- 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