

APPROPRIATIONS COMMITTEE

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STATE AND FOREIGN OPERATIONS SUBCOMMITTEE

MEMBER, DEFENSE SUBCOMMITTEE

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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.

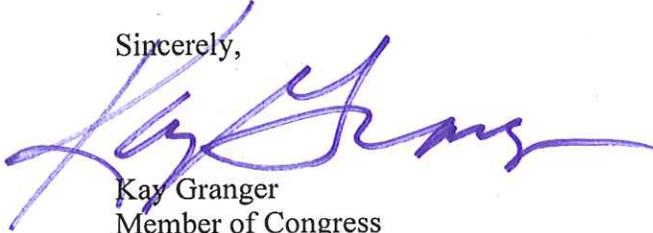
- 1) **Regional Accessibility to Downtown Dallas and Fort Worth** – This joint project request between the City of Dallas and the City of Fort Worth proposes the complete integration of housing, employment and rail transit through the linkage of respective downtowns and their urban neighborhoods. This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

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September 1, 2009

Ms. Christie Jestis
Program Manager
Transportation Project Programming Area
North Central Texas Council of Governments
616 Six Flags Drive, Centerpoint Two
Arlington, Texas 76011

Dear Ms. Jestis:

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 expansion of SH 121 from the Tarrant County line to west of SH 121 Business in the cities of Coppell and Grapevine. 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 freeway expansion for your region and assure you that it holds statewide priority as well because it provides improved transportation connections along the SH 121 corridor that will stimulate the economy of adjacent regional corridors, the DFW Airport and surrounding business centers.

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: economic competitiveness, sustainability, safety
- jobs creation/economic stimulus
- 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

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TARRANT COUNTY

GARY FICKES
COUNTY COMMISSIONER
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September 8, 2009

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

Re: TIGER Grant Application for SH 121 (Section 13)

Dear Mr. Secretary:

This letter is in support of the application submitted by the Texas Department of Transportation and the North Central Texas Council of Governments to secure funding through the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant for the SH 121 (Section 13) project. Implementation of this project will enable Tarrant County and the Dallas/Fort Worth region to address a critical safety issue and improve the quality of life for our citizens.

Tarrant County prides itself on our high standard of living. We strive to maintain it as we have become one of the fastest growing counties in the country. We are employing innovative ways to fulfill our transportation needs. An example is the Dallas/Fort Worth Connector Public-Private Partnership (PPP) which will eliminate severe congestion at the confluence of IH 635 and SH 121 in northeastern Tarrant County. Through this arrangement we are building long-needed improvements in a much quicker timeframe with upfront private investment.

The SH 121 (Section 13) project will connect the Dallas/Fort Worth Connector project to the newly constructed SH 121 (Sam Rayburn Tollway). This project will also eliminate an "hourglass" constriction point between these two projects and improve access to Dallas/Fort Worth International Airport. In addition, it will connect fast growing Collin and Denton Counties to burgeoning employment centers—including Dallas/Fort Worth International Airport—in Tarrant County.

gfickes@tarrantcounty.com

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This project is not only a top priority for Tarrant County, but also the entire region as it is near the top of the approved project listings. It can be quickly added for implementation in an already selected public/private streamlined manner. I urge your support and thank you for your time and consideration.

Sincerely,



Gary Fickes