

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.

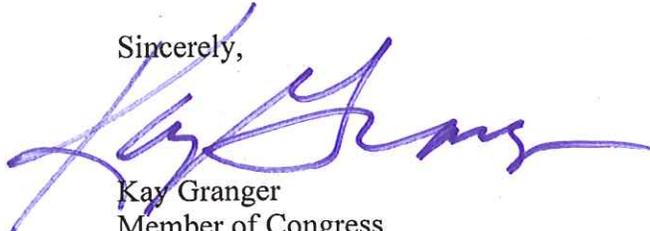
- 1) **Regional Accessibility to Downtown Dallas and Fort Worth** – This joint project request between the City of Dallas and the City of Fort Worth proposes the complete integration of housing, employment and rail transit through the linkage of respective downtowns and their urban neighborhoods. This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

August 31, 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 regional rail Trinity Transit connectors project in Tarrant and Dallas Counties. Should you receive funding under this program, our agency will work with you closely to expedite the project.

We appreciate the importance of the regional rail Trinity Transit connectors project for your region and assure you that it holds statewide priority as well because it provides links to a regional transit system for Tarrant and Dallas Counties and will stimulate the economy of the Dallas-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: economic competitiveness, livability, 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.

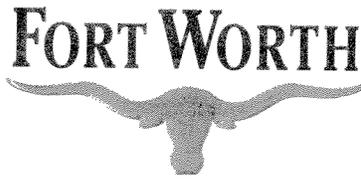
Sincerely,

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

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

THE TEXAS PLAN
REDUCE CONGESTION • ENHANCE SAFETY • EXPAND ECONOMIC OPPORTUNITY • IMPROVE AIR QUALITY
INCREASE THE VALUE OF OUR TRANSPORTATION ASSETS

An Equal Opportunity Employer



September 9, 2009

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

Re: Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages – TIGER Grant

Dear Mr. Secretary:

On behalf of the City Council and citizens of Fort Worth, I strongly endorse the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project for funding through the 2009 TIGER Program. This exciting project will link diverse urban neighborhoods and the downtowns of both cities by leveraging the existing Trinity Railway Express commuter rail service through the implementation of the first phase of a new modern streetcar system in both Dallas and Fort Worth.

While extending the reach of an existing limited regional rail service into the central city areas of both Dallas and Fort Worth, the TIGER grant will specifically provide the needed funding to construct a downtown Fort Worth modern streetcar circulator and associated Trinity River Vision bridges. Funding the first-phase downtown loop is the crucial first step in establishing a network of streetcars serving the central city area of Fort Worth.

Connecting Fort Worth's central city neighborhoods to job locations within Fort Worth is important in its own right. However, the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project will have even greater impact than this. By extending the walkable reach of employees, residents, and visitors throughout the city centers of both Dallas and Fort Worth, the project will increase regional access to jobs from disadvantaged neighborhoods, while accelerating economic redevelopment and facilitating mixed-income housing opportunities throughout the region.

Fort Worth's streetcar system will be a strong catalyst for the types of walkable, high-density, mixed-use neighborhoods needed to attain the goal of a more sustainable future for our country. Furthermore, inclusion of the Trinity River Vision bridges will provide essential access to one of those neighborhoods, an area targeted for extensive brownfields redevelopment known as Trinity Uptown.

MIKE MONCRIEF, MAYOR

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

September 9, 2009
Secretary Ray LaHood
Page 2

The Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project will support and energize Fort Worth's existing policies and programs – as described in its 2010 Comprehensive Plan – which promote the revitalization and sustainable redevelopment of our central city. Please support our efforts to improve economic opportunities for all residents, and the sustainability of our region, by funding the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project. Thanks so much for your kind attention and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Moncrief". The signature is fluid and cursive, with the first name "Mike" and last name "Moncrief" clearly distinguishable.

Mike Moncrief
Mayor



THOMAS C. LEPPERT
MAYOR

September 11, 2009

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: TIGER Discretionary Grant Application - Regional Trinity Transit Connectors

Dear Secretary LaHood:

I am pleased to support the North Central Texas Council of Governments efforts to secure funding through the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant for Regional Trinity Transit Connectors in Dallas and Fort Worth.

This project will provide expanded transit opportunities in the urban cores of both cities, promoting sustainable growth and redevelopment. The proposed transportation improvements will improve air quality, transportation linkages, pedestrian access and safety, while decreasing both traffic congestion, air pollution, and will create opportunities for pedestrian-oriented or mixed use development in Dallas' Oak Cliff neighborhood and Fort Worth's CBD Employment Center.

On behalf of the City of Dallas, I respectfully request and thank you in advance for considering the application to the 2009 ARRA TIGER Call for Projects.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Leppert", with a large, stylized flourish underneath.

Tom Leppert
Mayor



FORT WORTH TRANSPORTATION AUTHORITY

1600 E. Lancaster Avenue ❖ Fort Worth, Texas 76102 ❖ (817) 215-8709 ❖ (817) 215-8700

September 3, 2009

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

Re: Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages – TIGER Grant

Dear Secretary LaHood:

The Fort Worth Transportation Authority (The T) supports the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project for funding through the 2009 TIGER Program. This exciting project will link diverse urban neighborhoods and the downtowns of both cities by leveraging the existing Trinity Railway Express commuter rail service through the implementation of the first phase of a new modern streetcar system in both Dallas and Fort Worth.

While extending the reach of an existing limited regional rail service into the central city areas of both Dallas and Fort Worth, the TIGER grant will specifically provide the needed funding to construct a downtown Fort Worth modern streetcar circulator and associated Trinity River Vision bridges. Funding the first-phase downtown loop is the crucial first step in establishing a network of streetcars serving the central city area of Fort Worth.

Connecting Fort Worth's central city neighborhoods to job locations within Fort Worth is important in its own right. However, the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project will have even greater impact than this. By extending the walkable reach of employees, residents, and visitors throughout the city centers of both Dallas and Fort Worth, the project will increase regional access to jobs from disadvantaged neighborhoods, while accelerating economic redevelopment and facilitating mixed-income housing opportunities throughout the region.

Fort Worth's streetcar system will be a strong catalyst for the types of walkable, high-density, mixed-use neighborhoods needed to attain the goal of a more sustainable future for our country. Furthermore, inclusion of the Trinity River Vision bridges will provide essential access to one of those neighborhoods, an area targeted for extensive brownfields redevelopment known as Trinity Uptown.

The Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project will support and energize Fort Worth's existing policies and programs – as described in its 2010 Comprehensive Plan – which promote the revitalization and sustainable redevelopment of our central city. Please support our efforts to improve economic opportunities for all residents, and the sustainability of our region, by funding the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project. Thanks so much for your kind attention and consideration.

Respectfully,

Richard L. Ruddell
President/Executive Director



Downtown Fort Worth, Inc.

September 3, 2009

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

Re: Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages – TIGER Grant

Dear Secretary LaHood:

The purpose of this letter is to strongly endorse the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project for funding through the 2009 TIGER Program. This exciting project will link diverse urban neighborhoods and the downtowns of both cities by leveraging the existing Trinity Railway Express commuter rail service through the implementation of the first phase of a new modern streetcar system in both Dallas and Fort Worth.

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The Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project will support and energize Fort Worth's existing policies and programs – as described in its 2010 Comprehensive Plan – which promote the revitalization and sustainable redevelopment of our central city. Please support our efforts to improve economic opportunities for all residents, and the sustainability of our region, by funding the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project. Thanks so much for your kind attention and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew M. Taft".

Andrew M. Taft
President



FORT WORTH HOUSING AUTHORITY

"Investing in the Community"

September 1, 2009

BARBARA HOLSTON
Executive Director

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

Re: Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages – TIGER Grant

Dear Secretary LaHood:

The Fort Worth Housing Authority (the Housing Authority) wholeheartedly supports the proposed Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project. This exciting project will link diverse urban neighborhoods and the downtowns of these historic cities. Additionally, Fort Worth's streetcar system will be a strong catalyst for the types of walkable, high-density, mixed-use neighborhoods long advocated by the Housing Authority, and vital to the attainment of a more sustainable future for our country.

Most importantly for our clients, this project will positively impact low-income neighborhoods in Fort Worth by 1) stimulating the local economy, 2) creating an affordable transportation option in four economically disadvantaged areas of the city, 3) increasing local access to regional jobs and services, and 4) substantially expanding opportunities for the development of future mixed-income communities.

After reviewing particulars of the proposed project we find that it adheres to the principles of the 2010 Community Plan, and supports the Housing Authority's mission to: provide quality affordable housing in a living environment that integrates low-and moderate-income individuals and families into the greater community without discrimination; and to creating economic opportunities for our program participants to become self-sufficient.

For the reasons enumerated above, the Fort Worth Housing Authority strongly endorses the proposed Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project. Thank you for the opportunity to provide input during your review process.

Sincerely,

Barbara Holston
President and CEO

Fort Worth South, Inc.

Paul F. Paine
President

Board of Directors

Marilyn Ackmann*

Nancy Amos

Oscar Amparan

Herb Beckwith*

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Juan Rangel

Cheryl Rives *

Craig Schaefer*

Joe Self

Carol Stanford

Bruce Stern

Andy Taft

Drew Thigpen

Tom Turner

Cee Yager *

Executive Committee*

September 3, 2009

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

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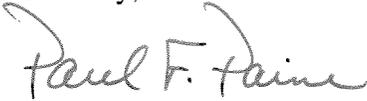
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Fort Worth South, Inc.

*Paul F. Paine
President*

The Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project will support and energize Fort Worth's existing policies and programs – as described in its 2010 Comprehensive Plan – which promote the revitalization and sustainable redevelopment of our central city. Please support our efforts to improve economic opportunities for all residents, and the sustainability of our region, by funding the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project. Thanks so much for your kind attention and consideration.

Sincerely,



Paul F. Paine
President



September 8, 2009

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

Dear Secretary LaHood:

Hamilton Properties Corporation would like to endorse the TIGER grant application for the Regional Connections Initiative that includes the Dallas streetcar system. The streetcar system is an integral factor not only in the creation of new jobs and workforce housing, but also for connecting existing workforce housing and residents to existing job centers, locally and regionally.

It provides links from the Oak Cliff side of the Trinity River, an area that is largely comprised of modest income residential neighborhoods, to the Dallas City Center which has the highest concentration of jobs in the region. The streetcar will bring accessibility to the largest recreational project in the North Texas Region, the Trinity River Park system, as well as accessibility to Fort Worth, another key jobs center, through the connection at Union Station in Downtown Dallas transferring to the Trinity River Express commuter rail line.

The Dallas streetcar system would provide easy access to the Trinity River project which includes parks, lakes, trails, sports fields, and more in between the levees. This streetcar system would allow people to park their vehicles at the currently underutilized parking garage on the Houston Street Viaduct when going to the new Trinity Park.

Hamilton Properties believes that this project meets the established qualifying criteria for the TIGER grant and fully supports efforts to secure these funds. Please contact me if you have questions or need additional information.

Sincerely,

A handwritten signature in blue ink that reads "Lawrence E. Hamilton". The signature is written in a fluid, cursive style.

Lawrence E. Hamilton
Founder and CEO



September 8, 2009

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

Dear Secretary LaHood:

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Hamilton Properties believes that this project meets the established qualifying criteria for the TIGER grant and fully supports efforts to secure these funds. Please contact me if you have questions or need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ted Hamilton".

Ted Hamilton
President



OAK CLIFF CHAMBER OF COMMERCE

2009 Board of Directors

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Oakley Construction

Luis Salcedo, Past Chair
Salcedo Group, Inc.

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Life Board Member

Charles Tandy
Life Board Member

Jim Washington
Dallas Weekly

Joe Whitney
J.D. Whitney Enterprises

September 3, 2009

To Whom It May Concern:

The Oak Cliff Chamber of Commerce enthusiastically endorses and encourages the TIGER grant application for the Regional Connections Initiative that includes the Dallas streetcar system. The streetcar system is an integral factor not only in the creation of new jobs and workforce housing, but also for connecting existing workforce housing and residents to current job centers, both locally and regionally.

Like a well-planned chess move, the creation of the first leg of the Dallas streetcar system accomplishes many good things at the same time. It helps to stabilize and redevelop a community that has been in a downward spiral. It provides links from the Oak Cliff side of the Trinity River, an area that is largely comprised of modest income residential neighborhoods, to the Dallas City Center which has the highest concentration of jobs in the region. Additionally, it will bring accessibility to the largest recreational project in the North Texas region, the Trinity River park system as well as connections to Fort Worth another key jobs center. But more than that, this will be a statement to an area of Dallas that has long been overlooked, that it will no longer be considered an afterthought.

Let me explain...

Oak Cliff is an older area of Dallas that is adjacent to downtown Dallas, albeit separated by the Trinity River and its 30 foot levees. Over the history of Dallas, the Trinity has served as a barrier between the more affluent areas with higher concentrations of jobs, services, and retail (downtown and northern Dallas), and that of the residential blue collar working community (Oak Cliff). The Dallas streetcar starter will help bridge this gap both in terms of connecting the Oak Cliff workforce to the job center of downtown Dallas and Fort Worth (through the connection at Union Station in Downtown transferring to the Regional Commuter Rail line) as well as adding viability to the redevelopment of the Oak Cliff side of the river.

Oak Cliff has average per capita income around \$13,500 per year. The predominant single family housing stock is about 75 years old, with values that average in the \$75,000 - \$125,000 range. The multi-family stock is mostly sub-standard, having past its useful life. The area includes the highest percentage of workers that have to commute to their jobs of anywhere in the Dallas/Fort Worth metropolitan area. Oak Cliff boasts a truly multi-cultural environment, having a mix of Hispanic, Anglo and African-Americans. Over the last few years, there has been an influx of younger urban pioneers who have restored and rejuvenated many older structures, creating a concentration of historic and conservation districts throughout the area.



OAK CLIFF CHAMBER OF COMMERCE

Additionally, the Oak Cliff community is embracing the concept of reinventing itself by complementing its stable single family neighborhoods with higher-density, mixed-used, pedestrian-friendly projects along its major corridors and adjacent to the Trinity River. To that end, it is currently rezoning about 1000 acres of land in the Oak Cliff Gateway, and in an adjacent area along the Bishop and Davis Street corridors, as well as the neighboring West Dallas Corridors along Fort Worth Avenue, through which the starter streetcar system would eventually be expanded.

In order to achieve the kind of densities that the community desires for these areas, a multi-modal approach to transportation, including a streetcar system, is mandatory. Besides the rezoning process, the community has also created a series of Tax Increment Financing Districts and Municipal Management Districts as financing tools to help in this transformation. The missing link to our rejuvenation efforts is the transportation, i.e. street car, component.

Lastly, the Dallas streetcar system would provide true accessibility to the Trinity River park and recreation project which includes building parks, lakes, trails, sports fields and more in between the levees. This streetcar system would allow folks to park their vehicles at the currently unused parking garage on the Houston Street Viaduct when going to the new Trinity Park, solving a huge issue for expanding utilization of this great asset.

For these reasons and more, please consider favorably the request to fund the Regional Connections streetcar initiative.

Sincerely,

Bob Stimson
President



OAK CLIFF TRANSIT AUTHORITY

September 1, 2009

To Whom it May Concern,

The Oak Cliff Transit Authority, a community based alternative transportation advocacy organization group in Dallas, supports the Cities of Dallas and Fort Worth's efforts to develop a streetcar system connecting the regions' Downtown cores to the outlying workforce housing areas, with all being linked by the Trinity Rail Express (TRE). We strongly endorse the initiative and recognize the positive impact a rail linking the region would provide in bolstering work force housing, remediation of CO2, economic revitalization, and multi-modal access to residents throughout the greater region.

Kind Regards,

Jason Roberts
President
Oak Cliff Transit Authority



September 3, 2009

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

Re: Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages – TIGER Grant

Dear Secretary LaHood:

The purpose of this letter is to strongly endorse the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project for funding through the 2009 TIGER Program. This exciting project will link diverse urban neighborhoods and the downtowns of both cities by leveraging the existing Trinity Railway Express commuter rail service through the implementation of the first phase of a new modern streetcar system in both Dallas and Fort Worth.

While extending the reach of an existing limited regional rail service into the central city areas of both Dallas and Fort Worth, the TIGER grant will specifically provide the needed funding to construct a downtown Fort Worth modern streetcar circulator and associated Trinity River Vision bridges. Funding the first-phase downtown loop is the crucial first step in establishing a network of streetcars serving the central city area of Fort Worth.

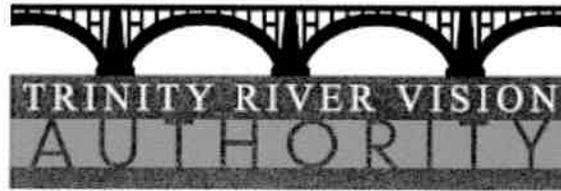
Connecting Fort Worth's central city neighborhoods to job locations within Fort Worth is important in its own right. However, the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project will have even greater impact than this. By extending the walkable reach of employees, residents, and visitors throughout the city centers of both Dallas and Fort Worth, the project will increase regional access to jobs from disadvantaged neighborhoods, while accelerating economic redevelopment and facilitating mixed-income housing opportunities throughout the region.

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Sincerely,

André R. McEwing
President/CEO
Southeast Fort Worth, Inc.



September 3, 2009

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U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages – TIGER Grant

Dear Secretary LaHood:

The purpose of this letter is to strongly endorse the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project for funding through the 2009 TIGER Program. This exciting project will link diverse urban neighborhoods and the downtowns of both cities by leveraging the existing Trinity Railway Express commuter rail service through the implementation of the first phase of a new modern streetcar system in both Dallas and Fort Worth.

While extending the reach of an existing limited regional rail service into the central city areas of both Dallas and Fort Worth, the TIGER grant will specifically provide the needed funding to construct a downtown Fort Worth modern streetcar circulator and associated Trinity River Vision bridges. Funding the first-phase downtown loop is the crucial first step in establishing a network of streetcars serving the central city area of Fort Worth.

Connecting Fort Worth's central city neighborhoods to job locations within Fort Worth is important in its own right. However, the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project will have even greater impact than this. By extending the walkable reach of employees, residents, and visitors throughout the city centers of both Dallas and Fort Worth, the project will increase regional access to jobs from disadvantaged neighborhoods, while accelerating economic redevelopment and facilitating mixed-income housing opportunities throughout the region.

Fort Worth's streetcar system will be a strong catalyst for the types of walkable, high-density, mixed-use neighborhoods needed to attain the goal of a more sustainable future for our country. Furthermore, inclusion of the Trinity River Vision bridges will provide essential access to one of those neighborhoods, an area targeted for extensive brownfields redevelopment known as Trinity Uptown.

The Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project will support and energize Fort Worth's existing policies and programs – as described in its 2010 Comprehensive Plan – which promote the revitalization and sustainable redevelopment of our central city. Please support our efforts to improve economic opportunities for all residents, and the sustainability of our region, by funding the Dallas-Fort Worth Regional Jobs to Neighborhoods Rail Linkages project. Thanks so much for your kind attention and consideration.

Sincerely,

G.K. Maenius
Board Chairman
Trinity River Vision Authority



JUDY McDONALD
Executive Director

September 2, 2009

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

Re: Dallas-Fort Worth Regional Jobs to Neighborhood Rail Linkages – TIGER grant

Dear Secretary LaHood:

Workforce Solutions for Tarrant County, Tarrant County's local Workforce Investment Board, strongly supports the Dallas-Fort Worth, Texas TIGER grant proposal to develop rail linkages from the downtown areas into their respective urban neighborhoods. This grant will fund the design and construction of the initial segments of a modern streetcar system.

A modern transit system is an essential key element in building successful communities, and linking workers in outlying neighborhoods to employers in urban areas. This proposal will also assist in reducing traffic congestion and air pollution, two important factors companies look at when deciding to relocate, or expand into an area.

Workforce Solutions has had a long, successful relationship with the City of Fort Worth, including partnering on numerous economic development and social projects. Several prominent public and private Fort Worth citizens are active members of the Workforce Solutions Board of Directors, and Fort Worth Mayor Mike Moncrief is a member of the Workforce Solutions Governing Board.

We look forward to working with the City of Fort Worth to assist in staffing various positions when this project begins.

Sincerely,

Judy McDonald
Executive Director

Chair of the Board
Shelle Sills
Nelman Marcus Downtown

President/CEO
John F. Crawford
DOWNTOWN DALLAS

Executive Committee

Doug Adams
Dallas Symphony Orchestra

Brian Bergersen
Spectrum Properties

Dan Blizzard
A.H. Belo Corporation

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Gables Residential

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Kent Eastman
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Mark Fewin
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Sarah Hinkley
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City of Dallas

Lee F. Jackson
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Cris Jordan
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URS Corporation

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El Centro Community College

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Alice Murray Company

Mark Nerenhausen
Dallas Center for the Performing Arts

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Chicago Title Insurance Company

Ken Reese
Hillwood/Victory Park

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Spire Realty Group

Deborah Ryan
Patton Boggs, LLP

Pamela Stein
Greenberg Traurig LLP

John J. Stenger
Hunton & Williams, LLP

Gary Thomas
Dallas Area Rapid Transit

Bryan Trubey
HKS, Inc.

Ray Washburne
Charter Holdings

Kirby White
Crescent Real Estate Equities

Paul Whitman
Jones Lang LaSalle, Inc.



September 8, 2009

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

Dear Secretary LaHood:

DOWNTOWN DALLAS enthusiastically endorses the TIGER grant application for the Regional Connections Initiative that includes the Dallas streetcar system. The streetcar system is an integral factor not only in the creation of new jobs and workforce housing, but also for connecting existing workforce housing and residents to existing job centers, locally and regionally.

It provides links from the Oak Cliff side of the Trinity River, an area that is largely comprised of modest income residential neighborhoods, to the Dallas City Center which has the highest concentration of jobs in the region. The streetcar will bring accessibility to the largest recreational project in the North Texas region, the Trinity River park system as well as accessibility to Fort Worth, another key jobs center, through the connection at Union Station in Downtown Dallas transferring to the Trinity River Express commuter rail line.

The Dallas streetcar system would provide easy access to the Trinity River project which includes parks, lakes, trails, sports fields and more in between the levees. This streetcar system would allow people to park their vehicles at the currently underutilized parking garage on the Houston Street Viaduct when going to the new Trinity Park.

DOWNTOWN DALLAS believes that this project meets the established qualifying criteria for the TIGER grant and fully supports efforts to secure these funds. Please contact me if you have questions or need additional information.

Sincerely,

John F. Crawford
President and CEO



Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163
214/749-3278

September 15, 2009

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

Dear Secretary LaHood:

This is to confirm that Dallas Area Rapid Transit (DART) supports the City of Dallas in the development of a comprehensive streetcar program. DART will work in close collaboration with the City to assure that the overall streetcar program meets its intended objectives of providing needed access and mobility improvements for our community.

Sincerely,



Gary C. Thomas
President/Executive Director

c: Linda Koop, City of Dallas
Keith Manoy, City of Dallas
David Leininger, DART
Steve Salin, DART