



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, sweeping flourish underneath.

Tom Leppert
Mayor



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



OAK CLIFF CHAMBER OF COMMERCE

2009 Board of Directors

Ed Oakley, Chair
Oakley Construction

Luis Salcedo, Past Chair
Salcedo Group, Inc.

Mark Miranda, Chair Elect
Miranda Realty

Yolanda Gills, Treasurer
Frazier Gills & Associates, CPA

Sylvana Alonzo
Oak Cliff Coalition for the Arts

Rick Barton
Hunky's Old Fashioned Hamburgers

Gerald Borders
Texas Instruments

Connie Boyd
Paul Quinn College

Dr. Beverly Mitchell-Brooks
The Dallas Urban League

Linda Brown
Brown & Company

Kelvin Chamberlain
Laurel Land Funeral Home

Scott Chase
Attorney

Amanda Cross
C & K Capital, LLC.

Patricia Davis
Cedar Valley College

Raul Elizondo
Life Board Member

Tiffani Evans
AT&T

Lonnie Goodman
Grand Bank of Texas

David Green
Life Board Member

Alan Greer
Freese and Nichols

Scott Griggs
Griggs Bergen, LLP.

Susan Harris
Atmos Energy

Sherrri Hawkins
Don Herring Mitsubishi

Joseph Hernandez
Northern Trust, NA

Don Hicks
Dallas SW Osteopathic Physicians, Inc

David Hunt
Owners Management Co., Inc.

Brent Jackson
Oaxaca Interest, LLC.

Leslie Jutzi
The Allen Group

Danell Lichtenwaller
Bank of Texas

Michael Mayo
Methodist Health Care System

Gene McDonald
Life Board Member

Mark Miranda
Miranda Realty

Stanley Moussa
Ambassador Aviation

Matt Murrain
Dallas Baptist University

Lauren Odell
INCAP Fund

Jason Roberts
Oak Cliff Transit

Warren Rutherford
Consultant

Roena Tandy
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

Chair of the Board
Shelle Sills
Nelman Marcus Downtown

President/CEO
John F. Crawford
DOWNTOWNDALLAS

Executive Committee

Doug Adams
Dallas Symphony Orchestra

Brian Bergersen
Spectrum Properties

Dan Blizzard
A.H. Belo Corporation

Doug Chesnut
Gables Residential

R. Lawrence Good
Good Fulton & Farrell

Jim Greer
Oncor Electric Delivery

Charles Gummer
Comerica Bank

Ted Hamilton
Hamilton Properties

David Lind
Corgan

Myron Mims
Myron Mims, Esq.

Holly Reed
AT&T

Randy Robason
Grant Thornton LLP

Kristi Sherrill Hoyl
Baylor Health Care System

Jim Trullt
Forest City Residential, Inc.

Robert Walters
Energy Future Holdings

Directors

Vince Ackerson
Texas Capital Bank

Michael H. Anderson
Chavez Properties/Star Parking

Ted M. Benn
Thompson & Knight, LLP

Ronald C. Berg
PlainsCapital Bank

Greg Biggs
Cushman & Wakefield

Lucy Billingsley
Billingsley Company

Bill Bogart
J.P. Morgan

Lyle Burgin
Brook Partners

Kyle Burtnett
Tenet Healthcare Corporation

R.Gregg Chilton
Bank of America Plaza

Don Dowell
Comerica Bank Tower

Zenetta Drew
Dallas Black Dance Theatre

Kent Eastman
Capital One Bank

Clayton Elliott
Hines Investments Limited Partnership

Mark Fewin
CB Richard Ellis

Tom Garcia
The Adolphus

Phyllis Hammond
Dallas Convention & Visitors Bureau

Dan Harrington
Bank of America

Matthew H. Hildreth
Amegy Bank of Texas

Sarah Hinkley
TRANSWESTERN Urban Advisors

Angela Hunt
City of Dallas

Lee F. Jackson
University of North Texas System

Cris Jordan
Republic Center

Linda Koop
City of Dallas

Wendy Lopez
URS Corporation

Paul McCarthy
El Centro Community College

Pauline Medrano
City of Dallas

Les Melcher
Woodbine Development Corporation

Jerry Merriman
Merriman Associates Architects

Alice Murray
Alice Murray Company

Mark Nerenhausen
Dallas Center for the Performing Arts

Dennis Noebel
Chicago Title Insurance Company

Ken Reese
Hillwood/Victory Park

Jon Ruff
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.



DOWNTOWN
DALLAS

September 8, 2009

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

Dear Secretary LaHood:

DOWNTOWNDALLAS 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.

DOWNTOWNDALLAS 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



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 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 fluid and cursive, matching the style of the company logo.

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:

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, appearing to read "Ted Hamilton".

Ted Hamilton
President