



**APPENDIX E  
LETTERS OF SUPPORT**



*Texas Department of Transportation  
North Tarrant Express Segments 3A and 3B Project*

*U.S. Department of Transportation  
TIGER Discretionary Grant Application*

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**Letters of Support**



**2011 Board of Directors**

October 27, 2011

Mac Churchill,  
*Chairman*  
Mac Churchill Acura

Mr. James Bass  
Chief Financial Officer  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, TX 78701

Mike Berry,  
*Deputy Chairman*  
Hillwood Properties

Larry Anfin  
Coors Distributing Co.  
of Fort Worth

Dear Mr. Bass,

Frank Bliss  
Cooper and Stebbins

On behalf of the 35W Coalition, please accept the following letter of support for selection of the **North Tarrant Express Segments 3A and 3B** for funding through the TIGER Discretionary Grant under the FY 2011 Continuing Appropriations Act.

Mark Chambers  
Texas Motor Speedway

The 35W Coalition is one of the leading, private-sector-led transportation advocacy organizations in the Dallas-Fort Worth Metroplex. Our organization, which comprises major corporations, landowners, neighborhood associations, Chambers of Commerce, municipalities and concerned citizens, is focused on improvements to the IH 35W corridor from downtown Fort Worth to Denton County. IH 35W is now one of the most-congested stretches of highways in the state, in one of the fastest-growing large cities in the United States, according to 2010 U.S. Census Bureau data.

Bill Conley  
The Bondurant Group

Russell Laughlin  
Hillwood Properties

**The North Tarrant Express Segments 3A and 3B project (NTE 3A-3B) is absolutely essential to mobility and economic vitality for the North Texas region and the state of Texas as a whole.**

Brian Randolph  
Mercantile Partners

Karen Rue  
Northwest ISD

Mark Schlüter  
Halff Associates

IH 35W connects the entire Metroplex with one of the state's most significant economic engines, AllianceTexas. This 17,000-acre, master-planned community in north Fort Worth is home to one of the world's largest global logistics hubs and the country's first industrial-only airport. It represents more than \$7.25 billion in investment and nearly \$40 billion in economic impact; with 30,000 employees at 265 of the nation's top companies, the development is one of the leading employment centers in the state.

Mark Ude  
BNSF Railway

**2011 Board Officers**

Russell Laughlin  
*President*  
Hillwood Properties

In the last year alone, AllianceTexas has been responsible for the creation of more than 2,400 new jobs. This is part of the larger economic story for the Fort Worth area, which has seen more than 2 million square feet of new development and \$305 million in capital investments, with the closing of more than 10 major deals with industry leaders such as GE Transportation, Frac Tech, and Alcon/Novartis.

Barney Holland  
*Treasurer*  
Barney Holland Oil Co.

Gail Cooksey  
*Secretary*  
Cooksey Communications

The proposed reconstruction and improvements along more than 12 miles of IH 35W, including the IH 35W/IH 820 interchange, will have a far-reaching impact on the quality of life of tens of thousands of commuters and residents. Additionally, with the thousands of companies utilizing IH 35W—a major gateway linking the United States with Mexico and Canada—for the movement of goods, the economic impact cannot be understated.

Ultimately, this project will greatly enhance system connectivity, safety and reliability. With a strong transit component, the proposed project will also expand transportation options for users by increasing the efficiency of transit services along this major north-south route.

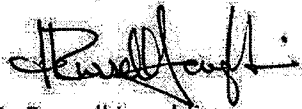
**There is tremendous support – and momentum – behind this project.** Through an innovative public-private partnership, developer NTE Mobility Partners is already underway on construction of Segments 1 and 2W of the North Tarrant Express, reconstructing the major east-west corridor connecting to IH 35W in the thriving Tarrant County region. **We cannot hinder progress in this region by further delaying the improvements to IH 35W.**

The North Texas region – and the Fort Worth area in particular – has proven a bright star in the nation's challenging economic storm. **Mitigating congestion along the dynamic and vital IH 35W corridor must be a priority for the state of Texas and the country.**

The Texas Department of Transportation and the U.S. Department of Transportation will be hard-pressed to find a transportation project that has more significance and impact than Segments 3A and 3B of the North Tarrant Express. I urge you and your colleagues to actively support the funding of this project.

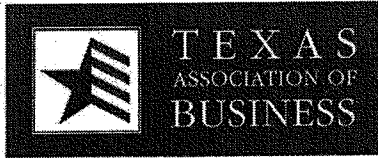
Thank you for your consideration.

Sincerely,



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

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



PRO-BUSINESS • PRO-TEXAS  
FOR OVER 75 YEARS

October 27, 2011

Mr. James Bass  
Chief Financial Officer  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701-2483

Dear Mr. Bass:

On behalf of Texas' leading employer organization representing thousands of Texas businesses, I strongly support the project applications that the State of Texas is submitting this month for Tiger TIFIA funding.

The success of these projects will improve transit, reduce our carbon footprint, and directly contribute to the success of our economy. For example, the North Tarrant Express serves as a vital economic corridor that helps drive the state's economic engine. Its continued expansion alone stands to immediately increase the state's job count by 30,000 more direct and indirect jobs.

As you know, Texas is the fastest-growing state in the nation. In Texas, over the last 20 years, our population has increased an average of 2 percent per year. The number of vehicles on Texas roads over that same 20-year span increased about 2.6 percent a year. Texans are spending more time in those vehicles, too, with annual miles driven increasing by 3.5 percent a year.

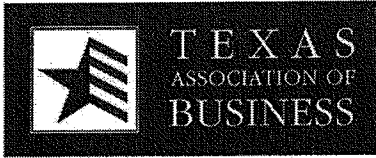
Meanwhile, Texas road construction just can't keep pace. Over the same 20-year period, the number of state-maintained miles increased only a half-percent a year.

While Texas leads the nation in job creation and recession recovery, we will not remain a viable option for new businesses without the critical infrastructure that makes Texas so attractive to businesses looking to invest or relocate.

In fact, the Texas Transportation Institute recently estimated that Texas would lose 288,000 jobs by 2035 if we keep transportation spending at currently planned levels.

As you know, loan vehicles like TIFIA are often the final piece of a puzzle that can help state and local stakeholders bring to market congestion-alleviating projects that would otherwise be impossible.

If major projects such as the North Tarrant Express do not receive access to loans of this kind, the results will be devastating to motorists, businesses and job creation for the region, state and nation.



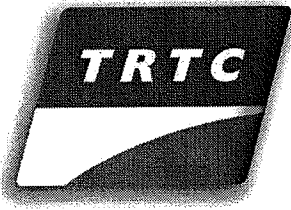
PRO-BUSINESS • PRO-TEXAS  
FOR OVER 75 YEARS

The Texas Association of Business represents companies from the largest multi-national corporations to small businesses in nearly every community of our state, and we all work together to make our state's economy the strongest in the world. On behalf of our members and our partners, I thank you for supporting the award of Tiger TIFIA funding to one of our state's most crucial economic development tools – our roads.

Sincerely,

A handwritten signature in black ink, which appears to read "Bill Gaud". The signature is written in a cursive, slightly slanted style.

President/CEO



## Tarrant Regional Transportation Coalition

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1509B South University Drive, Suite 276 • Fort Worth, TX 76107 • 817-850-7940 • 817-850-7944 fax • [www.trtcmobility.org](http://www.trtcmobility.org)

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October 27, 2011

Mr. James Bass  
Chief Financial Officer  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, Texas 78701

Dear Mr. Bass:

The Tarrant Regional Transportation Coalition strongly supports selection of the North Tarrant Express Segments 3A and 3B project for funding through the TIGER Discretionary Grant under the FY 2011 Continuing Appropriations Act.

This project includes the segment of IH-35W running north out of downtown Fort Worth, the fifth most congested roadway segment in Texas, with 441,906 annual hours of delay per mile. This vital corridor is a major commuter and commercial link in the region. Its importance to the economic vitality and quality of life of the region and the state cannot be overstated.

The 3A and 3B project is the next phase of the North Tarrant Express, which is in construction now. It is a public private partnership with NTE Mobility Partners LLC. The project enjoys widespread and strong community support. Both the business and residential sectors regard it as a top priority project.

Please call me at 817.262.7230 or e-mail me at [vic@trtcmobility.org](mailto:vic@trtcmobility.org) if I can answer any questions or provide additional information. Thank you for your consideration.

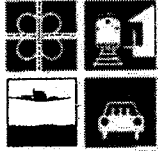
Sincerely,

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Vic Suhm  
Executive Director

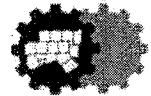
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AECOM, Arlington Chamber of Commerce, City of Arlington, City of Azle, City of Bedford, City of Benbrook, City of Blue Mound, Blue Star Investments (Dallas Cowboys), Bowman Engineering & Consulting, Brown & Gay Engineers, City of Burleson, BNSF, City of Cleburne, City of Colleyville, City of Crowley, Dannenbaum Engineering Corporation, City of Decatur, Denton County, Denton County Transportation Authority, Rich Deotte, Downtown Fort Worth, Inc., City of Euless, City of Everman, City of Forest Hill, Fort Worth Chamber of Commerce, Fort Worth Hispanic Chamber of Commerce, Fort Worth Metropolitan Black Chamber of Commerce, City of Fort Worth, Freese & Nichols, Graham Associates, City of Grapevine, Greater Fort Worth Association of Realtors, Half Associates, City of Haltom City, City of Haslet, Hicks Holdings (Texas Rangers), Hillwood Properties, City of Hudson Oaks, Huit Zollars, HEB Chamber of Commerce, City of Hurst, Jacobs Engineering, Johnson County, City of Joshua, City of Keller, City of Kennedale, Kimley Horn, Thomas Krampitz Law, City of Lake Worth, City of Mansfield, Metroport Cities Partnership, Walter P Moore and Associates, Inc, City of North Richland Hills, NTE Mobility Partners, Northeast Leadership Forum, Northwest Communities Partnership, Pacheco Koch Engineers, City of Rhome, City of Richland Hills, City of River Oaks, City of Saginaw, City of Southlake, Tarrant County, Tarrant County College, Taylor Olson Adkins Sralla & Elam L.L.P., Teague Nall and Perkins, The T, Town of Trophy Club, URS Corporation, City of Watauga, City of Weatherford, Town of Westlake, City of Westover Hills, City of Westworth Village, Wise County



## Regional Transportation Council

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



October 27, 2011

Mr. James Bass  
Chief Financial Officer  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, TX 78701

Dear Mr. Bass:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area. On behalf of RTC, we are pleased to support your application to the US Department of Transportation for the **North Tarrant Express Segments 3A and 3B** (the NTE Project) for funding through the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program, and specifically the TIGER Transportation Infrastructure Finance and Innovation Act (TIFIA) payment.

The NTE Project is included in and consistent with Mobility 2035: The Metropolitan Transportation Plan for North Central Texas. All federally funded surface transportation projects must also be included in the Transportation Improvement Program (TIP). The project is included in the 2011-2014 Transportation Improvement Program for North Central Texas – 2011 Amendment.

This project is a critical and necessary component of North Central Texas achieving the goals set forth in Mobility 2035. In fact, because of declining gas tax revenues and in spite of North Central Texas' aggressive pursuit of local funding options Mobility 2035 reflects a reduction in transportation spending of over \$44 billion relative to the region's last twenty-five year plan. Even with the \$101 billion of transportation investments being proposed between now and 2035, North Central Texas will still fall \$300 billion short of the resources needed to eliminate the worst levels of congestion by 2035. Thus, every project in our current plan, and particularly the NTE Project, is critical to maintaining the quality of life and economic vitality in this nationally significant region.

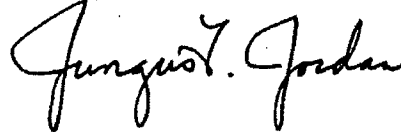
As you are aware, the Dallas-Fort Worth area represents 34 percent of the State's economy and is the twelfth largest metropolitan economy in the world. The region supports a diverse economy and is home to 24 Fortune 500 companies. By the year 2035, the region is expected to grow its population by 48 percent and its employment by 47 percent - it will then be home to 9.8 million people and 6.1 million jobs. Maintaining an acceptable mobility and quality of life in the region is not only critical for the local and state economy, it is also critical to our national economy. The NTE Project is part of the North American Free Trade Agreement highway corridor. Eliminating traffic congestion and improving traffic flow through one of the busiest corridors in America will lead to significant improvements for national commerce and provide links to key economic generators.

October 27, 2011

The NTE Project will not only aid regional and national commerce through improved mobility, it will also enhance the quality of life in North Texas. Quality of life will be enhanced through improved air quality and multimodal transit benefits, as well as increased accessibility for an underserved population. First, increasing capacity on the roadway and reducing the time spent idling in stop-and-go traffic will have a positive impact on air quality. Also, the multimodal project will integrate buses in the managed lanes, which combined with reducing congestion will aid in emissions reduction and eventually help the region to reach and/or maintain federal air quality standards. Finally, the project will assist the underserved population in the region through creating greater accessibility and enhancing safety and reliability in area transportation.

Again, the NTE Project is a significant project that would increase mobility, promote regional and national economic viability and enhance quality of life through air quality improvements, multimodal transit benefits, and increased accessibility. 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,

A handwritten signature in black ink that reads "Jungus Jordan". The signature is written in a cursive style with a large, prominent initial "J".

Jungus Jordan  
Chair, Regional Transportation Council  
Councilmember, City of Fort Worth

RH:al





## FORT WORTH TRANSPORTATION AUTHORITY

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

October 31, 2011

Mr. James Bass  
Chief Financial Officer  
Texas Department of Transportation  
125 East 11<sup>th</sup> Street  
Austin, TX 78701

Dear Mr. Bass: *James*

I am writing in support of funding for the North Tarrant Express Segments 3A and 3B Project (the "NTE Project") through the USDOT's TIGER Discretionary Grant Program, specifically the TIGER TIFIA Program.

Despite the national economic slowdown, growth in our region continues at a rapid pace. According to 2010 Census data, Tarrant County, Texas' third largest county, experienced a 25% population surge and now has 1.8 million residents, while Fort Worth grew by 38.6%. In fact, over the last decade Texas grew at more than twice the national average and Fort Worth grew at four times the national average.

This rapid growth presents many opportunities, but also many challenges for our region. Additional residents mean greater demand for public services, including public transportation. This also adds to our region's existing congestion problems, as the growth outpaces highway capacity. Finally, more residents and more congestion compound our challenges in meeting regional air quality measures. The T's Strategic Plan guides our mission to provide quality public transportation and meet our region's mobility needs as we confront these challenges. The three overriding goals guiding the Strategic Plan are simply known as the "The Three T's":

- Transportation- Become a transportation provider that appeals to a broad cross-section of people;
- Timeliness- Invest in services that offer faster travel times (commuter rail and express bus service) and;
- Technology- Use of technology to improve services, reduce costs and improve overall efficiencies.

The NTE Project is an integral and critical component of meeting the goals set forth in our Strategic Plan. Specifically, the NTE Project will allow us to significantly improve transit services and park-and-ride facilities throughout the corridor. The T has purchased property adjacent to I-35W for the construction of a park-and-ride facility and plans to implement express bus service to downtown Fort Worth and the Intermodal Transportation Center. Our research indicates that making use of major transit and transportation investments, the managed lanes, The T's express buses, vanpools, and carpools heading North and South on the I-35W corridor will see up to 60% travel time savings. These improvements will lead to increased reliability and enhanced transit ridership from an estimated 42,840 trips annually on express buses, pre-investment, to 76,500 trips annually post-investment- a nearly 80% ridership improvement. The mix of managed lanes and express bus service will reduce vehicle miles travelled and provide mobility, livability and air quality benefits for our region.

We appreciate your selection of the NTE Project as a TxDOT candidate for consideration under the TIGER Grant competitive call. The T remains committed to working with our regional, state and federal partners to address the challenges associated with providing a first-class, multimodal transportation system for our region.

Sincerely,

Shawna Russell  
AVP Governmental Relations  
The T (FWTA)

c: Dick Ruddell, President