

2014 TIGER

Project Planning Application



Cotton Belt Corridor Passenger Rail Project Investment Grade Financial Plan

Type of Application: Project Planning

Type of Eligible Applicant: Metropolitan Planning Organization

Agency Submitting Project: North Central Texas Council of Governments

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Amount of TIGER Funding Request: \$500,000

Total Project Cost: \$1,000,000

Project Location: North Central Texas

Cities: Addison, Carrollton, Colleyville, Coppell, Dallas, Fort Worth, Grapevine, Haltom City, Hurst, North Richland Hills, Plano, Richardson, Southlake

Counties: Collin, Dallas, Tarrant

State: Texas

Congressional Districts: Pete Sessions (District 32)
Samuel Johnson (District 3)
Joe Barton (District 6)
Kay Granger (District 12)
Kenny Marchant (District 24)
Michael Burgess (District 26)
Marc Veasey (District 33)

DUNS Number: 10-246-2256



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I. Project Description

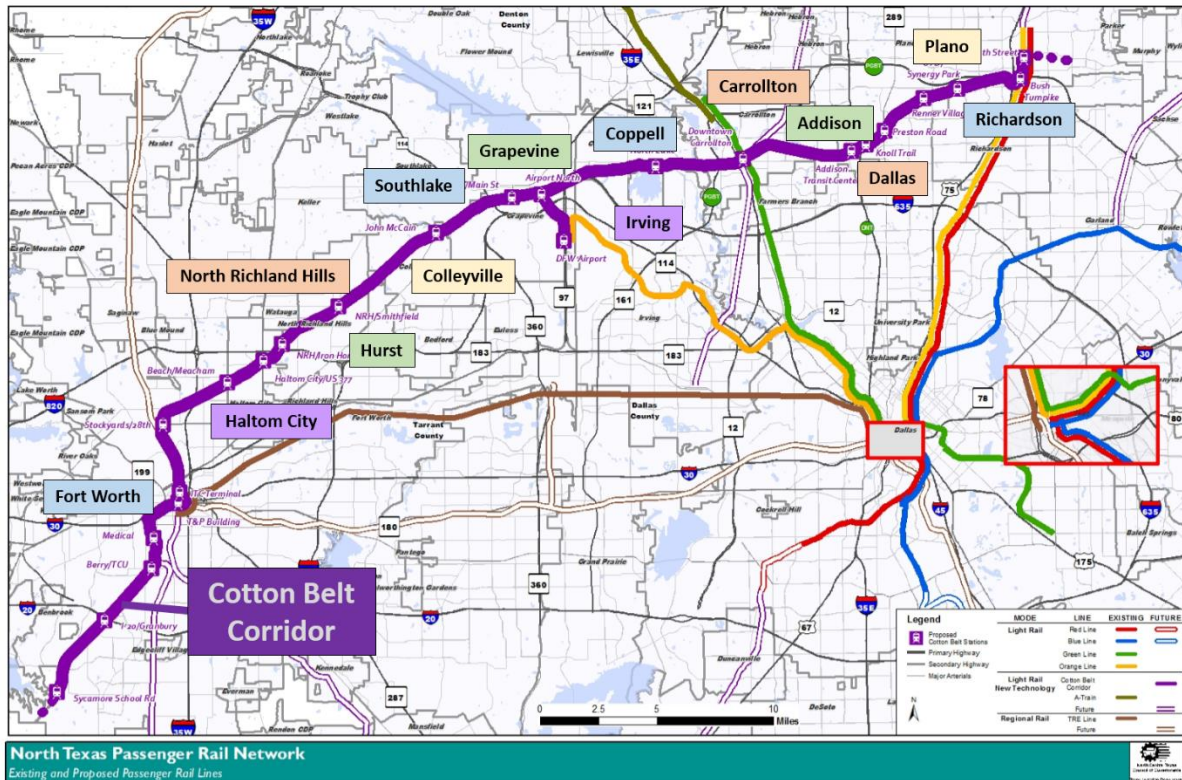
The TIGER Project Planning Grant Application will discuss the Cotton Belt Passenger Rail Corridor project from two perspectives. One will be the actual transportation project focused on the traditional project development process leading to implementation. The second perspective will be the TIGER Project Planning Grant Application project focused on completing an Investment Grade Financial Analysis to support expediting the transportation project implementation.

a. Transportation Project Description

The Cotton Belt Passenger Rail Corridor is a proposed passenger rail service from Sycamore School Road in Southwest Fort Worth to the Dallas Area Rapid Transit (DART) Red Line Light Rail Corridor in the Plano/Richardson area. The project passes through portions of Tarrant, Dallas, and Collin Counties in North Central Texas with a total of 62 miles as indicated in Exhibit 1. DART purchased 52 miles of the corridor in 1990 from Mile Post (MP) 580.19 in Wylie to MP 632.27 in Fort Worth for potential future passenger rail. The Corridor has been included in various Fort Worth Transportation Authority (The T) and DART plans beginning with the 1983 *DART Final Service Plan*. The Cotton Belt Passenger Rail Corridor has also been included in the Dallas-Fort Worth region's Metropolitan Transportation Plans (MTP) since 1993 as an alignment alternative for passenger rail.

In response to action by the Regional Transportation Council (RTC) on May 13, 2010, action by the DART Board of Directors on March 23, 2010, and action by The T Board of Directors on April 14, 2010, the North Central Texas Council of Governments (NCTCOG) conducted an Innovative Finance Initiative (iFi) analysis to identify revenue streams sufficient to construct, operate, and maintain passenger rail service in the Cotton Belt Corridor. DART and The T have requested the RTC, the transportation policy body of NCTCOG, take the lead role in developing innovative financial mechanisms and revenue streams for DART and The T to use to implement passenger rail service in the Corridor. The iFi Phase 1 effort was concluded in December 2011. The Cotton Belt Corridor Passenger Rail project Innovative Financial Initiative Final Report can be accessed at www.nctcog.org/ifi.

Exhibit 1: Cotton Belt Corridor Limits/Location Map



b. TIGER Project Planning Grant Application Project Description

The proposed project is an Investment Grade Financial Plan. The Plan furthers the work completed in the iFi project conducted by NCTCOG staff and consultants. The completed Plan will produce many benefits for the region, including:

- Providing the region with leverage during the process to engage the private sector in a Public-Private Partnership (PPP). The Plan will provide the region with a baseline for evaluating the anticipated unsolicited proposals to build, operate, maintain, and finance the Cotton Belt Corridor Passenger Rail Project.
- Allowing for the coordinated, continued, and comprehensive cooperation with the thirteen cities, three counties, two transit agencies and multiple special governmental entities in the Corridor. The stakeholder involvement process has worked well through the initial Conceptual Engineering and Funding Study and the iFi efforts.
- Providing the region with the ability to identify a sound funding strategy to complete the 62-mile Project. The Plan would also provide The T and DART with a viable funding plans for the transportation project.
- Providing a vehicle to gauge risk assessments when developing contractual arrangements with the private sector.

The proposed project will primarily focus on applying methodologies resulting from the iFi. The Plan will continue to evaluate and structure innovative funding and financing strategies concerning capital construction costs and long-term maintenance and operating costs. The Plan is designed to boost the Cotton Belt Corridor attractiveness and feasibility for development through a PPP. Using a PPP will enable passenger rail service to begin as much as 10-15 years ahead of current projections using traditional funding and financing methods. In essence, the Plan will support the transportation project by expediting revenue service by 10 to 15 years.

II. Project Parties

Since 1974, NCTCOG has served as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth-Arlington urbanized area. NCTCOG's Department of Transportation is responsible for the regional planning process for all modes of transportation and serves as the region's MPO staff. The department provides technical support and staff assistance to the Regional Transportation Council (RTC) and its technical committees, which compose the MPO policy-making structure. The MPO will be the submitting agency for the Planning Project Grant Application.

The NCTCOG is a voluntary association of cities, counties, school districts, and special districts established in January 1966 to assist local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. The NCTCOG serves a metropolitan region centered on the two urban centers of Dallas and Fort Worth. Currently the Council has 233 members, including 16 counties, 165 cities, 23 independent school districts, and 29 special districts covering approximately 12,800 square miles. The region is geographically larger than nine states with a population over 6.7 million, which is larger than 35 states.

III. Grant Funds and Sources

The proposed cost project cost is \$1,000,000. A total of \$500,000 is requested from TIGER funding, and a local match commitment of \$500,000 or 50 percent will be provided by the RTC from a combination of Regional Toll Revenue (RTR) and RTC Local funds. Project tasks will be performed by NCTCOG staff and consultants.

IV. Selection Criteria

a. Primary Selection Criteria

i. State of Good Repair

Maintaining infrastructure investments is a top priority for the region as identified in the region's long-range transportation plan, *Mobility 2035: The Metropolitan Transportation Plan for the Dallas-Fort Worth Region, 2013 Update*. With infrastructure funding challenges comes the need to maintain assets at the highest level. The NCTCOG has instituted a Capital Asset Management Approach program to increase the region's infrastructure longevity. This program will be applied to the completed Cotton Belt Passenger Rail Corridor.

ii. Economic Competitiveness

The completed transportation project will increase transportation options within the Corridor. In addition, access to employment will be increased. As a result of implementing passenger rail service in the Corridor, higher wage jobs will be created. The combination of higher wage jobs and increased access to transportation will increase economic mobility within the region.

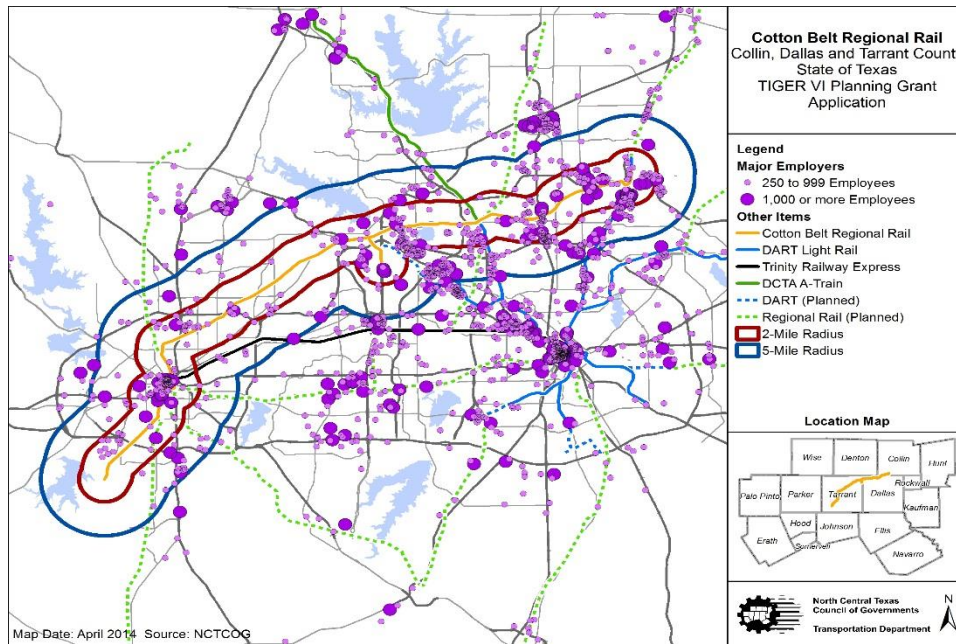
The Dallas-Fort Worth region is the 12th largest metropolitan economy in the world and the 4th largest metropolitan area geographically in the United States. During the 1990's, the region ranked 3rd nationally in population growth, adding over 1 million people during the decade. This trend has continued during the 2000's. Current estimates indicate the region continues to grow by at least 100,000 people per year. These statistics indicate the Dallas-Fort Worth region has a significant impact on both the United States and global economies.

The high population growth rate has a distinct impact on traffic congestion and air quality within the region. Through the RTC, local elected officials have created and implemented a multimodal transportation plan based on principles of reducing congestion, improving air quality, and encouraging more sustainable development patterns. Transit projects, such as existing/proposed commuter rail and light rail systems, combined with the creation/extension of streetcar systems, are imperative to facilitating more sustainable lifestyles and enabling cities to remain competitive in a rapidly changing national and international marketplace.

Within the Cotton Belt Corridor, there are numerous major employers with 250 or more employees. The largest concentrations of employees, as shown in Exhibit 2, are the Fort Worth Central Business District (CBD), with more than 80 major employers and over 110,000 employees, and Dallas-Fort Worth International Airport (DFW Airport) where over 60,000 on-airport employees are located. Major employers located on the airport site include American Airlines, DFW, and Federal Express. Other major employers in the corridor include several regional hospitals, education centers such as Texas Christian University and the University of Texas at Dallas, and technology-based industries such as Alcatel and Perot Systems. Also, the corridor travels through the emerging CBD's of

suburban communities: Colleyville, Grapevine, Carrollton, Addison, Richardson and Plano, all of which are attracting significant growth in jobs, entertainment venues, retail, and other forms of economic mobility activity.

Exhibit 2: Project Corridor Characteristics – Major Employers



iii. Quality of Life

1. Provides Additional Transportation Choices

The Cotton Belt Corridor Passenger Rail project will fulfill a significant regional need by linking urban, mixed-use neighborhoods in multiple cities with public transportation to/from employment, entertainment, education, and other economic mobility opportunities along the Corridor. The project will connect passengers to the DART light rail system (at three locations), the Trinity Railway Express (TRE), DFW Airport among other transportation infrastructure. These affordable and accessible connections will provide the opportunity for increased economic mobility. The development of passenger rail along the Cotton Belt Corridor will provide an alternative transportation option for residents, employees, and visitors within Collin, Dallas, and Tarrant Counties. Corridor utilization by these patrons will substantially reduce vehicle miles traveled by automobiles and prolong roadway lifecycles in the region.

When completed, the transportation project will connect Texas Christian University, the University of North Texas (both main campus and south campus), Southern Methodist University, Texas A&M University-Dallas, the University of Texas-Dallas, and Tarrant County Community College. These connections will result from Cotton Belt Corridor connections with the DART's light rail system. By providing accessible, convenient, and affordable transportation choices to the

region's major colleges and universities, economic mobility for current and future students is enhanced by providing connections to the region's major colleges and universities.

The transportation project is located with existing and planned transportation hubs in the Fort Worth CBD, DFW Airport, Carrollton, Addison, Richardson and Plano. The Cotton Belt Passenger Rail project is an integral transportation network component recommended in the region's long-range transportation plan, *Mobility 2035: The Metropolitan Transportation Plan for the Dallas-Fort Worth Region, 2013 Update*. The transportation project will improve transportation connectivity to existing roadway, transit, and airport facilities. These new and/or enhanced connections provide a centerpiece on which to build a better land use/transportation interface further encouraging mixed-use, infill, and transit-oriented development. When completed, the transportation project will improve regional air quality and provide widespread advances to public health.

The Cotton Belt Corridor Passenger Rail project is consistent with locally developed land-use plans as demonstrated in several examples:

- Richardson – The City of Richardson enacted form-based code zoning and created a Tax Increment Financing district for land adjacent to the Cotton Belt's planned junction with the DART Red Line. In anticipation of the Cotton Belt/Red Line connection, new development currently under construction will total 6 million square feet of office space, 300,000 square feet of retail space along with 3,200 residential units and three parks at build out.
- Addison – The Town of Addison has created a mixed-use district centered on the existing transit hub. The transportation hub will be the future site of the Addison Station on the Cotton Belt Corridor.
- Haltom City – the City of Haltom City has purchased 50 acres at the future Cotton Belt Station in Haltom City. City land-use plans identify the property as mixed-use transit-oriented development.
- Fort Worth – The city of Fort Worth land-use plans identify the areas adjacent to the far southwest stations as mixed-use transit-oriented development.
- In each example, the cities have coordinated future plans with their respective economic development agencies.

In the regional context, quality of life will be enhanced as the Cotton Belt Passenger Rail investment will be a critical step in linking numerous major activity centers in the Dallas-Fort Worth region. This initiative will link investment in regional rail with local urbanism efforts, augmenting abilities to readily access an affordable transportation system without relying on automobile travel and park-and-ride facilities.

The impacted communities will benefit by the project's regional nature. The Cotton Belt Passenger Rail project will be the first "cross-town" passenger rail connection for the nation's most extensive light rail network. The "cross-town" corridor will be the first element forming the region's future transit grid. The three intersections with the DART light rail system will provide connectivity to existing passenger rail lines, allowing residents and employees in the corridor to access major employment and entertainment destinations throughout the region. The new Cotton Belt Corridor connections will enhance regional economic mobility by eliminating the need to travel through downtown Dallas for many passengers.

With considerable input and interactions from its member governments, NCTCOG has established four basic sustainable development policy directions to both support existing communities and promote an important new direction in local land-use development patterns:

- Maximize utilization of existing system capacity;
- Improve rail mobility;
- Promote mixed-use development; and
- Improve access management.

These elements are based on an increased desire for a greater variety of transportation options, mixed-use developments, and sustainable communities offering improved quality of life. When implemented, these policies lead to more sustainable development patterns and expedited attainment of federal air quality standards for the region. The advancement of passenger rail within the Cotton Belt Corridor would support these policies and will reduce the need for new infrastructure.

2. Coordinate Policies and Leverage Investment

Greyfield, greenfield and brownfield development opportunities are abundant throughout the Corridor. The increased transportation options and multiple intermodal connections will significantly enhance the area's development potential and will attract new employment opportunities. To provide jobs and economic opportunities for the expected population increase by 2035, the region's goal is to attract new sustainable development rather than shuffle existing economic development within the region. By creating more accessible and affordable transportation connections within existing infill areas, more development will be attracted from outside the region.

Through the following efforts, opportunities are provided to small, disadvantaged, veteran-owned, service-disabled businesses. The City of Fort Worth Housing and Economic Development department provides a number of services including, but not limited to, business plan assistance, financing options, market research, minority- and women-owned business certification, access to a computer lab, procurement assistance, and access to capital. The City of Dallas offers similar services through their Business Development Services office. Local economic

development organizations in other cities along the corridor also provide assistance to small, disadvantaged, veteran-owned, or service-disabled businesses.

3. Value Communities and Neighborhoods

The Cotton Belt Passenger Rail project consists of more than just the creation of ad-hoc transit-oriented development at one location, or simply moving commuters from one park-and-ride location to another. Rather, the project is about creating a foundation for a comprehensive regional passenger rail network. The connected regional passenger rail network will foster integration with varied local planning efforts across many sectors. The regional passenger rail network will also link urban villages throughout the region thus allowing people to live in one place and move around the region to another area seamlessly and conveniently. As the regional passenger rail system expands and/or achieves connections to additional corridors and modes, the system will afford transit options to choice riders.

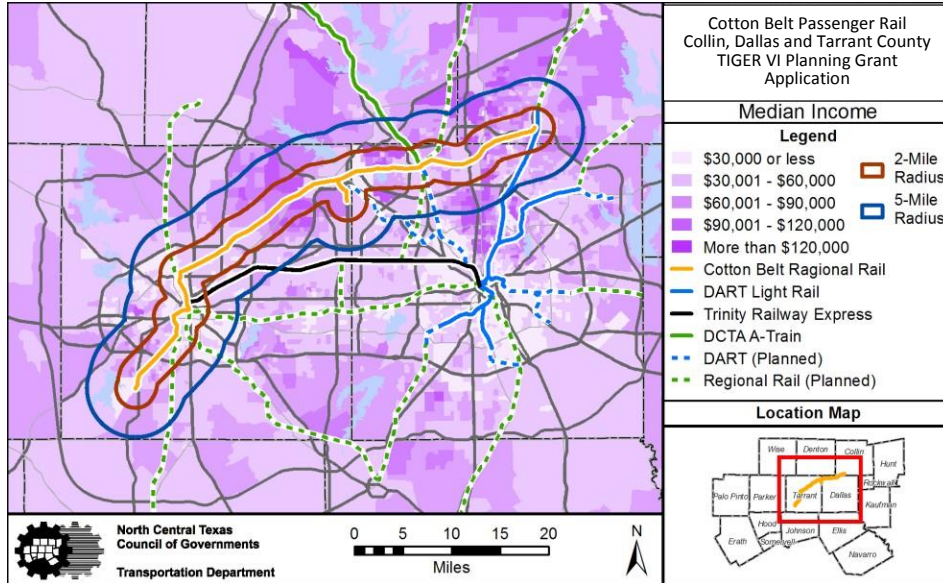
The Cotton Belt Corridor is a deeply integral part of this vision, providing a transportation spine to absorb hundreds of thousands, if not millions, of new residents and tens of millions of square feet of retail, hotels, entertainment, and office uses. Whether potential stations along the corridor are located in a brownfield or greyfield area, exist in a greenfield condition, or exemplify other settings, the application of best practice urban planning is enhanced. Cotton Belt Corridor development will provide opportunities for implementing form-based development codes, developing a network of complete streets, and creating special districts for value capture. These traits will allow PPPs in coordination with landowners and developers to expand the reach of transit-oriented development to substantial acreage of high-value walkable urbanism. This translates to significant tax revenues and service cost savings providing value, strength, and flexibility to local communities. The Cotton Belt Corridor project will allow individual neighborhoods to be better networked within the social and economic fabric of their communities. A highly connected community increases or sustains property values, enables greater provision for amenities, and improves public health and overall quality of life.

4. Promote Equitable and Affordable Housing Choices

The Cotton Belt Regional Passenger Rail project will improve access and stimulate economic development in neighborhoods with a substantial percentage of residents meeting the definition of economically distressed. Economically distressed, is defined by the Governor of Texas' Office as, *an area that has a median household income that does not exceed 75% of the median state household income*. The median household income for the state of Texas is \$46,248. Exhibit 3 displays the median income geographically within both a 2-mile and 5-mile radii of the project corridor. The lighter shaded areas on the map, representing median incomes below the national average, exist in multiple

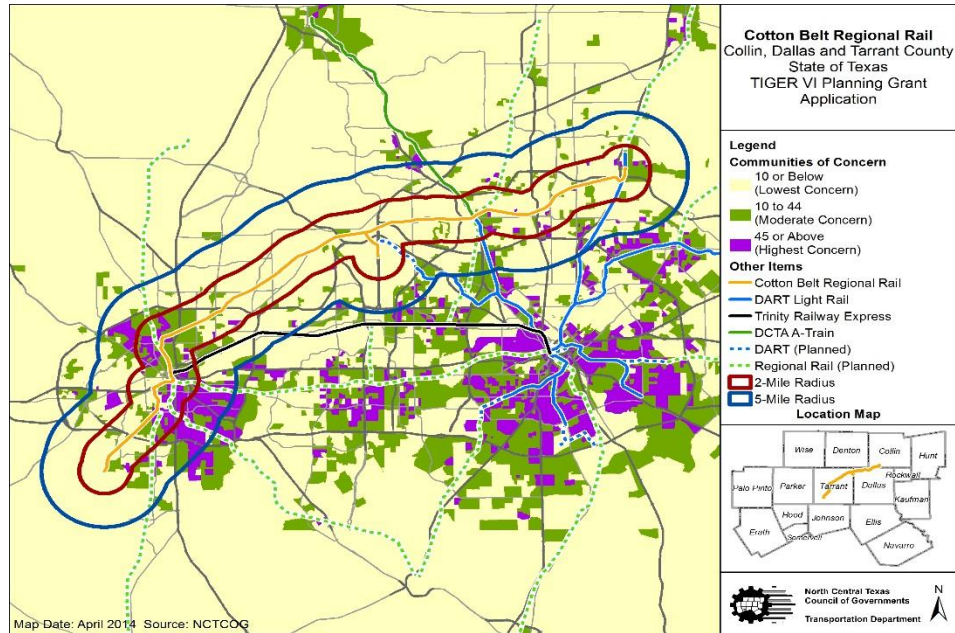
locations within the transportation project corridor, especially near the Fort Worth CBD and north of DFW Airport.

Exhibit 3: Project Corridor Characteristics – Median Income



The region’s long-range transportation plan, *Mobility 2035: The Metropolitan Transportation Plan for the Dallas-Fort Worth Region, 2013 Update*, addresses environmental justice communities through a comprehensive and inclusive approach. Exhibit 4 indicates an extensive number of environmental justice communities exist in various locations within the two-mile and five-mile radii of the project corridor.

Exhibit 4: Project Corridor Characteristics – Environmental Justice



It is anticipated areas adjacent to proposed stations along the transportation project corridor, particularly those with additional transit and/or multimodal connections, will become high-density, mixed-income, mixed-use, walkable, urban neighborhoods. Historically, economically distressed residents benefit greatly from improved transit access, improved economic diversity and access to enhanced neighborhood amenities. NCTCOG has an extensive history of strong partnerships with the public sector, business community, and public interest groups in advancing sustainable development policies/goals among all income levels for housing and economic development.

iv. Environmental Sustainability

By its very nature, the implementation of passenger rail service will improve energy efficiency, reduce the region's dependence on oil, reduce greenhouse gas emissions and provide overall environmental benefits. The increased accessibility and affordability created by additional transportation choices leads to many environmental and economic benefits.

v. Safety

The transportation project will inherently improve transportation facility safety by reducing automobile traffic in the region. Passenger rail travel is overall safer than automobile travel based on a person-mile basis. In addition, the transportation project will incorporate Positive Train Control systems to further increase passenger safety.

b. Secondary Selection Criteria

i. Project Innovation

The proposed Cotton Belt Corridor Investment Grade Financial Plan is an industry leading innovation for the public sector. With completion of an Investment Grade Financial Plan, the NCTCOG and other regional transportation agencies will realize several benefits heretofore not afforded the public sector. Among these benefits are:

- Providing the region with leverage during the process to engage the private sector in a PPP. The Plan will provide the region with a baseline for evaluating the anticipated unsolicited proposals to build, operate, maintain and finance the Cotton Belt Corridor Passenger Rail Project.
- Providing the region with the ability to identify a sound funding strategy to complete the 62-mile project. The Plan would also provide The T, DART and the region with viable funding plans for the Corridor.
- Providing a vehicle to gauge risk assessments when developing contractual arrangements with the private sector.

Overall, the Investment Grade Financial Plan will provide the public sector with a more equal position with the private sector in the PPP process. The proposed Plan will create an industry standard for public sector leverage regarding transportation funding and finance relationships with the private sector when completed.

ii. Partnership

The NCTCOG incorporated aggressive partnership efforts during the Cotton Belt Corridor Conceptual Engineering and Funding Study and the Cotton Belt Corridor Innovative Finance Initiative projects. Each of the thirteen cities, three counties, three regional transit agencies, several other governmental entities (DFWIA, TAMU, UTD among others) and large scale land developers were involved in the process, both individually and collectively. The project coordination was facilitated by NCTCOG staff and included:

- A minimum of two meetings with each individual entity for each effort
- A minimum of two comprehensive group meetings with all parties for both projects
- City Council meetings as requested to inform all policy officials
- Individual meetings with Corridor land development interests to gain support for the innovative funding concepts identified
- Ad hoc community and professional group meetings, including among others
 - North Dallas Chamber of Commerce
 - Institute of Transportation Engineers local chapter
 - Southeast Area Transportation Alliance
 - Urban Land Institute
 - Southwestern Rail Conference

- Greater Dallas Planning Council
 - Addison Rotary Club
 - EPA Sustainability Symposium
- Regularly scheduled regional public information meetings

The Cotton Belt Corridor Conceptual Engineering and Funding Study Final Report can be accessed at <http://www.nctcog.org/trans/spd/TransitRail/CtnBlt/Cotton%20Belt%20CE&FS%20042210.pdf>. Chapter 6 provides details regarding the projects partner involvement program. This strategy and methodology was also incorporated in the iFi effort. The iFi Final Report can be accessed at www.nctcog.org/ifi. In addition, the iFi effort included the land development representatives and various community groups in the region.

The extensive partnership and stakeholder efforts directly resulted in the project's successful conclusion and widespread community support for passenger rail in the Corridor.

c. Benefit-Cost Analysis

This Planning Project funding request is not subject to the Benefit-Cost Analysis criteria.

V. Project Readiness

a. Technical and Financial Feasibility

The transportation project western segments are currently undergoing a NEPA Environmental Impact Statement process by The T. The eastern segments are currently undergoing a local environmental impact analysis conducted by DART. Project analyses preceding the environmental reviews indicated technical and financial feasibility. The NCTCOG iFi analysis also indicated the transportation project is financially feasible. The requested TIGER Project Planning funds for an Investment Grade Financial Plan will further document the transportation project's financial feasibility.

b. Project Schedule

NCTCOG staff is currently developing the scope of services for the Investment Grade Financial Plan. Upon scope of service completion, a Request for Proposals will be published to solicit technical assistance for developing the Plan. Local matching funds are currently available and the project will commence upon receipt of TIGER Project Planning Funds. The Plan is anticipated to be completed within 18 months after notice to proceed.

c. Other Environmental Reviews and Approvals

As indicated in Section V.a. above, the project is currently in NEPA and local environmental process review. A federal Record of Decision (ROD) for the transportation project western segments is anticipated in FY 2014. A local ROD for the transportation project eastern segments is anticipated in FY 2015.

d. Legislative Approvals

The transportation project received broad support from local governments throughout the Corridor during the iFi effort. The project team sought city council support from cities within the Corridor in late 2012 and early 2013. Exhibit 5 identifies broad local government support for the transportation project. Broad local support continues as demonstrated by the letters of support for the TIGER Planning Project Grant Application in Appendix A.

Exhibit 5: Project Support Resolutions – 2012 and 2013

City	Project Support Resolution
Addison	13-Nov
Carrollton	No Action
Colleyville	No Action
Coppell	11-Dec
Dallas	No Action
Fort Worth	18-Dec
Grapevine	No Action
Haltom City	10-Dec
Hurst	No Action
North Richland Hills	10-Dec
Plano	10-Dec
Richardson	26-Nov
Southlake	4-Dec

No Action

Date Passed

e. State and Local Planning

The transportation project is included in the regions adopted long range transportation plan, Mobility 2035: The Metropolitan Transportation Plan for the Dallas-Fort Worth Region, 2013 Update.

VI. Federal Wage Rate Certification

Appendix B includes the NCTCOG’s Federal Wage Rate Requirement Certification stating that the NCTCOG 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 FY 2014 Continuing Appropriations Act).

Appendix A

Project Planning Grant Application Letters of Support

Town of Addison

City of Coppell

City of Dallas

City of Fort Worth

City of Haltom City

City of Hurst

City of North Richland Hills

City of Richardson

Tarrant County

Denton County Transportation Authority

Todd Meier
Mayor



Town of Addison, Texas

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April 18, 2014

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

I would like to express my support for the 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant application to the US Department of Transportation from the North Central Texas Council of Governments (NCTCOG), on behalf of the Regional Transportation Council, for the Cotton Belt Corridor Passenger Rail project. The project is critically important to the Dallas-Fort Worth region as part of an integrated rail system.

The NCTCOG 2014 TIGER grant application proposes to conduct additional financial and transportation planning analyses to position the Cotton Belt Corridor Passenger Rail project favorably for private sector partners. The 2014 TIGER grant application identifies an investment grade financial plan as the primary work product. Additional planning analyses will be inherent in the investment grade financial plan, including travel demand forecasts and transit operations determination. The proposed analyses would further the efforts completed under the NCTCOG's Innovative Finance Initiative (iFi), the Fort Worth Transportation Authority's (The T) Federal Transit Administration New Starts grant application and the Dallas Area Rapid Transit (DART) local environmental impact analysis. Ultimately, these efforts will serve to boost the attractiveness and feasibility of the Cotton Belt Corridor for possible development, encouraging private sector participation.

Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Cotton Belt Corridor Passenger Rail project. Thank you for your time and consideration of this project. If you have any additional questions, please contact me at tmeier@addisontx.gov or phone at (972) 450-7090.

Sincerely,

Todd Meier
Mayor
Town of Addison



April 18, 2014

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

I would like to express my support for the 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant application to the US Department of Transportation from the North Central Texas Council of Governments (NCTCOG), on behalf of the Regional Transportation Council, for the Enhancing Ground Accessibility to Airports with Changing Demand Planning Study.

As the nation's largest inland port and the fourth largest metropolitan area, North Central Texas relies heavily on aviation facilities to sustain growth and economic prosperity. DFW International Airport (DFW) and Dallas Love Field (Love Field) contribute over \$30 Billion in annual economic impact to the area and currently serve approximately 65 Million passengers each year. The repeal of the Wright Amendment, which currently restricts certain commercial air travel out of Love Field, will allow for additional airline and terminal capacity including new nonstop destinations in October 2014. DFW may also experience travel behavior changes due to new light rail access from Downtown Dallas via the Dallas Area Rapid Transit Orange Line that will begin in August 2014.

The Enhancing Ground Accessibility to Airports with Changing Demand study will analyze impacts due to these anticipated changes in travel behavior and focus on making recommendations for the enhancement and continued investment in ground accessibility to our airports. By leveraging a planned NCTCOG Airport Travel Survey later in 2014, staff will be able to specifically analyze survey data to determine changes in travel behavior such as trip generation, distribution and mode choice at both DFW and Love Field. The goal will be to ensure our region has adequate transportation options to both commercial service airports including enhanced mode choice and efficiency that will better serve all of North Texas. Recommendations may be included in the next long range metropolitan transportation plan.

Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Enhancing Ground Accessibility to Airports with Changing Demand Planning Study. Thank you for your time and consideration of this project. If you have any additional questions, please contact me at khunt@coppelltx.gov or phone at (214) 724-6457.

Sincerely,

Karen Hunt, Mayor
City of Coppell



MICHAEL S. RAWLINGS
MAYOR

April 18, 2014

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

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Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Enhancing Ground Accessibility to Airports with Changing Demand Planning Study. Thank you for your time and consideration of this project. If you have any additional questions, please contact my chief of staff, Adam McGough, at adam.mcgough@dallascityhall.com or 214.670.7894.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael S. Rawlings".

Michael S. Rawlings
Mayor, City of Dallas



April 22, 2014

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

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The NCTCOG 2014 TIGER grant application proposes to conduct additional financial and transportation planning analyses to position the Cotton Belt Corridor Passenger Rail project favorably for private sector partners. The 2014 TIGER grant application identifies an investment grade financial plan as the primary work product. Additional planning analyses will be inherent in the investment grade financial plan, including travel demand forecasts and transit operations determination. The proposed analyses would further the efforts completed under the NCTCOG's Innovative Finance Initiative (iFi), the Fort Worth Transportation Authority's (The T) Federal Transit Administration New Starts grant application and the Dallas Area Rapid Transit (DART) local environmental impact analysis. Ultimately, these efforts will serve to boost the attractiveness and feasibility of the Cotton Belt Corridor for possible development, encouraging private sector participation.

Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Cotton Belt Corridor Passenger Rail project. Thank you for your time and consideration of this project.

If you have any additional questions, please contact me at (817) 392-6120.

Sincerely,

Betsy Price
Mayor

cc: Thomas Higgins, City Manager
cc: Council Member Danny Scarth, District 4
cc: TJ Patterson, Manager of Legislative Affairs
cc: Bryan Beck, Regional Transportation Coordinator



BETSY PRICE, MAYOR

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



A Place to Call Home

CITY OF HALTOM CITY

5024 Broadway • P.O. Box 14246 • Haltom City, TX 76117-0246 • 817.222.7700 • Fax: 817.222.7237 • www.haltomcitytx.com

April 21, 2014

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

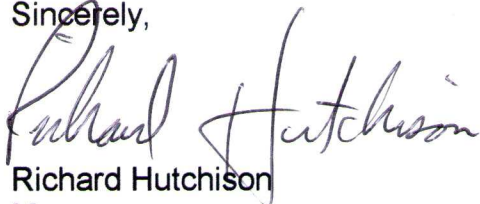
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Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Cotton Belt Corridor Passenger Rail project. Thank you for your time and consideration of this project. If you have any additional questions, please contact me at mayor@haltomcitytx.com or phone at (817) 222-7749.

Sincerely,



Richard Hutchison
Mayor



April 23, 2014

Office of the Mayor

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

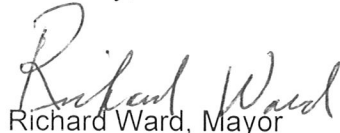
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Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Cotton Belt Corridor Passenger Rail project. Thank you for your time and consideration of this project. If you have any additional questions, please contact me at mayor.ward@att.net or phone at 817.788.7044.

Sincerely,


Richard Ward, Mayor



CITY OF NORTH RICHLAND HILLS

April 23, 2014

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

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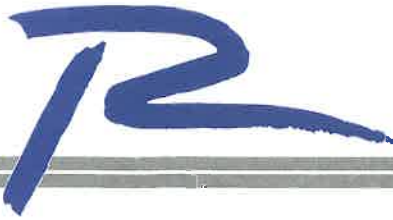
Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Cotton Belt Corridor Passenger Rail project. Thank you for your time and consideration of this project. If you have any additional questions, please contact me at nrhoscar@sbcglobal.net or phone at (817) 427-6003.

Sincerely,

A handwritten signature in black ink that reads "Oscar Trevino". The signature is written in a cursive, flowing style.

Oscar Trevino
Mayor
City of North Richland Hills

MOL 2014-014



April 21, 2014

Laura Maczka
Mayor

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

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Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Cotton Belt Corridor Passenger Rail project. Thank you for your time and consideration of this project. If you have any additional questions, please contact me at (Laura.Maczka@cor.gov) or phone at (972) 744-4217.

Sincerely,

Laura Maczka
Mayor



P.O. Box 830309
Richardson, TX
75083-0309
972-744-4100
Fax 972-744-5803
www.cor.net



B. GLEN WHITLEY
COUNTY JUDGE
of
TARRANT COUNTY

April 21, 2014

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

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Please know I unconditionally support the 2014 TIGER grant application submitted by NCTCOG for the Cotton Belt Corridor Passenger Rail project. Thank you for your time and consideration of this project. If you have any additional questions, please do not hesitate to contact me or my staff at (817) 884-1040.

Sincerely

B. Glen Whitley
Tarrant County Judge



Denton County Transportation Authority
1660 S. Stemmons, Suite 250 • Lewisville, TX 75067
972-221-4600 • fax 972-221-4601 • dcta.net

April 23, 2014

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

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Again, I fully support the 2014 TIGER grant application submitted by NCTCOG for the Cotton Belt Corridor Passenger Rail project. Thank you for your time and consideration of this project. If you have any additional questions, please contact me at (jcline@dcta.net) or phone at (972) 221-4600.

Sincerely,

A handwritten signature in blue ink that reads "James C. Cline, Jr." The signature is fluid and cursive.

James C. Cline, Jr., P.E.
President

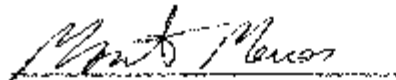
Appendix B

Federal Wage Rate Requirement Certification

Federal Wage Rate Requirement

The North Central Texas Council of Governments (NCTCOG), as an applicant for Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant funds, certifies that for TIGER funds awarded to NCTCOG it will comply with the requirements of Subchapter V of Chapter 31 of Title 40 (40 U.S.C. 3141, *et seq.*) (federal wage rate requirements) as required by the Fiscal Year 2014 Continuing Appropriations Act.

Furthermore, NCTCOG annually certifies compliance with the Davis-Bacon Act as amended, 40 U.S.C. 3141 *et seq.*, the Copeland 'Anti-Kickback' Act, as amended, 18 U.S.C. 874, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*, regarding labor standards for federally assisted projects. NCTCOG certifies to this provision within its annual Certifications and Assurances to the Federal Transit Administration.



Monte Mercer, CPA
Deputy Executive Director
North Central Texas Council of Governments

4/16/14
Date