



# BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

## AllianceTexas/Haslet Accessibility Improvement Project

FY 2018 BUILD GRANT APPLICATION

ATTACHMENT 1: PROJECT NARRATIVE



North Central Texas  
Council of Governments

Transportation Department

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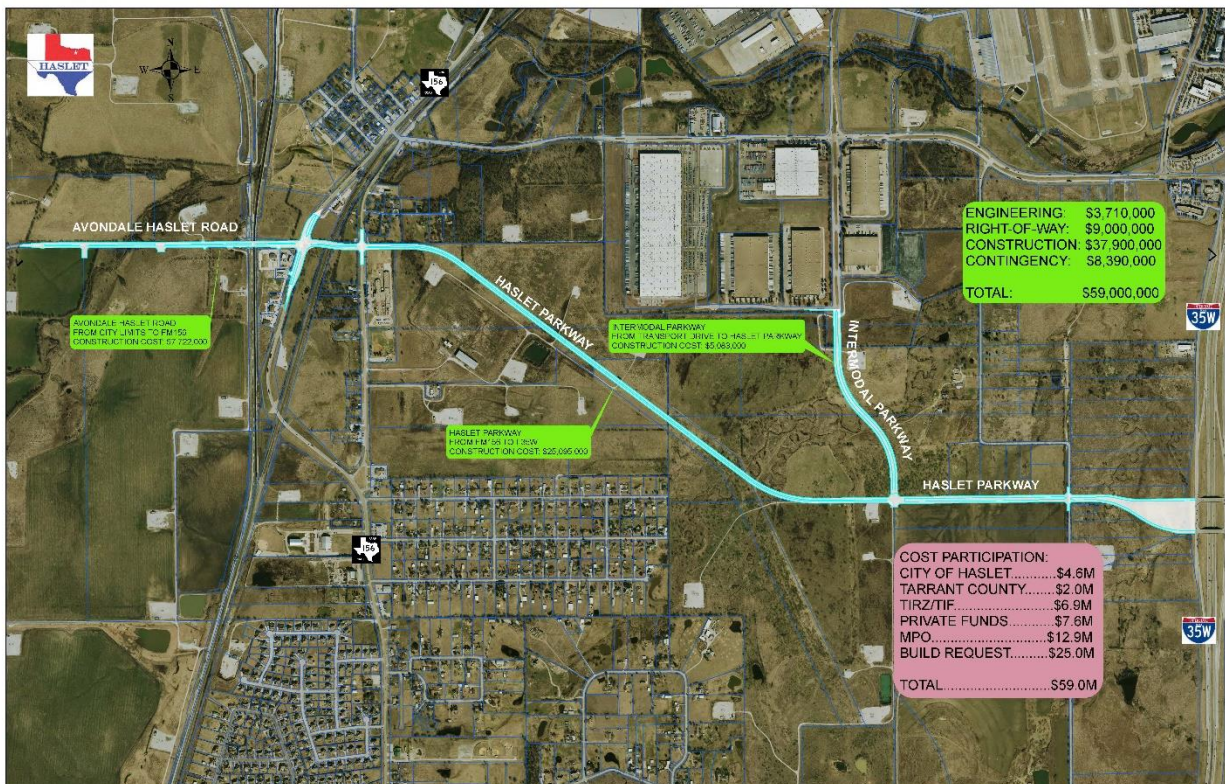
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## Executive Summary

The North Central Texas Council of Governments (NCTCOG), in cooperation with the City of Haslet, is seeking funding assistance of **\$25 million** through the Fiscal Year (FY) 2018 Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program for the AllianceTexas/Haslet Accessibility Improvement Project. This project is illustrated in **Exhibit 1** and is comprised of the following improvements within the City of Haslet:

- Construction of **Haslet Parkway** as a new four-lane divided thoroughfare from the existing Interstate Highway (IH) 35W/State Highway (SH) 170 interchange to the existing intersection of Farm-to-Market Road (FM) 156 and Avondale-Haslet Road.
- Extension of **Intermodal Parkway** as a four-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility.
- Widening of **Avondale-Haslet Road** to a four-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

**Exhibit 1: Project Overview**



AllianceTexas/Haslet Accessibility Improvement Project

The proposed project would be constructed concurrently and connect directly to the following regionally significant projects : 1) IH 35W North Tarrant Express (NTE) Segment 3C Accelerated



Elements Projects from United States (US) 287 to Eagle Parkway near Fort Worth Alliance Airport that was recently awarded FY 2017-2018 Infrastructure for Rebuilding America funding; and 2) the Avondale-Haslet Road widening project from the Haslet city limit boundary to Willow Springs Road that was funded through the recent voter-approved 2018 City of Fort Worth Bond Program. This project is included in *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas*, and in the *2019-2022 Transportation Improvement Program for North Central Texas*.

As this project represents an important public-private partnership between NCTCOG, the Texas Department of Transportation (TxDOT), Tarrant County, City of Fort Worth, City of Haslet, the Haslet Economic Development Corporations (EDC), and adjacent private developers, it is consistent with the proposed purpose and desired objectives of the BUILD Discretionary Grant Program. The AllianceTexas/Haslet Accessibility Improvement Project will improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and US 287. Additionally, it will relieve existing and future congestion on connecting and parallel thoroughfares to support continued growth within the City of Haslet and nearby communities, as well as provide greater accessibility to/from the AllianceTexas master-planned mixed-use development (more than 480 companies with over 48,000 employees), which has been one of the Dallas-Fort Worth region's largest and strongest employment centers for nearly three decades.

The AllianceTexas/Haslet Accessibility Improvement Project will become the primary gateway in facilitating effective freight access to/from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in *Mobility 2045*. Freight distribution to/from key air, truck, and rail facilities at the AllianceTexas development, such as Fort Worth Alliance Airport (a regional hub for FedEx Express and other air cargo carriers), the Alliance Global Logistics Hub, and the BNSF Railway Intermodal and Carload Transportation Center, will be significantly enhanced as a result of this project. The proposed improvements will serve as a catalyst for the City of Haslet's recently-proposed Tax Increment Reinvestment Zone, which will ultimately drive other investment initiatives and innovative partnership opportunities (e.g. EDCs) that can help meet additional future infrastructure needs and supplement expanded commercial development possibilities.

This application includes estimates of the project's expected benefits based on the requirements and outcomes specified in the BUILD Notice of Funding Opportunity and the Benefit-Cost Analysis Guidance for Discretionary Grant Programs (June 2018). This Project Narrative and the Benefit-Cost Analysis (BCA) identify the benefit calculation methodology, quantifies the monetary benefit in net present value for the project, and substantiates the expected benefits and costs in accordance with federal requirements. The costs and benefits contained within this application were derived using travel demand model data, NCTCOG demographic and economic trends/forecasts, and economic forecasts by the City of Haslet and

Tarrant County, as well as supporting information from all levels of government. The BCA document (refer to **Application Attachment 2A**) summarizes the net present value of all applicable cost and benefit categories at a 7 percent discount rate per year to directly compare real cost and benefit values in 2017 dollars via a benefit-cost ratio. As outlined in **Exhibit 2**, this project is projected to attain net benefits of over **\$287 million** over the 20-year time horizon with a benefit-cost ratio of **4.84**.

**Exhibit 2: Benefit-Cost Analysis Summary Results**

| Benefit-Cost Summary Results |                 |                                   | Average Annual   | Total Over 20 Years |
|------------------------------|-----------------|-----------------------------------|------------------|---------------------|
| Life-Cycle Costs             | \$(59,314,496)  | <b>ITEMIZED BENEFITS</b>          |                  |                     |
| Life-Cycle Benefits          | \$1,046,974,139 | Travel Time Savings (mil. \$)     | \$49.63          | \$992.8             |
| Net Present Value            | \$287,112,334   | Land Value Added (mil. \$)        | \$5.371          | \$107.4             |
| <b>BENEFIT-COST RATIO</b>    | <b>4.84</b>     | Emissions Cost Savings (thou. \$) | \$304.5          | \$6,089             |
|                              |                 | <b>TOTAL BENEFITS (mil. \$)</b>   | \$52.35          | <b>\$1,047.0</b>    |
|                              |                 | Person Hours of Delay Saved       | <b>7,628,305</b> | <b>152,566,110</b>  |

Letters of support for this project are included in **Application Attachment 3**.

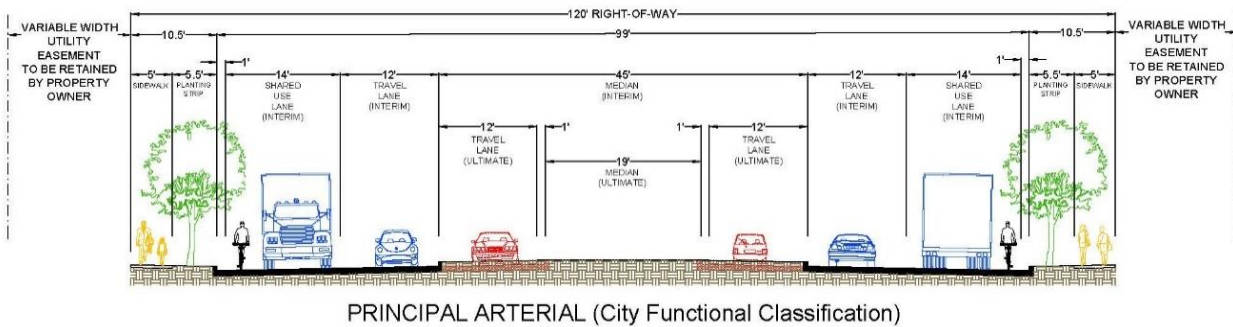
## I. Project Description

As displayed in **Exhibit 1**, the AllianceTexas/Haslet Accessibility Improvement Project is comprised of the following roadway improvements within the City of Haslet in northern Tarrant County, Texas:

- Construction of **Haslet Parkway** as a new four-lane divided thoroughfare (with ultimate right-of-way availability for six lanes) from the existing IH 35W/SH 170 interchange to the existing intersection of FM 156 and Avondale-Haslet Road.
- Extension of **Intermodal Parkway** as a four-lane divided thoroughfare (with ultimate right-of-way availability for six lanes) from its current terminus south to the new Haslet Parkway facility.
- Widening of the existing **Avondale-Haslet Road** to a four-lane divided thoroughfare (with ultimate right-of-way availability for six lanes) from FM 156 to the western Haslet city limit boundary.

Each of the roadway segments listed above will be built to the same cross-section, allowing for consistent design, functionality, multimodal accommodations (bicycle, pedestrian, etc.), and ultimate capacity. The proposed typical section for this project is illustrated in **Exhibit 3**.

## Exhibit 3: Project Typical Section



The AllianceTexas/Haslet Accessibility Improvement Project is being submitted for BUILD Discretionary Grant funding consideration by NCTCOG’s Regional Transportation Council (RTC). The RTC consists of 44 elected or appointed officials representing various local governments and transportation providers, and the group acts as the independent policy body for the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Planning Area. The project is included in *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas*. If awarded funds, the project will be amended as required in the *2019-2022 Transportation Improvement Program for North Central Texas*. As this project represents a public-private partnership between NCTCOG, TxDOT, Tarrant County, City of Haslet, the Haslet EDCs, and adjacent private developers, it is consistent with the proposed purpose and desired objectives of the BUILD Discretionary Grant Program.

### Targeted Transportation Challenges

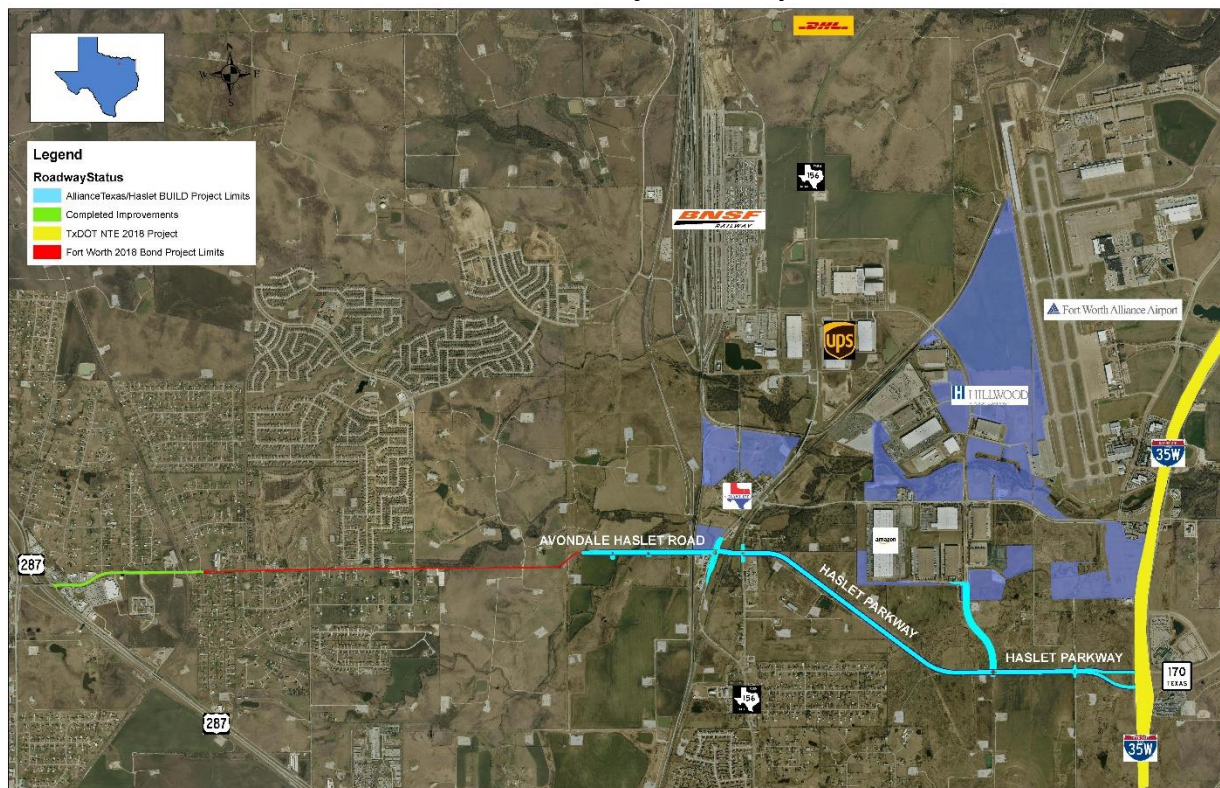
At its western limit, the proposed project would connect directly to a widening project for Avondale-Haslet Road west of the Haslet city limit boundary to Willow Springs Road that was fully funded through the recent voter-approved 2018 City of Fort Worth Bond Program. This connectivity is illustrated in **Exhibit 4**. The City of Fort Worth is currently scheduled to begin construction of the widening concurrent to the implementation of this project, and the widening would also extend new capacity from completed Avondale-Haslet Road improvements farther to the west. As a result, these improvements together will result in a continuous, modern, and more efficient east-west thoroughfare stretching from US 287 to IH 35W, enabling improved accessibility and congestion relief in an area that, despite rapid growth, currently suffers from insufficient thoroughfare network capacity and connectivity.

The City of Haslet is surrounded on all sides by the City of Fort Worth, and much of the area surrounding the city and the proposed project is predominantly characterized by separated land uses and a disconnected development pattern that forces dependence on the automobile for work commutes and other various trip purposes. Few north-south or east-west roadways west of IH 35W are continuous or have sufficient capacity to accommodate current and future



growth, and with many facilities built or maintained by multiple entities, the numerous maintenance, quality, and geometric issues that exist lead to substantial amounts of indirect or alternate trip routing across a large geographical area. Though this condition, nor the ongoing reconstruction of IH 35W as a result of the NTE Project, appears to have slowed down the continued influx of new residential, commercial, and industrial development, it is clear that residents are spending a greater percentage of income and time for transportation compared to other Tarrant County or North Central Texas locations, and such sacrifices may ultimately negate future preference or attractiveness for the area without significant and suitable relief. This is a primary challenge the AllianceTexas/Haslet Accessibility Improvement Project is developed to address.

**Exhibit 4: Project Vicinity**



**REGIONAL OVERVIEW**

Targeting that challenge is also important because the proposed project is primed to serve as the southern gateway to/from the AllianceTexas Global Logistics Hub, one of the Dallas-Fort Worth Metropolitan Area’s largest employment engines and one of the world’s largest inland ports. Originally conceived in the mid-1980s by businessman Ross Perot, Jr., developed and managed by the Hillwood Corporation, and now amassing nearly 26,000 acres across portions of the cities of Fort Worth, Haslet, Roanoke, and Westlake, the AllianceTexas development is recognized as one of the most successful public-private partnerships in the nation. Over the



past 30 years, the development has attracted more than \$8 billion in private investment, generated approximately \$69 billion in economic impact for the North Central Texas region, created nearly 49,000 jobs, and is home to more than 425 companies providing an array of industrial and commercial products and services. Featuring the world's first industrial-use airport (which in 2018 completed extensions of its runways to 11,000 feet enabling long-haul national/international cargo capacity) as well as BNSF Railway's Alliance Intermodal Facility, the efficiency and success of such anchors are highly dependent on superior freight network connectivity and distribution. The Intermodal Parkway segment of the AllianceTexas/Haslet Accessibility Improvement Project will provide effective direct access from the BNSF Intermodal Facility and its prominent neighboring tenants to the SH 170 and IH 35W corridors. IH 35W, as a major part of the IH 35 North American Free Trade Agreement Superhighway, is a critical component of the Texas Freight Network, and its importance as highlighted in the *Texas Freight Mobility Plan* ([www.dot.state.tx.us/move-texas-freight/studies/freight-plan.htm](http://www.dot.state.tx.us/move-texas-freight/studies/freight-plan.htm)) cannot be understated. As a result, this project can be viewed as another essential investment, among over \$5 billion TxDOT has allocated to key highway infrastructure improvements in the IH 35 corridor in the past decade, to help accommodate dramatic increases in freight mobility needs and help fuel additional regional gross domestic product and employment growth.

## Project History

Various planning initiatives have been conducted over the past decade to address deficiencies in east-west mobility through the City of Haslet and north Fort Worth near the AllianceTexas development. The SH 170 corridor, with available frontage roads and preserved right-of-way for a future limited-access facility east of IH 35W, had long been considered a primary element for advancement among a number of generated alternatives. However, with limitations to TxDOT funding and a stronger desire to improve surface street capacity and connectivity, as well as retain neighborhood character and cohesion, the City of Haslet expressed that any extension of SH 170 west of IH 35W should occur as a thoroughfare and be integrated within a robust and contextual network that preserves the City's identity and addresses development needs simultaneously. Various City of Haslet organizing documents such as the Future Land Use Plan (2006, updated in 2014), Old Town Redevelopment Plan (2014), and the Master Thoroughfare Plan (2014) were subsequently developed to reflect those principles. Though original efforts had been made to tie the Avondale-Haslet Road section of this project to Westport Parkway (an existing east-west thoroughfare north of the proposed Haslet Parkway), recent freight planning considerations, as discussed further below, shifted focus to have Haslet Parkway provide the critical direct link between Avondale-Haslet Road and the IH 35W and SH 170 corridors.

## Broad Context of Pursued Transportation Infrastructure Investments

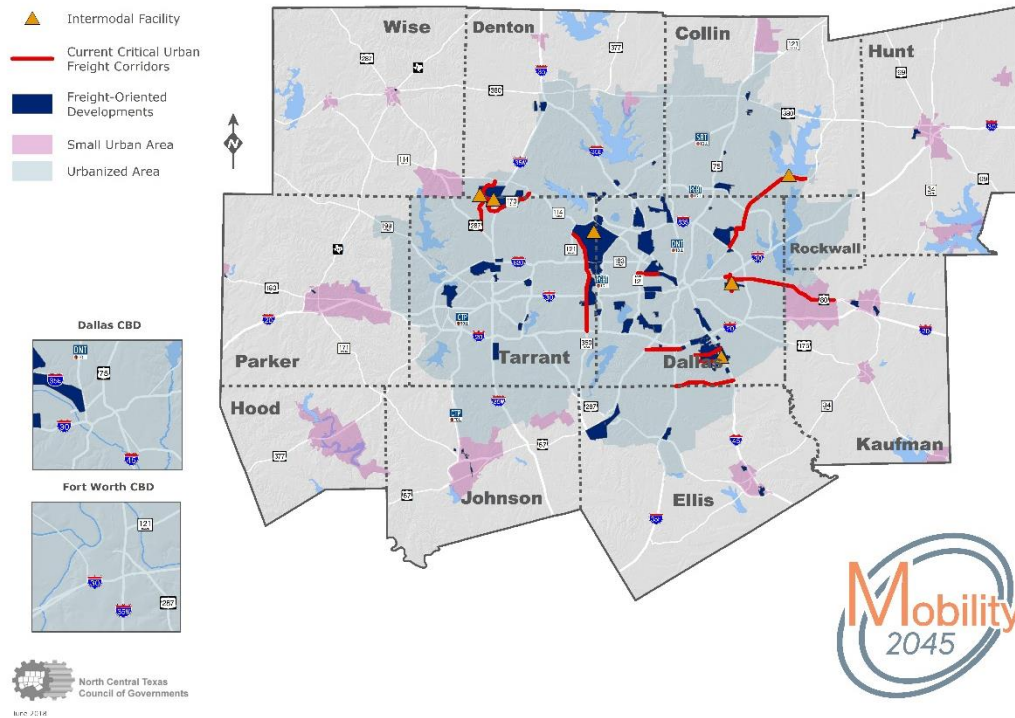
The *Texas Freight Mobility Plan*, adopted in late 2017, is the governing document from TxDOT addressing freight transportation mobility planning for the state. The plan includes the Texas

Multimodal Freight Network and the Texas Highway Freight Network, and it also assesses the state's freight transportation assets, goals, policies, and programs. The state, MPOs, and local governments all have abilities to utilize these resources for freight planning, and it enables the determination of freight-related, air cargo, and roadway/highway projects that can benefit from federal funding. This freight funding has been established by the Fixing America's Surface Transportation (FAST) Act, which includes the BUILD Discretionary Grant Program, and will be assigned to projects according to priority as identified through TxDOT/MPO collaboration.

Connecting the region's freight network to the Federal Highway Administration's (FHWA) National Highway Freight Network (NHFN) is vital to the region's freight movement, and the AllianceTexas/Haslet Accessibility Improvement Project includes an important link in this initiative. As a requirement of the FAST Act, NCTCOG has been engaged in establishing the Dallas-Fort Worth region's components to the Critical Urban Freight Corridor (CUFC) system. The goal was to identify important freight corridors that provide critical connectivity to the state freight network and the NHFN, and ensure that development and maintenance of the CUFC system aligns with policies and goals consistent with other major planning documents such as the Metropolitan Transportation Plan, Transportation Improvement Program, and the state's 10-Year Plan (also known as the Unified Transportation Program, or UTP). Being a part of the NHFN allows CUFCs, which would normally not be on the NHFN, to be eligible for state and federal funding. In July 2017, 12 corridors, including part of the AllianceTexas/Haslet Accessibility Improvement Project, were identified and approved by the RTC to submit to TxDOT and the Federal Highway Administration as the current North Central Texas region CUFCs. These corridors are identified in **Exhibit 5**, and in June 2018, the corridors were integrated into the adopted Metropolitan Transportation Plan.

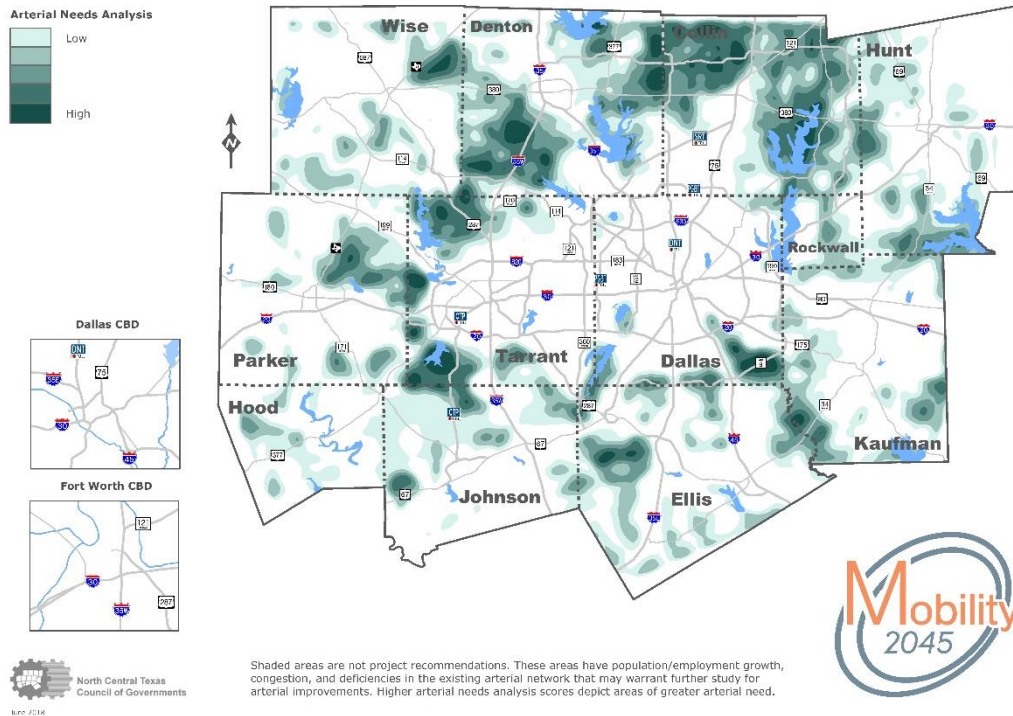
*Mobility 2045: The Metropolitan Transportation Plan for North Central Texas* ([www.nctcog.org/trans/plan/mtp/2045](http://www.nctcog.org/trans/plan/mtp/2045)) is well aligned with the objectives and purposes of the BUILD Discretionary Grant Program supporting an effective freight network and a diverse regional arterial system. Policies in Mobility 2045 encourage the enhancement of intermodal freight activity through innovation, facility development, and improved connections to the freight network by requiring local governments to create a dedicated and recurring funding source for projects that augment freight mobility. These policies are reflected in the partnership to include local economic development corporation funds and tax-increment financing initiatives to support construction, operations, and maintenance for this project. Extra details regarding this partnership will be discussed further below in this application. Also, Mobility 2045 envisions a long-term, high-performance regional roadway network linking communities throughout North Central Texas. Developing and maintaining this system requires the availability of reliable surface street infrastructure with adequate connectivity and capacity to serve regional transportation needs, provide sufficient service to/from regional activity centers, efficiently connect communities, and maintain access to/from areas both within and outside of the region. This application meets those needs through improvements that will

**Exhibit 5: Mobility 2045: Critical Urban Freight Corridors**



address highway, bridge, or other road projects; passenger and freight rail projects; port infrastructure investments (including inland port infrastructure and land ports of entry); and intermodal projects simultaneously. The proposed project will provide key improvements to an area of northern Tarrant County considered deficient resulting from an analysis of population and employment density, arterial spacing and connectivity, existing arterial congestion, and congestion on any surrounding facilities (including freeway/toll road facilities). That area west of IH 35W is clearly depicted in Mobility 2045’s Existing Arterial Network Deficiency Areas map shown in **Exhibit 6**. This application’s commitment to provide proposed thoroughfare improvements reflect the emphasis on mobility in these freight and regional arterial policies and programs.

## Exhibit 6: Mobility 2045: Arterial Network Deficiency Areas



## II. Project Location

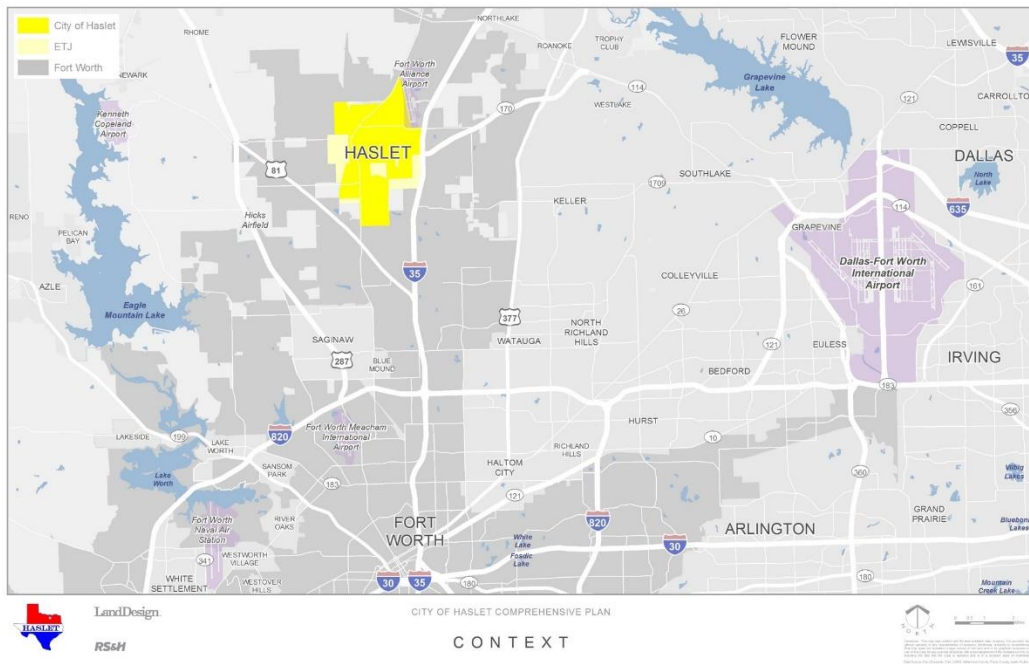
The AllianceTexas/Haslet Accessibility Improvement Project is located in Haslet, a city in Tarrant and Denton counties of Texas approximately 15 miles north of downtown Fort Worth and 20 miles south of Denton. As illustrated in **Exhibit 7**, Haslet is bordered by IH 35W to the east, US 287 to the west, and the AllianceTexas master-planned, mixed-used development and the Fort Worth Alliance Airport to the north. Because the proposed roadway improvements are located in the portion of Haslet in northern Tarrant County just outside of the Dallas-Fort Worth-Arlington Urbanized Area (ID 22042) as designated by the US Census Bureau, this project falls within a “rural area” as defined in the BUILD program.

## Regional Context

The AllianceTexas/Haslet Accessibility Improvement Project is located within the Dallas-Fort Worth-Arlington Census Metropolitan Statistical Area, which is commonly referred to as the DFW Metroplex. It is the largest inland metropolitan area in the United States. The 2015 US Census official estimate has the DFW Metroplex at 7,102,796 and is, by population, the largest metropolitan area in Texas and the fourth largest in the United States. Additional details regarding population growth characteristics for the surrounding area can be viewed in **Exhibit 8**.



**Exhibit 7: Regional Location Map**



**Exhibit 8: Population Trends and Forecasts for Project-Related Locations**

| Location       | 1980 Census <sup>1</sup> | 1990 Census <sup>1</sup> | 2000 Census <sup>1</sup> | 2010 Census <sup>1</sup> | 2020 Forecast <sup>2</sup> | 2040 Forecast <sup>3</sup> | Growth 2010-2040 |
|----------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------------|----------------------------|------------------|
| Fort Worth     | 385,141                  | 447,619                  | 534,694                  | 741,606                  | 953,971 <sup>2</sup>       | 1,490,815 <sup>2</sup>     | 101%             |
| Haslet         | 262                      | 865                      | 1,152                    | 1,517                    | 1,817 <sup>2</sup>         | 2,303 <sup>2</sup>         | 52%              |
| Keller         | 4,143                    | 13,683                   | 27,345                   | 39,627                   | 47,663 <sup>2</sup>        | 51,310 <sup>2</sup>        | 29%              |
| Roanoke        | 910                      | 1,645                    | 3,459                    | 5,962                    | 7,975 <sup>2</sup>         | 12,000 <sup>2</sup>        | 101%             |
| Tarrant County | 860,880                  | 1,170,103                | 1,446,219                | 1,809,034                | 2,006,473 <sup>2</sup>     | 3,094,649 <sup>3</sup>     | 71%              |
| NCTCOG MPA     | 3,030,053                | 4,013,418                | 5,197,317                | 6,417,724                | 7,504,200 <sup>2</sup>     | 10,676,844 <sup>3</sup>    | 66%              |

Sources:

<sup>1</sup> US Census 2010 PL94-171, NCTCOG (February 2011).

<sup>2</sup> Texas Water Development Board, 2016 Regional Water Plan Population Projections for 2020-2070 for Cities, Utilities, and County-Other by Region by County, Region C (December 2015).

<sup>3</sup> NCTCOG 2040 Demographic Forecast (May 2015), <http://rdc.nctcoq.org/Index.aspx> (at county level only).

In terms of economic activity, the Dallas-Fort Worth Metropolitan Area produces the fourth largest gross metropolitan product (GMP) in the United States and has approximately the tenth largest gross GMP in the world. The region is home to Dallas Fort Worth International Airport, the third busiest airport in the world by aircraft movements and the tenth busiest airport in the world by passenger traffic. This project will provide a last-mile connection to the Alliance Global Logistics Hub, the nation’s fastest-growing industrial complex. The Hub is one of only two intermodal logistics facilities connecting air, road, and rail in Texas. (1)

(1) – TxDOT IH 35 North Tarrant Express “Accelerated Elements” INFRA Grant Application (November 2017)

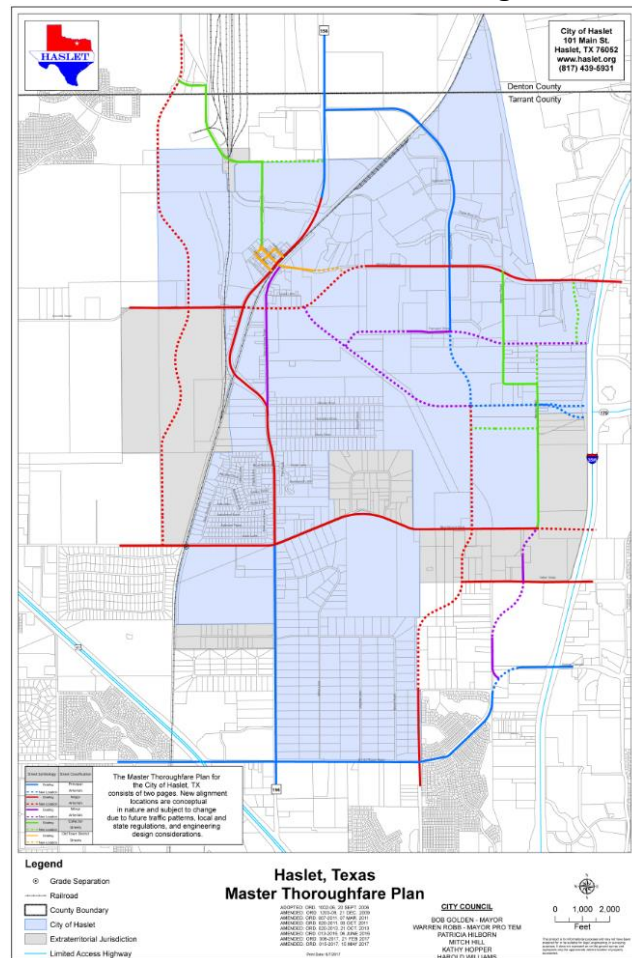
The region is the nation’s largest inland port, where freight is moved, transferred, and distributed to destinations across the state and around the world. Four major Interstate Highways criss-cross the region: IH 20, IH 30, IH 45, and IH 35 (including IH 35E and IH 35W branch routes). The region is a national railroad crossroads and a domestic and international air cargo hub, making it a national logistics hub. Ninety-eight percent of the US population can be reached from North Central Texas within 48 hours by truck. The region has one of the most extensive surface and air transportation networks in the world, providing widespread trade opportunities for the more than 600 motor/trucking carriers and almost 100 freight forwarders operating within the region. (2)

In addition to providing a last-mile connection to the Alliance Global Logistics Hub, the project will complete a vital east-west connection in the City of Haslet’s Master Thoroughfare Plan as illustrated in **Exhibit 9**.

### III. Project Parties

The AllianceTexas/Haslet Accessibility Improvement Project is a multi-jurisdictional effort between NCTCOG, the City of Haslet, Tarrant County, the City of Fort Worth, and TxDOT. The City of Haslet, Tarrant County, and TxDOT has a strong history of working together on cooperative roadway construction projects, including the recent completion of signalization upgrades and coordination at the Westport Parkway/Main Street/FM 156 and the Westport Parkway/School House Road intersections. Close coordination with the City of Fort Worth will occur since this project will connect with that city’s Avondale-Haslet Road project that is currently under design. TxDOT will be responsible for reviewing and approving the proposed improvements at the IH 35W and FM 156 intersections. The roles of NCTCOG and the City of Haslet are described below.

**Exhibit 9: Haslet Master Thoroughfare**



(2) – NCTCOG Mobility 2045 Metropolitan Transportation Plan (June 2018)

In addition, this project represents an important public-private partnership with adjacent private landowners and several developers (Caraway, Hillwood, and LeTara), who will be contributing funding and/or donating right-of-way for this project as identified in **Exhibit 10**.

### **North Central Texas Council of Governments (Grant Applicant)**

NCTCOG is serving as the applicant for this BUILD grant. 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. NCTCOG serves a 16-county metropolitan region comprised around the urban centers of Dallas and Fort Worth, and it consists of 234 members, including 16 counties, 169 cities, 22 independent school districts, and 28 special districts. Since 1974, NCTCOG has served as the MPO for the Dallas-Fort Worth area. The NCTCOG Transportation Department is responsible for the regional planning process for all transportation modes, and also provides technical support and staff assistance to the RTC and its technical committees, which comprise the MPO policy-making structure. The department also provides technical aid to local governments and transportation providers in planning, coordinating, and implementing transportation decisions.

### **City of Haslet (Grant Recipient/Project Implementation)**

The City of Haslet is a local government classified as a Type A general-law municipality in the State of Texas. As the lead implementation agency, the City will be responsible for: project facilitation and coordination; engineering, right-of-way acquisition, and construction; and the operations and maintenance responsibilities for the improved roadways.

## **IV. Grant Funds, Sources, and Uses of Project Funds**

**Exhibit 10** identifies the funding sources and cost estimates for the AllianceTexas/Haslet Accessibility Improvement Project. All costs are in 2017 dollars. The amount of this 2018 BUILD Grant request is **\$25 million** for use in the project's construction phase.

Multiple non-federal funding sources will be utilized to cover approximately 36 percent of the project costs. Although the BUILD program allows the federal funding share for eligible projects in a rural area to exceed 80 percent, the federal share for this project will be only about 64 percent. The infusion of Tax Increment Reinvestment Zone (TIRZ) funding into the City's General Fund is expected to provide a source of funding for the operations and maintenance costs of the completed project.

### Exhibit 10: Funding Sources and Cost Estimates

| Funding Source                              | Type                                 | Funding Amount        | Percent           |
|---|--------------------------------------|-----------------------|-------------------|
| Local                                       | Haslet Type A/B HEDC - Engineering   | \$ 310,000            | 1%                |
| Local                                       | Haslet General Fund - Engineering    | \$ 337,000            | 1%                |
| Local                                       | Haslet Type A/B HCEDC - Construction | \$ 690,000            | 1%                |
| Local                                       | EDC-Supported Bond (Proposed)        | \$ 3,250,000          | 6%                |
| Local                                       | Tarrant County (Proposed)            | \$ 2,000,000          | 3%                |
| Local                                       | City/County TIRZ (Proposed)          | \$ 6,900,000          | 12%               |
| Local                                       | Developer Cash - Caraway             | \$ 1,300,000          | 2%                |
| Local                                       | Developer Cash - LeTara              | \$ 1,400,000          | 2%                |
| Local                                       | Developer (Caraway) - Right-of-Way   | \$ 700,000            | 1%                |
| Local                                       | Developer (LeTara) - Right-of-Way    | \$ 300,000            | 1%                |
| Local                                       | Developer (Hillwood) - Right-of-Way  | \$ 500,000            | 1%                |
| Local                                       | Developer (Other) - Right-of-Way     | \$ 3,553,000          | 6%                |
| <b>Total of Non-Federal Funding Sources</b> |                                      | <b>\$ 21,240,000</b>  | <b>36%</b>        |
| Federal/MPO                                 | STBG Funds - Engineering             | \$ 2,588,000          | 4%                |
| Federal/MPO                                 | CMAQ Funds - Construction            | \$ 3,272,000          | 6%                |
| Federal/MPO                                 | STBG Funds - Construction            | \$ 6,900,000          | 12%               |
| <b>Federal</b>                              | <b>BUILD Request - Construction</b>  | <b>\$ 25,000,000</b>  | <b>42%</b>        |
| <b>Total of Federal Funding Sources</b>     |                                      | <b>\$ 37,760,000</b>  | <b>64%</b>        |
| Cost Category                               | Total Cost                           | Funding Source        |                   |
|   |                                      | Non-Federal (Percent) | Federal (Percent) |
| Engineering                                 | \$ 3,710,000                         | 30%                   | 70%               |
| Right-of-Way                                | \$ 9,000,000                         | 100%                  | 0%                |
| Construction                                | \$ 37,900,000                        | 7%                    | 93%               |
| Contingency                                 | \$ 8,390,000                         | 100%                  | 0%                |
| <b>TOTAL PROJECT COST</b>                   | <b>\$ 59,000,000</b>                 | <b>36%</b>            | <b>64%</b>        |

Note: All percentages are rounded to whole numbers and may not sum to 100%

## V. Merit Criteria

### Criterion #1: Safety

As previously illustrated in **Exhibit 3**, the AllianceTexas/Haslet Accessibility Improvement Project will include the following three Federal Highway Administration Proven Safety Countermeasures: dedicated left- and right-turn lanes at intersections, raised medians, and pedestrian walkways. Because the City's current zoning ordinance includes some access management principles (e.g. traffic signals, driveway spacing, driveway design, corner clearance, and medians) that apply to FM 156 and any four- or six-lane roads shown on the



City's Master Thoroughfare Plan, the countermeasure for corridor access management will be applicable to all three roadways included in this project. (3)

In addition, and subject to funding availability, the City will consider the following additional seven countermeasures: roadside design improvement at curves; systemic application of multiple low-cost countermeasures at stop-controlled intersections; leading pedestrian interval; USLIMITS2; enhanced delineation and friction for horizontal curves; backplates with retroreflective borders; and yellow change intervals.

The dedicated turn lanes will be added at the Avondale-Haslet Road/FM 156 intersection, the Haslet Parkway/Intermodal Parkway intersection, and both Haslet Parkway/IH 35W southbound frontage road intersections (refer to **Application Attachment 4**). Safety will be further enhanced with the installation of a new traffic signal at the southernmost Haslet Parkway/IH 35W southbound frontage road and with upgraded multi-phase signal systems at the Avondale-Haslet Road/FM 156 intersection and the northernmost Haslet Parkway/IH 35W southbound frontage road intersection. A raised median will be provided along all three roadways to separate opposing directions of traffic to minimize collisions. The project will be designed to meet current TxDOT design standards, including the incorporation of horizontal curve features to facilitate the efficient and safe movement of freight truck and passenger vehicles. The added lane capacity on Avondale-Haslet Road is expected to reduce traffic backups on Avondale-Haslet Road and FM 156 due to train operations at the BNSF rail crossing on Avondale-Haslet Road west of FM 156 (**Exhibit 11**).

### Exhibit 11: Avondale-Haslet Road at BNSF Crossing



The project will include several pedestrian safety enhancements. The project will provide continuous sidewalks separated by a landscaped buffer along the entire project length. At intersections, the project will include pedestrian islands, countdown signals, and lighting to improve visibility. Pursuant to the U.S. Access Board, six-foot-wide sidewalks will be installed across the BNSF rail crossing on Avondale-Haslet Road at approximately 90 degrees with the tracks. In addition, detectable warning surfaces

will be installed 12 feet from the centerline of the track. To deter pedestrians from crossing the railroad tracks while trains are approaching, pedestrian gates, signage, and audible warnings

(3) – Haslet Comprehensive Plan (June 2016)

will also be considered. In addition to these pedestrian enhancements, bicycle travel will be accommodated with the inclusion of a wide outside curb lane along the entire project length.

## **Criterion #2: State of Good Repair**

Ensuring that transportation facilities may be consistently maintained in a state of good repair throughout their functional life is essential for delivering on commitments to provide a safe, efficient, and reliable roadway system. As mentioned in the City of Haslet's 2016 Comprehensive Plan, the City maintains approximately 21 out of 28 centerline-miles of designated thoroughfares that travel through the city and extra-territorial jurisdiction limits; however, a number of roadways never originally designed for significant traffic are experiencing high traffic volumes and associated safety issues. In order to create a connected, safe, and functioning network of well-maintained roads and other facilities in support of current and future mobility, one of the Comprehensive Plan's primary recommendations is to acquire ownership of key roadway segments. Although NCTCOG acts as the BUILD Discretionary Grant Program applicant for the AllianceTexas/Haslet Accessibility Improvement Project, the City of Haslet is identified as the grant recipient, and that will enable the project to have uniformity for the purposes of planning and collaborating to maintain a state of good repair over time.

Because the proposed project would be built with state and federal funds, as well as the result of the project's CUFC classification providing direct freight connections between the IH 35W/SH 170 interchange and the AllianceTexas Global Logistics Hub (which includes the BNSF Intermodal Facility), the roadway segments would be built with a design and construction materials consistent with the most updated standards for longevity and durability. The CUFC classification, and potential for linkages to a greater array of state and federal funding sources, would ensure that the continued development, effectiveness, and upkeep for the AllianceTexas/Haslet Accessibility Improvement Project (and its connecting facilities, such as IH 35W) retain a high priority among future freight and other mobility planning considerations.

This project, as well as the connecting 2018 City of Fort Worth Bond Program project, would replace the deteriorating and over-utilized two-lane rural asphalt section of Avondale-Haslet Road west of FM 156 with a four-lane divided urban cross-section with more resilient concrete pavement and curb-and-gutter drainage elements. The project's emphasis on accessibility and connectivity will likely attract additional development over time, particularly those involving high-intensity land uses which would significantly increase the area's tax base, and resulting new revenues within the City of Haslet's TIRZ would create a reliable funding stream for continued maintenance well above and beyond its initial use to catalyze construction. Those same features will also help to re-distribute traffic using other congested and indirectly-routed Hazlet or north Fort Worth thoroughfares, and this would allow the TIRZ and/or funding partnerships greater abilities to budget time and resources to improve state of good repair for those facilities as well.

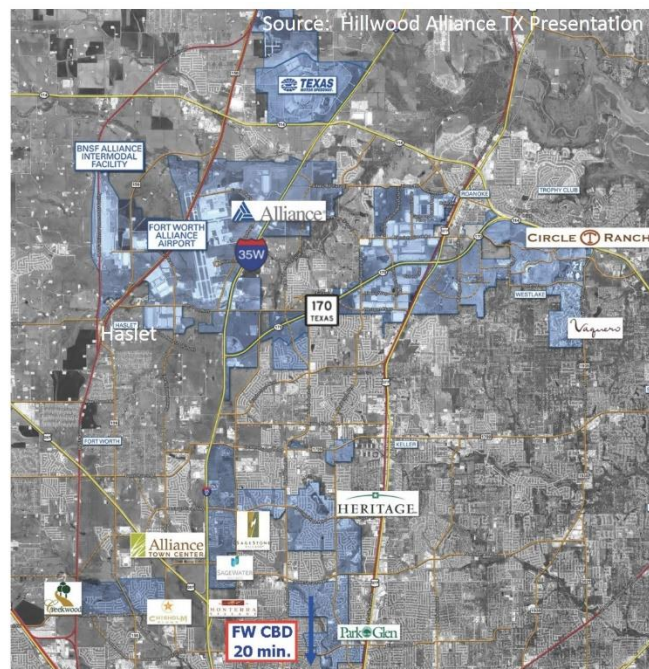
### Criterion #3: Economic Competitiveness

The AllianceTexas/Haslet Accessibility Improvement Project will improve economic competitiveness for Haslet and the surrounding region since it will facilitate access to the AllianceTexas master-planned, multi-use development (**Exhibit 12**). Centrally located in the US, the 26,000-acre AllianceTexas development is anchored by the Alliance Global Logistics Hub (AGLH), one of the world’s premier inland ports. The AGLH offers strategic multimodal transportation access, including: BNSF Railway’s Alliance Intermodal Facility; Two Class I rail lines (BNSF and Union Pacific); Fort Worth Alliance Airport, which is the world’s first 100 percent industrial airport designed for cargo and corporate aviation); IH 35W from Mexico to Canada, and SH 114 and SH 170; and the FedEx Southwest Regional Sort Hub. In addition to the established transportation infrastructure at the AGLH, there are significant economic benefits and supply-chain services available, including: Foreign-Trade Zone (FTZ) #196, user-friendly FTZ services, triple freeport inventory tax exemption, air cargo ground handling and aviation services, existing rail-served facilities, third-party logistics, and workforce recruitment and retention services. (4) The economic benefits of the AGLH are further described in **Application Attachment 5**.

**Exhibit 12: Alliance Economic Engine**

## Alliance is Major Economic Engine

- 40,000 employees, 400 corporate residents
- Fastest growing area of metroplex
- \$250M Airport Expansion Program
- Parallel Runway Extension
- Provides for Europe/Asia Direct Air Cargo



The AllianceTexas/Haslet Accessibility Improvement Project will provide direct access to IH 35W, which is located adjacent to the AGLH. The role of IH 35W to the national, state, and

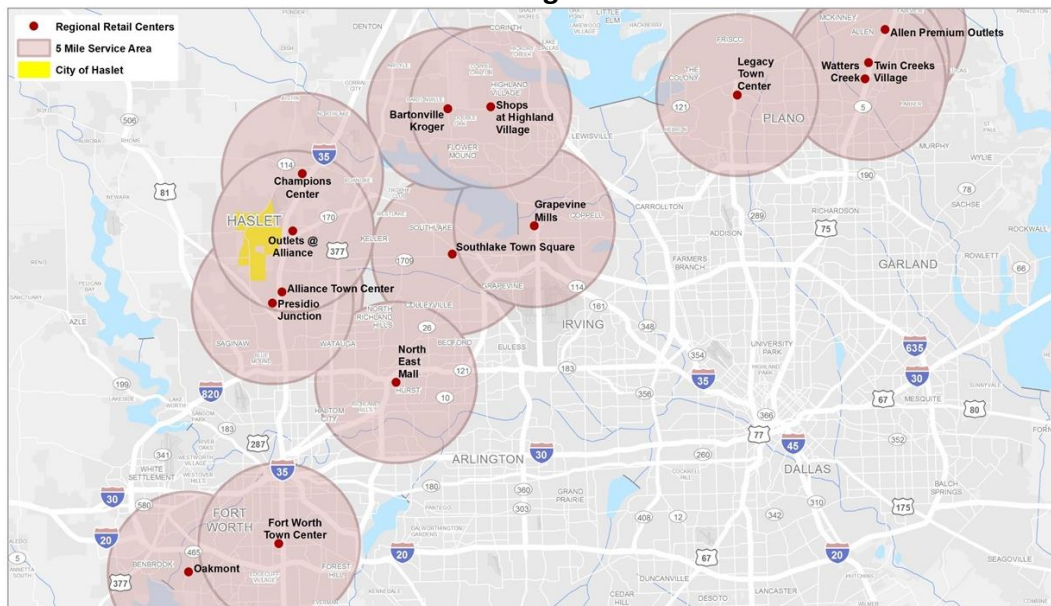
(4) – AllianceTexas Website (July 2018)



regional freight network cannot be overstated. IH 35W is a part of the National Highway Freight Network and is designated by FHWA as part of the Primary Highway Freight System. IH 35W is also included in the Texas Highway Freight Network as a Designated Critical Rural Freight Corridor. (5) As previously noted, IH 35W is identified as a CUFU in the region’s transportation plan, Mobility 2045. IH 35W provides connectivity between the Alliance inland port and other routes required for \$28.7 billion in exports. As goods arrive by air through Fort Worth Alliance Airport, by rail through the BNSF Railway Intermodal, and by truck, IH 35W is essential not only for long-haul truck movement but also for last-mile connections to the air cargo airport, rail facilities, and the distribution complex in the region. (6) Likewise, this project will also provide a last-mile “driveway” connection to Amazon Fullfillment Center #DFW7, Michael’s Distribution Center, Trican Well Service, Excel-Haslet, Volkswagon PDC Warehouse, and Exel Logistics. By providing improved access and connectivity to AGLH, the IH 35W NTE project and this project will facilitate the efficient and safe movement of freight and will enhance the economic competitiveness of the nation, state, and region.

In addition to supporting interstate and regional economic productivity, the AllianceTexas/Haslet Accessibility Improvement Project is expected to stimulate the local economy in the City of Haslet. Haslet has a large daytime population that could potentially sustain restaurants and retail growth. Previous studies have shown unmet retail demand in the vicinity of Haslet. Recent retail development announcements just outside of Haslet may be meeting the majority of this demand and will certainly present competition for existing and future businesses in Haslet (**Exhibit 13**).

**Exhibit 13: Regional Retail**



(5) – TxDOT Texas Freight Mobility Plan (March 2018)

(6) – TxDOT IH 35 North Tarrant Express “Accelerated Elements” INFRA Grant Application (November 2017)



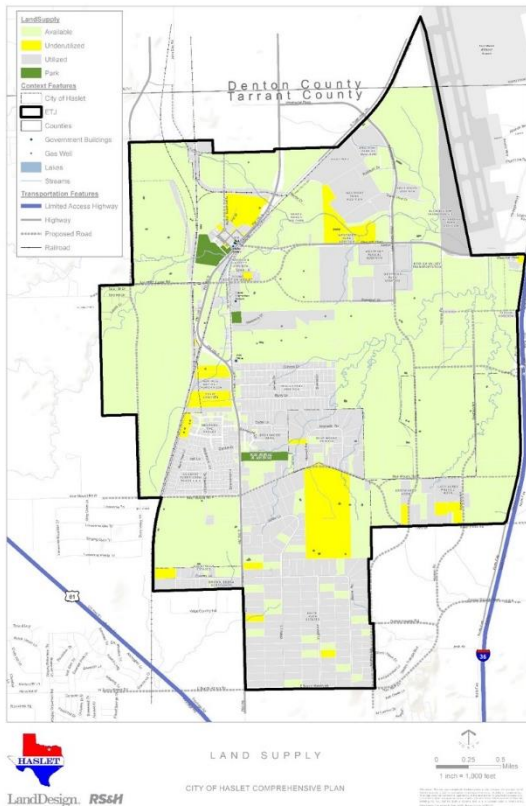
As illustrated in **Exhibit 14** and **Exhibit 15**, approximately 70 percent (nearly 5,000 acres) of the City's land area is undeveloped or underutilized and is suitable for commercial development. (7)

The construction of this project will provide the essential transportation infrastructure needed to support future growth and will serve as a catalyst for the City's economic development.

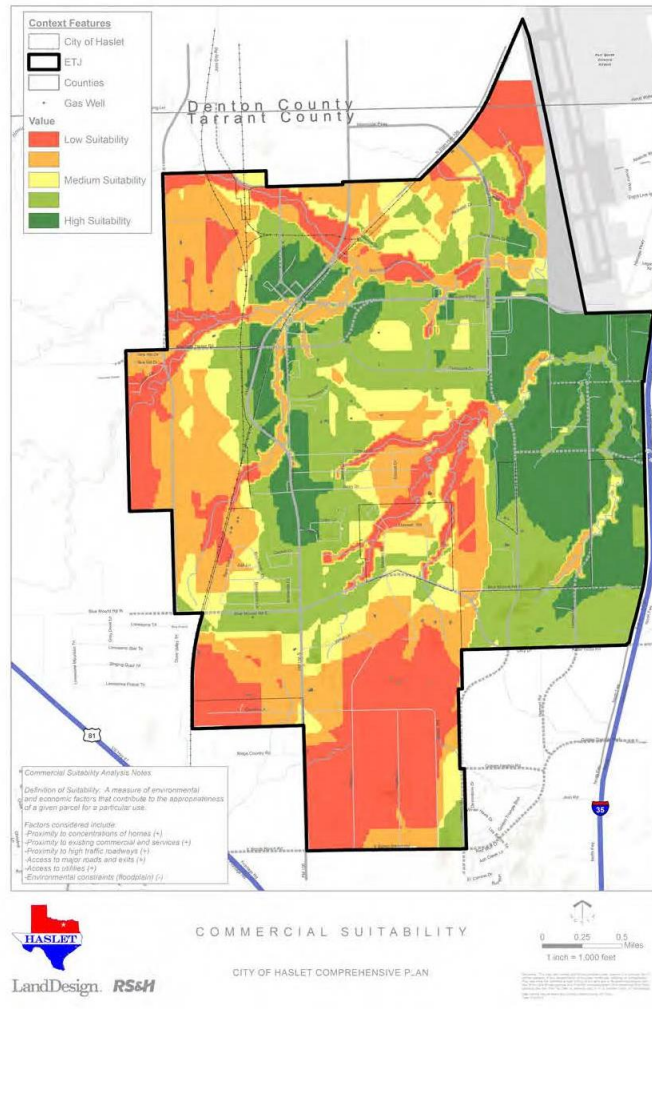
## Exhibit 14: Haslet Land Availability

### Land Availability

- 70%** Undeveloped/Underutilized
  - 4,873 Acres
- 30%** Developed
  - 2,115 Acres



## Exhibit 15: Haslet Commercial Suitability



(7) – Haslet Comprehensive Plan (June 2016)

## Results of the Benefit-Cost Analysis

**Exhibit 16: Total Project Benefits**

| Benefit Category             | Benefits         |
|------------------------------|------------------|
|                              | 7% Discount Rate |
| O&M Costs                    | (\$166,490)      |
| Time Savings                 | \$267,183,812    |
| Air Quality Emission Savings | \$3,093,744      |
| Land Value Increase          | \$51,270,272     |

**Exhibit 17: Net Project Benefits**

| Discount Rate | Net Present Value of Total Benefits | Rounded Net Present Value of Total Benefits | Return on Investment* |
|---------------|-------------------------------------|---|-----------------------|
| 7 Percent     | \$287,112,334                       | \$287 million                               | 1765%                 |

\*Benefits are not discounted in Return on Investment calculation.

The overall net value of this transportation investment will result in a positive un-discounted return on investment of **1765 percent (\$1.046 billion/\$59.31 million)**.

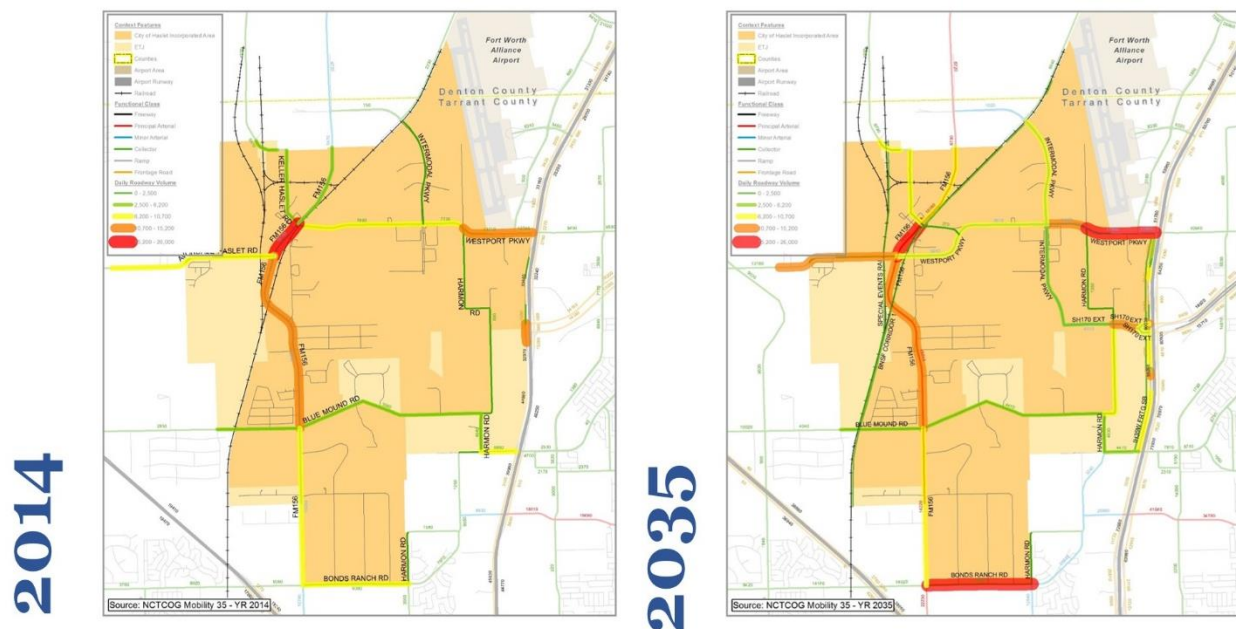
This project will increase the economic competitiveness and freight movement in the Dallas-Fort Worth region and AllianceTexas Haslet economic area in the short-, medium-, and long-term by increasing freight accessibility and supporting growing commercial and industrial activity. Providing development potential and connectivity to existing roadways in the project area will result in direct freight and economic competitiveness benefits to project users, including reduced air quality emissions, auto and commercial vehicle travel-time savings, and increase in land value.

Increased access to developable land will facilitate new sources of jobs and economic vitality in the Haslet and AllianceTexas areas, where intense commercial and industrial activity are already thriving immediately adjacent to Fort Worth Alliance Airport and IH 35W, both of which are significant and vital freight facilities in the region. The improvements are also projected to increase adjacent land values, unlocking the highest potential of surrounding parcels and maximizing real estate values based on their highest potential as indicated in the 2016 Haslet Comprehensive Plan. Local government and developer partnerships, as well as anticipated right-of-way donations by private parties, will greatly leverage funding provided by state, MPO, and federal sources. These investments in infrastructure will generate great returns for the local area, the region, and the nation as a whole.

**Criterion #4: Environmental Protection**

Because Westport Parkway and FM 156 serve as the only routes within Haslet to the AllianceTexas Global Logistics Hub, both roadways experience existing and future congestion (**Exhibit 18**). (8) By providing an east-west alternative (Haslet Parkway) and a north alternative (Intermodal Parkway) with congestion mitigation strategies (additional travel lanes and turn lanes at intersections), the AllianceTexas/Haslet Accessibility Improvement Project will reduce congestion and vehicle emissions, including idling from freight truck traffic.

**Exhibit 18: Current and Future Traffic Volumes**



As previously mentioned and illustrated in **Exhibit 4**, this project, along with the City of Fort Worth’s Avondale-Haslet widening, will complete an east-west network gap between IH 35W and US 287. As a result of this regional connection, the project will reduce energy (petroleum) use and air pollution by reducing out-of-direction travel and vehicle miles traveled for freight truck traffic on US 287 heading to and from the AllianceTexas Global Logistics Hub.

As previously noted in **Exhibit 16**, the project will result in air quality emissions savings. When combined with the IH 35W NTE Segment 3C project, improving traffic flow will promote better air quality in a region classified as nonattainment for the 2008 and 2015 ozone National Ambient Air Quality Standards. Reducing idling by both commercial and passenger vehicles means fewer emissions into the IH 35W NTE adjacent neighborhoods. (9)

(8) – Haslet Comprehensive Plan (June 2016)

(9) – TxDOT IH 35 North Tarrant Express “Accelerated Elements” INFRA Grant Application (November 2017)

## Criterion #5: Quality of Life

The road network in the City of Haslet suffers from poor road connectivity. Currently, there is only one direct east-west connection and one direct north-south connection. Westport Parkway is the major east-west connection, but it is also a heavily-used truck route. Blue Mound Road and Bonds Ranch Road are also east-west roads, but they are two-lane roads and do not provide direct access to the IH 35W corridor. At-grade rail crossings on east-west routes also cause congestion. FM 156 (also known as Haslet County Line Road) is the primary north-south route through the city. It is currently a two-lane road. It receives a lot of overflow from IH 35 as traffic seeks an alternative route during periods of high congestion caused by peak hour travel and/or accidents or construction. Current volumes exceed the current capacity of FM 156 in some sections. An additional north-south arterial is needed to relieve traffic on FM 156. The construction of Haslet Parkway as a new east-west arterial and the extension of Intermodal Parkway south to Haslet Parkway will provide better connectivity and more capacity to improve the mobility and accessibility for residents and visitors. <sup>(10)</sup>

In general, mobility in the City of Haslet has diminished due to a lack of alternatives and increased growth. The lack of multimodal alternatives such as transit or bicycle and pedestrian facilities forces residents and workers to use their vehicles for every trip, regardless of length. There are few places where Haslet residents can safely bike and walk. By providing new buffered sidewalks, wide outside curb lanes for bicyclists, and improved intersections with pedestrian countdown signals, the project addresses the City's increased need for additional bicycle and pedestrian facilities. <sup>(11)</sup> The sidewalks, crosswalks, and signals will comply with the Americans with Disabilities Act of 1990. The project also facilitates multimodal connectivity since it will provide a link to the City's shared-use path that will be constructed along portions of School House Road, Avondale-Haslet Road, and FM 156.

The AllianceTexas/Haslet Accessibility Improvement Project will not only enhance access to existing employment centers mentioned in the preceding section, the City's Old Town area (including City Hall, Haslet Public Library, and Haslet Community Park), and other nearby community facilities (Haslet Elementary School, post office on FM 156), it will also support the City's future land use growth as illustrated in **Exhibit 19** by providing safe routes to future schools planned along Avondale-Haslet Road and by providing access to future developments along Haslet Parkway and Intermodal Parkway as identified in the City's IH 35W Conceptual Land Use Plan (**Exhibit 20**), including the 310-lot Caraway development. The project complements the City's recently completed \$4 million sewer extension project on the west side of IH 35W in order to provide adequate infrastructure to an area where one 253-acre development is underway and additional economic development is desired.

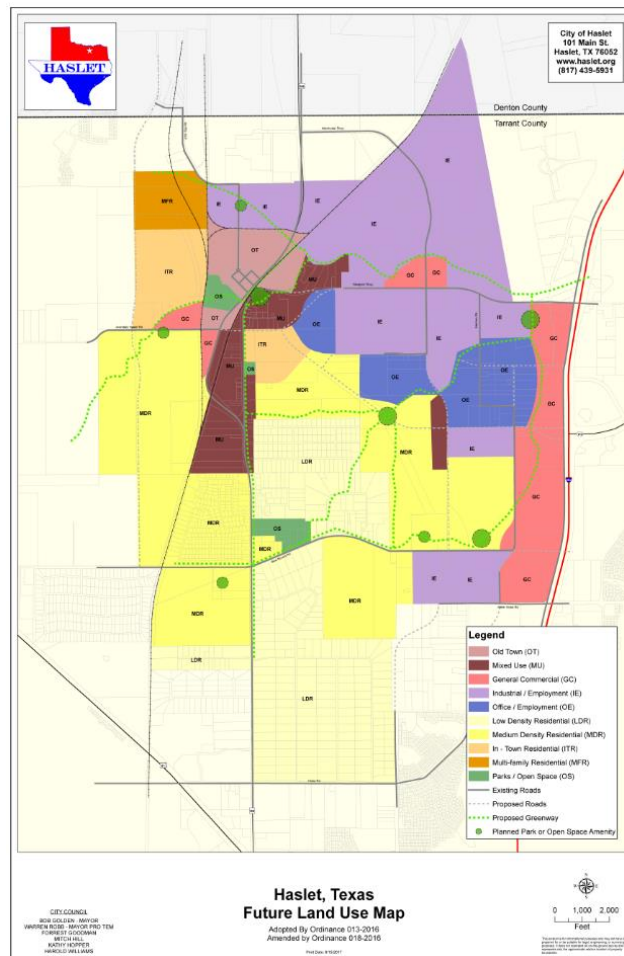
<sup>(10)</sup> – Haslet Comprehensive Plan (June 2016)

<sup>(11)</sup> – Haslet Comprehensive Plan (June 2016)



The addition of the AllianceTexas Haslet Project also generates benefits in travel time savings at a regional level. Calculation of regional benefits from reduced levels of congestion delay associated with the new roadways are outlined in the BCA. The net present value of travel time savings to transportation system users is \$267 million.

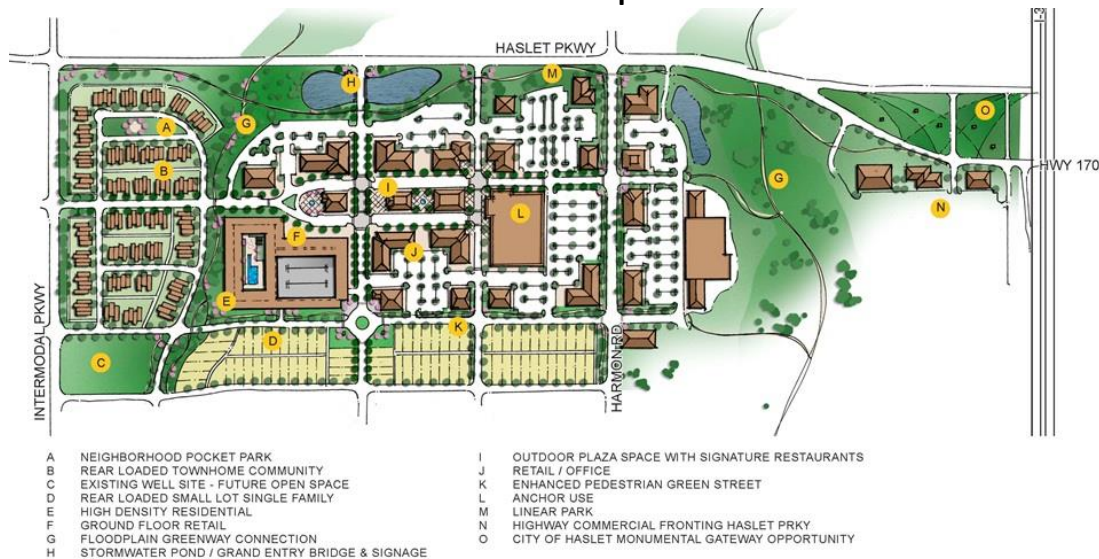
**Exhibit 19: Haslet Future Land Use**



## Criterion #6: Innovation

The AllianceTexas/Haslet Accessibility Improvement Project will incorporate a number of innovative strategies with respect to technological applications, implementation, and financing capabilities. Though some innovative strategies represent more broad yet relevant initiatives that can be applied on a regional or corridor level to enhance multiple projects, others are tailored more specifically and exclusively to the geographical and functional attributes of this particular project.

## Exhibit 20: IH35-West Conceptual Land Use Plan



### a. Innovative Technologies

The Dallas-Fort Worth region has already invested significant resources to produce a wealth of technology infrastructure supporting transportation mobility, safety, and reliability, and a large amount of available information is shared through the existing 511DFW apparatus. From that platform, information regarding transportation asset performance and/or traffic conditions is collected, analyzed, and distributed by individual providers throughout the North Central Texas area, including TxDOT, various transit entities, and local governments. Traveler information regarding closures, incidents, congestion levels, and specific weather-related warnings are processed and communicated via numerous media platforms and transmitted in the field through active intelligent transportation system infrastructure, including dynamic message signs, warning lights, and automatic barricades.

As the primary subject of a June 2018 Advanced Transportation and Congestion Management Technologies Development Grant Initiative, NCTCOG proposed a Next Generation Platform for Regional Multimodal Transportation Management, with a Regional Information Hub as its centerpiece, to substantively transform 511DFW's data utilization, processing, and sharing capabilities into a "cloud"-hosted, open-source reservoir of information for public consumption. The Regional Information Hub would house, in addition to numerous existing transportation data sources, various new data elements such as mobile location data, emissions monitoring, auto occupancy verification technology, vehicle detection deployment, and freight routing/parking information. Many of the traffic signal-based countermeasures highlighted above in the Safety Criteria section for the AllianceTexas/Haslet Accessibility Improvement Project can be effectively integrated into vehicle detection deployment routines processed

through the Regional Information Hub. However, the project's most significant implications and linkages with this initiative would lie with the processing and distribution of freight routing/parking information.

Given that proposed roadway segments within the AllianceTexas/Haslet Accessibility Improvement Project are classified as CUFCs and are directly connected to the IH 35W corridor, which includes a critical portion of the region's extensive managed lane system, the project would be tied into a comprehensive truck routing and parking information network. The system would alert drivers to available truck parking along the region's various freeway corridors, as well as within adjacent freight-oriented developments like AllianceTexas, via dynamic and static messaging signs. This signage would make it easier for drivers to find parking and help meet the needs of the Hours of Service requirements as defined by the Federal Motor Carrier Safety Administration. Signs would be located prior to exits where truck parking is located. Dynamic messaging signs, as well as vehicle detection technology at truck stops or at intermodal centers, would indicate available parking spaces or queue processing times at lift stations. Static information signs would notify drivers of upcoming exits with truck stop access. As freight information is further processed through the Regional Information Hub, alerts could be transmitted to notify drivers of truck parking availability, traffic on route, or alternate route via a web-based tool or an application/voice notification (Freight Advanced Traveler Information Systems or other navigational system). The benefits of this truck routing and parking information network would include commercial motor vehicle crash decreases, improved safety, travel time reductions, and direct savings to shipping and maintenance costs, each of which may be specifically realized with this project.

### **b. Innovative Project Delivery**

TxDOT and NCTCOG have regularly partnered together to take advantage of two innovative federal programs to streamline the environmental review and permitting process to get projects built faster. These strategies will be applied to assist the City of Haslet in meeting the BUILD Discretionary Grant Program's aggressive schedule for funding obligation. These programs help expedite the review of projects, but they do not allow the permitting, approval processes, and/or regulations to be circumvented or bypassed.

Under the Surface Transportation Project Delivery Program (23 US Code 327), TxDOT applied for and was granted responsibility for review, consultation, and approval of National Environmental Policy Act (NEPA) documents for highway projects. This delegation eliminated a layer of government review and allows TxDOT to directly consult with federal and state resource agencies, resulting in shorter review times. Texas was the second state to assume NEPA responsibility for all levels of environmental documentation.

Many projects require a Section 404 permit under the Clean Water Act from the US Army Corps of Engineers (USACE). The time needed to receive the permit varies by the permit type, magnitude of project impacts to wetlands and waters of the US, and complexity of the project. Section 214 of the Water Resources Development Act of 2000 allows the USACE to accept funds from non-federal public entities to give priority to the evaluation of the USACE permit regulations. Under this Act, NCTCOG and USACE has had a Memorandum of Agreement to fund a position at the USACE to expedite permitting for regional priority transportation projects in the Dallas-Fort Worth region since 2008. The opportunity to coordinate in advance has resulted in reductions in permitting time, mitigation costs, and impacts.

### c. Innovative Financing

Projected economic growth within and around the AllianceTexas development, as well as the need to address thoroughfare network deficiencies within and adjacent to the City of Haslet, has each contributed substantial interest and commitment in accelerating the delivery of the AllianceTexas/Haslet Accessibility Improvement Project. As indicated previously within Section IV, an array of public and private funding partners, as well as an assorted mix of funding strategies, have been assembled for this project. Among the most innovative financing sources include local EDC Type A/B funds, direct cash and right-of-way donations from adjacent private developers, and applied tax-increment financing as a result of a joint City of Haslet/Tarrant County TIRZ.

In Texas, the Development Corporation Act of 1979 provides the mechanisms through sales tax collections for cities to finance new and expanded local business enterprises out of EDCs. The following website from the Texas Comptroller's Office describes eligibility requirements, administration issues, and allowable costs relevant to projects such as the AllianceTexas/Haslet Accessibility Improvement Project: (<https://comptroller.texas.gov/economy/local/type-ab/index.php>). To complement this funding source, tax-increment financing, as authorized under Chapter 311 of the Texas Tax Code, takes the incremental tax dollars generated from new development and the increased appraisal value of specific properties within a designated area and applies those funds to pay for dedicated public improvements within a TIRZ. Generally established by a municipality, but with abilities to be combined with other tax entities within a county, tax-increment financed bonds may be issued for a maximum of 20 years and, based upon approved participation agreements, the percentage of increments to be dedicated to a district's funds can be maximized up to 100 percent. To date, there are 26 active tax increment financing districts in Tarrant County, and since 2003 portions of the AllianceTexas development to the south of the proposed project have already benefitted from more than \$26 million in completed/authorized projects resulting from the "Fort Worth #7 North Tarrant Parkway" TIRZ. More information regarding city/county TIRZs in Tarrant County can be found on the Tarrant County website ([www.tarrantcounty.com/en/administration/staff/economic-development-coordinator/tax-increment-financing-districts--tifs.html](http://www.tarrantcounty.com/en/administration/staff/economic-development-coordinator/tax-increment-financing-districts--tifs.html)).



## **Criterion #7: Partnership**

The AllianceTexas/Haslet Accessibility Improvement Project has and will have strong collaboration among its partners and stakeholders. These include NCTCOG, Tarrant County, and the City of Haslet as funding and implementing partners, as well as other critical contributions in cash and right-of-way donations from various adjacent private developers, the City's EDC, and the city/county TIRZ. TxDOT will also act as a major partner in helping to lead/guide through comprehensive yet streamlined schedules for environmental approval, final design, permitting, and the right-of-way acquisition process. Another major partner will be the City of Fort Worth, with whom the project parties have consulted regularly and will continue to do so, ensuring the 2018 Bond Program widening of Avondale-Haslet Road can be implemented concurrently. The project represents a unique circumstance where designated rural and urban areas with the North Central Texas region may both obtain substantial benefits in mobility, accessibility, and development opportunities resulting from a dedicated and targeted investment strategy. This was a significant catalyst in generating agency, private entity, and general public support and momentum for this project, and the fact that combined local resource contributions far exceed minimum thresholds established for the BUILD Discretionary Grant Program highlights this strength and commitment.

As stated previously, the AllianceTexas development has been recognized for decades as one of the most successful public-private partnerships in the nation, and that's because capital investments from public and private sources have consistently leveraged measurable and diversified economic output at values many times greater than what was initially provided. Like the NTE Segment 3C Project for IH 35W, which was recently awarded funding through the FY 2017-2018 Infrastructure for Rebuilding America Discretionary Grant Program, this project also enjoys the same broad support from the same collection of direct and indirect stakeholders. The project's partnership attributes, as well as BCA results, display strong affirmation that the leveraging of benefits will be substantial not just for transportation, but for other economic and quality of life indicators as well.

## **Criterion #8: Non-Federal Revenue for Transportation Infrastructure Investment**

The potential for creation of non-federal revenue for transportation infrastructure investment was a significant factor in NCTCOG's identification of the AllianceTexas/Haslet Accessibility Improvement Project as an attractive candidate for the BUILD Discretionary Grant Program. As mentioned above, the 26,000-acre AllianceTexas development, over the past 30 years, has resulted in numerous times greater economic output for the North Central Texas region compared to the input of public and private investments in the area. That magnet for economic activity has played a large role in the nearly doubling of population for the City of Fort Worth during that time period. Plus, given the success of city/county tax-increment financing in raising revenues for infrastructure improvements for the portion of the AllianceTexas development to

the south (as discussed above in Criteria #6), there is strong likelihood that the combined effects of EDCs and the proposed TIRZ in the area surrounding this project will achieve similar outcomes. These non-federal revenue generating tools are identified as eligible for consideration based on the criterion specifications outlined in the BUILD Discretionary Grant Program.

A map depicting the geographic coverage of corresponding TIRZ parcels and zoning overlay designations for the Haslet Parkway and Intermodal Parkway components of the AllianceTexas/Haslet Accessibility Improvement Project is shown in **Application Attachment 6**. According to the City of Haslet, approximately 679 acres of gross area is incorporated within the TIRZ and nearly 88 percent of the land is considered developable. **Application Attachment 6** highlights the potential development yield calculations among the aggregate locations of city and county land assuming conformity to Haslet Comprehensive Plan land use parameters and multiple completion percentages of total buildable area. This information is further analyzed in the BCA calculations prepared for this project. Considering the proposed \$6.9 million commitment in city/county TIRZ funds identified for implementation, which assumes a 50 percent investment rate from the overall return in tax increment value captured by increased development, the same investment rate over a 20-year period would yield revenues ranging between \$9.6 million and \$38.5 million depending on the amount of total buildable area developed. These figures clearly show that the TIRZ, in combination with EDC funds and other potential value capture or impact fee strategies over time, would produce considerable revenue well above and beyond the initial investment to help deliver the AllianceTexas/Haslet Accessibility Improvement Project. Revenues would be sufficient to ensure a consistent state of good repair for this project over time, and there is high probability given the speed, intensity, and magnitude of development both within and influenced by the AllianceTexas development that reserve funds could be applied to generate additional public-private transportation project partnerships.

As isolated locations, predominantly residential-based settlements or adjacent rural areas like Haslet, ultimately become conglomerated into an expanding urbanized area like the Dallas-Fort Worth region, having such strong economies of scale nearby like AllianceTexas make it possible to readily extend and bolster essential utilities, services, and conveniences in a predictable and well-planned fashion. As a result, the continued utilization of comprehensive development strategies and multi-faceted partnerships such as those proposed for this project will help ensure that sustainability, reliability, vitality, and high quality continue to exemplify attributes for this area of North Central Texas for years to come.

## VI. Project Readiness

**Exhibit 21** provides a schedule overview for the AllianceTexas/Haslet Accessibility Improvement Project. A more detailed Project Schedule is included in **Application Attachment 7**. The City has

already retained a consultant and anticipates that all pre-construction activities can be completed prior to the BUILD program deadline of September 30, 2020 for the obligation of construction funds. The two-year construction phase is expected to begin in the first quarter of 2021. The anticipated completion of the project construction by the end of 2022 would readily meet the BUILD program deadline for the expenditure of construction funds.

**Exhibit 21: Schedule Overview**

| Project Phases           | 2018 |    |    |    | 2019 |    |    |    | 2020 |    |    |    | 2021 |    |    |    | 2022 |    |    |    |
|--------------------------|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|
|                          | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 |
| Preliminary Engineering  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| Environmental (NEPA)     |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| Final Design (PS&E)      |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| Right-of-Way Acquisition |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| Construction             |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |

### Potential Schedule Risks and Mitigation Strategies

Work is already underway on the preliminary engineering and NEPA environmental phases as described in the Project Schedule. Potential risks related to the engineering phase are the lack of a previous technical feasibility study for this project and the lack of public involvement on alignment changes associated with the Haslet Parkway component. However, the project will benefit from accelerated environmental review due to USDOT delegation of federal environmental review to TxDOT, one of the few states to this delegation. Furthermore, the City’s consultant has extensive experience working with TxDOT on environmental documents and believes that a Finding of No Significant Impact can be issued for this project by summer 2019.

This project will primarily be constructed along vacant land and therefore will not displace any existing homes or businesses. Early consultation with the utilities and resource agencies has occurred, and the consultant does not anticipate any Section 404 or Federal Emergency Management Agency permitting. The project is not located in an area of interest for any federally-recognized Native American tribes. All water crossings would be authorized under nationwide permits, and any potential impacts to water quality will be minimized by Best Management Practices pursuant to Section 401 of the Clean Water Act. The project is not subject to any Federal Aviation Administration approvals related to its proximity to the Fort Worth Alliance Airport. The alignment changes for the Haslet Parkway component have been subject to public review as part of the adopted update to the Haslet Master Thoroughfare Plan without any public controversy. The City has already performed outreach with many of the large property landowners along the alignment regarding right-of-way donations and has not encountered any stern resistance or opposition.



# BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

## AllianceTexas/Haslet Accessibility Improvement Project

FY 2018 BUILD GRANT APPLICATION  
ATTACHMENT 2A: BENEFIT-COST ANALYSIS DOCUMENT



North Central Texas  
Council of Governments  
Transportation Department



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## 1.0 Methodology

This narrative describes the methodology for the Benefit-Cost Analysis (BCA) conducted for the AllianceTexas Haslet Accessibility Improvement Project as part of the FY 2018 Better Utilizing Infrastructure to Leverage Development (BUILD) Discretionary Grant Program. This BCA will include detailed calculations of the various benefits and costs of the proposed project for the years between 2017 and 2045, for each cost and benefit factor. Benefits are assumed after project completion in 2025 for a 20-year project life span to 2045.

The Dallas-Fort Worth Regional Travel Demand Model for the Expanded Area (DFX) software application is a collection of components that simulates a trip-based four-step travel demand model on the TransCAD 5.0 platform. The DFX is the North Central Texas Council of Governments' (NCTCOG) official travel demand model, and the software is developed and maintained by the Model Development Group in the Transportation Department at NCTCOG. Traffic forecasts were conducted for build and no-build conditions in 2028, 2037, and 2045 using the DFX Regional Travel Demand Model.

DFX accepts the following input files: demographic data, roadway network data including toll roads and high occupancy vehicle (HOV) lanes, transit supply system data including rail and park-and-ride, airport enplanements, and external stations forecasts. The model produces traffic volumes and speeds on roadways and transit usage data on the transit system. In addition to flexible coding tools, a smooth menu system for performing model runs, and extensive reports, the software provides a comprehensive file management system for the organization of input and output data.

This version of the travel demand model and the no-build transportation networks were used for *Mobility 2045: The Metropolitan Transportation Plan for North Central Texas*. The project is included in the build network scenarios for interim year 2037 and horizon year 2045. A slight modification was added to the 2028 interim year build network to include Intermodal Parkway between Westport Parkway and Haslet Parkway. No-build scenarios were created by removing both Intermodal Parkway and Haslet Parkway from the build scenarios for each target year.

### 1.1 Project Cost

Proposed construction and operations and maintenance (O&M) costs were obtained from the City of Haslet Engineering Department. Annual construction costs were estimated based on the proposed construction schedule for the DFW Connector North Airport Interchange project. The project schedule is displayed in **Section VI** of the BUILD Grant Application narrative.

### 1.2 Travel Time (Mobility) Benefit

Travel time benefits were calculated based on travel demand modeling conducted for the project. Travel time benefits were calculated using the DFX travel demand model using the MTP 2045 networks for interim years 2028 (modified network), 2037, and target year 2045. Performance reports of roadway alternative model runs of performed on these networks using Mobility 2045 demographics indicated a net reduction in Daily Vehicle Hours of Congestion

Delay across the region. These translate into travel time benefits reflecting the reduced traffic congestion experienced by all users of transportation facilities in the region, as well as all commercial motor vehicles, decreased hours spent behind the wheel, and increased mobility and quality of life. The number of commercial motor vehicles was calculated using estimates taken from the Texas Department of Transportation Statewide Planning Map ([www.txdot.gov/apps/statewide\\_mapping/StatewidePlanningMap.html](http://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html)).

**Equation for Annual Travel Time Benefit:**

$$\begin{aligned}
 & \text{Annual Travel Time Benefit (AUTO)} \\
 &= (\text{Daily Vehicle Hours of Congestion Delay (Build Network)} \\
 &\quad - \text{Daily Vehicle Hours of Congestion Delay (No Build Network)}) \\
 &\times 365 \text{ days} \times 1.39 \frac{\text{Occupants}}{\text{AUTO}} \times \frac{\$14.80}{\text{hour}}
 \end{aligned}$$

$$\begin{aligned}
 & \text{Annual Travel Time Benefit (TRUCK)} \\
 &= (\text{Daily Vehicle Hours of Congestion Delay (Build Network)} \\
 &\quad - \text{Daily Vehicle Hours of Congestion Delay (No Build Network)}) \\
 &\times 365 \text{ days} \times \frac{\$28.60}{\text{hour}}
 \end{aligned}$$

**1.3 Air Quality Benefits**

Air Quality benefits for this project are derived from reduced Vehicle Miles Traveled (VMT) across the Dallas-Fort Worth Region based on DFX modelling results; the emissions reduction is the difference in emissions between the build and no-build for each target year. The methodology used to calculate the total emissions for each scenario is consistent with Chapter 7 of NCTCOG’s 2018 Transportation Conformity Draft Report ([www.nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Air/Chapter-7\\_Emission-Factors\\_MOVES-Model.pdf](http://www.nctcog.org/nctcog/media/Transportation/DocsMaps/Quality/Air/Chapter-7_Emission-Factors_MOVES-Model.pdf)). Annual estimates were calculated for both Nitrogen Oxides (NO<sub>x</sub>) and Volatile Organic Compounds (VOCs). The emissions difference for each year in between target years (i.e., 2028, 2037, and 2045) was calculated via linear interpolation. The annual regional reduction of emissions in short tons is multiplied by the value of the reduction in short tons to yield the value of the benefit for each year.

***Emission Calculations:***

$$\text{Emissions}_{\text{No-Build}} = \text{VMT}_{\text{No-Build}} \times \text{EmissionFactor}_{\text{vehicletype}} \times \text{VMTMix}_{\text{vehicletype}}$$

$$\text{Emissions}_{\text{Build}} = \text{VMT}_{\text{Build}} \times \text{EmissionFactor}_{\text{vehicletype}} \times \text{VMTMix}_{\text{vehicletype}}$$

***Emission Reduction Benefit:***

$$\text{Emissions}_{\text{Build}} - \text{Emissions}_{\text{No-Build}}$$

## 1.4 Land Value Benefits

City of Haslet staff conducted a Cost-Benefit Ratio analysis (CBR) of the change in adjacent property values after the build scenario is complete. The Haslet Parkway Project adds a key arterial connection to newly developable land in the heart of Haslet's industrial sector. The Intermodal Parkway component of the project also adds a link to existing industrial and commercial facilities on existing Intermodal Parkway and neighboring Westport Parkway.

City staff used GIS analysis to calculate required land area based on current Haslet Parkway and Intermodal Parkway schematics. Using overlay analysis and real estate value assessment data from the Tarrant Appraisal District (TAD), staff was able to calculate an increase in property values along the two alignments based on the 2016 Haslet Comprehensive Plan and information on tax values from the Tarrant County Tax Assessor. Acreage of existing parcels, less the needed right-of-way necessary to build the road, was multiplied by the new increased value per acre based on the 2016 Comprehensive Plan. Adjustments were made to compensate for decreased value for properties having poor access qualities or location inside a federal floodplain. In the case of mixed-use land or parcels anticipated to fall within multiple land uses, a blend of future land use values was used to ascertain a conservative but feasible estimate of that parcels increase in value.

## 2.0 Analysis

The anticipated benefits and costs for this project were monetized in this BCA. The project benefits are shown in **Exhibit 1**. The net present value of the AllianceTexas Haslet Project is shown in **Exhibit 2**. Applied to a total project cost of \$59 million, a benefit is achieved assuming a discount rate of 7 percent. Based on a 20-year project life, the overall effect of this transportation investment will result in a positive net value of \$287 million, after netting out the cost of the project. Calculations used to determine this total are discussed in more detail in the BCA Tables, Attachment 2B.

**Exhibit 1: Total Project Benefits**

| Benefit Category              | Benefits         |
|-------------------------------|------------------|
|                               | 7% Discount Rate |
| O&M Costs                     | (\$166,490)      |
| Time Savings                  | \$267,183,812    |
| Air Quality Emissions Savings | \$3,093,744      |
| Land Value Increase           | \$51,270,272     |



### Exhibit 2: Net Project Benefits

| Discount Rate | Net Present Value of Total Benefits | Rounded Net Present Value of Total Benefits | Return on Investment |
|---------------|-------------------------------------|---|----------------------|
| 7%            | \$287,112,334                       | \$287 million                               | 1765%                |

The overall net value of this transportation investment will result in a Return on Investment of **1765 percent (\$1.046 billion/\$59.31 million)**.

These improvements will increase the economic competitiveness and freight movements in the Dallas-Fort Worth Region in the short-, medium- and long-term by increasing freight accessibility and supporting robust commercial and industrial activity. Creating development potential and connectivity to existing roadways in the project area will result in direct freight and economic benefits to project users, including reduced air quality emissions, automobile and commercial vehicle travel-time savings, and increased land value. Calculations of regional benefits from reduced congestion and improved travel times associated with the new roadways are also included in the BCA Tables. The net present value of travel time savings to transportation system users is \$267 million.

Increased access to developable land will facilitate new job sources and economic vitality in the Haslet and AllianceTexas areas, where intense commercial and industrial activity are already thriving immediately adjacent to Forth Worth Alliance Airport and IH 35 West, both of which are significant and vital freight facilities in the region. The improvements are also projected to increase adjacent land values, unlocking the highest potential of surrounding parcels and maximizing real estate values based on their highest potential indicated in the 2016 Haslet Comprehensive Plan. Local government and developer partnerships, as well as anticipated right-of-way donations by private parties, will greatly leverage funding provided by state, Metropolitan Planning Organizations, and federal sources. These investments in infrastructure will generate substantial returns for the local area, the region, and the nation as a whole.

### 3.0 Summary

The anticipated benefits and costs contained within this BCA were derived using travel demand model data, assumptions from TxDOT safety and performance data/documents, NCTCOG demographic and economic trends/forecasts, and additional relevant information from multiple levels of government. The BCA summarizes net present value (NPV) and the benefit-cost ratio (BCR) utilizing a 7 percent discount rate scenario. Net benefits of over **\$287 million** over the 20-year time horizon are attainable with a BCR of **4.84**.

**Exhibit 3** outlines a summary of costs and benefits for the AllianceTexas Haslet Accessibility Improvement Project.

**Exhibit 3: Benefit-Cost Analysis Summary Results**

| <b>Benefit-Cost Summary Results</b> |                 |                                   | <i>Average Annual</i> | <i>Total Over 20 Years</i> |
|-------------------------------------|-----------------|-----------------------------------|-----------------------|----------------------------|
| Life-Cycle Costs                    | \$(59,314,496)  | <i>ITEMIZED BENEFITS</i>          |                       |                            |
| Life-Cycle Benefits                 | \$1,046,974,139 | Travel Time Savings (mil. \$)     | \$49.63               | \$992.8                    |
| Net Present Value                   | \$287,112,334   | Land Value Added (mil. \$)        | \$5.371               | \$107.4                    |
| <b>BENEFIT-COST RATIO</b>           | <b>4.84</b>     | Emissions Cost Savings (thou. \$) | \$304.5               | \$6,089                    |
|                                     |                 | <b>TOTAL BENEFITS (mil. \$)</b>   | \$52.35               | <b>\$1,047.0</b>           |
|                                     |                 | Person Hours of Delay Saved       | <b>7,628,305</b>      | <b>152,566,110</b>         |



# BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

## Alliance Texas/Haslet Accessibility Improvement Project

FY 2018 BUILD GRANT APPLICATION  
ATTACHMENT 3: LETTERS OF SUPPORT



North Central Texas  
Council of Governments  
Transportation Department



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

June 28, 2018

The Honorable Elaine L. Chao  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

On behalf of the Regional Transportation Council (RTC), which serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth (DFW) area, I would like to convey our support for the FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the AllianceTexas/Haslet Accessibility Improvement Project.

The project is comprised of the following improvements within the City of Haslet:

- a. Construction of Haslet Parkway as a new 4-lane divided thoroughfare from the existing Interstate Highway (IH) 35W/State Highway (SH) 170 interchange to the existing intersection of Farm-to-Market Road (FM) 156 and Avondale-Haslet Road;
- b. Extension of Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility; and
- c. Widening of Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

The proposed project would be constructed concurrently and connect directly to a widening project for Avondale Haslet Road west of the Haslet city limit boundary to Willow Springs Road that was fully funded through the recent voter-approved 2018 City of Fort Worth Bond Program. The project is included in *Mobility 2045: The Metropolitan Transportation Plan (MTP) for North Central Texas*, and if awarded funds the project will be amended as required in the *2019-2022 Transportation Improvement Program (TIP) for North Central Texas*.

As this project represents an important public-private partnership between NCTCOG, the Texas Department of Transportation (TxDOT), Tarrant County, City of Fort Worth, City of Haslet, the Haslet Economic Development Corporations (EDCs), and adjacent private developers, it is consistent with the proposed purpose and desired objectives of the BUILD Discretionary Grant Program. The AllianceTexas/Haslet Accessibility Improvement Project will improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and U.S. Highway 287. Additionally, it will relieve existing and future congestion on connecting and parallel

P.O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028  
<http://www.nctcog.org/trans>

thoroughfares to support continued growth within the City of Haslet and nearby communities, as well as provide greater accessibility to/from the AllianceTexas master-planned mixed-use development (more than 480 companies with over 48,000 employees), which has been one of the Dallas-Fort Worth region's largest and strongest employment centers for nearly three decades.

The AllianceTexas/Haslet Accessibility Improvement Project will become the primary gateway in facilitating effective freight access to/from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in Mobility 2045 Plan. Freight distribution to/from key air, truck, and rail facilities at the AllianceTexas development such as Fort Worth Alliance Airport (a regional hub for FedEx Express and other air cargo carriers), the Alliance Global Logistics Hub, and the BNSF Railway Intermodal and Carload Transportation Center, will be significantly enhanced as a result of this project. The proposed improvements will serve as a catalyst for the City of Haslet's recently-proposed Tax Incentive Reinvestment Zone (TIRZ), which will ultimately drive other investment initiatives and innovative partnership opportunities (e.g. EDCs) that can help meet additional future infrastructure needs and supplement expanded commercial development possibilities.

Again, the RTC fully supports the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the AllianceTexas/Haslet Accessibility Improvement Project. Thank you for your time and consideration of this important public-private partnership project. Further information about this project can be obtained by contacting Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241 or [mmorris@nctcog.org](mailto:mmorris@nctcog.org).

Sincerely,



Gary Fickes, Chair  
Regional Transportation Council  
Commissioner, Tarrant County

RH:clh

cc: Michael Morris, P.E., Director of Transportation, NCTCOG



**APPROPRIATIONS COMMITTEE**

CHAIRWOMAN,  
DEFENSE SUBCOMMITTEE

MEMBER, STATE AND FOREIGN  
OPERATIONS SUBCOMMITTEE

MEMBER, ENERGY AND WATER SUBCOMMITTEE

DISTRICT OFFICE:  
SUITE 407  
1701 RIVER RUN ROAD  
FORT WORTH, TX 76107  
(817) 338-0909  
FAX: (817) 335-5852  
kaygranger.house.gov

July 9, 2018

The Honorable Elaine Chao  
Office of the Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, D.C. 20590

Dear Secretary Chao:

I am writing to convey my support for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the AllianceTexas/Haslet Accessibility Improvement Project.

The AllianceTexas/Haslet Accessibility Improvement Project consists of constructing Haslet Parkway as a new 4-lane divided thoroughfare, extending Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility and widening Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

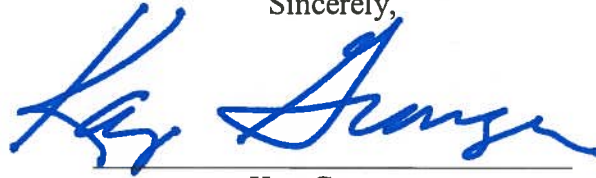
The project will improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and US Highway 287. Additionally, it will relieve existing and future congestion on connecting and parallel thoroughfares to support continued growth within the City of Haslet and nearby communities, as well as provide greater accessibility to/from the AllianceTexas master-planned mixed-use development, one of the region's largest employment centers.

In addition, the project will become the primary gateway in facilitating effective freight access to/from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in the Dallas-Fort Worth regional long-range transportation plan, *Mobility 2045*. Freight distribution to/from key air, truck, and rail facilities at the AllianceTexas development will be significantly enhanced as a result of this project.

I ask for your support of this grant application, if doing so would be consistent with applicable law, rules, and regulations. Thank you for your time and attention to this request.

Sincerely,

Sincerely,

A handwritten signature in blue ink, appearing to read "Kay Granger", written over a horizontal line.

Kay Granger  
Member of Congress

# United States Senate

WASHINGTON, DC 20510-4305

July 9, 2018

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

Dear Secretary Chao:

I am writing to express my support for the National Infrastructure Investment – Better Utilizing Investments to Leverage Development (BUILD) application submitted to the Department of Transportation by the North Central Texas Council of Governments (NCTCOG).

As you and your staff review the proposal, I trust you will give full consideration to the many strengths of this application. As you may know, AllianceTexas, a master-planned mixed-use development north of Fort Worth, is one of the region's largest and strongest employment centers. However, the current infrastructure surrounding AllianceTexas and the City of Haslet cannot support the continuous population and commercial growth. This grant, if awarded, would enable the NCTCOG to construct a new four-lane divided thoroughfare between two major highways, Interstate Highway-35W and U.S. Highway 287. The proposed expansion will relieve existing and future congestion on the connection and parallel thoroughfares to support continued growth within the City of Haslet and nearby communities.

I would appreciate your efforts to ensure that I am kept informed of the progress of this application. Please contact Andrea McGee ([Andrea\\_McGee@cornyn.senate.gov](mailto:Andrea_McGee@cornyn.senate.gov)), my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration of this project.

Sincerely,



JOHN CORNYN  
United States Senator





**GIOVANNI CAPRIGLIONE**  
TEXAS HOUSE OF REPRESENTATIVES  
DISTRICT 98

June 26, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

I am writing in support for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the AllianceTexas/Haslet Accessibility Improvement Project.

The AllianceTexas/Haslet Accessibility Improvement Project consists of constructing Haslet Parkway as a new 4-lane divided thoroughfare, extending Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility and widening Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

As a Representative of this district, I can attest that this project will improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and US Highway 287. Additionally, it will relieve existing and future congestion on connecting and parallel thoroughfares to support continued growth within the City of Haslet and nearby communities, as well as provide greater accessibility to/from the AllianceTexas master-planned mixed-use development, one of the region's largest and strongest employment centers.

In addition, the project will become the primary gateway in facilitating effective freight access to/from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in the Dallas-Fort Worth regional long-range transportation plan, *Mobility 2045*. Freight distribution to/from key air, truck, and rail facilities at the AllianceTexas development will be significantly enhanced as a result of this project. The proposed improvements will also serve as a catalyst for the City of Haslet's recently proposed tax incentive reinvestment zone, which will ultimately drive other investment initiatives and innovative partnership opportunities that can help meet additional future infrastructure needs and supplement expanded commercial development possibilities.

Again, I fully support the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the AllianceTexas/Haslet Accessibility Improvement Project. If you have any questions, please contact me.

Sincerely,

A handwritten signature in black ink that reads "G. Capriglione".

Giovanni Capriglione  
State Representative  
District 98

GIOVANNI.CAPRIGLIONE@HOUSE.TEXAS.GOV

CAPITOL OFFICE: P.O. Box 2910 • AUSTIN, TEXAS 78768-2910 • (512) 463-0690  
DISTRICT OFFICE: P.O. Box 770 • KELLER, TEXAS 76244-0770 • (817) 807-8010



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817/424-3446  
FAX: 817/488-6648

E-MAIL: jane.nelson@senate.texas.gov



## The Senate of the State of Texas

Jane Nelson  
Senate District 12

Committees:

FINANCE, CHAIR  
TRANSITION LEGISLATIVE OVERSIGHT  
COMMITTEE, CO-CHAIR  
STATE AFFAIRS  
LEGISLATIVE BUDGET BOARD  
LEGISLATIVE AUDIT COMMITTEE  
PARTNERSHIP ADVISORY COMMITTEE

June 27, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

I am writing to convey my support for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the AllianceTexas/Haslet Accessibility Improvement Project.

The AllianceTexas/Haslet Accessibility Improvement Project will construct Haslet Parkway as a new 4-lane divided thoroughfare, extending Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility and widening Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

The project will improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and US Highway 287. The project will also provide greater accessibility to and from the AllianceTexas master-planned mixed-use development, one of the region's largest and strongest employment centers.

This important project will become the primary gateway in facilitating effective freight access to and from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in the Dallas-Fort Worth regional long-range transportation plan, *Mobility 2045*. Freight distribution to and from key air, truck, and rail facilities at the AllianceTexas development will be significantly enhanced as a result of this project. The proposed improvements will also serve as a catalyst for the City of Haslet's recently proposed tax incentive reinvestment zone, which can help meet additional future infrastructure needs and supplement expanded commercial development possibilities.

I fully support the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the AllianceTexas/Haslet Accessibility Improvement Project. If you have any questions, please contact me in my Capitol office at (512) 463-0112.

Very truly yours,

A handwritten signature in black ink that reads "Jane Nelson".

Senator Jane Nelson





# TARRANT COUNTY

**GARY FICKES**

COUNTY COMMISSIONER  
PRECINCT NO. 3

Northeast Sub-Courthouse  
645 Grapevine Hwy., Suite 200  
Hurst, TX 76054  
(817) 581-3600  
(817) 581-3603 - Fax

Southlake Town Hall  
1400 Main Street, Suite 410  
Southlake, TX 76092  
(817) 481-8234  
(817) 481-8053 - Fax

July 11, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

On behalf of Tarrant County, we enthusiastically lend our support for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the AllianceTexas/Haslet Accessibility Improvement Project.

The AllianceTexas/Haslet Accessibility Improvement Project consists of constructing Haslet Parkway as a new 4-lane divided thoroughfare, extending Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility and widening Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

The project will improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and US Highway 287. Additionally, it will relieve existing and future congestion on connecting and parallel thoroughfares to support continued growth within the City of Haslet and nearby communities, as well as provide greater accessibility to/from the AllianceTexas master-planned mixed-use development, one of the region's largest and strongest employment centers.

In addition, the project will become the primary gateway in facilitating effective freight access to/from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in the Dallas-Fort Worth regional long-range transportation plan, *Mobility 2045*. Freight distribution to/from key air, truck, and rail facilities at the AllianceTexas development will be significantly enhanced as a result of this project. The proposed improvements will also serve as a catalyst for the City of Haslet's recently proposed tax incentive reinvestment zone, which will ultimately drive other investment initiatives and innovative partnership opportunities that can help meet additional future infrastructure needs and supplement expanded commercial development possibilities.

Again, we fully support the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the AllianceTexas/Haslet Accessibility Improvement Project. If you have any questions, please contact me at 817-581-3600.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Fickes', with a long, sweeping horizontal line extending to the right.

The Honorable Gary Fickes  
Commissioner, Tarrant County Precinct 3



July 11, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

On behalf of Regional Transportation Council (RTC), I would like to convey our support for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the Fort Worth Alliance Airport/Haslet Accessibility Improvement Project near Fort Worth, Texas.

The Fort Worth Alliance Airport/Haslet Accessibility Improvement Project consists of constructing the Haslet Parkway as a new 4-lane divided thoroughfare, extending Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility and widening Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

The project will greatly improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and US Highway 287. Additionally, it will relieve rapidly increasing congestion on connecting and parallel thoroughfares to support continued growth within the Cities of Fort Worth, Haslet and nearby communities, as well as provide greater accessibility to/from the Fort Worth Alliance Airport master-planned mixed-use development, one of the region's largest and strongest employment centers.

In addition, the project will become the primary gateway in facilitating effective freight access to/from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in the Dallas-Fort Worth regional long-range transportation plan, *Mobility 2045*. Freight distribution to/from key air, truck, and rail facilities at the Fort Worth Alliance Airport development will be significantly enhanced as a result of this project. The proposed improvements will also serve as a catalyst for the City of Haslet's recently proposed tax incentive reinvestment zone, which will ultimately drive other investment initiatives and innovative partnership opportunities that can help meet additional future infrastructure needs and supplement expanded commercial development possibilities.

**JUNGUS JORDAN**  
CITY COUNCIL - DISTRICT 6

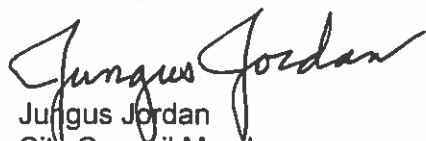
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THE CITY OF FORT WORTH \* 1000 THROCKMORTON STREET \* FORT WORTH, TEXAS 76102  
817-392-8806 \* FAX 817-392-6187

Page 2  
The Honorable Elaine L. Chao  
July 11, 2018

Again, we fully support the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the Alliance Airport/Haslet Accessibility Improvement Project. If you have any questions, please contact Council Member Jungus Jordan at (817) 392-8806 and/or [jungus.jordan@fortworthtexas.gov](mailto:jungus.jordan@fortworthtexas.gov).

Sincerely,

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

Jungus Jordan  
City Council Member  
City of Fort Worth





July 11, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

On behalf of the City of the Fort Worth, I would like to convey our support for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the Fort Worth Alliance Airport/Haslet Accessibility Improvement Project near Fort Worth, Texas.

The Fort Worth Alliance Airport/Haslet Accessibility Improvement Project consists of constructing the Haslet Parkway as a new 4-lane divided thoroughfare, extending Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility and widening Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

The project will greatly improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and US Highway 287. Additionally, it will relieve rapidly increasing congestion on connecting and parallel thoroughfares to support continued growth within the Cities of Fort Worth, Haslet and nearby communities, as well as provide greater accessibility to/from the Fort Worth Alliance Airport master-planned mixed-use development, one of the region's largest and strongest employment centers.

In addition, the project will become the primary gateway in facilitating effective freight access to/from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in the Dallas-Fort Worth regional long-range transportation plan, *Mobility 2045*. Freight distribution to/from key air, truck, and rail facilities at the Fort Worth Alliance Airport development will be significantly enhanced as a result of this project. The proposed improvements will also serve as a catalyst for the City of Haslet's recently proposed tax incentive reinvestment zone, which will ultimately drive other investment initiatives and innovative partnership opportunities that can help meet additional future infrastructure needs and supplement expanded commercial development possibilities.

**DENNIS P. SHINGLETON**  
CITY COUNCIL - DISTRICT 7

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THE CITY OF FORT WORTH \* 1000 THROCKMORTON STREET \* FORT WORTH, TEXAS 76102  
817-392-8807 \* FAX 817-392-6187

 Printed on recycled paper



Page 2  
The Honorable Elaine L. Chao  
July 11, 2018

Again, we fully support the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the Alliance Airport/Haslet Accessibility Improvement Project. If you have any questions, please contact Mayor Pro Tem Dennis Shingleton at (817) 392-8807 and/or [dennis.shingleton@fortworthtexas.gov](mailto:dennis.shingleton@fortworthtexas.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis Shingleton". The signature is written in a cursive, flowing style.

Dennis Shingleton  
Mayor Pro Tem  
City of Fort Worth

# CITY OF HASLET



July 3, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

On behalf of the City of Haslet, Texas, I would like to convey our support for the FY 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the Alliance Texas/Haslet Accessibility Improvement Project. This project is comprised of the following improvements within the City of Haslet:

- a. Construction of Haslet Parkway as a new 4-lane divided thoroughfare from the existing Interstate Highway (IH) 35W/State Highway (SH) 170 interchange to the existing intersection of Farm-to-Market Road (FM) 156 and Avondale-Haslet Road.
- b. Extension of Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility.
- c. Widening of Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

The proposed project would be constructed concurrently and connect directly to a widening project for Avondale Haslet Road west of the Haslet city limit boundary to Willow Springs Road that was fully funded through the recent voter-approved 2018 City of Fort Worth Bond Program. The project is included in Mobility 2045: The Metropolitan Transportation Plan (MTP) for North Central Texas, and if awarded funds the project will be amended as required in the 2019-2022 Transportation Improvement Program (TIP) for North Central Texas.

As this project represents an important public-private partnership between NCTCOG, the Texas Department of Transportation (TxDOT), Tarrant County, City of Fort Worth, City of Haslet, the Haslet Economic Development Corporations (EDCs), and adjacent private developers, it is consistent with the proposed purpose and desired objectives of the BUILD Discretionary Grant Program. The Alliance Texas/Haslet Accessibility Improvement Project will improve overall regional mobility for residents and businesses by filling in a critical east-west thoroughfare network gap between two major north-south highways, IH 35W and U.S. Highway 287. Additionally, it will relieve existing and future congestion on connecting and parallel thoroughfares to support continued growth within the City of Haslet and nearby communities, as well as provide greater accessibility to/from the Alliance Texas master-planned mixed-use

The Honorable Elaine L. Chao  
July 3, 2018  
Page 2

development (including more than 480 companies with over 48,000 employees), which has been one of the Dallas-Fort Worth region's largest and strongest employment centers for nearly three decades.

The Alliance Texas/Haslet Accessibility Improvement Project will become the primary gateway in facilitating effective freight access to/from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in Mobility 2045 Plan. Freight distribution to/from key air, truck, and rail facilities at the Alliance Texas development such as Fort Worth Alliance Airport (a regional hub for FedEx Express and other air cargo carriers), the Alliance Global Logistics Hub, and the BNSF Railway Intermodal and Carload Transportation Center, will be significantly enhanced as a result of this project. The proposed improvements will serve as a catalyst for the City of Haslet's recently-proposed Tax Incentive Reinvestment Zone (TIRZ), which will ultimately drive other investment initiatives and innovative partnership opportunities (e.g. EDCs) that can help meet additional future infrastructure needs and supplement expanded commercial development possibilities.

Again, we fully support the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the Alliance Texas/Haslet Accessibility Improvement Project. Thank you for your time and consideration of this important public-private partnership project. Further information about this project can be obtained by contacting Michael Morris, P.E., Director of Transportation for NCTCOG, at (817) 695-9241. If you have any other questions, please contact City Administrator James Quin at 817-439-5931 ext. 110 or by email to [jquin@haslet.org](mailto:jquin@haslet.org).

Sincerely,



Bob Golden  
Mayor





**Ryder Warren, Ed.D.**  
Superintendent of Schools

July 12, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Chao:

On behalf of Northwest ISD, I would like to convey the school district's support for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the AllianceTexas/Haslet Accessibility Improvement Project.

Before moving to this area as Superintendent of Schools, I would have never imagined that the most frequent complaints I would receive from parents would be traffic congestion, overburdened roadways, and delays from trains. The safety of our students is of utmost importance, and the current roadways are unable to keep up with our area's rapid growth. In our school district, we deal with limited to non-existent east-west thoroughfares between IH 35W and US Highway 287, and it is a challenge to safely transport students in a timely manner.

The AllianceTexas/Haslet Accessibility Improvement Project consists of constructing Haslet Parkway as a new 4-lane divided thoroughfare, extending Intermodal Parkway as a 4-lane divided thoroughfare from its current terminus south to the new Haslet Parkway facility, and widening Avondale-Haslet Road to a 4-lane divided thoroughfare from FM 156 to the western Haslet city limit boundary.

The development of AllianceTexas and the resulting partnerships have been a blessing to our school district, communities, and state, generating an economic impact of \$69 billion over the last 30 years. However, the economic potential and innovation in industry continues to draw families and businesses to our area, which will only exacerbate what are already poor traffic conditions.

To accommodate our enrollment as a fast-growth school district, one of our secured future school sites is located off the western portion of this regional project near the corner of Avondale-Haslet Road and FM 156. A new elementary school will open in 2020, with plans for a future middle and high school. The widened, 4-lane thoroughfare will aide traffic flow and provide better and safer access to these future schools.

Beyond those who are living in the vicinity of the AllianceTexas/Haslet Accessibility Improvement Project, students and families across our 234 square-mile school district will benefit from better traffic flow, relief for east-west thoroughfares, improved traffic clearance between trains, and an overall increase in student safety. The project will relieve existing and future congestion on

**Northwest Independent School District**  
An Equal Opportunity District

2001 Texan Dr, Justin • TX 76247 • P.O. Box 77070 • Fort Worth, TX 76177-0070

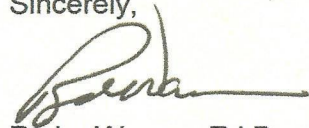


connecting and parallel thoroughfares to support continued growth within the City of Haslet and nearby communities, as well as provide greater accessibility to/from the AllianceTexas master-planned mixed-use development, one of the region's largest and strongest employment centers.

In addition, it will become the primary gateway in facilitating effective freight access to/from IH 35W, which is part of the National Highway Freight Network, the Texas Highway Freight Network, and is also designated as a regional truck route in the Dallas-Fort Worth regional long-range transportation plan, *Mobility 2045*. Freight distribution to/from key air, truck, and rail facilities at the AllianceTexas development will be significantly enhanced as a result of this project. The proposed improvements will also serve as a catalyst for the City of Haslet's recently proposed tax incentive reinvestment zone, which will ultimately drive other investment initiatives and innovative partnership opportunities that can help meet additional future infrastructure needs and supplement expanded commercial development possibilities.

Again, we fully support the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the AllianceTexas/Haslet Accessibility Improvement Project. If you have any questions, please contact me at 817-215-0030 or [superintendent@nisdtx.org](mailto:superintendent@nisdtx.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Ryder Warren", written over a horizontal line.

Ryder Warren, Ed.D.  
Superintendent of Schools





French F. Thompson III  
Director, Public Projects and  
System Design

BNSF Railway Company  
P. O. Box 961034  
Fort Worth, TX 76161-0052

2650 Lou Menk Drive  
Fort Worth, Texas 76161-0034  
(817) 352-1549  
french.thompson@bnsf.com

July 13, 2018

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

Dear Secretary Chao,

BNSF Railway supports the North Central Texas Council of Governments (NCTCOG) effort to obtain funding for the Alliance Texas/Haslet Accessibility Improvement Project from the 2018 BUILD discretionary grant program. This project includes a new 4-lane divided thoroughfare from the existing Interstate Highway (IH) 35W/State Highway (SH) 170 interchange to the existing intersection of Farm-to-Market Road (FM) 156 and Avondale-Haslet Road, Extension of Intermodal Parkway, and widening of Avondale-Haslet Road within Haslet city limits.

This project is part of a broader master transportation plan for AllianceTexas and the area south of BNSF's Alliance yard and intermodal facility. It will improve overall regional mobility by providing a new east-west connection between two major north-south highways, IH 35W and U.S. Highway 287.

We look forward to continuing collaboration with the NCTCOG and the City of Haslet on this project pending satisfactory review of final engineering, real estate transactions, operational and financial impacts, and execution of definitive agreements.

Sincerely,

A handwritten signature in blue ink, consisting of a large, stylized loop followed by a horizontal line that ends in a small flourish.

French F. Thompson III  
Director, Public Projects and System Design



Michael K. Berry  
*President*  
817.224.6012

July 12, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Re: 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program Application**

Dear Secretary Chao:

I am writing in support for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the AllianceTexas/Haslet Accessibility Improvement Project.

The IH-35W corridor continues to be the epicenter of the exponential growth taking place in the Dallas-Fort Worth-Arlington metro area, which was just named the fastest-growing metro area in the nation by the U.S. Census Bureau in March. Because of the remarkable growth our region has experienced in recent years, our roadways have been strained to their maximum point and adding capacity is essential to ensuring we maintain a reasonable quality of life for all.

A significant factor for the congestion in the area stems from Haslet, Texas' location in Northern Tarrant County. Positioned within AllianceTexas' 26,000-acre master-planned, mixed-use community, the area is directly impacted by BNSF Railway's Alliance Intermodal Facility, as well as the more than 480 companies and nearly 50,000 employees that call the development home. AllianceTexas serves as an important inland port for the nation, and through the intermodal facility the arterials share an abundance of commuter and heavy-cargo truck traffic simultaneously throughout the day. The AllianceTexas/Haslet Accessibility Improvement Project will add capacity where it is needed most, providing immediate traffic relief and creating additional economic development opportunities for the region.

**(more)**

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
Page 2 of 2

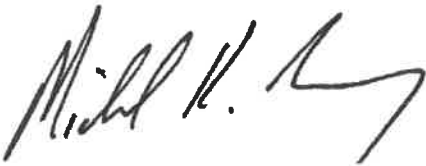
The project consists of constructing Haslet Parkway as a new four-lane divided throughway, extending Intermodal Parkway as a four-lane divided throughway from its current ending point south to the new Haslet Parkway facility and widening Avondale-Haslet Road to a four-lane divided throughway from FM 156 to the western Haslet city limit border. If awarded these funds, the AllianceTexas/Haslet Accessibility Improvement Project will fill-in serious transportation network gaps in our major east-west arterial roads between our two main north-south highways, IH-35W and US Highway 287.

The project will also support continued growth within the City of Haslet. Moreover, these improvements will facilitate effective freight access to/from IH 35W and significantly enhance overall freight distribution to/from key air, truck, and rail facilities located within the AllianceTexas development.

For all of the reasons listed above, and because this project is of vital importance to the continued economic development of our region, Hillwood gives its fullest support to the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the AllianceTexas/Haslet Accessibility Improvement Project, and we respectfully request that it receive your fullest consideration. If you have any questions, please contact me at [mike.berry@hillwood.com](mailto:mike.berry@hillwood.com) or 817-224-6012.

Thank you for your ongoing support of transportation infrastructure funding for the IH-35W corridor and the North Texas region, and we look forward to having this important project advanced.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael K. Berry". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Michael K. Berry



July 16, 2018

The Honorable Elaine L. Chao  
U.S. Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**Re: 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program Application for AllianceTexas/Haslet Accessibility Improvement Project**

Dear Secretary Chao:

On behalf of the 35W Coalition, an advocacy group made up of more than 100 businesses and members located along the IH-35W corridor in Tarrant and Denton Counties (Texas), I am writing in support for the 2018 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant Program application submitted by the North Central Texas Council of Governments (NCTCOG) for the AllianceTexas/Haslet Accessibility Improvement Project.

The IH-35W corridor continues to be the epicenter of the exponential growth taking place in the Dallas-Fort Worth-Arlington metro area, which was just named the fastest-growing metro area in the nation by the U.S. Census Bureau in March. Today, the IH-35W AllianceTexas corridor is home to over 500 large businesses and corporations, as well as more than 250,000 residents and employees. Because of the remarkable growth our region has experienced in recent years, our east-west arterials have been strained to their maximum point and adding capacity is essential to ensuring we maintain a reasonable quality of life for all.

A significant factor for the congestion in the area stems from Haslet, Texas' location in Northern Tarrant County. Positioned within AllianceTexas' 26,000-acre master-planned, mixed-use community, the area is directly impacted by BNSF Railway's Alliance Intermodal Facility and Fort Worth's Alliance Airport, as well as the more than 500 companies and nearly 50,000 employees that call the development home. AllianceTexas serves as an important inland port for the nation, and through the intermodal facility and airport, the arterials share an abundance of commuter and heavy-cargo truck traffic simultaneously throughout the day. In support of IH-35W, the east-west thoroughfares are relied on by thousands of commuters and businesses to get their goods and services to market. The AllianceTexas/Haslet Accessibility Improvement Project will add capacity where it is needed most, providing immediate traffic relief and creating additional economic development opportunities for the region.

**(more)**

In partnership with Tarrant County and the City of Fort Worth, the North Central Texas Council of Governments is advancing the project which consists of constructing over four miles of new four-lane divided arterial from FM156 to IH-35W and connecting to SH170. Included in the project is the extension of existing Intermodal Parkway to the new Haslet Parkway connecting the intermodal facility and airport to east-west mobility. If awarded these funds, the AllianceTexas/Haslet Accessibility Improvement Project will fill-in serious transportation network gaps in our major east-west arterial roads between our two main north-south highways, IH-35W and US Highway 287.

The project has strong local and regional support and will facilitate continued growth within the City of Haslet. Moreover, these improvements will facilitate effective freight access to/from IH-35W and significantly enhance overall freight distribution to/from key air, truck, and rail facilities located within the AllianceTexas development.

The North Texas region and Tarrant County have a long successful history of partnering with the United States Department of Transportation in leveraging federal transportation funding and advancing significant mobility projects.

For all of the reasons listed above, and because this project is of vital importance to the continued economic development of our region, the 35W Coalition gives its fullest support to the FY 2018 BUILD Discretionary Grant application submitted by NCTCOG for the AllianceTexas/Haslet Accessibility Improvement Project, and we respectfully request that it receive your fullest consideration. If you have any questions, please contact me at [russell.laughlin@hillwood.com](mailto:russell.laughlin@hillwood.com) or 817-224-6068.

Thank you for your ongoing support of transportation infrastructure funding for the IH-35W corridor and the North Texas region, and we look forward to having this important project advanced.

Sincerely,

A handwritten signature in blue ink, appearing to read "Russell Laughlin", written over a light blue horizontal line.

L. Russell Laughlin  
President, 35W Coalition





# BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

## AllianceTexas/Haslet Accessibility Improvement Project

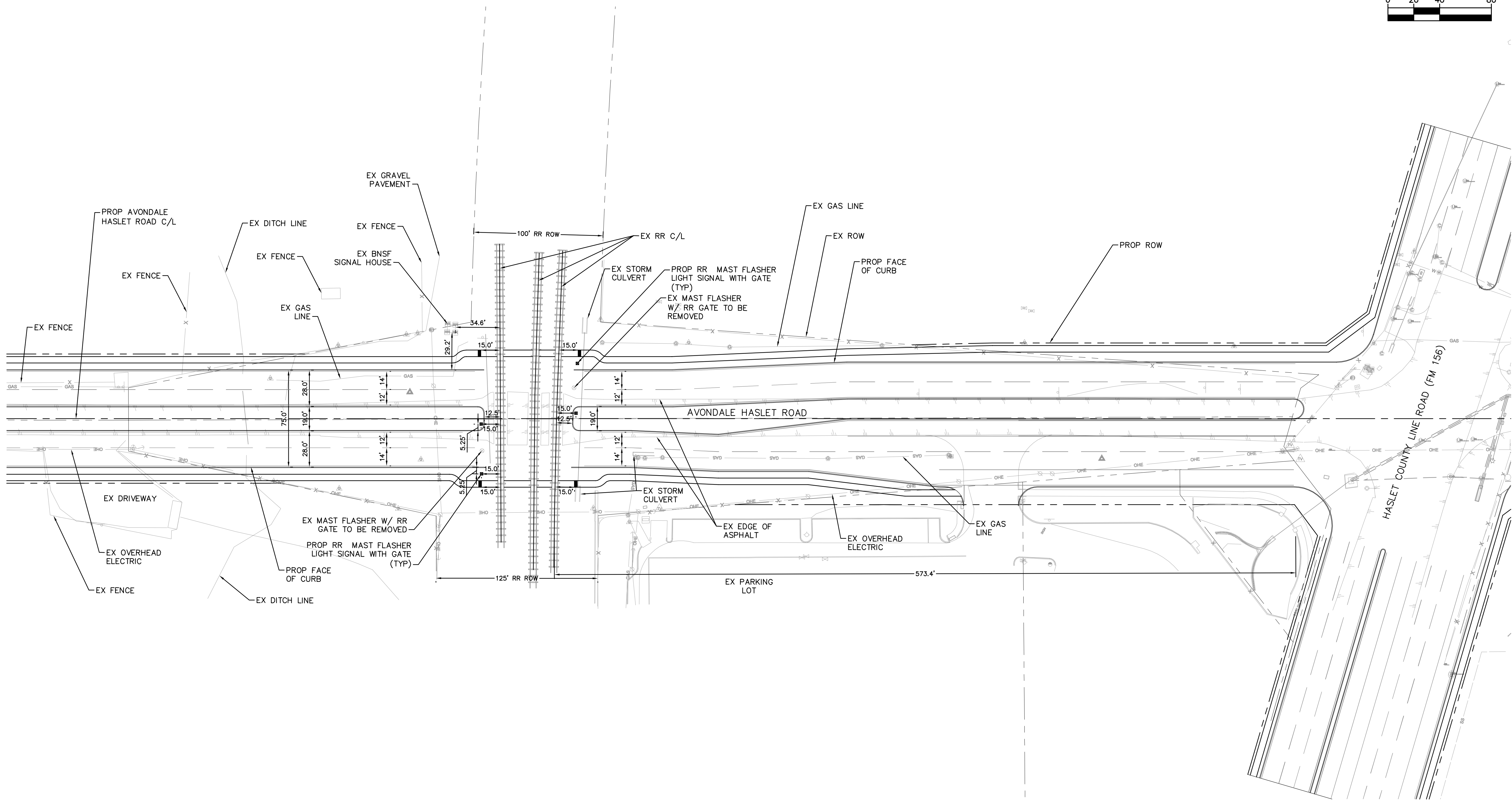
FY 2018 BUILD GRANT APPLICATION

ATTACHMENT 4: RAIL CROSSING AND INTERSECTIONS PRELIMINARY SCHEMATICS



North Central Texas  
Council of Governments  
Transportation Department

Plotted, By: 2016-10-19 17:59:46, Hensley, Todd  
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 Filename: k:\ftw\_roadway\061291601-02\_haslet\_avondale-intermodal\cadd\exhibit\bnsf.dwg



**Kimley»Horn**  
 801 Cherry Street, Suite 850, Fort Worth, TX 76102 (817) 335-6511 Registration Number F-208

| NO. | REVISION | BY | DATE |
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**CITY OF HASLET**

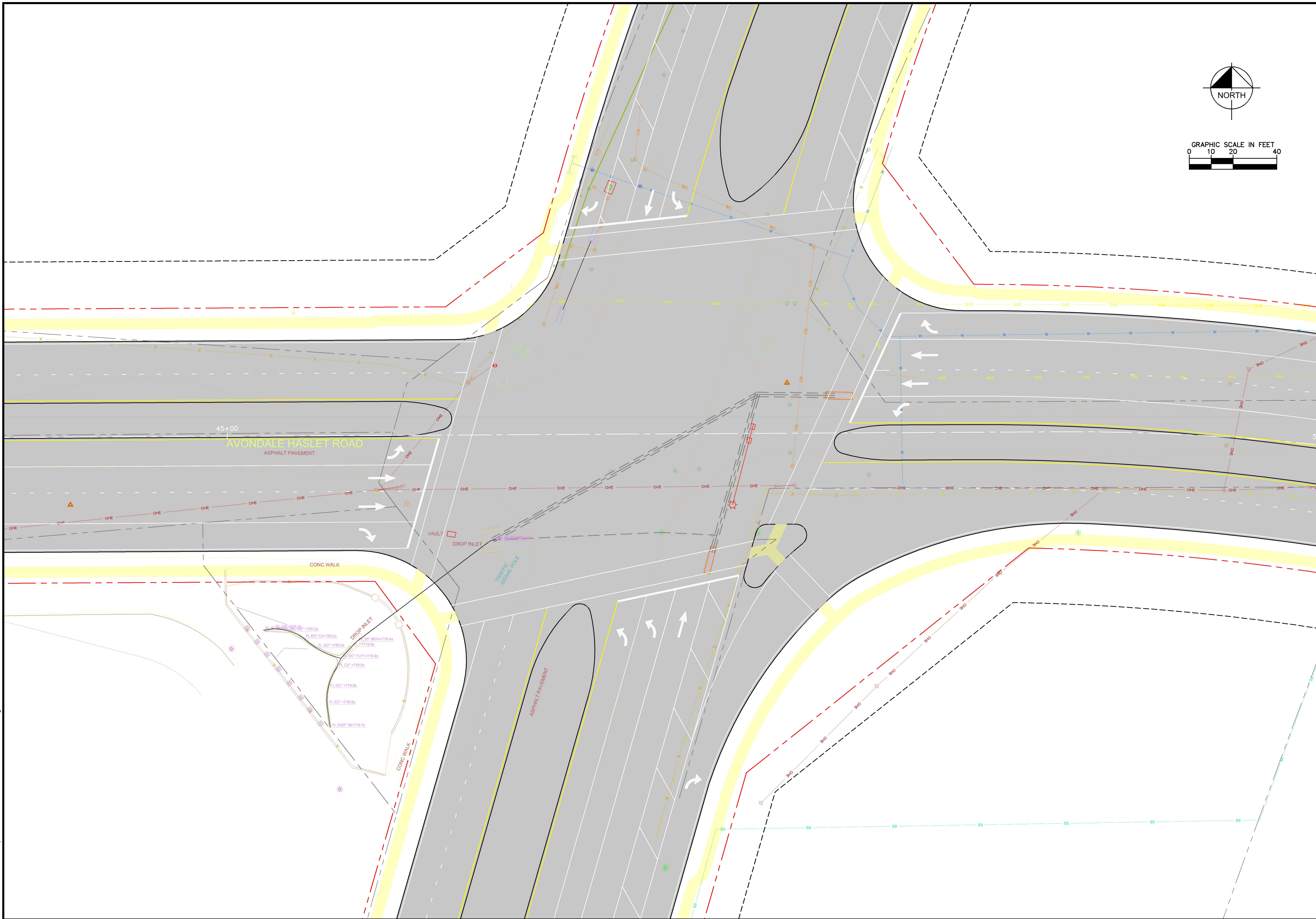
**AVONDALE HASLET ROAD AT BNSF RAILWAY EXHIBIT**

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| DATE:    | OCTOBER 2016 |
| DESIGN:  | MDC          |
| DRAWN:   | MJS/TAH      |
| CHECKED: | DAL          |
| KHA NO.: | 061291601    |

SHEET NUMBER  
**C1**



2016-12-08 14:26:47, Sanders, Mike  
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 Filename: exhibit\_avondalehaslet\_fm156\_intersection.dwg



**Kimley»Horn**  
 801 Cherry Street, Suite 800, Unit 11 Fort Worth, TX 76102 (817) 355-6511 Registration Number F-928

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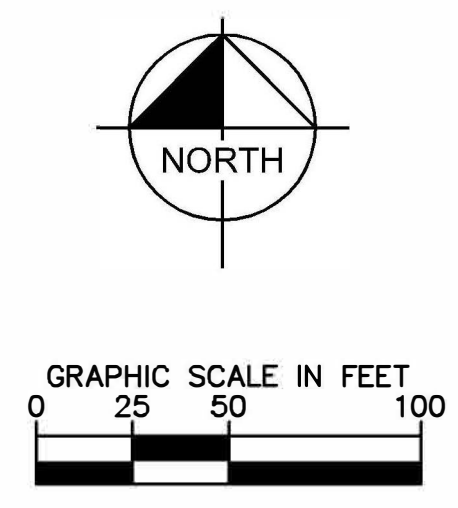
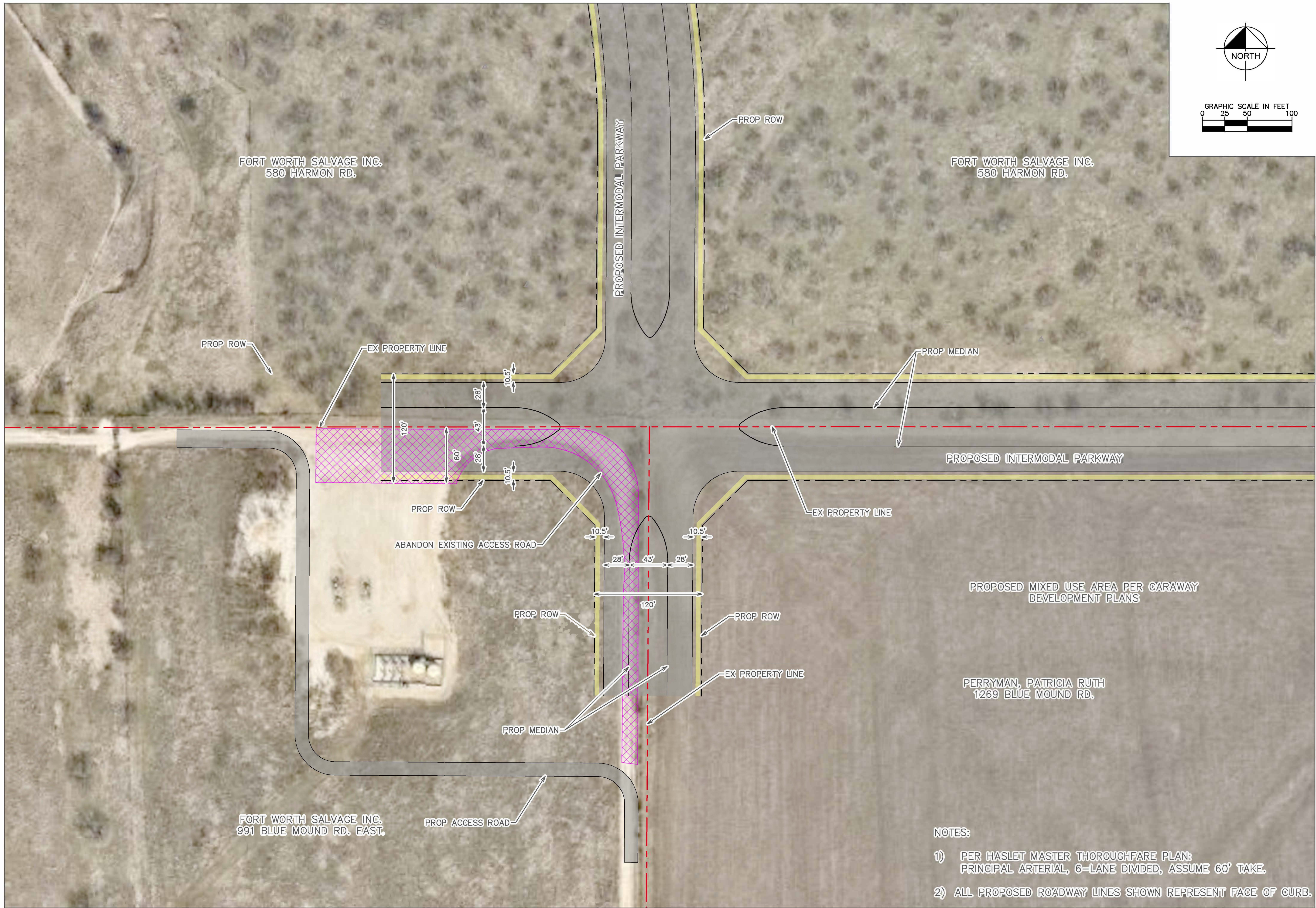
**CITY OF HASLET**

**AVONDALE - HASLET ROAD  
 AT FM156 INTERSECTION**

|              |               |
|--------------|---------------|
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| DRAWN:       | MJS/TAH       |
| CHECKED:     | DAL           |
| KHA NO.:     |               |
| SHEET NUMBER |               |



Plotted, By: 2016-11-18 11:06:08, Sanders, Mike  
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 Filename: k:\fw\_roadway\061291601-02\_haslet\_avondale-intermodal-cadd\exhibit\intermodal\_intersection.dwg



**Kimley»Horn**  
 801 Cherry Street, Suite 950, Fort Worth, TX 76102 (817) 336-6811 Registration Number: 508

| No. | Revision | By | Date |
|-----|----------|----|------|
|     |          |    |      |

THIS DOCUMENT IS INCOMPLETE AND IS BEING RELEASED TEMPORARILY FOR INTERIM REVIEW ONLY. IT IS NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.  
 MISTY D. CHRISTIAN  
 SERIAL NO. 983384  
 DATE: November, 2016

**CITY OF HASLET**

**HASLET PARKWAY AT INTERMODAL PARKWAY EXHIBIT**

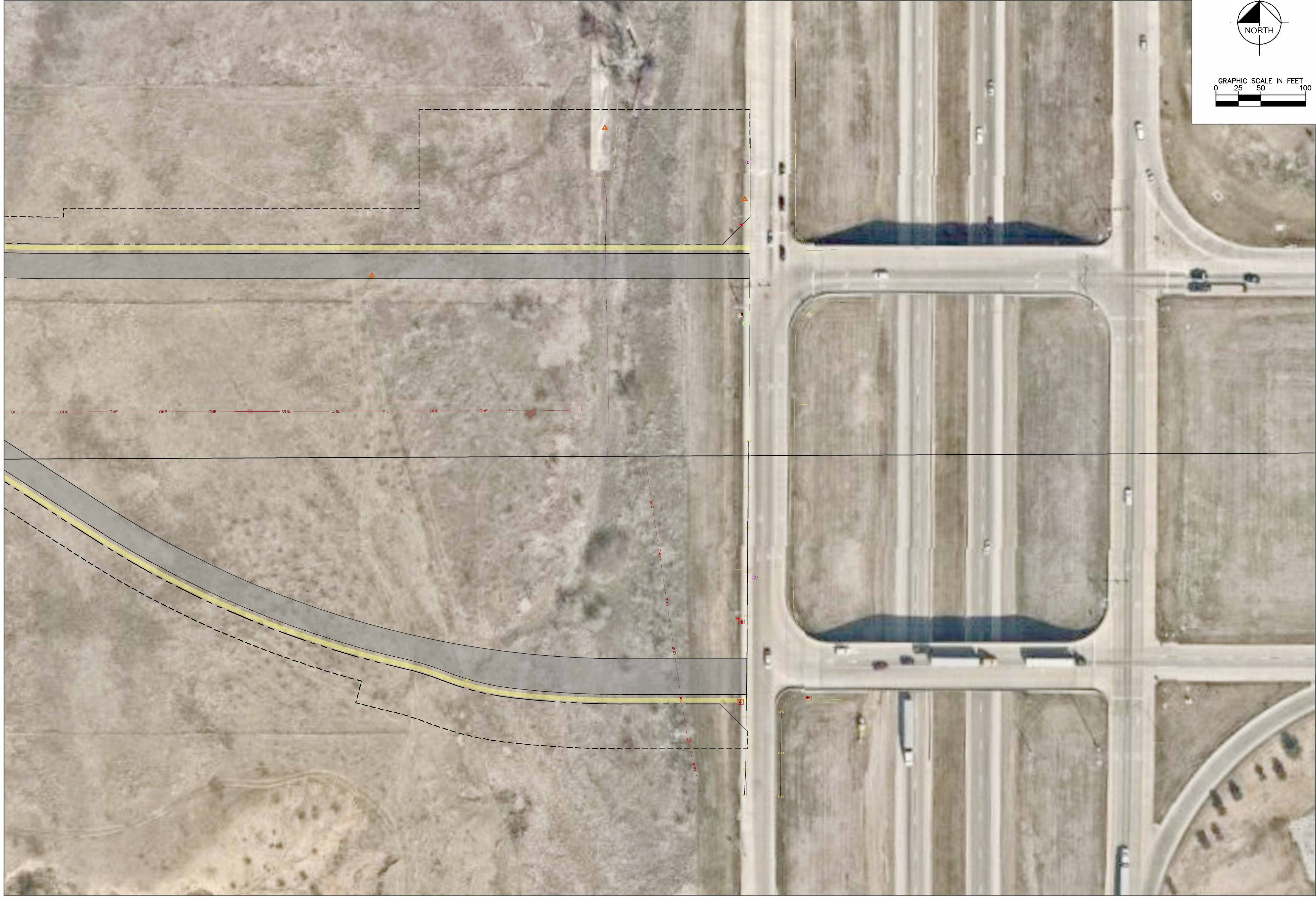
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| DATE:    | November 2016 |
| DESIGN:  | MDC           |
| DRAWN:   | MJS/TAH       |
| CHECKED: | DAL           |
| KHA NO.: | 061291601     |

SHEET NUMBER

- NOTES:
- 1) PER HASLET MASTER THOROUGHFARE PLAN: PRINCIPAL ARTERIAL, 6-LANE DIVIDED, ASSUME 60' TAKE.
  - 2) ALL PROPOSED ROADWAY LINES SHOWN REPRESENT FACE OF CURB.



2018-07-12 09:41:20, Christian, Misty  
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DATE: MARCH 2017  
 DESIGN: MDC  
 DRAWN: MJS/TAH  
 CHECKED: DAL  
 KHA NO.: 061291601

SHEET NUMBER

HASLET PARKWAY  
 AT IH 35W EXHIBIT

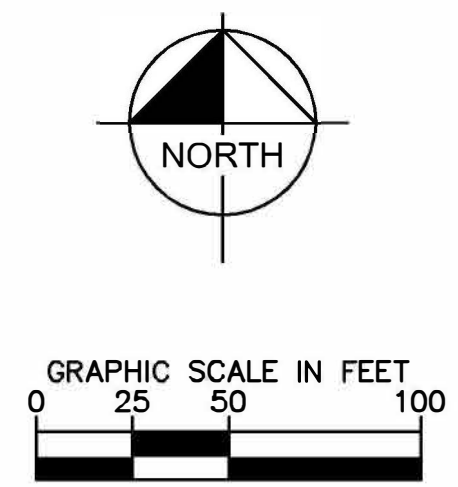
CITY OF HASLET

THIS DOCUMENT IS INCOMPLETE  
 AND IS RELEASED TEMPORARILY  
 FOR INTERIM REVIEW ONLY. IT IS  
 NOT INTENDED FOR CONSTRUCTION,  
 BIDDING, OR PERMIT PURPOSES.

MISTY D. CHRISTIAN  
 SERIAL NO. 983384  
 DATE: JULY 2018

**Kimley»Horn**  
 801 Cherry Street, Suite 950, Fort Worth, TX 76102 (817) 338-6811 Registration Number: 508

| No. | Revision | By | Date |
|-----|----------|----|------|
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# BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

## AllianceTexas/Haslet Accessibility Improvement Project

FY 2018 BUILD GRANT APPLICATION

ATTACHMENT 5: ALLIANCE GLOBAL LOGISTICS HUB INFO



North Central Texas  
Council of Governments  
Transportation Department



# Logistics

Powering innovation.

817.224.6000  
alliancetexas.com

9800 Hillwood Parkway  
Suite 300  
Fort Worth, Texas 76177



## LOGISTICS OVERVIEW

# Your gateway to better productivity.

The right location, amenities and infrastructure to propel growth.

It used to be that if you were a logistics business that depended on transporting goods to customers across the nation and around the world, you needed to establish a presence near a traditional port city, such as Houston, Los Angeles or Miami. But the innovators at AllianceTexas changed all that when they built a port at the heart of the Alliance Global Logistics Hub.

With its railway hub, industrial airport and access to major highways and trucking thoroughfares, this one-of-a-kind inland port provides access to regional, national and global trade routes from the center of North Texas — opening up a new world of opportunity for forward-thinking manufacturing, distribution and logistics leaders. It's all built within a 26,000-acre master-planned development that's home to some of the biggest names in logistics, including FedEx, UPS, Walmart and Amazon. They all planted roots right here in AllianceTexas. Because opportunity thrives here.

## THE BENEFITS ARE CLEAR

- Ample land to build a state-of-the-art manufacturing, logistics or industrial facility
- Home to global leaders from a wide variety of industries
- Foreign-Trade Zone that offers strategic tax benefits
- Comprehensive air, rail and ground transportation infrastructure
- Access to a growing workforce within a booming economy
- Located in North Texas — one of the fastest-growing areas in the nation





**GLOBAL LOGISTICS HUB**

## Transportation solutions for logistics leaders.

Save time and money with a premier inland port.

AllianceTexas offers better, more efficient ways of shipping products across the United States or around the world. The Alliance intermodal rail facility performs more than 835,000 lifts a year, and offers rail service, while Fort Worth Alliance Airport provides air cargo transportation from a strategic, central location in the country. To facilitate better supply-chain management, AllianceTexas' Foreign-Trade Zone #196 delivers duty and tax benefits and consultation services that reduce costs and streamline customs clearances. Area highways enable timely ground transportation throughout the region. With its abundant space for manufacturing plants and distribution warehouses, AllianceTexas gives logistics businesses all the tools necessary to thrive.

**LOGISTICS HUB AMENITIES**

- BNSF Railway's Alliance Intermodal Facility
- Two Class I rail lines
- FedEx Southwest Regional Sort Hub
- Interstate Highway 35 from Mexico to Canada
- Texas Highways 114 and 170
- On-site ground handling and air cargo service
- FedEx Ground
- UPS

**FORT WORTH ALLIANCE AIRPORT**

## The country's first and foremost industrial airport.

Moving cargo across the region and around the world.

Fort Worth Alliance Airport enables the industrial and logistics companies of AllianceTexas to ship cargo affordably and securely throughout the world. With complete U.S. Customs and cargo handling services, the airport is a comprehensive industrial aviation solution. Plus, the Fixed Base Operator facility provides a complete suite of amenities for executives traveling through the airport.

**AIR CARGO CAPABILITIES**

- Full cargo handling services
- Air freight build/break
- On-site U.S. Customs
- On-site Centralized Examination Station
- Direct aircraft ramp access
- Cross-dock capabilities
- Cargo facility expansion available
- Ramp parking for multiple wide-body cargo jets
- Two 11,000 ft. parallel all-weather runways
- ILS CAT III approach

**MAJOR CITIES BY AIR**

- |                      |                         |
|----------------------|-------------------------|
| • Chicago 2 hours    | • Los Angeles 3 hours   |
| • Detroit 2 hours    | • Mexico City 2 hours   |
| • Houston 1 hour     | • New York 4 hours      |
| • Kansas City 1 hour | • San Francisco 4 hours |





BNSF Alliance Intermodal Facility

**FOREIGN-TRADE ZONE #196**

Reduced costs and better efficiency.

Navigate U.S. customs with confidence.

The Global Logistics Hub is home to FTZ #196, which provides cost-saving logistics consultation services to manufacturing and distribution companies shipping goods internationally. Merchandise in the FTZ is legally considered outside of the country and free from U.S. Customs fees until shipped to its destination. Take full advantage of AllianceTexas' FTZ consultation services to save on Customs duty, paperwork expenses and inventory tax. It's another reason to choose AllianceTexas as the base for your logistics operations.

**FTZ BENEFITS**

- Improve cash flow — transfer merchandise to another FTZ without paying customs
- Pay the lowest duty rate
- Reduced costs on defective merchandise
- Eliminate duty on labor, overhead and profit
- Reduced paperwork and expenses
- Reduced inventory tax
- Manage U.S. quota restrictions

**THIRD-PARTY LOGISTICS PROVIDERS**

AllianceTexas is home to a variety of third-party logistics providers to help with distribution needs.

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INDUSTRIAL AND FLEX SPACE

# Multiple solutions for logistics operations.

Choose from spec and build-to-suit options



Some of the most technically advanced industrial operations in the world are located at AllianceTexas. The region offers a variety of space for manufacturing centers and distribution warehouses built with direct access to a world-class transportation infrastructure that covers all ground, rail and air needs. Choose from existing spaces built to the highest industrial standards, or build a custom facility designed to suit.







AllianceTexas offers a range of locations for industrial and flex space.

### SECTORS ZONED FOR INDUSTRIAL AND FLEX SPACE

#### Alliance Center®

- 3.6M SF developed
- Immediate proximity to Fort Worth Alliance Airport
- Frontage on I-35W
- Adjacent to 75,000 SF of dining options and minutes from Alliance Town Center

#### Alliance Northport

- 3M SF of future development
- 260-acre sector
- One of the lowest combined tax rates in DFW
- Industrial, retail, R&D/office planned
- Frontage on I-35W
- Dale Earnhardt Way provides direct access to I-35W and Texas Highway 114

#### Alliance Westport

- 7.4M SF developed
- Home to BNSF Alliance Intermodal Facility
- Direct access to Fort Worth Alliance Airport, I-35W and FM 156
- Over 7M SF future build-out

#### Alliance Commerce Center®

- 300-acre business park
- 1.7M SF of space
- Ideal for distribution, light manufacturing, high-tech and aviation support firms
- .Access to I-35W, FM 156 and Eagle Parkway

#### Alliance Gateway®

- 18.9M SF developed
- Frontage on Texas Highway 170 and U.S. 377
- 400-acre dedicated data center campus with ability to deliver 400 megawatts at full build-out

#### Alliance Center North

- 665-acre sector
- New spec building options ranging from 162,500 to over 1M SF
- Frontage on I-35W
- Up to 7M SF of future build-out available



FOR MORE INFORMATION

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## Alliance Texas/Haslet Accessibility Improvement Project

FY 2018 BUILD GRANT APPLICATION

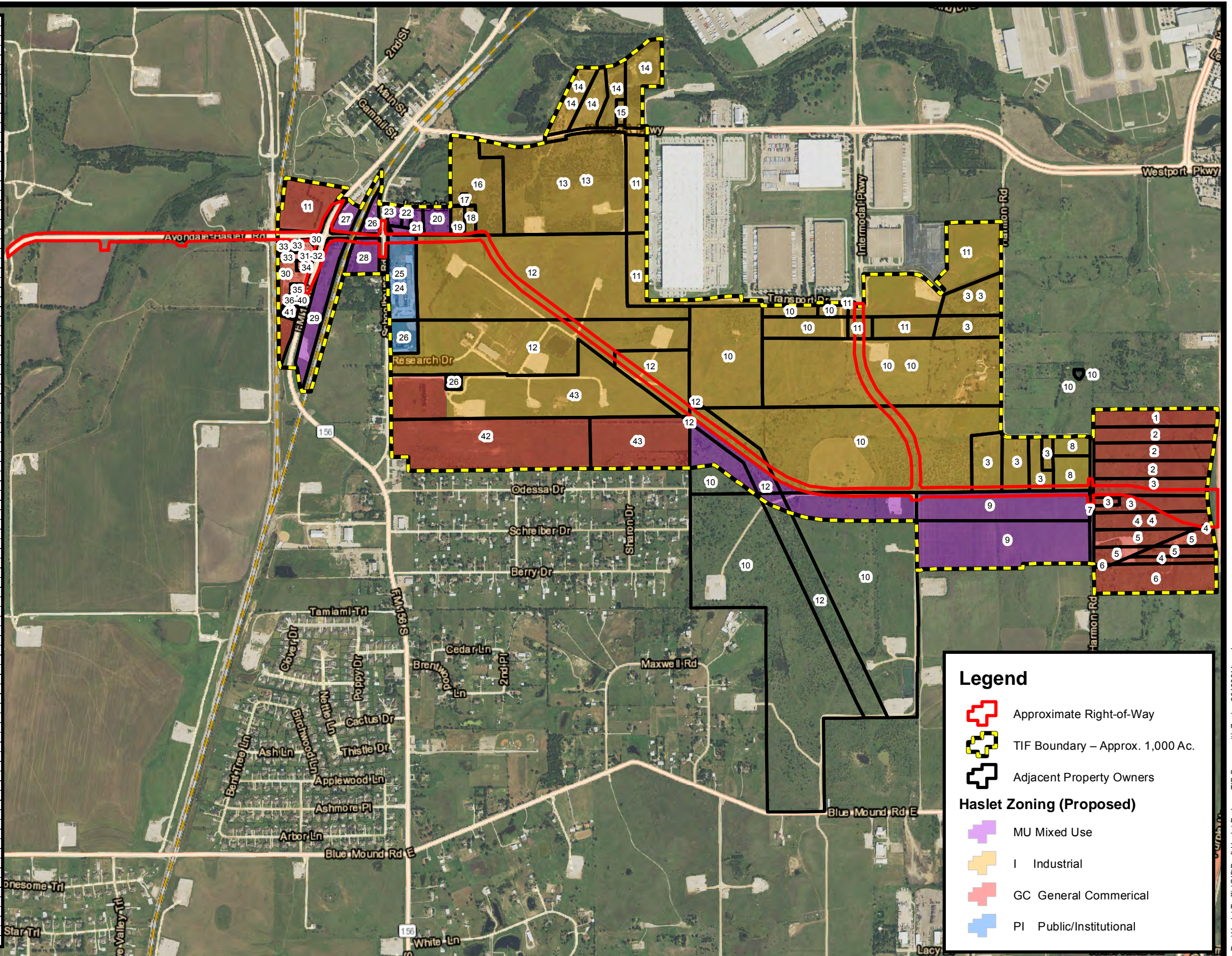
ATTACHMENT 6: PROPOSED HASLET PARKWAY TIRZ INFO



North Central Texas  
Council of Governments  
Transportation Department



| Map ID       | Account Number | Appraisal Acres | GIS Acres       | Owner Name                     | Proposed Zoning                 | Appraised Value (2018) |
|--------------|----------------|-----------------|-----------------|--------------------------------|---------------------------------|------------------------|
| 1            | 04960661       | 9.686           | 10.10           | FAMBROUGH, ALEX COUGER         | General Commercial              | \$891                  |
| 2            | 05704421       | 9.372           | 9.82            | DAILY, MARVIN TR               | General Commercial              | \$862                  |
| 2            | 05959918       | 9.182           | 9.48            | DAILY, MARVIN TR               | General Commercial              | \$891                  |
| 2            | 05959926       | 9.558           | 8.77            | DAILY, MARVIN TR               | General Commercial              | \$879                  |
| 3            | 05970768       | 5.31            | 4.30            | FORT WORTH, CITY OF            | Industrial                      | \$346,955              |
| 3            | 05686865       | 1               | 0.91            | FORT WORTH, CITY OF            | General Commercial              | \$43,560               |
| 3            | 06135412       | 7               | 6.64            | FORT WORTH, CITY OF            | Industrial                      | \$457,380              |
| 3            | 03919625       | 1               | 1.68            | FORT WORTH, CITY OF            | Industrial                      | \$65,340               |
| 3            | 05704405       | 8.989           | 8.81            | FORT WORTH, CITY OF            | General Commercial              | \$391,561              |
| 3            | 03919560       | 8               | 8.00            | FORT WORTH, CITY OF            | Industrial                      | \$348,480              |
| 3            | 04296419       | 6.545           | 6.52            | FORT WORTH, CITY OF            | Industrial                      | \$228,080              |
| 3            | 05686857       | 7.998           | 7.78            | FORT WORTH, CITY OF            | General Commercial              | \$348,393              |
| 3            | 04015231       | 0.1             | 8.69            | FORT WORTH, CITY OF            | Industrial                      | \$17,996               |
| 3            | 05947979       | 9               | 8.69            | FORT WORTH, CITY OF            | Industrial                      | \$313,632              |
| 4            | 06515649       | 2.785           | 8.99            | JMMP MANAGEMENT COMPANY LLC    | General Commercial              | \$256                  |
| 4            | 05304210       | 6.107           | 8.99            | JMMP MANAGEMENT COMPANY LLC    | General Commercial              | \$562                  |
| 4            | 04291484       | 0.284           | 0.22            | JMMP MANAGEMENT COMPANY LLC    | General Commercial              | \$12,371               |
| 4            | 04291484       | 0.284           | 3.15            | JMMP MANAGEMENT COMPANY LLC    | General Commercial              | \$12,371               |
| 5            | 04293185       | 6.412           | 6.36            | DEAVERS, JOSEPH R              | General Commercial              | \$590                  |
| 5            | 04291492       | 3.096           | 3.04            | DEAVERS, JOSEPH R              | General Commercial              | \$285                  |
| 5            | 04291506       | 3.341           | 3.34            | DEAVERS, JOSEPH R              | General Commercial              | \$307                  |
| 5            | 04293193       | 2.948           | 3.04            | DEAVERS, JOSEPH R              | General Commercial              | \$271                  |
| 6            | 04320379       | 15.934          | 16.05           | KORMAN, RICHARD                | General Commercial              | \$1,480                |
| 6            | 04293177       | 0.163           | 0.17            | KORMAN, RICHARD                | General Commercial              | \$15                   |
| 7            | 06515622       | 0.05            | 0.05            | CARAWAY CLEARING LLC           | Mixed Use                       | \$3,750                |
| 8            | 03919609       | 7               | 5.85            | WOOTEN, GERALD WAYNE           | Industrial                      | \$791                  |
| 8            | 03919595       | 3               | 3.25            | WOOTEN, GERALD W               | Industrial                      | \$339                  |
| 9            | 42243171       | 22.13           | 23.10           | CARAWAY REI LP                 | Mixed Use                       | \$2,501                |
| 9            | 42243139       | 38.263          | 36.12           | CARAWAY REI LP                 | Mixed Use                       | \$4,324                |
| 10           | 04062132       | 33.85           | 33.37           | FORT WORTH RR SALVAGE INC      | Industrial                      | \$3,385                |
| 10           | 05970733       | 8.6             | 8.48            | FORT WORTH RR SALVAGE INC      | Industrial                      | \$860                  |
| 10           | 05970741       | 100.49          | 103.40          | FORT WORTH RR SALVAGE INC      | Industrial                      | \$9,321                |
| 10           | 04015193       | 1.239           | 1.61            | FORT WORTH RR SALVAGE INC      | Industrial                      | \$124                  |
| 10           | 04296389       | 2.297           | 2.94            | FORT WORTH RR SALVAGE INC      | Industrial                      | \$230                  |
| 10           | 05953723       | 78.75           | 74.57           | FORT WORTH RR SALVAGE INC      | Industrial                      | \$7,477                |
| 10           | 03919544       | 197.08          | 194.95          | FORT WORTH RR SALVAGE INC      | Mixed Use                       | \$18,131               |
| 10           | 04312414       | 0.33            | 74.57           | FORT WORTH RR SALVAGE INC      | Industrial                      | \$174,908              |
| 11           | 04296397       | 2.38            | 2.40            | AIL INVESTMENT LP              | Industrial                      | \$238                  |
| 11           | 04061969       | 6.511           | 10.26           | AIL INVESTMENT LP              | Industrial                      | \$651                  |
| 11           | 04296400       | 6.548           | 6.34            | AIL INVESTMENT LP              | Industrial                      | \$655                  |
| 11           | 04730232       | 0.124           | 0.36            | AIL INVESTMENT LP              | Industrial                      | \$100                  |
| 11           | 41241606       | 10.558          | 11.64           | AIL INVESTMENT LP              | General Commercial              | \$1,375                |
| 11           | 04730224       | 31.986          | 30.48           | AIL INVESTMENT LP              | Industrial                      | \$3,199                |
| 11           | 04730240       | 9.296           | 9.33            | AIL INVESTMENT LP              | Industrial                      | \$855                  |
| 12           | 04730291       | 63.5            | 58.93           | ELECTRIC POWER RESEARCH INC    | Industrial                      | \$3,179,945            |
| 12           | 04062000       | 0.15            | 0.12            | ELECTRIC POWER RESEARCH INC    | General Commercial              | \$2,287                |
| 12           | 05790751       | 23.36           | 24.01           | ELECTRIC POWER RESEARCH INC    | Mixed Use                       | \$356,147              |
| 12           | 03919617       | 11.47           | 10.97           | ELECTRIC POWER RESEARCH INC    | Mixed Use & Industrial          | \$174,872              |
| 12           | 04730283       | 86.49           | 85.49           | ELECTRIC POWER RESEARCH INC    | Industrial                      | \$1,205,601            |
| 12           | 04062140       | 0.35            | 0.40            | ELECTRIC POWER RESEARCH INC    | Industrial                      | \$4,879                |
| 12           | 04062051       | 14              | 14.83           | ELECTRIC POWER RESEARCH INC    | Industrial                      | \$548,856              |
| 13           | 05956862       | 55.591          | 55.14           | MADISON HASLET LLC             | Industrial                      | \$5,114                |
| 13           | 04307275       | 1               | 55.14           | MADISON HASLET LLC             | Industrial                      | \$109,407              |
| 14           | 06462847       | 5.251           | 5.10            | 120 LAND CORP                  | Industrial                      | \$593                  |
| 14           | 06477062       | 0.27            | 6.22            | 120 LAND CORP                  | Industrial                      | \$80,234               |
| 14           | 06462820       | 5.724           | 6.22            | 120 LAND CORP                  | Industrial                      | \$647                  |
| 14           | 06462855       | 9.827           | 9.97            | 120 LAND CORP                  | Industrial                      | \$1,110                |
| 14           | 06462839       | 5.132           | 5.57            | 120 LAND CORP                  | Industrial                      | \$580                  |
| 15           | 04307178       | 0.903           | 1.06            | WOODS, DONALD J                | Industrial                      | \$83,490               |
| 16           | 04307283       | 17.673          | 17.80           | WON CHANG INC ETAL             | Industrial                      | \$1,767                |
| 17           | 04307305       | 0.28            | 0.30            | RRN INVESTMENTS LLC            | Industrial                      | \$45,000               |
| 18           | 05941075       | 1.3             | 1.41            | LACY, GAYLE S                  | Industrial                      | \$53,802               |
| 19           | 04307135       | 2               | 1.81            | LEWIS, ELVIS NEAL              | Industrial                      | \$52,030               |
| 20           | 04307194       | 3.81            | 3.54            | RIVERSONG CORPORATION          | Mixed Use                       | \$226,178              |
| 21           | 41231147       | 2.39            | 2.31            | LEWIS 1ST PROPERTIES LLC       | Mixed Use                       | \$66,443               |
| 22           | 41231139       | 0.87            | 0.83            | BOLTON, DONELL                 | Mixed Use                       | \$89,570               |
| 23           | 04307348       | 1.5             | 1.44            | VERNON, WESLEY R               | Mixed Use                       | \$77,198               |
| 24           | 13897314       | 0               | 11.23           | KCE CHAMPIONS LLC              | Public/Institutional            | \$0                    |
| 25           | 06530869       | 11.144          | 11.23           | NORTHWEST, ISD                 | Public/Institutional            | \$417,648              |
| 26           | 06515614       | 4               | 4.19            | HASLET, CITY OF                | Public/Institutional            | \$112,000              |
| 26           | 06337813       | 0.996           | 1.05            | HASLET, CITY OF                | Industrial                      | \$24,730               |
| 26           | 04063961       | 2.09            | 2.30            | HASLET, CITY OF                | Mixed Use                       | \$8,360                |
| 27           | 06150217       | 2.724           | 2.74            | OAKMONT REALTY LTD             | Mixed Use                       | \$474,628              |
| 28           | 03787680       | 5.405           | 4.92            | LIFE GATE CHURCH INC           | Mixed Use                       | \$82,405               |
| 29           | 03787656       | 11.196          | 10.42           | JOE LOYD LP                    | Mixed Use                       | \$390,158              |
| 30           | 41589769       | 0.208           | 0.20            | TRIPLE T FARMS LTD             | General Commercial              | \$13,590               |
| 30           | 03787648       | 6.257           | 6.21            | TRIPLE T FARMS LTD             | General Commercial              | \$408,832              |
| 31           | 13771124       | 0               | 1.19            | 7-ELEVEN INC                   | General Commercial              | \$0                    |
| 32           | 41571398       | 1.19            | 1.19            | SEI ASSET MANAGEMENT & INVESTM | General Commercial              | \$1,000,000            |
| 33           | 42078324       | 0.658           | 0.64            | WESTWOOD GROUP DEVELOPMENT NO  | General Commercial              | \$872,212              |
| 33           | 42078332       | 0.61            | 0.61            | WESTWOOD GROUP DEVELOPMENT NO  | General Commercial              | \$39,832               |
| 33           | 42078341       | 0.852           | 0.86            | WESTWOOD GROUP DEVELOPMENT NO  | General Commercial              | \$55,698               |
| 34           | 41730577       | 0.676           | 0.68            | SRI REAL ESTATE PROPERTIES LLC | General Commercial              | \$726,420              |
| 35           | 41600894       | 0.663           | 0.66            | AOMIS PARTNERS LLC             | General Commercial              | \$1,167,393            |
| 36           | 13730746       | 0               | 0.58            | ALANIZ, STEVEN                 | General Commercial              | \$0                    |
| 37           | 13800167       | 0               | 0.58            | GOMEZ, OMAR                    | General Commercial              | \$0                    |
| 38           | 13771299       | 0               | 0.58            | JEREMY R LUSTIG DDS MS PA      | General Commercial              | \$0                    |
| 39           | 41565606       | 0.553           | 0.58            | LUSTIG LAND HOLDINGS LLC       | General Commercial              | \$968,030              |
| 40           | 13883208       | 0               | 0.58            | PEDIATRIC DENTISTRY OF HASLET  | General Commercial              | \$0                    |
| 41           | 41600908       | 0.854           | 0.85            | NORTH GARLAND REAL ESTATE HOLD | General Commercial              | \$1,297,896            |
| 42           | 04730348       | 42.8951         | 45.60           | HASLET 1994                    | General Commercial              | \$4,290                |
| 43           | 04730305       | 54.971          | 54.61           | HASLET-78 LTD                  | General Commercial & Industrial | \$5,497                |
| 43           | 06237428       | 22.016          | 23.20           | HASLET-78 LTD                  | General Commercial              | \$2,202                |
| <b>Total</b> |                | <b>1,177.38</b> | <b>1,342.74</b> | <b>N/A</b>                     | <b>N/A</b>                      | <b>\$17,264,193</b>    |

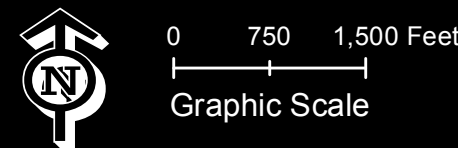


**Legend**

- Approximate Right-of-Way
- TIF Boundary – Approx. 1,000 Ac.
- Adjacent Property Owners

**Haslet Zoning (Proposed)**

- MU Mixed Use
- I Industrial
- GC General Commercial
- PI Public/Institutional



# Draft Haslet Parkway TIRZ

## Parcel Map and Proposed Zoning Overlay



Path: G:\JOB\HWA\18098\_Land\_Dev\Haslet Traffic\GIS\Draft Haslet Parkway TIF Owners with Zoning 20180611.mxd



**Proposed Haslet Parkway TIRZ**  
**Development Yield Summary (Adjusted Value City Portion)**  
**June 18, 2018**

| Land Use<br>(Type)                           | Gross Area<br>(AC) | (1)                           | (2)                         | (3)      | Yield<br>(Buildable SF) | Value per<br>SF<br>(\$) | Appraised Value<br>(\$) | Captured Value<br>(80%) | Real Property<br>Tax/Yr<br>(\$0.33/100) | TIF Investment<br>Rate/Yr<br>(50%) |
|--|--------------------|-------------------------------|-----------------------------|----------|-------------------------|-------------------------|-------------------------|-------------------------|---|------------------------------------|
|  |                    | Undevelopable<br>Land<br>(AC) | Developable<br>Land<br>(AC) | FAR<br>% |                         |                         |                         |                         |   |                                    |
| Office                                       | 270.00             | 32.40                         | 237.60                      | 15%      | 1,552,478               | \$ 168.00               | \$ 260,816,371          | \$ 208,653,097          | \$ 694,907                              | \$ 347,453                         |
| Mixed Use                                    | 219.00             | 26.28                         | 192.72                      | 20%      | 1,678,977               | \$ 175.00               | \$ 293,820,912          | \$ 235,056,730          | \$ 782,842                              | \$ 391,421                         |
| Commercial                                   | 117.00             | 14.04                         | 102.96                      | 30%      | 1,345,481               | \$ 175.00               | \$ 235,459,224          | \$ 188,367,379          | \$ 627,346                              | \$ 313,673                         |
| Industrial & Airport Facilities              | 69.00              | 8.28                          | 60.72                       | 30%      | 793,489                 | \$ 55.00                | \$ 43,641,893           | \$ 34,913,514           | \$ 116,277                              | \$ 58,139                          |
| <b>Total</b>                                 | <b>679.00</b>      | <b>81.48</b>                  | <b>597.52</b>               |          | <b>5,370,425</b>        | <b>\$ 155.25</b>        | <b>\$ 833,738,400</b>   | <b>\$ 666,990,720</b>   | <b>\$ 2,221,373</b>                     | <b>\$ 1,110,686</b>                |
| <b>AVERAGE DEVELOPMENT PER YEAR (20 Yrs)</b> |                    | <b>33.95</b>                  | <b>29.88</b>                |          | <b>268,521</b>          |                         | <b>\$ 41,686,920</b>    |                         |   |                                    |

**Haslet 20 YR. Total Development / Increment Sensitivity Summary**

| 20 Year Development<br>(% Total Yield or Buildable SF) | Avg SF/YR<br>(SF) | Yield<br>(SF) | Avg. Value per<br>SF<br>(\$) | Appraised<br>Value<br>(\$) | Captured<br>Value<br>(80%) | Real<br>Property<br>Tax/Yr<br>(\$0.33/100) | TIF Investment<br>Rate/Yr<br>(50%) | Total 20 Yr Real<br>Property Tax<br>(\$) | Total 20 Yr TIF<br>Investment<br>(\$) |
|--|-------------------|---------------|------------------------------|----------------------------|----------------------------|--|------------------------------------|--|---------------------------------------|
| 25% of Total Buildable                                 | 67,130            | 1,342,606     | \$ 155.25                    | \$ 208,434,600             | \$ 166,747,680             | \$ 555,343                                 | \$ 277,672                         | \$ 11,106,863                            | \$ 5,553,431                          |
| 50% of Total Buildable                                 | 134,261           | 2,685,213     | \$ 155.25                    | \$ 416,869,200             | \$ 333,495,360             | \$1,110,686                                | \$ 555,343                         | \$ 22,213,726                            | \$ 11,106,863                         |
| 75% of Total Buildable                                 | 201,391           | 4,027,819     | \$ 155.25                    | \$ 625,303,800             | \$ 500,243,040             | \$1,666,029                                | \$ 833,015                         | \$ 33,320,589                            | \$ 16,660,294                         |
| 100% of Total Buildable                                | 268,521           | 5,370,425     | \$ 155.25                    | \$ 833,738,400             | \$ 666,990,720             | \$2,221,373                                | \$ 1,110,686                       | \$ 44,427,451                            | \$ 22,213,726                         |

**Notes:**

- Undeveloped Land estimated at ~12% of Gross Area
  - ROW; 120' x 19,200 LF ~ 55 AC
  - Flood; Buffalo Creek, other
  - Gas Pads; 1 Acre Pads with 200-foot offset

- Developable Land Use conforms to Haslet Comprehensive Land Plan within TIF District.



**Proposed Haslet Parkway TIRZ**  
**Development Yield Summary (Adjusted Value County Portion)**  
**June 18, 2018**

| Land Use<br>(Type)                           | Gross Area<br>(AC) | (1)                           | (2)                         | (3)      | Yield<br>(Buildable SF) | Value per<br>SF<br>(\$) | Appraised Value<br>(\$) | Captured Value<br>(80%) | Real Property<br>Tax/Yr<br>(\$0.24/100) | TIF Investment<br>Rate/Yr<br>(50%) |
|--|--------------------|-------------------------------|-----------------------------|----------|-------------------------|-------------------------|-------------------------|-------------------------|---|------------------------------------|
|  |                    | Undevelopable<br>Land<br>(AC) | Developable<br>Land<br>(AC) | FAR<br>% |                         |                         |                         |                         |   |                                    |
| Office                                       | 270.00             | 32.40                         | 237.60                      | 15%      | 1,552,478               | \$ 168.00               | \$ 260,816,371          | \$ 208,653,097          | \$ 509,114                              | \$ 254,557                         |
| Mixed Use                                    | 219.00             | 26.28                         | 192.72                      | 20%      | 1,678,977               | \$ 175.00               | \$ 293,820,912          | \$ 235,056,730          | \$ 573,538                              | \$ 286,769                         |
| Commercial                                   | 117.00             | 14.04                         | 102.96                      | 30%      | 1,345,481               | \$ 175.00               | \$ 235,459,224          | \$ 188,367,379          | \$ 459,616                              | \$ 229,808                         |
| Industrial & Airport Facilities              | 69.00              | 8.28                          | 60.72                       | 30%      | 793,489                 | \$ 55.00                | \$ 43,641,893           | \$ 34,913,514           | \$ 85,189                               | \$ 42,594                          |
| <b>Total</b>                                 | <b>679.00</b>      | <b>81.48</b>                  | <b>597.52</b>               |          | <b>5,370,425</b>        | <b>\$ 155.25</b>        | <b>\$ 833,738,400</b>   | <b>\$ 666,990,720</b>   | <b>\$ 1,627,457</b>                     | <b>\$ 813,729</b>                  |
| <b>AVERAGE DEVELOPMENT PER YEAR (20 Yrs)</b> |                    | <b>33.95</b>                  | <b>29.88</b>                |          | <b>268,521</b>          |                         | <b>\$ 41,686,920</b>    |                         |   |                                    |

**Haslet 20 YR. Total Development / Increment Sensitivity Summary**

| 20 Year Development<br>(% Total Yield or Buildable SF) | Avg SF/YR<br>(SF) | Yield<br>(SF) | Avg. Value per<br>SF<br>(\$) | Appraised<br>Value<br>(\$) | Captured<br>Value<br>(80%) | Real<br>Property<br>Tax/Yr<br>(\$0.24/100) | TIF Investment<br>Rate/Yr<br>(50%) | Total 20 Yr Real<br>Property Tax<br>(\$) | Total 20 Yr TIF<br>Investment<br>(\$) |
|--|-------------------|---------------|------------------------------|----------------------------|----------------------------|--|------------------------------------|--|---------------------------------------|
| 25% of Total Buildable                                 | 67,130            | 1,342,606     | \$ 155.25                    | \$ 208,434,600             | \$ 166,747,680             | \$ 406,864                                 | \$ 203,432                         | \$ 8,137,287                             | \$ 4,068,643                          |
| 50% of Total Buildable                                 | 134,261           | 2,685,213     | \$ 155.25                    | \$ 416,869,200             | \$ 333,495,360             | \$ 813,729                                 | \$ 406,864                         | \$ 16,274,574                            | \$ 8,137,287                          |
| 75% of Total Buildable                                 | 201,391           | 4,027,819     | \$ 155.25                    | \$ 625,303,800             | \$ 500,243,040             | \$1,220,593                                | \$ 610,297                         | \$ 24,411,860                            | \$ 12,205,930                         |
| 100% of Total Buildable                                | 268,521           | 5,370,425     | \$ 155.25                    | \$ 833,738,400             | \$ 666,990,720             | \$1,627,457                                | \$ 813,729                         | \$ 32,549,147                            | \$ 16,274,574                         |

**Notes:**

- Undeveloped Land estimated at ~12% of Gross Area
  - ROW; 120' x 19,200 LF ~ 55 AC
  - Flood; Buffalo Creek, other
  - Gas Pads; 1 Acre Pads with 200-foot offset

- Developable Land Use conforms to Haslet Comprehensive Land Plan within TIF District.



# BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

## Alliance Texas/Haslet Accessibility Improvement Project

FY 2018 BUILD GRANT APPLICATION  
ATTACHMENT 7: PROJECT SCHEDULE



North Central Texas  
Council of Governments  
Transportation Department



## AllianceTexas/Haslet Accessibility Improvement Project Project Schedule

|  | 2018 |     |     |     | 2019 |     |     |     | 2020 |     |     |     | 2021 |     |     |     | 2022 |     |     |     |
|--|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|------|-----|-----|-----|
|  | Mar  | Jun | Sep | Dec | Mar  | Jun | Sep | Dec | Mar  | Jun | Sep | Dec | Mar  | Jun | Sep | Dec | Mar  | Jun | Sep | Dec |
| <b>NEPA and Other Environmental Approvals</b>                      |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Public Meeting Alternatives (for Alternative Analysis)             |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Alternatives Analysis Approved                                     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Complete Field Work within Schematic ROW                           |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Public Meetings  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Submit Draft Technical Documents to District                       |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Submit Revised Technical Reports                                   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| ENV Approval of Technical Documents                                |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Submit Draft EA to FTW/ENV for Concurrent Review                   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Receive Approval for Further Processing (May 15)                   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Publish 30-Day Public Hearing Notice (May 25)                      |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Hold Hearing or end NAOPH period (June 25)                         |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Submit Public Hearing Summary Report of NAOPH Acceptance (July 15) |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| FONSI (August 1)   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
|  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| <b>State and Local Planning and Approvals</b>                      |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Kickoff Meeting with Consultant, City, and TxDOT                   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Finalize Typical Section   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Railroad Permits   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Amend City Contract with Consultant                                |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Amend TIP/STIP for Engineering Funds                               |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Amend TIP/STIP for Construction Funds (If BUILD Grant Awarded)     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Amend AFA for Avondale Haslet Road                                 |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| DSR Approved   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Schematic Approved   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
|  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| <b>PS&amp;E</b>  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| TXDOT Review 60%   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| TxDOT Review 90%   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Final Plans (TxDOT District Office Approval)                       |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Final Plans (TxDOT HQ Approval)                                    |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
|  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| <b>Right-of-Way Acquisition</b>                                    |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Franchise Relocations  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Start ROW Donations and Acquisition (after August 1)               |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Complete ROW Donations and Acquisition                             |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
|  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| <b>Construction</b>  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Bidding Phase  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| Start Construction (January 2021)                                  |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |
| End Construction (December 2022)                                   |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |      |     |     |     |