

## **APPENDIX B: AGENCY COORDINATION**

State Highway 121, Lewisville Bypass  
From Existing S.H. 121, 0.4 mile west of Denton Creek  
To Existing S.H. 121, 0.05 mile east of F.M. 423  
Dallas and Denton Counties, Texas

ADMINISTRATIVE ACTION  
FINAL  
ENVIRONMENTAL IMPACT STATEMENT

Texas Department of Highways and Public Transportation

For more information  
concerning this document  
contact Kenneth C. Bohuslav, P. E.  
Eleventh and Brazos Street  
Austin, Texas 78701-2483

January 1990

DATE OF APPROVAL: 8/16/90

APPROVED: Frank D. Holzmnn

FRANK D. HOLZMANN, P.E.  
CHIEF ENGINEER, HIGHWAY DESIGN



*[Handwritten signature]*  
*[Handwritten initials]*

# Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

January 4, 1996

Archaeological Review  
Denton County

SH 121: From Existing Bridge on SH 121 at Denton Creek to Lake Vista Drive

Dr. James E. Bruseth, Director  
Attention: Lain Ellis  
Department of Antiquities Protection  
Texas Historical Commission  
Austin, Texas 78711

**RECEIVED**  
JAN 6 1996

TEXAS HISTORICAL COMMISSION

Dear Dr. Bruseth:

The proposed project will be undertaken with state funds. As required by Senate Bill 58, The Antiquities Code of Texas, and our Memorandum of Understanding with your agency, we continue coordination with you office on this project, which represents the final segment of the larger Lewisville Bypass project (SH 121: From Existing Bridge on SH 121 at Denton Creek to Near SH 423).

On May 23 and 24, and June 6-8, 13-15, 27, and 28, 1995, a member of the Department's professional environmental staff performed an on-site historical and archaeological survey of the project area. The project limits referenced above represent the last segment of the Lewisville Bypass project to be assessed. Other segments of the project (from Lake Vista Drive to IH 35E and From IH 35E to SH 423) have previously been cleared by your office. The archaeologist's interim survey report and a letter report from the geomorphologist, Chris Caran, are attached. A final survey report incorporating the geomorphological findings will be submitted shortly.

During a review of departmental project files, it was discovered that the designation for one of the project limits for the Lewisville Bypass had been changed from "near SH 544" to "near SH 423". Discussion with the staff archaeologist who originally performed the survey for this portion of the project indicated that a short portion of existing SH 121, (approximately 4,000 feet) where the bypass will transition back into the existing four-lane divided roadway with a 60 ft. depressed median, had not been covered by the previous survey. An on-site survey of this area was performed by a member of the department's cultural resources staff on January 4, 1996. A cut along the north side of SH 121, apparently the result of recent ditch maintenance activities, has resulted in a continuous exposure which offers excellent visibility of intact subsurface deposits. This cut extends into the basal clay. No evidence of archaeological material was observed either on the surface or within the banks of this cut anywhere along this portion of the project.

Dr. James E. Bruseth

Page 2

January 4, 1996


We request your concurrence that no archaeological sites listed as or determined eligible for designation as a State Archaeological Landmark will be affected by the proposed segment of the SH 121 bypass construction from near Denton Creek to Lake Vista Drive, or by the Lewisville Bypass as a whole (from near Denton Creek to Near FM 423) and that no further archaeological investigation is required.

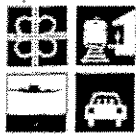
Sincerely,



Ann M. Irwin, Director  
Cultural Resources Management  
Environmental Affairs Division

Attachment

<b>NO EFFECT</b>	
On National Register-eligible or listed properties or State Archaeological Landmarks	
<b>PROJECT MAY PROCEED</b>	
BY	 James E. Bruseth, Ph.D., DSHPO
Date	1/5/96



## Regional Transportation Council

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



TO: Texas Department of Transportation  
North Texas Tollway Authority  
Dallas Area Rapid Transit  
Fort Worth Transportation Authority  
Federal Highway Administration  
Federal Transit Administration  
Impacted Local Governments  
Denton County Transportation Authority

DATE: October 1, 2004  
Texas Department of Transportation  
District No. 18

OCT 06 2004

FROM: Michael Morris, P.E.  
Director of Transportation

SUBJECT: Resolution Approving the Texas Metropolitan Mobility Plan

On August 12, 2004, the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG) approved the Texas Metropolitan Mobility Plan. RTC Resolution R04-03 is enclosed for your information. On September 9, 2004, the RTC also approved the Unified Transportation Program Projects. A copy of Resolution R04-05 is also enclosed.

The Texas Metropolitan Mobility Plan, the region's framework to address the long-term needs for the movement of goods and people, is adopted and available to the public. It is based on basic concepts of planning, funding, and streamlined project delivery. Emphasis includes strategies to reduce congestion and improve system mobility, as well as overall system performance.

Particular attention was focused on identifying all deficiencies in the future transportation network not addressed in the current financially-constrained Metropolitan Transportation Plan. Costs are also estimated to address these deficiencies, along with real-world solutions.

The Texas Metropolitan Mobility Plan was developed in response to a state-wide initiative and impacts future planning decisions with local governments, the Texas Department of Transportation, North Texas Tollway Authority, Dallas Area Rapid Transit, Fort Worth Transportation Authority, Denton County Transportation Authority, and other transportation agencies.

Section 8 of Resolution R04-03 and Section 9 of Resolution R04-05 require that they be provided to all impacted parties. If you have any questions, please call Michael Burbank at (817) 695-9251.

Dist. Engr. ( )  
( ) Asst. Dist. Engr. ( )  
( ) Action  
( ) Advise  
( ) Comment  
MB:cmg  
Enclosure

  
Michael Morris, P.E.

~~cc: 2005-2004 UPWP Element 4.01 Project File~~

Cop.   
Burbank

**RESOLUTION APPROVING THE  
TEXAS METROPOLITAN MOBILITY PLAN  
FOR THE DALLAS-FORT WORTH METROPOLITAN AREA  
R04-03**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Dallas-Fort Worth Metropolitan Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA); and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be a forum for cooperative decisions on transportation; and,

**WHEREAS**, the Transportation Equity Act for the 21<sup>st</sup> century (TEA-21) assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit services; and,

**WHEREAS**, the Texas Transportation Commission has instituted a new requirement for the eight largest TMA's in the state to develop locally-based Texas Metropolitan Mobility Plans, targeting and quantifying out-year funding needs; and,

**WHEREAS**, the Regional Transportation Council has been identified as the regional policy-making body responsible for the approval of the Texas Metropolitan Mobility Plan; and,

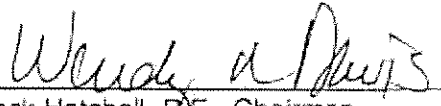
**WHEREAS**, the planning process used in the development of this Plan was conducted in accordance with NCTCOG's approved public involvement procedures, including involvement of the transportation providers and presentation of the Plan at public meetings prior to RTC approval of the plan; and,

**WHEREAS**, the Texas Metropolitan Mobility Plan has been recommended for approval to the RTC by NCTCOG's Surface Transportation Technical Committee.

**NOW, THEREFORE, BE IT HEREBY RESOLVED:**

- |                          |   |
|--------------------------|---|
| <b><u>Section 1.</u></b> | That the Regional Transportation Council approves the Texas Metropolitan Mobility Plan for the Dallas-Fort Worth Metropolitan Area. |
| <b><u>Section 2.</u></b> | That the total transportation need in the Dallas-Fort Worth Metropolitan Area is \$100 Billion through the year 2025.               |
| <b><u>Section 3.</u></b> | That the Texas Metropolitan Mobility Plan identifies needs beyond the financially-constrained Metropolitan Transportation Plan.     |

- Section 4.** That this process was conducted consistently and simultaneously with the other eight Transportation Management Areas in Texas.
- Section 5.** That this process was conducted according to statewide planning process guidelines.
- Section 6.** That the Regional Transportation Council is reviewing public comment on the shorter-range listing of prioritized regional projects as contained within the 2005 Unified Transportation Program and is scheduled to take action on September 9, 2004.
- Section 7.** That the Regional Transportation Council requests the Texas Transportation Commission and the Texas Legislature to review and address the out-year funding needs for the Dallas-Fort Worth region.
- Section 8.** That this resolution will be transmitted to the Texas Transportation Commission, the Texas Department of Transportation, and other impacted agencies or local governments.
- Section 9.** That this resolution shall be in effect immediately upon its adoption.

  
\_\_\_\_\_  
Jack Hatchell, P.E., Chairman  
Regional Transportation Council  
Commissioner, Collin County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on August 12 2004.

  
\_\_\_\_\_  
Cynthia White, Secretary  
Regional Transportation Council  
Commissioner, Denton County

**RESOLUTION APPROVING THE  
TEXAS METROPOLITAN MOBILITY PLAN AND UNIFIED TRANSPORTATION PROGRAM  
PROJECTS FOR THE DALLAS-FORT WORTH METROPOLITAN AREA  
R04-05**

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

**WHEREAS**, the Dallas-Fort Worth Metropolitan Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA); and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with the North Central Texas Council of Governments and has been and continues to be a forum for cooperative decisions on transportation; and,

**WHEREAS**, the Transportation Equity Act for the 21<sup>st</sup> century (TEA-21) assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit services; and,

**WHEREAS**, the Texas Transportation Commission has instituted a new requirement for the eight largest TMA's in the state to develop locally-based Texas Metropolitan Mobility Plans, targeting and quantifying out-year funding needs; and,

**WHEREAS**, the Regional Transportation Council has been identified as the regional policy-making body responsible for the approval of the Texas Metropolitan Mobility Plan; and,

**WHEREAS**, the planning process used in the development of this Plan was conducted in accordance with NCTCOG's approved public involvement procedures, including involvement of the transportation providers and presentation of the Plan at public meetings prior to RTC approval of the plan; and,

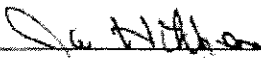
**WHEREAS**, the Texas Metropolitan Mobility Plan and Unified Transportation Program Projects has been recommended for approval to the RTC by NCTCOG's Surface Transportation Technical Committee.

**NOW, THEREFORE, BE IT HEREBY RESOLVED:**

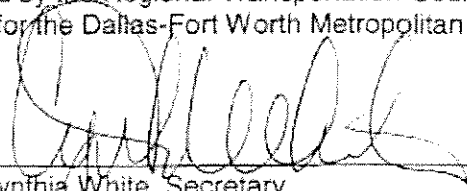
- |                          |   |
|--------------------------|---|
| <b><u>Section 1.</u></b> | That the Regional Transportation Council approves the Texas Metropolitan Mobility Plan for the Dallas-Fort Worth Metropolitan Area. |
| <b><u>Section 2.</u></b> | That the total transportation need in the Dallas-Fort Worth Metropolitan Area is \$100 Billion through the year 2025.               |
| <b><u>Section 3.</u></b> | That the Texas Metropolitan Mobility Plan identifies needs beyond the financially-constrained Metropolitan Transportation Plan.     |



- Section 4.** That this process was conducted consistently and simultaneously with the other eight Transportation Management Areas in Texas.
- Section 5.** That this process was conducted according to statewide planning process guidelines including past public meetings between TxDOT and Regional Transportation Council staff.
- Section 6.** That the Regional Transportation Council has reviewed public comments on the shorter-range listing of prioritized regional projects as contained within the 2005 Unified Transportation Program and approves the attached listing.
- Section 7.** That the Regional Transportation Council requests the Texas Transportation Commission and the Texas Legislature to review and address the out-year funding needs for the Dallas-Fort Worth region and the State of Texas.
- Section 8.** That the Regional Transportation Council approves the Texas Metropolitan Mobility Plan Excess Toll Revenue Sharing Policy, as attached.
- Section 9.** That this resolution will be transmitted to the Texas Transportation Commission, the Texas Department of Transportation, and other impacted agencies or local governments.
- Section 10.** That this resolution shall be in effect immediately upon its adoption.

  
\_\_\_\_\_  
Jack Hatchell, P.E., Chairman  
Regional Transportation Council  
Commissioner, Collin County

I hereby certify that this resolution was adopted by the Regional Transportation Council of the North Central Texas Council of Governments for the Dallas-Fort Worth Metropolitan Area on September 9, 2004.

  
\_\_\_\_\_  
Cynthia White, Secretary  
Regional Transportation Council  
Commissioner, Denton County

# INTERVIEW QUESTIONS AND ANSWERS

[illegible]

“...and the other side of the mountain is the same as the other side of the mountain.”

SOURCE OF FUNDS	Contracting (Millions)	Design (Millions)	Other (Millions)
2004-2007 Projects (2004 UTPI)**	\$611.43	\$799.44	31% - 49%
2008-2015 Future Projects/14	\$330.77	\$796.42	31% - 49%
<b>Initial Category 2 (Subtotal)</b>	<b>\$942.20</b>	<b>\$1,595.87</b>	31% - 49%
<i>Note:</i>			
1a. Mech. Fund (Philanth. Allocated)	\$495.65	\$425.82	31% - 49%
2a. Priority (Philanth. Allocated)	\$131.00	\$169.00	31% - 49%
3a. Priority (Philanth. Allocated)	\$124.00	\$278.00	31% - 49%
Strategic Priority (FY 2009-2015)	\$131.40	\$269.60	31% - 49%
\$17.4M (New Funds)	\$17.56	\$172.86	31% - 49%
\$17.4M (Philanth. Partnership)	\$59.00	\$73.07	31% - 49%
Total Projects (Mechanical HTA)	\$257.06	\$358.00	
Total Projects (Advanced HTA)	\$30.00	\$100.00	
Mechanical HQT / Total Loans	\$205.00	\$452.00	
<b>New Funding Sources (Subtotal)</b>	<b>\$1,060.65</b>	<b>\$2,722.47</b>	
<b>Local Contributions</b>	<b>\$66.20</b>	<b>\$46.89</b>	
<b>TOTAL</b>	<b>\$2,069.35</b>	<b>\$4,316.33</b>	

2. The descriptive words of the questionnaire have been translated into English and the questionnaire has been translated into Chinese.

For the purpose of this study, the following hypotheses were formulated:

$\frac{d}{dt} \left( \frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}$

Construction work was awarded in 2006. Construction cost for 2007 for \$99.0 million.

[illegible]

**RESEARCH REPORT IN THE FIELD OF PROGRESS FOR THE YEAR 1967**

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# 2013-2014 School Year Curriculum

Figure 1. Schematic diagram of the experimental setup.

[illegible]

Although we have not yet been able to find any other studies that have examined the effect of a single session of a group-based, self-help program on the health-related quality of life of patients with chronic low back pain, we have found that a 12-week group-based program with a group leader and a manual therapist can improve the health-related quality of life of patients with chronic low back pain.

**2004 PARTNERSHIP PROGRAM 1  
TxDOT Dallas District Projects**

Other Dallas District Projects

PROJECT LOCATION	PROJECT DESCRIPTION	ESTIMATED PROJECT COST	TXDOT FUNDING	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL FUNDING	TXDOT FUNDING	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL FUNDING	TXDOT FUNDING	STATE FUNDING	FEDERAL FUNDING	OTHER FUNDING	TOTAL FUNDING
PG&T Eastern Extension SH 18 in H 20	Construct 6-lane frontage road	\$440,000,000	\$440,000,000				\$440,000,000					\$440,000,000					\$440,000,000
H 1635 US 89 to H 38	Reconstruct interchange, Phase 1	\$30,000,000	\$30,000,000				\$30,000,000					\$30,000,000					\$30,000,000
Turnpike Parkway IH 35/SH 103 Split in US 75/75	Construct 6-lane frontage road	\$600,000,000	\$600,000,000				\$600,000,000					\$600,000,000					\$600,000,000
H 1635 IH 35E to US 75	Construct interchange, Phase 1 of interchange at IH 35E and direct connection on IH 35E down to LP 12	\$720,000,000	\$720,000,000				\$720,000,000					\$720,000,000					\$720,000,000
Dallas Love Field**	Intermodal connection to DART Metrolink LRT	\$400,000,000	\$400,000,000				\$400,000,000					\$400,000,000					\$400,000,000
O-FW International Airport	Intermodal connection to Cotton Belt Railway	\$20,000,000	\$20,000,000				\$20,000,000					\$20,000,000					\$20,000,000
H 20 IH 35E to US 75	Construct interchange road	\$10,000,000	\$10,000,000				\$10,000,000					\$10,000,000					\$10,000,000
H 20 IH 35E to Lancaster Road	Construct interchange road	\$12,000,000	\$12,000,000				\$12,000,000					\$12,000,000					\$12,000,000
Subtotal Other Projects			\$2,263,000,000				\$2,263,000,000					\$2,263,000,000					\$2,263,000,000
Subtotal 2004 LTP Projects			\$209,804,359				\$209,804,359					\$209,804,359					\$209,804,359
Subtotal Other 2005 LTP Projects			\$73,800,000				\$73,800,000					\$73,800,000					\$73,800,000
Subtotal Grand Total			\$2,546,604,359				\$2,546,604,359					\$2,546,604,359					\$2,546,604,359
Available Revenue			\$1,135,470,000	\$435,400,000	\$22,000,000	\$200,000,000	\$1,892,870,000	\$200,000,000	\$200,000,000	\$200,000,000	\$200,000,000	\$800,000,000	\$200,000,000	\$200,000,000	\$200,000,000	\$200,000,000	\$1,800,000,000
Residual from Available Funds			\$725,000,000	\$0	\$0	\$0	\$725,000,000	\$0	\$0	\$0	\$0	\$725,000,000	\$0	\$0	\$0	\$0	\$725,000,000

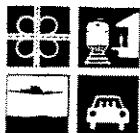
\* Shared facility. Project also has additional \$37,000,000 Other \* 2001 funds.  
 \*\* An additional \$20 million has been committed in CMAQ funds.  
 1 Local funds to be provided by Rowlett (12000), Garland (\$15M), Dallas Co (\$20M), and Euless (\$5M).  
 2 Local funds to be provided by City of Mesquite.  
 3 Local funds to be provided by City of Dallas.  
 4 Local funds to be provided by DART and City of Dallas.  
 5 Local funds to be provided by cities of Dallas and Lancaster.

## TEXAS METROPOLITAN MOBILITY PLAN EXCESS TOLL REVENUE SHARING

Purpose: to establish a framework for the allocation of future revenue from toll projects in the North Central Texas region.

1. The focus of this policy is TxDOT-sponsored toll projects.\*
2. Excess toll revenue is defined as annual toll revenue after the bonds are paid off, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, and the expected cost of rehabilitation or reconstruction of the facility.
3. Excess toll revenue from individual projects may be used to help pay down the bonds on other toll projects, to ensure that all of TxDOT's toll bond obligations in the region are met.
4. All excess revenue generated from individual toll projects shall remain in the TxDOT district in which that revenue-generating project is located.
5. All (or a portion of) the excess revenue generated from individual toll projects shall remain in the counties in which that revenue-generating project is located. These funds can be used to fund future projects either on or off the State system.
6. Projects funded with excess toll revenue should be selected in a cooperative TxDOT-RTC selection process which considers the desires of the cities and counties in which the revenue-generating project is located.

\* Excludes managed lanes.



## Regional Transportation Council

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

Texas Department of Transportation  
District No. 14

MAR 28 2005

TO: S.H. 121 Memorandum of  
Understanding Signatories

DATE: March 24, 2005


FROM: Michael Morris, P.E.  
Director of Transportation

SUBJECT: Transmittal of S.H. 121 Memorandum of Understanding

The S.H. 121 Memorandum of Understanding (MOU) that outlines the funding strategy associated with the tolling of S.H. 121 from the southern end of the S.H. 121 Bypass at Denton Creek to the Dallas North Tollway has recently been finalized. A fully executed original is being transmitted to you via certified mail. As noted in the document, this MOU serves as a staff planning document, which will be supported by subsequent approval by your policy bodies by resolution.

The North Central Texas Council of Governments and Texas Department of Transportation have secured or are pursuing funding for all projects identified in the MOU. Please note that all projects included in the S.H. 121 MOU will go to bid as soon as funding is available and the project is ready for construction. We look forward to working with you in the future to monitor these projects and facilitate their timely implementation.

Please contact Christie Jestis or me at 817/695-9240 if you have any questions or if you need any additional information regarding the S.H. 121 Memorandum of Understanding.

  
Michael Morris, P.E.

LS:bw  
Enclosure

cc: Bob Brown, P.E., Assistant District Engineer, Texas Department of Transportation  
Ken Griffin, P.E., City Engineer, City of Coppell  
Jerry Hodge, Director of Public Works, City of Grapevine  
Cesar Molina, Jr., P.E., Director of Transportation, City of Carrollton  
John Polster, Innovative Transportation Solutions, Inc.  
Cissy Sylo, P.E., Director of Engineering Services, City of Erisco  
Alan Upchurch, P.E., City Engineer, City of Plano  
2004-2005 UPWP Element 3.01 Project File

ORIG: BARTH  
cc: ELSOM  
SELMAN  
GARZA  
MCCLURE  
HALL  
JESSUP  
HENDERSON  
SAGHIAN

4-4-2005  
T.M.P. + L.T.C.

File

( ) Dist. Engr. ☒   
( ) Asst. Dist. Engr. ☒   
( )   
( )   
( )   
( ) Action   
( ) Advise   
( ) Comment

Bath

**MEMORANDUM OF UNDERSTANDING**  
**S.H. 121 Funding Strategy**

This memorandum of understanding (MOU) is a staff planning document that is intended to outline the agreement regarding the S.H. 121 tollway funding strategy and is not intended to be a legally binding or enforceable agreement. On March 25, 2004, the Texas Transportation Commission approved Minute Order 109615, which allows the Texas Department of Transportation (TxDOT) to issue bonds and other public securities to fund state highway system improvements. Subsequently, TxDOT and the North Central Texas Council of Governments (NCTCOG) recommended the construction of S.H. 121 as an electronic toll facility from the southern end of the S.H. 121 Bypass at Denton Creek to the Dallas North Tollway (DNT). Denton County, The Colony, Lewisville, Carrollton, Coppell, Frisco, Plano, and Grapevine concur with the TxDOT and NCTCOG recommendation. The impacted parties hereby do state their positions concerning the funding strategy and, subject to the various conditions contained herein and approval of appropriate funding and contractual documents, their intent to subsequently enter into binding agreements which will implement the following basic terms. It is noted that all projects included below will go to bid as soon as the project is ready for construction.

**I. NEAR NEIGHBOR/NEAR TIMEFRAME POLICY**

**DENTON COUNTY**

**I.H. 35E: from President George Bush Turnpike (PGBT) to the Lake Lewisville Bridge**

- Denton County will contribute \$57 million from TRIP-04, the Transportation Road Improvement Program – 2004 from County Judge, Commissioner Precinct 1, and Commissioner Precinct 3 funds.
- TxDOT agrees to fund the remaining cost of Design, Right-of-Way (ROW), and Construction.
- TxDOT agrees to make every effort possible to open I.H. 35E to traffic by 2011 or within seven years of agreement on S.H. 121.

**F.M. 720: from .2 Miles West of Garza Lane to .1 mile west of F.M. 423**

- Denton County agrees to use \$6 million in TRIP-04 funds to provide the Environmental Assessment (EA), Schematic, PS&E, and 10% of ROW costs from Commissioner Precinct 1 funds with remaining funds committed to the cost of construction.
- TxDOT/NCTCOG agree to fund 90% of ROW and the remaining cost to construct F.M. 720.
- TxDOT/NCTCOG agree to make every effort possible to open F.M. 720 to traffic by 2008.

**F.M. 423: from S.H. 121 to U.S. 380**

- Denton County will provide the EA, Schematic, and PS&E for F.M. 423 from Stewarts Creek Road to U.S. 380 from Commissioner Precinct 1 funds. Denton County will also pay 10% of ROW for this segment with \$3.5 million in TRIP-04 funds with remaining funds committed to the cost of construction.
- TxDOT/NCTCOG agree to fund remaining cost of construction for F.M. 423 from Stewarts Creek to U.S. 380.
- Denton County agrees to fund 100% of the cost of the EA, Schematic, and PS&E for F.M. 423 from S.H. 121 to Stewarts Creek Road.
- Denton County agrees to fund 10% of ROW for F.M. 423 from S.H. 121 to Stewarts Creek Road from Commissioner Precinct 2 funds.
- TxDOT/NCTCOG agree to fund 90% of ROW for F.M. 423 from S.H. 121 to U.S. 380.
- TxDOT/NCTCOG agree to fund 100% of construction for F.M. 423 from S.H. 121 to Stewarts Creek.
- TxDOT/NCTCOG agree to make every effort possible to accelerate F.M. 423 letting to permit it to be open to traffic near F.M. 720 completion and coordinated with the northern F.M. 423 segment, but in any event within six years of agreement on S.H. 121.



#### **Reprioritization of S.H. 114**

Denton County agrees to stage construct S.H. 114 from I.H. 35W to F.M. 156 freeing up approximately \$47 million. In return, Denton County requests the following:

#### **S.H. 114: from .3 Miles East of Wise/Denton County Line to 2,100 Feet West of F.M. 156**

- Denton County to provide EA, Schematic, and 10% ROW.
- TxDOT/NCTCOG agree to fund PS&E, 90% of ROW and 100% Construction (funds for this project already exist in the Unified Transportation Program).
- TxDOT/NCTCOG agree to make every effort possible to let S.H. 114 by 2006.

#### **F.M. 407: from F.M. 1830 to Chinn Chapel Road**

- Denton County to provide EA, Schematic, PS&E, and 10% ROW.
- TxDOT/NCTCOG agree to fund 90% of ROW and 100% of construction.
- TxDOT/NCTCOG agree to make every effort possible to let F.M. 407 by 2006.

#### **De-federalization of Projects**

Denton County agrees to reprioritize \$18.25 million of its participation in the following projects in the following amounts:

- I.H. 35E Commissioner Precinct 2 funds totaling \$2 million
- F.M. 423 Commissioner Precinct 2 funds totaling \$10.5 million
- F.M. 544 Commissioner Precinct 2 funds totaling \$5.75 million

TxDOT/NCTCOG agree to fund the \$18.25 million reprioritized by Denton County as outlined above, if Denton County will fund the following local projects totaling \$18.25 million:

- Memorial Drive (three sections) from Blair Oaks to Navaho (0/2 to 4 lanes) totaling \$4.75 million
- South Colony Blvd. from Memorial Drive to S.H. 121 (0 to 4 lanes) totaling \$2.25 million
- Paige Road from South Colony to North Colony (4 to 6 lanes) totaling \$4.25 million
- F.M. 423 10% ROW totaling \$4 million
- The Colony's share of utility relocation and installation costs along F.M. 423, not funded by TxDOT, totaling \$3 million.

The defederalized funds allocated to local projects are not necessarily prioritized in the order in which they appear in the Memorandum of Understanding, but will be funded according to the agreements executed between Denton County (Precinct 2) and the City of The Colony.

#### **COLLIN COUNTY**

Upon reimbursement by TxDOT, Denton County agrees to refund Collin County's State Infrastructure Bank loan expenditures.

#### **CITY OF THE COLONY**

#### **F.M. 423: from S.H. 121 to U.S. 380**

The City of The Colony benefits from the construction of F.M. 423 (see terms outlined in the Denton County - S.H. 121 Near Neighbor/Near Timeframe Projects above).

#### **F.M. 720: from .2 Miles West of Garza Lane to .1 mile west of F.M. 423**

The City of The Colony benefits from the construction of F.M. 720 (see terms outlined in the Denton County - S.H. 121 Near Neighbor/Near Timeframe Projects above).

Denton County agrees to fund the following projects as listed in the De-federalization section:

- Memorial Drive (three sections) from Blair Oaks to Navaho (0/2 to 4 lanes) totaling \$4.75 million
- South Colony Blvd. from Memorial Drive to S.H. 121 (0 to 4 lanes) totaling \$2.25 million
- Paige Road from South Colony to North Colony (4 to 6 lanes) totaling \$4.25 million
- F.M. 423 10% ROW totaling \$4 million
- The Colony's share of utility relocation and installation costs along F.M. 423 not funded by TxDOT, totaling \$3 million

Upon reimbursement by TxDOT, Denton County agrees to refund the City of The Colony's State Infrastructure Bank loan expenditures.

NCTCOG will request that the North Texas Tollway Authority (NTTA) have a tolltag store within the City of The Colony to accommodate local utilization.

NCTCOG will request that NTTA initiate discussion regarding the use of tolltags by rental vehicle agencies.

#### **CITY OF LEWISVILLE**

##### **I.H. 35E from PGBT to Lake Lewisville Bridge**

- TxDOT/NCTCOG agree to fund an additional \$8 million to replace the City of Lewisville's \$8 million bond fund contribution to the I.H. 35E project.

##### **Local Projects:**

- NCTCOG agrees to fund \$8 million toward a local project, preliminarily identified as Corporate Drive, in the City of Lewisville. The City of Lewisville agrees to fund the local match for this project.
- Upon reimbursement by TxDOT, Denton County agrees to refund the City of Lewisville's State Infrastructure Bank loan expenditures.

#### **CITY OF CARROLLTON**

##### **I.H. 35E from PGBT to Lake Lewisville Bridge**

- Denton County will contribute \$57 million from TRIP-04.
- TxDOT agrees to fund the remaining cost of Design, ROW, and Construction.
- TxDOT agrees to make every effort possible to open I.H. 35E to traffic within 7 years of agreement on S.H. 121.

##### **Beltline Road from Jackson Road to 1,000 feet west of I.H. 35E**

- TxDOT agrees to fund \$10 million toward the reconstruction of Beltline Road to create a grade-separated facility that will pass under I.H. 35E and the existing rail lines in the area.
- NCTCOG agrees to pursue \$10 million in funding toward the reconstruction of Beltline Road to create a grade-separated facility that will pass under I.H. 35E and the existing rail lines in the area.
- TxDOT/NCTCOG agree to fund the project in 2005 and make every effort possible to complete the project by 2011
- The City of Carrollton will work with other local partners to identify a funding source for the remaining funding shortfall.
- Upon reimbursement by TxDOT, Denton County agrees to refund the City of Carrollton's State Infrastructure Bank loan expenditures.

#### **CITY OF COPPELL**

##### **Freeport Parkway from S.H. 121 to Sandy Lake Road; new roadway; 0 to 6 lanes**

- NCTCOG agrees to fund \$3.64 million toward the construction of Freeport Parkway.

**Freeport Parkway from Sandy Lake Road to Ruby Road; addition of lanes; 2 to 4 lanes**

- NCTCOG agrees to fund \$3.368 million toward the widening of Freeport Parkway.

**The Funnel Project:**

- TxDOT/NCTCOG agree to expedite construction of the "Funnel" project on S.H. 121/S.H. 114 from Business 114 to the Dallas County Line.
- Upon reimbursement by TxDOT, Denton County agrees to refund the City of Coppell's State Infrastructure Bank loan expenditures.

**TxDOT ensures placement of a northbound exit ramp on S.H. 121 to serve Sandy Lake Road. The ramp should:**

- Protect the diamond interchange planned at S.H. 121 and Freeport Parkway, and
- Provide access to Grapevine Mills Shopping Mall.

**CITY OF GRAPEVINE**

**The Funnel Project:**

- TxDOT agrees to fully fund and expedite construction of the "Funnel" project on S.H. 121/S.H. 114 from Business 114 to the S.H. 121 Bypass/Denton Creek.
- Upon reimbursement by TxDOT, Denton County agrees to refund the City of Grapevine's State Infrastructure Bank loan expenditures.

**CITY OF PLANO**

**U.S. 75 Ramp Improvements at Parker Road:**

- NCTCOG agrees to reallocate federal funds from two intersection improvement projects at Preston Road/Legacy Drive and Spring Creek Parkway/Coit Road, and from the Los Rios Boulevard widening project to construct ramp improvements at U.S. 75 and Parker Road through the November 2004 Statewide Transportation Improvement Program (STIP) Revisions.
- NCTCOG agrees to fund \$3 million for the U.S. 75/Parker Road Interchange project to be added to the Transportation Improvement Program through the February 2005 STIP Revisions. An additional \$3 million in TxDOT funding will be pursued for this project.

**CITY OF FRISCO**

**F.M. 423: from S.H. 121 to U.S. 380**

The City of Frisco benefits from the construction of F.M. 423 (see terms outlined in the Denton County - S.H. 121 Near Neighbor/Near Timeframe Projects above).

**F.M. 2934 from F.M. 423 to the Dallas North Tollway; widen 2 to 6 lane divided**

- TxDOT agrees to fund 100% of construction costs for F.M. 2934 from F.M. 423 to the Dallas North Tollway as previously committed by TxDOT.
- The cost estimate for this project is \$12 million.
- TxDOT agrees to make every effort possible to let the project immediately upon completion of design, approval of the EA, and ROW acquisition, which is estimated to be complete by fall 2005.

**F.M. 3537 from S.H. 289 to F.M. 2478; widen 2 to 6 lane divided**

- TxDOT agrees to fund 100% of the construction cost of F.M. 3537 from S.H. 289 to F.M. 2478 as previously agreed upon between the City of Frisco and TxDOT as part of negotiations for the City of Frisco for constructing F.M. 720 from F.M. 423 to Preston at the City of Frisco's expense.
- The cost estimate for this project is \$18 million.
- TxDOT agrees to make every effort possible to let the project immediately upon completion of design, approval of the EA, and ROW acquisition, which is estimated to be complete by spring 2006.

### **Tolling along S.H. 121 from Denton Creek to the Dallas North Tollway**


- TxDOT and the City of Frisco agree that the westbound Legacy and eastbound Dallas North Tollway exit ramps will not be tolled.
- TxDOT and the City of Frisco agree to allow a toll on the westbound Spring Creek Parkway exit ramp only.

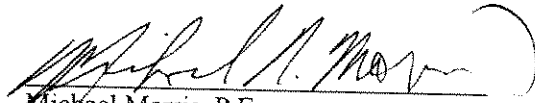
## **II. FUTURE EXCESS TOLL REVENUE POLICY**

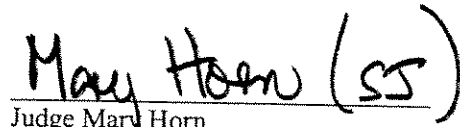
On September 9, 2004, the Regional Transportation Council of the North Central Texas Council of Governments approved the attached policy regarding excess revenue generated by toll roads in the Dallas-Fort Worth area. The approved policy outlines the circumstances under which excess toll revenue would become available and be distributed.

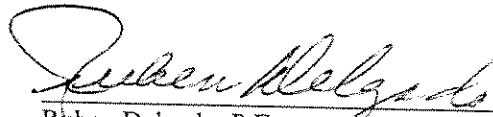
## **III. SIGNATURE OF AGREEMENT**


This agreement is contingent upon approval of the terms outlined herein by the policy body of each impacted party, as well as final approval of the funding package by the Texas Transportation Commission.


  
William Hale, P.E.  
Texas Department of Transportation

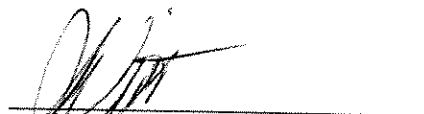
  
Michael Morris, P.E.  
North Central Texas Council of Governments

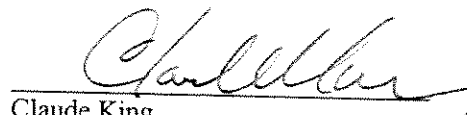
  
Judge Mary Horn  
Denton County

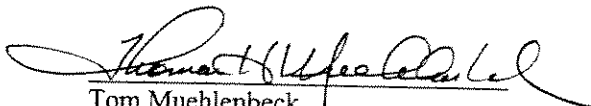
  
Ruben Delgado, P.E.  
Collin County

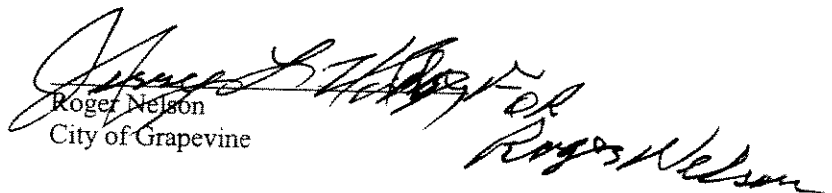
  
Dale Cheatham  
City of The Colony

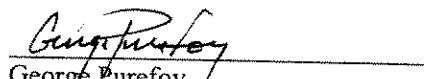
  
Leonard Martin  
City of Carrollton

  
Jim Witt  
City of Coppell

  
Claude King  
City of Lewisville

  
Tom Muehlenbeck  
City of Plano

  
Roger Nelson  
City of Grapevine

  
George Purefoy  
City of Frisco

# TEXAS METROPOLITAN MOBILITY PLAN

## EXCESS TOLL REVENUE SHARING

Purpose: to establish a framework for the allocation of future revenue from toll projects in the North Central Texas region.

1. The focus of this policy is TxDOT-sponsored toll projects.\*
2. Excess toll revenue is defined as annual toll revenue after the bonds are paid off, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, and the expected cost of rehabilitation or reconstruction of the facility.
3. Excess toll revenue from individual projects may be used to help pay down the bonds on other toll projects, to ensure that all of TxDOT's toll bond obligations in the region are met.
4. All excess revenue generated from individual toll projects shall remain in the TxDOT district in which that revenue-generating project is located.
5. All (or a portion of) the excess revenue generated from individual toll projects shall remain in the counties in which that revenue-generating project is located. These funds can be used to fund future projects either on or off the State system.
6. Projects funded with excess toll revenue should be selected in a cooperative TxDOT-RTC selection process which considers the desires of the cities and counties in which the revenue-generating project is located.

\* Excludes managed lanes.

