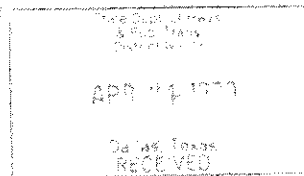


APPENDIX B: AGENCY COORDINATION



COMMISSION
SECRETARY, GENERAL COUNSEL
445 EIGHTH ST.
DALLAS, TEXAS 75201-2704

STATE DEPARTMENT OF HIGHWAYS
AND PUBLIC TRANSPORTATION

DEWITT C. GREER STATE HIGHWAY BLDG.

11TH & BRAZOS
AUSTIN, TEXAS 78701-2483
(512) 463-8081

April 19, 1990

ENGINEER DISTRICT
ARNOLD W. JOHNSON, JR.

CONTACT:
D-8E 850
CSJ 0364-03-063

C 364-3-65
Finding of No Significant Impact
Dallas & Denton County

S. H. 121: At L. H. 35E

Mr. Ralph Booker, Jr.
State Single Point of Contact
Governor's Office of Budget and Planning
P. O. Box 12428
Austin, Texas 78711

Dear Sir:

A finding of no significant impact has been issued for the subject project. You were notified of the environmental assessment by our letter dated August 4, 1989.

Sincerely,

CCV:wm
Attachment
bcc: Dallas District Office
(District 18)
D-15 CCV JLS

Kenneth C. Bohuslav, P. E.
TRACS Coordinator

NOTE TO DISTRICT: Attached is one copy of the FHWA's letter dated April 13, 1990, with an enclosed copy of the Finding of No Significant Impact (FONSI). This completes the public hearing and environmental requirements. As indicated in paragraph 2-511 of the Highway Design Manual, Part II B, the news media should be notified by press release that approval has been received. Also, please notify the State intergovernmental review contact of the availability of the FONSI.

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

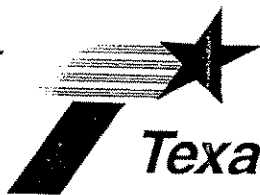
FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

SH 121 at IH 35E
Dallas and Denton Counties

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of the attached environmental assessment.

4/13/90
Date

W. L. Hall, Jr.
W. L. Hall, Jr.
District Engineer



Texas Department of Transportation

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

October 17, 2002

NH 2002(933)
FONSI Re-evaluation
Denton and Collin Counties
CSJs 0364-03-066, 0374-04-022, 0384-04-024,
0394-04-037 & 0394-04-038

S. H. 121: From F.M. 423 to U.S. 75

Mr. C. D. Reagan
Division Administrator
Federal Highway Administration
Austin, Texas

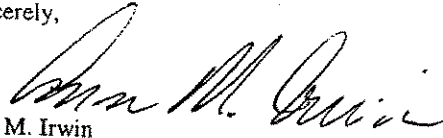
Dear Mr. Reagan:

On November 22, 1991, the Federal Highway Administration (FHWA) issued a Finding of No Significant Impact covering the above-described section of S.H. 121. In addition a Notice of Continuous Activity was submitted to FHWA by letter dated June 3, 1999. Since the time that the FONSI was issued, a minor design change was made that resulted in a smaller typical section for a short distance around Plano Parkway (CSJ 0364-04-038). The change is addressed in the attached FONSI Re-evaluation. There have been no changes in design, land use or right-of-way (ROW) requirements for any of the other sections of S. H. 121 listed on page 1 of the document. ROW acquisition is 95% complete. A section of the S.H. 121 project from U.S. 75 to 0.7 Miles West of F.M. 2478 is scheduled for the November 2002 letting.

Also attached are copies of letters indicating completion of coordination with the Texas Historical Commission for archeology and with the Texas Commission on Environmental Quality. Tribal coordination was initiated by FHWA's letter dated September 18, 2002, and the 40-day comment period will expire on October 28, 2002. We will notify your office as to whether or not any comments from the tribes are received by the deadline date. No other resource agency coordination is required.

Your review and approval of the FONSI Re-evaluation is requested.

Sincerely,


Ann M. Irwin
Deputy Division Director
Environmental Affairs Division

Attachments

Approved: 

Federal Highway Administration

Date: 10-17-02

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

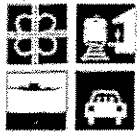
NH 2001(370)
Denton County
CSJs 3547-01-009 & 0364-03-066

S.H.121 Bypass: From East of I.H. 35E to 0.05 Mile East of F.M. 423

The FHWA has determined that this project will not have any significant impact on the human environment. This finding of no significant impact is based on the attached environmental assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required.

09/08/2003
Date


Federal Highway Administration



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. *Brown*
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 21st 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,

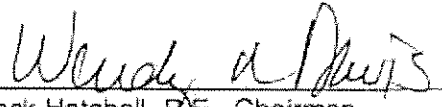
WHEREAS, the planning process used in the development of this Plan was conducted in accordance with NCTCOG's approved public involvement procedures, including involvement of the transportation providers and presentation of the Plan at public meetings prior to RTC approval of the plan; and,

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:

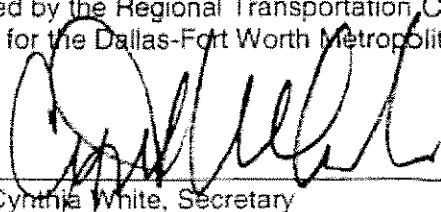
- | | |
|--------------------------|---|
| <u>Section 1.</u> | That the Regional Transportation Council approves the Texas Metropolitan Mobility Plan for the Dallas-Fort Worth Metropolitan Area. |
| <u>Section 2.</u> | That the total transportation need in the Dallas-Fort Worth Metropolitan Area is \$100 Billion through the year 2025. |
| <u>Section 3.</u> | 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 21st 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,

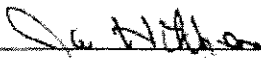
WHEREAS, the planning process used in the development of this Plan was conducted in accordance with NCTCOG's approved public involvement procedures, including involvement of the transportation providers and presentation of the Plan at public meetings prior to RTC approval of the plan; and,

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:

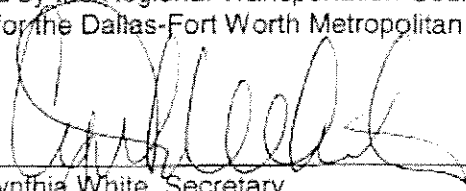
- | | |
|--------------------------|---|
| <u>Section 1.</u> | That the Regional Transportation Council approves the Texas Metropolitan Mobility Plan for the Dallas-Fort Worth Metropolitan Area. |
| <u>Section 2.</u> | That the total transportation need in the Dallas-Fort Worth Metropolitan Area is \$100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

Introduction

[illegible][illegible]

SOURCE OF FUNDS		Cost Method (in Millions)	Dated Disbursements (in Millions)
2004-2007 Projects (2004-UTP)**	\$611.43	\$599.44	31%-48%
2008-2015 Formula Projects (14 Initial Category 2 (Subtotal))	\$330.77	\$179.42	31%-48%
	\$952.20	\$1,238.87	31%-48%
Base:			
Ex Mod. Fund (Philanthropic Allocation)	\$425.60	\$425.60	31%-48%
St. Priority (Philanthropic Allocation)	\$31.00	\$69.00	31%-48%
State Priority (Request for Prop. 2008)	\$124.00	\$276.00	31%-48%
State Priority (FY 2009-2013)	\$133.40	\$265.60	31%-48%
SLP-MM (New Funds)	\$17.56	\$172.86	31%-48%
SLP-MM (Philanthropic Projects)	\$69.00	\$77.00	31%-48%
Total Projects (Maximum UTPA)	\$257.06	\$373.07	31%-48%
Total Projects (Maximum FUTA)	\$0.00	\$100.00	31%-48%
Managed HOV's Total Funds	\$205.00	\$452.00	31%-48%
New Funding Sources (Subtotal)	\$1,060.65	\$2,722.47	31%-48%
Local Contributions	\$66.20	\$468.89	31%-48%
TOTAL	\$2,066.95	\$4,191.33	31%-48%

* These figures are based on the fact that the average number of children in the family is 2.5.

For more information, contact the author at john@johnmccall.com.

Chrysomelidae

[illegible]

Dr. J. C. Thompson will read *Lucy's Book*. Daphne Clark will read *Chickadee*. Accepted for publication: *Lucy's Book*, by J. C. Thompson; *Chickadee*, by Daphne Clark.

Figure 1

[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.

Open Access Database Project

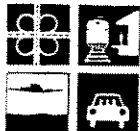
* **Financed locally.** Project also has additional \$37,000,000 OPEX & O&M funds.
 * An authorized O&M indirect loan from committed in CH2M funds
 * Local funds to be provided by **Bozeman** (\$120M), **Goldens** (\$150M), **Dallas Co** (\$27M), and **Eastern** (\$20M).
 * Local funds to be provided by **City of Missoula**
 * Local funds to be provided by **City of Ekalaka**
 * Local funds to be provided by **O&M**, **North City of Ekalaka**
 * Local funds to be provided by **O&M**, **North and Laramie**

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

P. O. Box 5888 • Arlington, Texas 76005-5888 • (817) 695-9240 • FAX (817) 640-3028

<http://www.nctcog.dst.tx.us/trans>

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

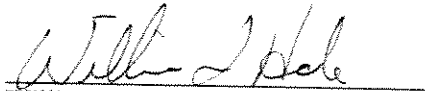
- TxDOT and the City of Frisco agree that the westbound Legacy and eastbound Dallas North Tollway exit ramps will not be tolled.
- TxDOT and the City of Frisco agree to allow a toll on the westbound Spring Creek Parkway exit ramp only.

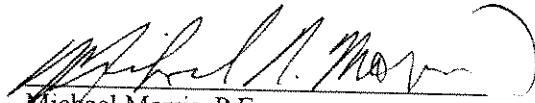
II. FUTURE EXCESS TOLL REVENUE POLICY

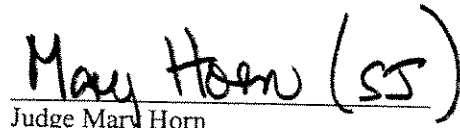
On September 9, 2004, the Regional Transportation Council of the North Central Texas Council of Governments approved the attached policy regarding excess revenue generated by toll roads in the Dallas-Fort Worth area. The approved policy outlines the circumstances under which excess toll revenue would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

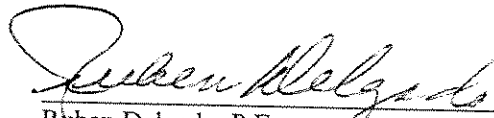
III. SIGNATURE OF AGREEMENT

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

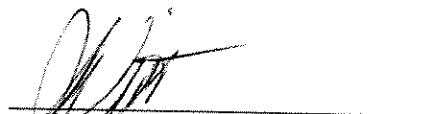

Michael Morris, P.E.
North Central Texas Council of Governments


Judge Mary Horn
Denton County

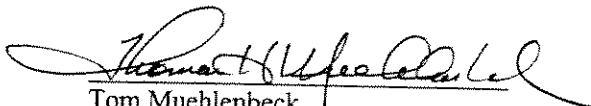

Ruben Delgado, P.E.
Collin County


Dale Cheatham
City of The Colony

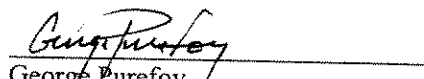

Leonard Martin
City of Carrollton


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.

