

## **APPENDIX B: Coordination and Policy**

**RESOLUTION NO. 2431-8-05(R)**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, SUPPORTING FUNDING FOR THE CONSTRUCTION OF THE STATE HIGHWAY 121 MAIN LANES IN COLLIN COUNTY; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS,** the North Texas region continues to experience dramatic growth as the area's population now exceeds 5.7 million people; and,

**WHEREAS,** this dramatic growth is expected to continue with a projected population for the region of 9.0 million people by 2030; and,

**WHEREAS,** this region continues to lead Texas in economic measures including the creation of jobs, retail sales and regional gross product; and,

**WHEREAS,** motorist delay and congestion on our regional and local thoroughfare networks are expected to double in the next 10 years; and,

**WHEREAS,** the Texas Department of Transportation has spent over \$300 million to acquire right-of-way land and start construction of the State Highway 121 (SH 121) service side roads; and,

**WHEREAS,** the Cities of Allen, Frisco, McKinney, and Plano and Collin County have invested over \$100 million in donated right-of-way land, construction improvements and available funding to SH 121; and,

**WHEREAS,** the State of Texas and the Texas Department of Transportation do not have the money available now or in the next 20 to 30 years to pay the estimated \$400 million cost to complete the main lanes and two highway intersections of SH 121; and,

**WHEREAS,** the Cities of Allen, Frisco, McKinney, and Plano and Collin County desire to see the completion of the SH 121 main lanes and two highway intersections by 2010 to meet the increasing traffic and mobility needs; and,

**WHEREAS,** SH 121 is an integral part of the transportation system in Collin County.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, THAT:**

**SECTION 1.** The City Council of the City of Allen supports funding the construction, maintenance and operation of SH 121 main lanes from the Collin/Denton County boundary to US 75, the interchange at Dallas North Tollway/SH 121 and the interchange at US 75/SH 121 (the "Project") with the use of tolls only under the following conditions:

- a. The Project will be locally controlled, including financial and operational decisions, by Collin County and the Cities of Allen, Frisco, McKinney, and Plano ("Local Authority");
- b. Local Authority may contract with the North Texas Tollway Authority, or another qualified provider, to operate the Project;
- c. Local Authority will seek the best financing for issuing bonds for the Project, which may include using the full faith and credit of Collin County for the bonds;

- d. Local Authority will set tolls to pay debt service payments, improvements, maintenance and operation of the Project. Distribution of excess revenues, if any, will be equally shared by the five parties to the Local Authority.

**SECTION 2.** If there is any deviation from SECTION 1 by the State of Texas, the Texas Highway Commission, the Texas Department of Transportation, the Regional Transportation Council, or any other entity having authority over the Project, then the City Council of the City of Allen opposes the use of tolls for the Project and upon that event, this Resolution shall become null and void.

**SECTION 3.** This Resolution shall become effective immediately from and after its passage.

**DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF ALLEN, COLLIN COUNTY, TEXAS, THE 9<sup>TH</sup> DAY OF AUGUST, 2005.**

**APPROVED:**

**/s/ Stephen Terrell, MAYOR**

**ATTEST:**

**/s/ Shelley B. George, TRMC, CITY SECRETARY**

**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION DECLARING SUPPORT FOR THE  
"TOLLING" OF STATE HIGHWAY 121 WEST OF THE  
CITY OF MCKINNEY.**

**WHEREAS**, Collin County is a very rapidly growing area with many characteristics of a densely populated urban area, including significant traffic demands; and

**WHEREAS**, as a result of rapid growth and its accompanying high demand for road construction and improvements there is a recurring shortage of funding for major projects; and

**WHEREAS**, the efficient movement of traffic is crucial both to the public safety and the continued growth of the local economy; and


**WHEREAS**, it has been determined that the tolling of SH 121 between the Cities of McKinney and Frisco would generate new revenues to fund needed expansion and improvements to that important regional roadway; and

**WHEREAS**, such new revenues would allow state, federal, and county dollars that might otherwise be expended on SH 121 to be redirected to other important roadway improvements, including US Highway 75 (Central Expressway);

**NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE  
TOWN OF FAIRVIEW, TEXAS:**

That after careful review and consideration the council expresses its full support for the tolling of State Highway 121.

**PASSED AND APPROVED** by the Town Council of the Town of Fairview, Texas this the 9<sup>th</sup> day of August 2005.

  
\_\_\_\_\_  
Sim Israeloff, Mayor  
Town of Fairview, Texas

ATTEST:

\_\_\_\_\_  
Carolyn Jones, Town Secretary  
Town of Fairview, Texas

CITY OF FRISCO, TEXAS

RESOLUTION NO. 06-04-75R

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FRISCO, COLLIN/DENTON COUNTY, TEXAS, RESCINDING RESOLUTION NO. 06-02-29R AND WITHDRAWING THE PREVIOUS SUPPORT FOR SH 121 TO OPERATE AS A TOLL ROAD IN COLLIN COUNTY FROM THE DALLAS NORTH TOLLWAY TO US 75; AUTHORIZING ITS EXECUTION BY THE MAYOR OR, IN HIS ABSENCE, THE MAYOR PRO TEM, AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council of the City of Frisco, Texas previously approved Resolution No. 06-02-29R which supports SH 121 being constructed as a toll road by the North Texas Tollway Authority with any excess revenues following the Denton County SH 121 model by being shared by the cities adjoining SH 121 and the county for transportation projects;

WHEREAS, the Regional Transportation Council (RTC) and the Texas Department of Transportation (TxDOT) have gone forward with seeking a Comprehensive Development Agreement (CDA) for SH 121;

WHEREAS, certain members of the RTC have indicated that excess revenue generated by SH 121 tolls should be shared by the entire region in direct conflict with the RTC policy adopted for the Denton County section of SH 121; and

WHEREAS, certain TxDOT associated officials and RTC members have indicated that toll rates on the Collin County Section of SH 121 should be set higher than needed to pay for SH 121 construction and associated costs in order to yield more excess revenues.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF FRISCO, TEXAS:

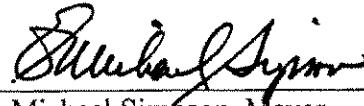
Section I. The Council of the City of Frisco, Texas hereby rescinds Resolution No 06-02-29R.

Section II. The City Council does not support the construction of SH 121 as a toll road at the present time.

Section III. The City Council remains open to discuss the future of SH 121 with the Regional Transportation Council and the Texas Department of Transportation.

Section IV. This Resolution shall become effectively immediately upon its passage.

RESOLVED this the 4<sup>th</sup> day of April, 2006.

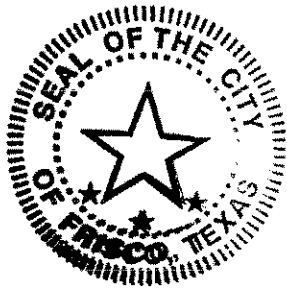


E. Michael Simpson, Mayor

ATTEST:



Nan Parker, City Secretary, TRMC/MMC



**RESOLUTION NO. 2006-02-020 (R)**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY, COLLIN COUNTY, TEXAS, RESCINDING RESOLUTION 2005-08-108(R) AND SUPPORTING THE NORTH TEXAS TOLLWAY AUTHORITY PROPOSAL TO CONSTRUCT, MAINTAIN AND OPERATE SH 121 AS A TOLL ROAD IN COLLIN COUNTY FROM THE DALLAS NORTH TOLL ROAD TO US 75; AUTHORIZING ITS EXECUTION BY THE CITY MANAGER OR, IN HIS ABSENCE, AN EXECUTIVE DIRECTOR; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the City Council of the City of McKinney previously approved Resolution 2005-08-108(R) that indicated support of the construction of SH 121 as a toll facility with the cities of Allen, Frisco, McKinney and Plano and Collin County providing local control, financing and operations of the facility through formation of a Local Government Corporation; and

**WHEREAS**, the Texas Department of Transportation (TxDOT) has indicated that it would not support the Local Government Corporation concept; and

**WHEREAS**, the Cities and County have jointly requested that the North Texas Tollway Authority (NTTA) construct, operate and maintain the SH 121 toll road project as a part of the NTTA system; and

**WHEREAS**, the NTTA is negotiating to reach agreement with TxDOT to allow the NTTA to construct, operate and maintain SH 121 as a toll road; and

**WHEREAS**, the NTTA expects the SH 121 Toll Road to generate revenues in excess of project costs; and

**WHEREAS**, the NTTA has proposed that the revenue in excess of project costs from SH 121 Toll Road would be paid to TxDOT as a development or lease payment and would be allocated to the Regional Transportation Council (RTC) for use in Collin County for transportation projects.

**NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, THAT:**

**Section I.** The City Council of the City of McKinney rescinds Resolution 2005-08-108(R).

**Section II.** The City Council supports the construction, operations and maintenance of SH 121 as a toll road, including the interchanges at DNT and US 75, by the NTTA under substantial approval of the following conditions:

a. The NTTA will keep the toll rates consistent with the tolls on Dallas North Toll Road (DNT) and President George Bush Toll Road (PGBT), currently estimated to be twelve cents per mile when the toll road is opened and with an inflation factor of 1.5% per year, assuming substantial conformance with NTTA's projections.

b. The NTTA and TxDOT reach agreement for the NTTA to construct, operate and maintain the SH 121 Toll Road per the attached summary, as Exhibit A.

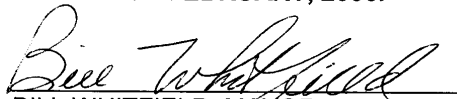
c. The excess revenue will be allocated to the Cities of Allen, Frisco, McKinney and Plano and Collin County per the attached policy to be adopted by the RTC, attached as Exhibit B.

**Section III.** The City Manager or, in his absence, an Executive Director, is hereby authorized to execute a proposal or other such documents on behalf of the City of McKinney with the Cities of Allen, Frisco and Plano, Collin County, NTTA, and TxDOT that would provide for the construction, operations and maintenance of SH 121 as a toll road by NTTA, substantially according to the terms and conditions set forth in the Summary attached as Exhibit A hereto.

**Section IV.** If there is substantial deviation from Section II by the State of Texas, the Texas Transportation Commission, TxDOT, the RTC, or any entity having authority over the project, then the City's support for converting SH 121 to a toll road shall be automatically revoked and this resolution shall be null and void.

**Section V.** This resolution shall become effective immediately upon its passage.

**DULY PASSED AND APPROVED THE 7TH DAY OF FEBRUARY, 2006.**

  
BILL WHITFIELD, MAYOR

ATTEST:

  
SANDY HART, CMC  
CITY SECRETARY

APPROVED AS TO FORM:

  
MARK HOUSER, CITY ATTORNEY



RESOLUTION NO. 2006-2-1 (R)

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PLANO, COLLIN COUNTY, TEXAS, RESCINDING RESOLUTION NO. 2005-8-6(R) AND SUPPORTING THE NORTH TEXAS TOLLWAY AUTHORITY PROPOSAL TO CONSTRUCT, MAINTAIN AND OPERATE SH 121 AS A TOLL ROAD IN COLLIN COUNTY FROM THE DALLAS NORTH TOLL ROAD TO US 75; AUTHORIZING ITS EXECUTION BY THE MAYOR OR, IN HER ABSENCE, THE MAYOR PRO TEM; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the City Council of the City of Plano, Texas, previously approved Resolution No. 2005-8-6(R) that indicated support of the construction of SH 121 as a toll facility with the cities of Allen, Frisco, McKinney and Plano and Collin County providing local control, financing and operations of the facility through formation of a Local Government Corporation; and

**WHEREAS**, the Texas Department of Transportation (TxDOT) has indicated that it would not support the Local Government Corporation concept; and

**WHEREAS**, the Cities and County have jointly requested that the North Texas Tollway Authority (NTTA) construct, operate and maintain the SH 121 Toll Road project as a part of the NTTA system; and

**WHEREAS**, the NTTA is negotiating to reach agreement with TxDOT to allow the NTTA to construct, operate and maintain SH 121 as a toll road; and

**WHEREAS**, the NTTA expects the SH 121 Toll Road to generate revenues in excess of project costs; and

**WHEREAS**, the NTTA has proposed that the revenue in excess of project costs from SH 121 Toll Road would be paid to TxDOT as a development or lease payment and would be allocated to the Regional Transportation Council (RTC) for use in Collin County for transportation projects.

**NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PLANO, TEXAS, THAT:**

**Section I.** The City Council of the City of Plano, Texas, rescinds Resolution No. 2005-8-6(R).

**Section II.** The City Council supports the construction, operations and maintenance of SH 121 as a toll road, including the interchanges at DNT and US 75, by the NTTA under substantial approval of the following conditions:

a. The NTTA will keep the toll rates consistent with the tolls on Dallas North Toll Road (DNT) and President George Bush Toll Road (PGBT), currently estimated to be twelve cents per mile when the toll road is opened and with an inflation factor of 1.5% per year, assuming substantial conformance with NTTA's projections.

b. The NTTA and TxDOT reach agreement for the NTTA to construct, operate and maintain the SH 121 Toll Road per the attached summary, as Exhibit A.

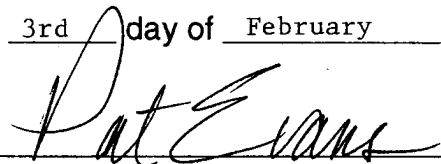
c. The excess revenue will be allocated to the Cities of Allen, Frisco, McKinney and Plano and Collin County per the attached policy to be adopted by the RTC, attached as Exhibit B.

**Section III.** The Mayor or, in her absence, the Mayor Pro Tem, is hereby authorized to execute a proposal or other such documents on behalf of the City of Plano with the Cities, Collin County, NTTA, and TxDOT that would provide for the construction, operations and maintenance of SH 121 as a toll road by NTTA, substantially according to the terms and conditions set forth in the Summary attached as Exhibit A hereto.

**Section IV.** If there is substantial deviation from Section II by the State of Texas, the Texas Transportation Commission, TxDOT, the RTC, or any entity having authority over the project, then the City's support for converting SH 121 to a toll road shall be automatically revoked and this resolution shall be null and void.

**Section V.** This resolution shall become effective immediately upon its passage.

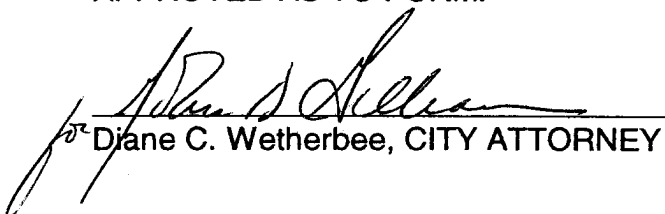
**DULY PASSED AND APPROVED** the 3rd day of February, 2006.

  
Pat Evans, MAYOR

ATTEST:

  
Elaine Bealke, CITY SECRETARY

APPROVED AS TO FORM:

  
Diane C. Wetherbee, CITY ATTORNEY



## **TxDOT/NTTA REGIONAL PROTOCOL SUMMARY**

**City of Dallas  
Transportation & Environment Committee  
Monday, October 9, 2006**

NTTA Board has been seeking to answer the following questions:

- How can we serve our toll tag customers, no matter who owns or builds toll roads in North Texas?
- How can we protect our ability to complete projects we're already working on?
- How can we have a future in which we can build roads, not just operate them?
- How do we help RTC and TxDOT plan toll roads, in the future?
- How can we help ensure that toll road decisions are made regionally?

So NTTA and TxDOT adopted a protocol on how to go forward on projects in the future; in it we pledge

- NTTA supports current CDA procurements, not competes in them
- TxDOT will support NTTA delivery for PGBTE, SWP and LLTB
- Implementation decisions on SH 121 south and Trinity will be after environmental clearance.
- We'll create a joint three-party process for studying future toll roads and recommend delivery methods
- Strong private systems and NTTA systems are valuable; NTTA will be more than an operator.
- Local/State equity in NTTA roads will create revenue-sharing opportunities, commensurate shares of investments
- NTTA will provide toll operator services (back office, customer services, violators, account management) for all CDA projects subject to Toll Services agreements setting prices for such services. After five years, NTTA and developer are free to work as contractual terms for the future.

What does it mean?

- It's a compromise
- We've addressed our five questions
- We're beginning to work more cooperatively

## **THE PROPOSED TxDOT/NTTA REGIONAL PROTOCOL**

### **PURPOSE**

In order to:

- ◆ permit TxDOT to proceed with its Comprehensive Development Agreement (CDA) procurements for SH121 (Collin and Denton Counties) and SH 161 (Dallas County), and its CDA procurements for managed lane projects on IH 635/IH 35E (Dallas County), SH 121/SH 114/ IH 635 “Funnel” project in (Tarrant, Dallas and Denton Counties), and SH 183/IH 820/IH 35W (Tarrant County);
- ◆ allow TxDOT and the NTTA to work together to implement a timely interim tolling solution for SH121 (Denton County), thereby accelerating its opening to traffic;
- ◆ confirm TxDOT’s and the NTTA’s existing obligations regarding several specified toll projects;
- ◆ commit to discuss and implement a procedure by which TxDOT and the NTTA, working with the RTC, can allocate and thereby speed the delivery of transportation projects identified on the regional plan;
- ◆ commit to identify projects for which the NTTA and TxDOT will begin conducting feasibility analysis for the review of, and future action by, TxDOT, the RTC and the NTTA; and
- ◆ clarify for the region and potential private sector partners the role the NTTA will perform in delivering high-performance toll collection services for North Texas toll roads and managed lanes, ensuring seamless experiences for North Texas toll road customers.
- ◆ move toward expanded regional control and responsibility for toll road procurement and oversight, in which NTTA acts as the region's implementing agent in partnership with the RTC and TxDOT. While the actions below begin this effort, it is fully recognized additional actions will be necessary.

### **ACTIONS**

1. NTTA Support of Pending CDAs: The NTTA and TxDOT commit to support the CDA delivery by TxDOT of SH121 (Collin and Denton Counties) and SH 161 (Dallas County), and managed lane projects on IH 635/IH 35E (Dallas County), SH 121/SH 114/ IH 635 “Funnel” project in (Tarrant, Dallas and Denton Counties), and SH 183/IH 820/IH 35W (Tarrant County) in accordance with CDA MOU executed by those parties (subject to any mutually agreed revisions to that MOU as contemplated by this document in paragraph 7 below) and NTTA would not be making a proposal as a public sector comparator

2. NTTA's Projects: TxDOT and the NTTA commit to support the delivery of the Eastern Extension of the President George Bush Turnpike in Dallas County, the Lewisville Lake Bridge (and portions of SHS FM 720 Widening projects) in Denton County, and Southwest Parkway (SH121) in Tarrant County as NTTA projects, subject to regional toll revenue sharing. The NTTA, RTC and TxDOT will agree on the project delivery mechanism offering best value to the region for the Trinity Parkway in Dallas County and SH 121 in Johnson County after final environmental clearance.
3. Future Projects: TxDOT and the NTTA commit to work with the RTC to determine appropriate financial plans, regional revenue sharing, and delivery methods of each transportation project within the region for recommendation to the Texas Transportation Commission (TTC). This includes freeways, tollways and managed lane projects and will follow appropriate goals and strategies.
4. Joint Development of Regional Toll Projects: The NTTA and TxDOT commit to work with one another to determine which agency will undertake appropriate feasibility analysis and project development functions on toll roads in the NCTCOG's regional plan. The following steps will generally be followed in this project development process for toll projects in the NCTCOG plan:
  - TxDOT and the NTTA will apply TxDOT sketch-level project evaluation models under jointly agreed conditions and assumptions to determine early estimates of project feasibility.
  - TxDOT and the NTTA will apply TxDOT models to estimate a project's possible returns if developed under a CDA delivery.
  - Based on early analyses, TxDOT and NTTA staff will make every effort to jointly recommending to its governing bodies whether the project is timely to proceed, and then agree on a lead agency to manage necessary environmental reviews for the project.
  - As the project proceeds, TxDOT and the NTTA will agree when more thorough project feasibility analyses should be performed.
  - TxDOT and the NTTA will work together in an effort to make joint recommendations on project delivery methods and timing to NCTCOG and the Texas Transportation Commission based on, but not limited to, the following considerations:
    - Results of models and estimates on project feasibility and possible CDA applicability;
    - TxDOT and NTTA staff resources available to manage various procurement methods given other projects under development;
    - Project construction schedule with respect to other surface transportation projects in the region; and
    - Financial capacity of the NTTA, TxDOT and private sector investors.

TxDOT and the NTTA both acknowledge the benefit to the region of 1) a financially strong NTTA system of toll roads, and 2) a financially strong CDA program. Therefore, project implementation decisions will be made so that the maximum financial benefits can be realized for the region.

Subject to the concurrence of the Texas Transportation Commission, the NTTA, TxDOT and the RTC shall determine at a later time whether TxDOT or the NTTA shall undertake the delivery of those projects, and the party ultimately delivering the project shall reimburse the other party for its previously incurred feasibility and project development costs (if any) and assume all such future costs.

5. Collaboration on Regional Plan: TxDOT and the NTTA, working in concert with the RTC, will cooperatively advance the projects on the regional plan by meeting regularly and sharing feasibility studies and other project development tasks.
6. Revenue Sharing: The NTTA acknowledges the need for, and adopts the concept of, revenue sharing with the region on future NTTA projects TxDOT and/or the RTC supports. The NTTA and TxDOT will develop project specific or programmatic revenue sharing methods that reflect the relative and actual contributions of project sponsors (right-of-way, infrastructure and toll equity). The terms of this item 6 do not affect existing project agreements which will remain in effect and are affirmed as written
7. Toll Collection and Customer Services: TxDOT and the NTTA acknowledge the convenience for North Texas toll road users to have consistent and seamless toll collection and customer services on all tolled projects on the NCTCOG plan. For that reason, the NTTA and TxDOT agree that the NTTA shall be the provider for toll collection services (for those projects on which the NTTA has chosen not to offer a public sector comparator or compete as a potential developer) for the first five years of a CDA contract, after which time a CDA developer and NTTA will be free to negotiate mutually acceptable terms, failing which a CDA developer may choose another alternative. Toll collection services are defined as back office, clearinghouse and customer services.

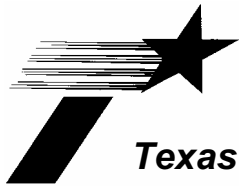
In order to ensure that these services are delivered cost-effectively, the NTTA will prepare a price list of cost for services (similar to the Exhibit A of the NTTA-TxDOT CDA MOU) which will be applicable to all North Texas projects. All toll road operators shall use these services for the first five years of operations at pre-set prices subject to specified performance standards, as set forth in the RFP documents, after which time a developer may choose NTTA or any other alternative. In addition, the NTTA and TxDOT will agree to 1) amend the current CDA MOU in the next 30 days to develop processes for the pricing, performance standards and evaluation of both current projects under procurement and future projects, and 2) finalize a tolling services agreement including pricing of services for the SH 121 CDA so as not to impact the SH 121 procurement schedule.

Both the NTTA and TxDOT disclaim any intention to limit the NTTA to merely be a toll road operator pursuant to this paragraph 7 or otherwise.

8. Managed Lanes: The NTTA and TxDOT will agree on cooperative approaches (including funding participation) to managed lane development, particularly those projects that connect to or influence other revenue-producing facilities.
9. Protocol Approval: TxDOT and the NTTA promptly shall submit this Proposed TxDOT/NTTA Regional Protocol to the Texas Transportation Commission and the NTTA

Board of Directors, respectively, for formal action at the TTC meeting on August 24, 2006 and the NTTA Board Meeting on August 10, 2006. Thereafter the terms of this Protocol shall be affirmed and incorporated by reference in future TxDOT/NTTA project agreements.

10. Protocol Expiration: The ability to apply this Protocol arrangement to additional projects will expire five years from the date of execution unless both parties agree to extend the Protocol.



May 15, 2007

## **State transportation leaders support regional plan for SH 121**

AUSTIN - The Texas Transportation Commission today waived a nine-month old agreement with the North Texas Tollway Authority, clearing the way for the authority to submit a proposal to regional leaders to build and operate State Highway 121 in Collin and Denton counties.

Commission members said the action is consistent with their plan to accelerate transportation projects by driving down costs through competition and empowering regional leaders to solve transportation problems.

“Our goal is to reduce congestion in the Dallas-Fort Worth area by accelerating transportation improvements as determined by the regional transportation council,” said Ric Williamson, commission chair. “We don’t care who builds the project, we just want what is best for the citizens of North Texas.”

In August 2006, the commission approved a regional protocol with NTTA to allocate and speed delivery of transportation projects identified in the regional transportation plan. Submission of a proposal by NTTA to construct SH 121 would be inconsistent with the protocol.

On March 26, the RTC sent a letter to the NTTA board asking if it wished to submit a proposal for the SH 121 project.

The authority’s board announced on April 11 that its staff would prepare a proposal for the construction and operation of SH 121.

The NTTA board approved the submission on May 7. On May 14, the chair of the regional transportation council requested that the transportation commission waive the protocol provisions prohibiting the NTTA from submitting a proposal on SH 121.

If the NTTA submits the proposal, it would be evaluated by the RTC. The council could then make recommendations to the transportation commission on how to proceed with the SH 121 project.



# 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 Texas Department of Transportation (TxDOT) sponsored toll projects.\*
2. Excess toll revenue is defined as annual toll revenue after the annual debt service, and after annual reserve funds have been set aside to cover facility operational costs, anticipated preventive maintenance activities, assigned profit and related expenses for the Comprehensive Development Agreement, and the expected cost of rehabilitation or reconstruction of the facility.
3. All excess revenue generated from individual toll projects shall remain in the TxDOT district in which that revenue-generating project is located.

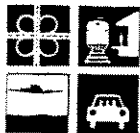
\*Excludes managed lanes



# EXCESS TOLL REVENUE SHARING

4. Excess revenue generated from individual toll projects shall be placed in county-specific accounts and prorated based on the residential county of all toll payers on all toll roads. Revenue from eastern and western subregion toll users will result in an adjusted split of Category 2 funds. This adjustment will be made to the eastern and western category funding allocation at the time of its implementation. These funds can be used to fund future projects either on or off the State system.
5. Projects funded with excess toll revenue should be selected in a cooperative TxDOT-Regional Transportation Council (RTC) selection process which considers the desires of the cities and counties in which the revenue-generating project is located.
6. All previous RTC agreements will be honored.
7. RTC supports the Texas Department of Transportation/North Texas Tollway Authority Regional Protocol.





## 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  
GABZA  
MCCLURE  
HALL  
JESSUP  
HENDERSON  
SAGHIAN

4-4-2005  
T.M.P.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**

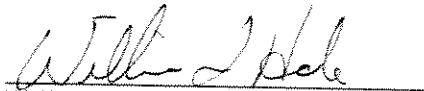
- TxDOT and the City of Frisco agree that the westbound Legacy and eastbound Dallas North Tollway exit ramps will not be tolled.
- TxDOT and the City of Frisco agree to allow a toll on the westbound Spring Creek Parkway exit ramp only.

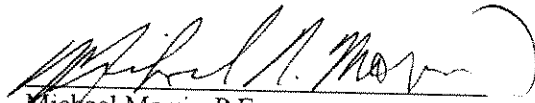
## **II. FUTURE EXCESS TOLL REVENUE POLICY**

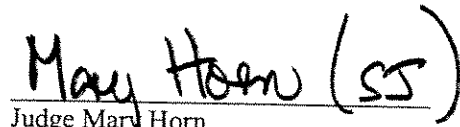
On September 9, 2004, the Regional Transportation Council of the North Central Texas Council of Governments approved the attached policy regarding excess revenue generated by toll roads in the Dallas-Fort Worth area. The approved policy outlines the circumstances under which excess toll revenue would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

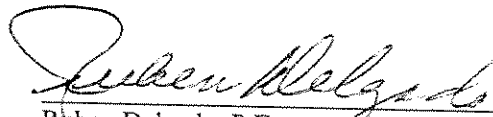
## **III. SIGNATURE OF AGREEMENT**


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

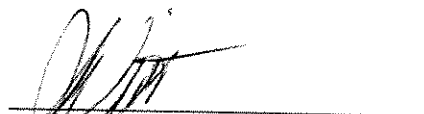
  
Michael Morris, P.E.  
North Central Texas Council of Governments

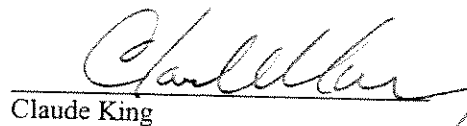
  
Judge Mary Horn  
Denton County

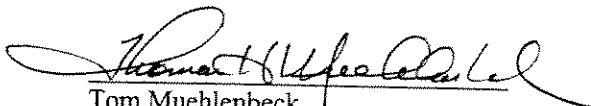
  
Ruben Delgado, P.E.  
Collin County

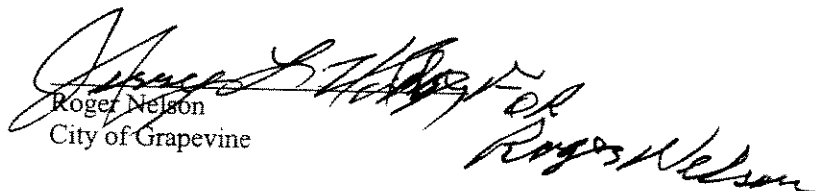
  
Dale Cheatham  
City of The Colony

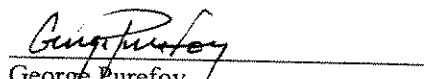
  
Leonard Martin  
City of Carrollton

  
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



# 2007 REGIONAL TOLL REVENUE FUNDING INITIATIVE UPDATE

**Public Meetings  
September 10 & 11, 2007**

**Christie Jestis  
North Central Texas Council of Governments**



# VALUE OF S.H. 121 TOLL PROJECT

**DRAFT**

(\$ in Billions)<sup>1</sup>

**NTTA**  
**\$2.50**

**Up-front Concession Fee (TxDOT/RTC)**

**Excess Revenue Over Time (Net Present Value)  
(TxDOT/RTC)**

**0.83**

**Construction of S.H. 121**

**(Includes Contingencies and 8-Lane Facility)**

**0.69<sup>2</sup>**

**Operations, Maintenance, Rehabilitation, and  
Capacity Enhancement Costs of S.H. 121  
(Net Present Value)**

**1.30**

**Profit to NTTA**

**1.36**

**Revenue Sharing/Banded Amounts<sup>3</sup>**

**-----**  
**\$6.68**

<sup>1</sup>Amounts are approximate and are subject to contract execution and financial closing.

<sup>2</sup>Includes a larger scope and contingency than needed; therefore, a smaller cost of \$565M is assumed for the cost of constructing S.H. 121

<sup>3</sup>Significant funding may be available if future toll road volumes are higher than anticipated.



# REVENUE AVAILABLE BY COUNTY

(\$ in Millions)

Upfront Payment	\$2,500.00		
Western Subregion	119.50	4.78%	
Eastern Subregion	\$2,380.50	95.22%	
	<u>Western</u>		<u>Eastern</u>
Revenue Available by Subregion	\$119.50		\$2,380.50
Sustainable Development Program	- 12.40		-27.60
New Boundary County Program	- 15.00		-10.00
Cost of Construction	+ 0.00		+565.00 <sup>2</sup>
	<u>\$92.10</u>		<u>\$2,907.90</u>
COUNTIES		<u>%</u>	<u>%</u>
	Johnson <sup>1</sup>	\$3.08	3.3
	Parker <sup>1</sup>	2.50	2.7
	Tarrant	<u>86.51</u>	<u>94.0</u>
		\$92.10	
		Collin	\$1,105.00
		Dallas	203.55
		Denton	<u>1,599.35</u>
			\$2,907.90

<sup>1</sup>Johnson and Parker county funding will be available in future funding programs.

<sup>2</sup>Amount is smaller than the cost noted by NTTA because the scope and contingencies are smaller than anticipated.



# REMAINING FUNDING

## Available by County

(\$ in Millions)

County	Tarrant	Collin	Dallas	Denton	Total <sup>1</sup>
Revenue	\$86.51	\$1,105.00	\$203.55	\$1,599.35	\$2,994.42
Previously Selected Projects	-25.00	-11.00	-2.00	-654.70	-692.70
Cost of Construction (S.H. 121)	-0.00	-565.00	-0.00	-0.00	-565.00

**Remaining  
Funding**

\$61.52      \$529.00      \$201.55      \$944.65      \$1,736.72

<sup>1</sup>Does not include future funding of \$5.58 million for Johnson and Parker counties

# REMAINING QUESTIONS TO BE RESOLVED

1. Use of 2015 vs. 2030 Volumes to Determine Split Between Collin, Dallas, and Denton Counties
2. Adjust Construction Cost Shares for Collin and Denton Counties
3. Identify and Account for Previous Commitments Funded by Local Governments in Collin and Denton Counties
  - Known – \$10 Million SIB Loan in Denton County
  - Unknown – Local Contributions to Engineering, Right-of-Way Acquisition, Utility Relocation, and Construction





# TIMELINE

## FUNDING DISTRIBUTION BY COUNTY

**DRAFT**

2007

July 12	RTC Information – Draft County Totals
July 27	STTC Information – Draft County Totals
August 24	STTC Information – County Totals
September 10-11	Public Meetings – Process/County Totals
September 13	RTC Information – County Totals
September 28	STTC Action – County Totals
October 1-5	County Task Force Meetings
October 11	RTC Action – County Totals



**DRAFT**

# SUMMARY OF SUBMITTED PROJECTS

**Number of Agencies: 51**

**Number of Projects: 568**

## By Project Type:

**Highways 95**

**Arterials 252**

**Transit 12**

**ITS 63**

**Traffic Signals 17**

**Intersections 56**

**Park-and-Rides 4**

**Bicycle/Pedestrian 41**

**Other/Regional/Innovative 28**

# SUMMARY OF SUBMITTED PROJECTS

(Millions)

DRAFT

Total Funding Available: \$1,736.72

Total Funding Requested: \$8,739.22

	Geography				
	Tarrant County	Collin County	Dallas County	Denton County	Regional/ Other
Available Funding	\$61.52	\$529.00	\$201.55	\$944.65	--
Total Requested	949.59	2,231.30	1,650.28	3,837.34	\$70.71



# PROJECT SELECTION PROCESS

- **Phase One: Eligibility Review**
  - Located in Eligible County
  - Eligible Project Types
- **Phase Two: Initial Strategic Review**
  - Using RTC Priorities
- **Phase Three: Final Project Selection**
  - Technical Review Using RTC Priorities and Emphasis Areas
  - Consensus Through County Taskforce Meetings



# TIMELINE – PROJECT SELECTION

**DRAFT**

2007	August 3	Project Applications Due
	Aug-Sep	Staff Review of Applications
	September 10-11	Public Meetings – Selection Process
	October 1-5	County Task Force Meetings
	November 2-7	County Task Force Meetings
	December 3-6	County Task Force Meetings
	December 7	STTC Information – Draft Recommendations
	December 13	RTC Information – Draft Recommendations
	December 17-20	Public Meetings – Draft Recommendations
	January 10	RTC Information – Draft Recommendations (Review of Changes)
2008	January 18	STTC Action – Final Recommendations
	January 24	RTC Action – Final Recommendations
	February 1	Add Projects to TIP/STIP
	March/April	Federal/State Approval of Projects in TIP/STIP



# QUESTIONS/COMMENTS?

## Contact Information:

**Christie Jestis**  
**Principal Transportation Planner**  
**817/608-2338**  
**[cjestis@nctcog.org](mailto:cjestis@nctcog.org)**

**Marcos Narvaez**  
**Transportation Planner**  
**817/695-9288**  
**[mnarvaez@nctcog.org](mailto:mnarvaez@nctcog.org)**



MCC

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR

F 1085( )  
Public Hearing Opportunity  
Finding of No Significant Impact  
Denton and Collin Counties

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

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.

11/22/91  
DATE

Cl Chambers  
FEDERAL HIGHWAY ADMINISTRATION

Recommended Nov 4, 1991



# Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585  
June 3, 1999

NH

Notice of Continuous Activity

Denton and Collin County

CSJ 0364-03-067, 0364-04-023 & 0374-04-024

S. H. 121: From F. M. 423 in Denton County to U. S. 75 in Collin County

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

Dear Mr. Reagan:

On November 22, 1991, your office issued a Finding of No Significant Impact (FONSI) for the subject section of S. H. 121. The proposed action is consistent with the area's financially constrained metropolitan transportation plan known as Mobility 2020 and the 1999 Transportation Improvement Program found to conform to the Clean Air Act Amendments of 1990, by the USDOT on February 25, 1999. The project comes from an operational CMS that meets the requirements of 23 CFR 500.109.

Since the time that the FONSI was issued, there have been no significant changes to the project design, right of way requirements or adjacent land use that would affect your previous environmental determination. Two Nationwide Permits #14 are required for two wetland sites. The permits will be obtained prior to the scheduled letting dates. We will notify your office once they're obtained from the U. S. Army Corps of Engineers. The current estimated letting date for the project is December 2003, however, it is anticipated that it will be moved up.

As requested by your staff, this letter serves as consultation and is being provided for your files.

Sincerely,

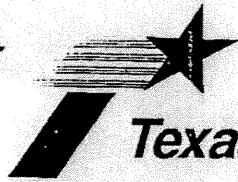
*Elvira Gonzales*  
for Ken Bohuslav, P. E.  
Deputy Division Director  
Environmental Affairs

ERG:e

bcc: Dallas District

ERG

**Note to District:** The FONSI re-evaluation submitted for the subject project is satisfactory. Please notify ENV once the two Nationwide Permits #14 are obtained. You may now proceed to the next stage of project development.



# 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, 0364-04-022, 0364-04-024,  
0364-04-037 & 0364-04-038

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



# Texas Department of Transportation

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

March 17, 2006

RECEIVED ON

STP ( ) MM  
FONSI Re-evaluation  
Collin County  
CSJ 0364-04-043

0364-03-067

MAR 21 2006  
TEXAS DIVISION  
FHWA

SH 121: From FM 423 to US 75 (Breakout project: From West of Ohio Drive to East of Hillcrest)

Mr. Robert Callan  
Acting Division Administrator  
Federal Highway Administration  
Austin, Texas 78701

PROJECT  
APR 07 2006  
MANAGEMENT

Dear Mr. Callan:

Attached for your review are four copies of the revised FONSI Re-Evaluation covering the above-described project. These copies replace the previous documents submitted to FHWA on February 1, 2006. This revised Re-evaluation addresses comments sent by Mr. Dean Majzoub via email on February 21, 2006. Also attached are the Dallas District's responses to each comment and a revised MAPO summary.

Since the time the FONSI was issued, there have been no significant changes to the project design, land use or right of way requirements that would affect your previous environmental determination. If you have any questions regarding this project, please contact Margaret Canty at (512) 416 2598.

Your review and approval of the attached re-evaluation is requested.

Sincerely,

*James P. Barta, Jr.*

James P. Barta, Jr., P.E.  
Director, Project Management Section  
Environmental Affairs Division

Attachment(s)

Approved:

*Margaret Canty*

Federal Highway Administration

Date: 04/07/2006

OPTIONAL FORM 99 (7-99)

## FAX TRANSMITTAL

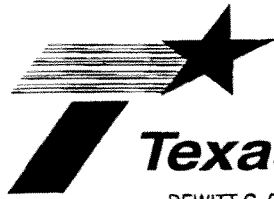
# of pages 1

To MARGARET CANTY	From DEAN MAJZOMB
Dept./Agency TX-DOT	Phone # 536-5955
Fax # 416-2746	Fax #

NSN 7540-01-317-7368

5099-101

GENERAL SERVICES ADMINISTRATION



# Texas Department of Transportation

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

April 6, 2006

NH

Revised FONSI Re-evaluation

Denton and Collin Counties

(FHWA tracking #2584)

CSJs 0364-03-065, 066 & 067; 0364-04-038;

3547-01-001, 002, 008 & 009

S.H. 121: From East of MacArthur Boulevard to the Dallas North Tollway

Mr. Robert Callan

Acting Assistant Administrator

Federal Highway Administration

Austin, Texas 78701

Dear Mr. Callan:

Attached are four copies of the revised FONSI Re-evaluation covering the above-described section of S.H. 121 for your review. FHWA's comments on the document were forwarded to ENV by e-mail dated March 30, 2006 from Dean Majzoub, P.E., of your staff and were based on the FONSI Re-evaluation that was submitted to FHWA by letter dated March 16, 2006. A copy of the responses to comments is also included for your reference.

Your approval of the FONSI Re-evaluation is requested. If you have any questions, please contact Elvia Gonzalez at 416-2610.

Sincerely,

Elvia Gonzalez

Project Management Section

Environmental Affairs Division

Attachments

Approved: \_\_\_\_\_

Federal Highway Administration

Date: \_\_\_\_\_

4/14/2006

An Equal Opportunity Employer



FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR

PROJECT  
APR 25 2006  
MANAGEMENT

NH  
Collin County  
CSJ: 0364-04-040

SH 121@ US 75 Interchange

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.

4/20/06  
Date

Salma Deery  
Federal Highway Administration

OPTIONAL FORM 90 (7-90)

FAX TRANSMITTAL

# of pages 1

To MARGARET CANNY	From DEAN MAJZOMB
Dept./Agency TX-DOE	Phone # 536-5955
Fax # 116-2746	Fax #

7540-01-317-7368

5000-101

GENERAL SERVICES ADMINISTRATION



RECEIVED  
OCT 8 1991

TEXAS HISTORICAL COMMISSION

COMMISSION

RAY STOKER, JR., CHAIRMAN  
ROBERT H. DEDMAN  
WAYNE B. DUDDLESTEN

STATE DEPARTMENT OF HIGHWAYS  
AND PUBLIC TRANSPORTATION

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

ENGINEER-DIRECTOR  
ARNOLD W. OLIVER, P.E.

October 4, 1991

CONTACT:

D-8E 850  
CSJ 0364-03-067  
0364-04-023  
0364-04-024

Archaeological Review

F 1085  
Denton & Collin Counties

SH 121: From Near FM 423 to US 75

Dr. James E. Bruseth  
Deputy State Historic Preservation Officer  
Texas Historical Commission  
Austin, Texas 78711

Dear Sir:

The proposed undertaking is the reconstruction of SH 121, making it a six-lane facility with frontage roads in Denton and Collin Counties. This project will be carried out with federal assistance and at this time we are initiating coordination consistent with the provisions of 36 CFR, Part 800. Your review of the archaeological component is requested at this time.

The proposed action consists of improving the existing two-lane undivided highway to a six-lane divided freeway with three-lane frontage roads on each side. The existing right-of-way (ROW) varies from 120' to 220', and the proposed facility will require a minimum of 450' of ROW. Approximately 634 acres of ROW will be required for the entire project.

An on-site cultural resources survey of the project area was performed in the month of April in 1990. Attached are copies of the Cultural Resources Survey Report for your review and portions of the Lewisville East (3302-421), Hebron (3396-221), Plano (3396-212) and McKinney West (3396-213) USGS 7.5' Series Topographical Map Quadrangles showing the location of this project.

Cultural resources evidence unexpectedly encountered during execution of this project will be investigated in accordance with state and federal procedures presently in effect with notification afforded the ACHP, DOI, FHWA and your agency.

Dr. James E. Bruseth  
SH 121

(2)

October 4, 1991

Your review and response is requested indicating your concurrence that this project will not affect properties included within, or determined eligible for inclusion in the NRHP and that further investigation is not required.

Sincerely,

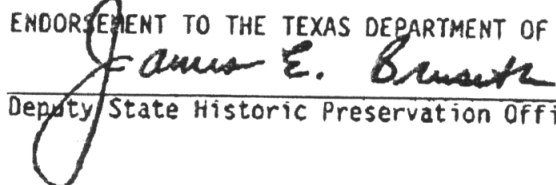


Kenneth C. Bohuslav, P.E.  
Engineer of Environmental Studies

## Attachments

cc: Mr. J. Barto Arnold III  
Texas Antiquities Committee

ENDORSEMENT TO THE TEXAS DEPARTMENT OF TRANSPORTATION

  
Deputy State Historic Preservation OfficerDATE 10/9/91

OCT 11 1991

**MOBILITY 2030 PLAN:  
DRAFT FUNDED RECOMMENDATIONS**

Revised 11-10-2006  
Source: NCTCOG  
Page 9

**TxDOT - Dallas District**

FACILITY	APPROXIMATE LIMITS <sup>1</sup>		DESCRIPTION	2007 LANES <sup>2</sup>	2009 LANES <sup>2</sup>	2015 LANES <sup>2</sup>	2025 LANES <sup>2</sup>	2030 LANES <sup>2</sup>	Oct-06 REVISED COST	STUDY REFERENCE
	FROM	TO								
SH 121										
SH 121	FM 545	US 75	New Staged Freeway	0	0	0	4	4	\$ 41,500,000	Staff Recommendation (CRFE)
SH 121	US 75	HILLCREST RD	New Staged Tollway	6 FRTG	6 FRTG	6	6	6	\$ 273,800,000	SH 121 Collin County Toll Road (0364-04-024)
SH 121	HILLCREST RD	SH 289 (PRESTON RD)	New Staged Tollway	6 FRTG	6	6	6	6	\$ 93,400,000	SH 121 Collin County Toll Road (0364-04-043)
SH 121	SH 289 (PRESTON RD)	DALLAS NORTH TOLLWAY	New Staged Tollway	6 FRTG	6	6	6	6	cost included above	SH 121 Collin County Toll Road 90384-04-037
SH 121	DALLAS NORTH TOLLWAY	DENTON/COLLIN C/L	New Staged Tollway	6 FRTG	6	6	6	6	\$ 19,000,000	SH 121 Denton County Toll Road (0364-04-038)
SH 121	DENTON / COLLIN C/L	BU 121 WEST	New Staged Tollway	6	6	6	6	6	\$ 253,300,000	SH 121 Denton County Toll Road (3547-01-008, 009, 0364-03-066)
SH 121	BU 121 WEST	DALLAS/TARRANT C/L	New Staged Freeway	4	4	10	10	10	\$ 90,410,000	SH 114 / SH 121 MIS-EA (0364-02-017, 0364-03-064)
SH 161										
SH 161	BELT LINE ROAD	SH 183	Widen	4	4	8	8	8	\$ 117,000,000	(2964-01-022)
SH 161	SH 183	OAKDALE ROAD (N)	New Staged Toll, PHASE II	0	0	6	6	6	\$ 450,401,000	(2964-01-023, 030, 031, 034, 900, 2374-04-054, 1068-01-115, )
SH 161	OAKDALE ROAD (N)	IH 30	New Staged Toll, PHASE I	0	0	6	6	6	cost included above	(1068-04-115, 2964-01-029, 030, 031, 034, 900, 2374-04-054)
SH 161	IH 30	SPUR 303	New Staged Tollway	0	6 FRTG	4	4	4	cost included above	(1068-04-115, 2964-01-029, 030, 031, 034, 900, 2374-04-054)
SH 161	SPUR 303	IH 20	New Staged Tollway	0	6 FRTG	4	4	4	cost included above	(1068-04-115, 2964-01-029, 030, 031, 034, 900, 2374-04-054)
SH 183										
SH 183	SH 161	SH 114	Widen	6	6	6	8	8	\$ 460,000,000	SH 183 MIS-EA (0094-03-065)
SH 183	SH 114	REGAL ROW	Widen	8	8	8	10	10	\$ 185,000,000	Bottleneck Removal (0094-07-034) / SH 183 MIS-EA / Trinity Parkway MIS-EIS
SH 183	REGAL ROW	IH 35E/TRINITY PARKWAY	Widen	6	6	6	10	10	cost included above	SH 183 MIS-EA (0094-07-033) / Trinity Parkway MIS-EIS
SH 183 (HOV/MANAGED LANES)										
SH 183	SH 161	BELT LINE ROAD	Ultimate				2 + 2 2-Way	2 + 2 2-Way		SH 183 MIS-EA Re-evaluation
SH 183	BELT LINE ROAD	CARL ROAD	Ultimate				2 + 2 2-Way	2 + 2 2-Way		SH 183 MIS-EA Re-evaluation
SH 183	CARL ROAD	SH 114	Ultimate				2 + 2 2-Way	2 + 2 2-Way		SH 183 MIS-EA Re-evaluation
SH 183	SH 114	TRINITY PARKWAY	Ultimate				3 + 3 2-Way	3 + 3 2-Way		SH 183 MIS-EA Re-evaluation
SH 183	TRINITY PARKWAY	IH 35E	Ultimate				2 Reversible	2 Reversible		SH 183 MIS-EA Re-evaluation
SH 190 (EAST BRANCH)										
SH 190	IH 30	IH 20	New Tollway	0	0	0	6	6	\$ 387,600,000	East Branch MIS-EIS (2964-06-011, 012)

<sup>1</sup> Limits are approximate. Actual limits will be based on environmental approval.  
<sup>2</sup> Number of lanes excludes auxiliary lanes.  
<sup>3</sup> Anticipated costs excluding streamlining efforts.

**MOBILITY 2030 PLAN:  
DRAFT FUNDED RECOMMENDATIONS**

Revised 11-10-2006  
Source: NCTCOG  
Page 13

**TxDOT - Dallas District**

FACILITY	APPROXIMATE LIMITS <sup>1</sup>		DESCRIPTION	2007 LANES <sup>2</sup>	2009 LANES <sup>2</sup>	2015 LANES <sup>2</sup>	2025 LANES <sup>2</sup>	2030 LANES <sup>2</sup>	Oct-06 REVISED COST	STUDY REFERENCE
	FROM	TO								
FREEWAY/TOLLWAY INTERCHANGES										
DNT	SH 121	PHASE I	New Interchange	X					\$ 125,000,000	(0364-04-961)
DNT	SH 121 (FULL INTERCHANGE)	PHASE II	Reconstruct			X			\$ 98,000,000	SH 121 Collin County Toll Road
IH 20	FALCON'S LAIR		New Interchange		X				\$ 9,000,000	(0095-01-024)
IH 30	HICKORY HILL		New Grade Separation			X			\$ 16,300,000	
IH 30	FM 551		Reconstruct			X				
IH 30	BETWEEN SH 205 & FM 549		New Interchange		X				\$ 33,000,000	(0009-12-073)
IH 30	SH 205		New Interchange		X					
IH 30	PGBT	Partial Interchange	New Interchange			X			\$ 200,300,000	
IH 30	LOOP 12		Reconstruct			X			\$ 183,000,000	
IH 30	SH 161	PHASE I	New Interchange		X				\$ 19,200,000	(1068-04-115)
IH 30	SH 161	PHASE II	New Interchange			X			\$ 80,000,000	(1068-04-129)
IH 35E	FM 407		Reconstruct			X			\$ 11,600,000	
IH 35E	IH 30		Reconstruct			X				
IH 35E	SH 121	NORTH CONNECTORS	New Interchange			X				
IH 35W	EAGLE PARKWAY		New Interchange		X					

<sup>1</sup> Limits are approximate. Actual limits will be based on environmental approval.

<sup>2</sup> Number of lanes excludes auxiliary lanes.

<sup>3</sup> Anticipated costs excluding streamlining efforts.

**MOBILITY 2030 PLAN:  
DRAFT FUNDED RECOMMENDATIONS**

Revised 11-10-2006  
Source: NCTCOG  
Page 14

**TxDOT - Dallas District**

FACILITY	APPROXIMATE LIMITS <sup>1</sup>		DESCRIPTION	2007 LANES <sup>2</sup>	2009 LANES <sup>2</sup>	2015 LANES <sup>2</sup>	2025 LANES <sup>2</sup>	2030 LANES <sup>2</sup>	Oct-06 REVISED COST	STUDY REFERENCE
	FROM	TO								
IH 635	IH 30		Reconstruct				X			
IH 635	IH 35E	LANES)	Partial Reconstruct			X				
IH 635	IH 35E	PHASE II (FULL INTERCHANGE)	Reconstruct					X		
IH 635	TOWN CENTRE DRIVE		New Interchange	X						Construction complete (2005)
IH 635	TOWN EAST BOULEVARD		Reconstruct	X						
IH 635	US 75		Reconstruct	X						Construction complete (2005)
IH 635	US 80		Reconstruct				X		\$ 200,000,000	
LOOP 12	SH 114		Reconstruct			X				(0581-02-121)
SH 114	SH 170		Reconstruct			X				
SH 114	FM 156		Reconstruct			X				
SH 121 (South)	US 75		Reconstruct			X			\$ 11,200,000	SH 121 Collin County Toll Road (0384-04-040)
SH 121	FREEPORT & SANDY LN		New Grade Separation			X			\$ 21,200,000	
SH 161	IH 20	PHASE I	New Interchange		X				\$ 14,200,000	(2374-04-054)
SH 161	IH 20	PHASE II	New Interchange			X			\$ 32,000,000	
SH 161	SH 183		Reconstruct	X					\$ 49,000,000	
SPUR 482	SH 114 & SH 183		Reconstruct			X			\$ 56,000,000	(0094-03-060)
SH 183	LOOP 12		Reconstruct			X			\$ 183,400,000	(0094-03-101, 0581-02-124)
TRINITY PKWY	IH 35E		New Interchange			X				
TRINITY PKWY	SH 183		New Interchange			X				
TRINITY PKWY	US 175		New Interchange			X				
TRINITY WEST FORK	SH 161		New Interchange							
TRINITY WEST FORK	SH 360		New Interchange							
US 67	RAILPORT PARKWAY		New Interchange		X				\$ 5,000,000	(0260-02-038)
US 75	BRYAN STREET		Reconstruct		X				\$ 14,700,000	(0047-07-181)
US 75	PARKER ROAD		Reconstruct			X			\$ 14,800,000	(0047-06-134)
US 75	PGBT		Reconstruct		X				\$ 20,000,000	
US 75	SH 380		Reconstruct			X			\$ 27,500,000	(0047-14-063)
US 380	SH 289 (PRESTON RD)		Reconstruct				X			
US 80	TOWN EAST BOULEVARD		Reconstruct		X				\$ 3,900,000	(0095-10-034)
US 80	SH 352 / COLLINS RD		Reconstruct			X			\$ 11,000,000	
US 80	FM 548		Reconstruct			X			\$ 35,000,000	(0095-03-079)
OUTER LOOP / TTC-35	ALL MAJOR CROSS STREETS		New Interchanges			X				

<sup>1</sup> Limits are approximate. Actual limits will be based on environmental approval.

<sup>2</sup> Number of lanes excludes auxiliary lanes.

<sup>3</sup> Anticipated costs excluding streamlining efforts.

FRIDAY, JANUARY 19, 2007  
9:59:28 AM

TRANSPORTATION IMPROVEMENT PROGRAM  
DALLAS DISTRICT  
DALLAS-FORT WORTH MPO  
PROJECTS FY 2007

PAGE: 1  
STIP REPORT

							ESTIMATED COST CATEGORY FUNDS	
DISTRICT	COUNTY	CONT-SECT-JOB	HWY	EST LET DATE	PHASE	CITY	MPO PROJ ID	OTHER PARTICIPATION
DALLAS	COLLIN	0364-04-024	SH 121	06/2007	C,E	PLAN O		
LIMITS FROM:	US 75					LIMITS TO: EAST OF HILLCREST		
DESCRIPTION2:	ADD 6 LANE TOLLWAY TO EXISTING 6 LANE FRONTAGE ROADS					FUND CATEGORY: 10 - MISC		
DESCRIPTION2:						REV DATE: 02/2007		\$93,444,000
DESCRIPTION3:						OTHER CATEGORIES: (10)		\$5,880,000
LAYMAN DESC1:	ADD 6 LANE TOLLWAY TO EXISTING 6 LANE FRONTAGE ROADS					LOCAL CONTRIBUTION: \$0		\$87,564,000
REMARKS:	ADD TO TIP; CHANGE DESCRIPTION TO TOLL ROAD					STATEWIDE CSJ:		
DALLAS	DALLAS	0261-02-065	US 67	03/2008	C,R	OTHE R		
LIMITS FROM:	COCKRELL HILL RD					LIMITS TO: WHEATLAND RD		
DESCRIPTION2:	PROVIDE AUXILIARY LANE NB AND SB					FUND CATEGORY: 11 - DIST DISCRETION		
DESCRIPTION2:						REV DATE: 02/2007		\$473,000
DESCRIPTION3:						OTHER CATEGORIES:		\$473,000
LAYMAN DESC1:	PROVIDE AUXILIARY LANE NB AND SB					LOCAL CONTRIBUTION: \$0		\$0
REMARKS:	REVISE PROJECT LIMITS					STATEWIDE CSJ:		
DALLAS	DALLAS	0353-06-050	SH 114	07/2007	C,E,R	IRVIN G	11527.2	
LIMITS FROM:	0.083 MI W OF ROCHELLE					LIMITS TO: 0.646 MI E OF TOM BRANIFF		
DESCRIPTION2:	WIDEN 4 TO 8 LANES, ADD 2 REVERSIBLE HOV/MANAGED LANES WITH					FUND CATEGORY: 2 - METRO CORRIDOR		
DESCRIPTION2:	6 LANE FRONTAGE RDS; PH 1 OF LOOP 12 I/C_(TOLL)					REV DATE: 02/2007		\$44,892,000
DESCRIPTION3:	AQ BENEFIT: 177.07 #/DAY VOC AND 365.44 #/DAY NOX					OTHER CATEGORIES: (2, 5)		\$31,483,000
LAYMAN DESC1:	WIDEN 4 TO 8 LANES, ADD 2 REVERSIBLE HOV/MANAGED LANES WITH					LOCAL CONTRIBUTION: \$13,409,000		\$13,409,000
REMARKS:	TRANSFER ITS FUNDS FROM 0353-06-049					STATEWIDE CSJ:		
DALLAS	COLLIN	0364-04-040	SH 121	06/2007	C,E,R	OTHE R		
LIMITS FROM:	AT US 75 INTERCHANGE					LIMITS TO:		
DESCRIPTION2:	RECONSTRUCT INTERCHANGE					FUND CATEGORY: 2 - METRO CORRIDOR		
DESCRIPTION2:						REV DATE: 02/2007		\$91,545,000
DESCRIPTION3:						OTHER CATEGORIES:		\$0
LAYMAN DESC1:	RECONSTRUCT INTERCHANGE					LOCAL CONTRIBUTION: \$91,545,000		\$91,545,000
REMARKS:	ADD TO STIP; CONSTRUCTION BY SH 121 CDA					STATEWIDE CSJ:		
DALLAS	DALLAS	0581-02-121	LP 12	07/2007	C,E,R	OTHE R		
LIMITS FROM:	0.951 MI SOUTH OF TEXAS PLAZA					LIMITS TO: 0.425 MI NORTHEAST OF SH 114		
DESCRIPTION2:	WIDEN 6 TO 8 LANE FRWY, ADD 2 REVERSIBLE HOV/MANAGED LANES					FUND CATEGORY: 2 - METRO CORRIDOR		
DESCRIPTION2:	AND 2-3 LANE FRG RDS; PH 1 OF SH 114 I/C_(TOLL)					REV DATE: 02/2007		\$110,188,000
DESCRIPTION3:	ALLOW CLEARANCE FOR FUTURE DART LIGHT RAIL SYSTEM WITHIN ROW					OTHER CATEGORIES: (5)		\$84,342,000
LAYMAN DESC1:	WIDEN 6 TO 8 LANE FRWY, ADD 2 REVERSIBLE HOV/MANAGED LANES					LOCAL CONTRIBUTION: \$25,846,000		\$25,846,000
REMARKS:	TRANSFER ITS FUNDS FROM 0353-06-049					STATEWIDE CSJ:		
DALLAS	DALLAS	0918-45-777	VA	06/2007	C	OTHE R		
LIMITS FROM:	CEDAR HILL STATE PARK					LIMITS TO: TALLGRASS PRAIRIE, PERCH POND, LAKE		
DESCRIPTION2:	COMPENSATORY MITIGATION FOR RIPARIAN FORESTS ON SH 161 IN					FUND CATEGORY: 2 - METRO CORRIDOR		
DESCRIPTION2:	GRAND PRAIRIE & IRVING; ENHANCEMENTS TO TPWD PROPERTY					REV DATE: 02/2007		\$349,000
DESCRIPTION3:						OTHER CATEGORIES: (2)		\$349,000
LAYMAN DESC1:	COMPENSATORY MITIGATION FOR RIPARIAN FORESTS ON SH 161 IN					LOCAL CONTRIBUTION: \$0		\$0
REMARKS:	ADD PROJECT TO STIP					STATEWIDE CSJ:		
DALLAS	DENTON	1311-01-031	FM 1171	06/2007	C,R	OTHE R		
LIMITS FROM:	WEST OF SHILOH ROAD					LIMITS TO: FM 2499		
DESCRIPTION2:	WIDEN TWO LANE RURAL TO SIX LANE DIVIDED URBAN HIGHWAY					FUND CATEGORY: 2 - METRO CORRIDOR		
DESCRIPTION2:						REV DATE: 02/2007		\$25,000,000
DESCRIPTION3:						OTHER CATEGORIES: (1)		\$24,256,800
LAYMAN DESC1:	WIDEN TWO LANE RURAL TO SIX LANE DIVIDED URBAN HIGHWAY					LOCAL CONTRIBUTION: \$743,200		\$743,200
REMARKS:	INCREASED COSTS					STATEWIDE CSJ:		
DALLAS	DENTON	0196-02-103	IH 35E	02/2007	C	OTHE R	11081	
LIMITS FROM:	IH 35E CORRIDOR IN LEWISVILLE					LIMITS TO:		
DESCRIPTION2:	VIDEO SURVEILLANCE					FUND CATEGORY: 5 - CMAQ		
DESCRIPTION2:						REV DATE: 02/2007		\$252,498
DESCRIPTION3:	AQ BENEFIT: 1,358.88 #/DAY VOC AND 3,862.17 #/DAY NOX					OTHER CATEGORIES:		\$204,523
LAYMAN DESC1:	VIDEO SURVEILLANCE					LOCAL CONTRIBUTION: \$47,975		\$47,975
REMARKS:	TCM;ITS3005; CANCEL PROJECT DUE TO PENDING RECONSTRUCTION					STATEWIDE CSJ:		
DALLAS	DALLAS	0196-06-021	LP 354	02/2007	C,E,R	DALLA S	2795,887	
LIMITS FROM:	ON HARRY HINES AT MOCKINGBIRD LANE					LIMITS TO:		
DESCRIPTION2:	INTERSECTION IMPROVEMENTS					FUND CATEGORY: 5 - CMAQ		
DESCRIPTION2:						REV DATE: 02/2007		\$662,500
DESCRIPTION3:						OTHER CATEGORIES:		\$440,500
LAYMAN DESC1:	INTERSECTION IMPROVEMENTS					LOCAL CONTRIBUTION: \$122,000		\$222,000
REMARKS:	TCM;PENDING;TSM2100; CANCEL PROJECT REPLACED W/ 0918-45-929					STATEWIDE CSJ:		

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

MONDAY, JANUARY 29, 2007  
10:34:17 AM

TRANSPORTATION IMPROVEMENT PROGRAM  
DALLAS DISTRICT  
DALLAS-FORT WORTH MPO  
FY 2007

PAGE: 1  
STIP REPORT

DISTRICT	COUNTY	CONT-SECT-JOB	HWY	EST LET DATE	PHASE	CITY	MPO PROJ ID	ESTIMATED COST	
								CATEGORY FUNDS	OTHER PARTICIPATION
DALLAS	COLLIN	0364-04-024	SH 121	06/2007	C,E	PLAN O			
LIMITS FROM: US 75						LIMITS TO: EAST OF HILLCREST			
DESCRIPTION2: ADD 6 LANE TOLLWAY TO EXISTING 6 LANE FRONTAGE ROADS						FUND CATEGORY: 10 - MISC			
DESCRIPTION2:						REV DATE: 03/2007		\$93,444,000	
DESCRIPTION3:						OTHER CATEGORIES: (10)		\$5,880,000	
LAYMAN DESC1: ADD 6 LANE TOLLWAY TO EXISTING 6 LANE FRONTAGE ROADS						LOCAL CONTRIBUTION: \$0		\$87,564,000	
REMARKS: ADD TO TIP; CHANGE DESCRIPTION TO TOLL ROAD						STATEWIDE CSJ:			
MTP REFERENCE: FT1 1485, FR1 1485									
DALLAS	COLLIN	1392-01-029	FM 1378	08/2007	C,E,R	OTHE R			
LIMITS FROM: FM 3412 (BROWN ST)						LIMITS TO: FM 2514 (PARKER RD)			
DESCRIPTION2: WIDEN FROM 2-LANE UNDIVIDED TO 6-LANE DIVIDED						FUND CATEGORY: 10 - MISC			
DESCRIPTION2:						REV DATE: 03/2007		\$10,000,000	
DESCRIPTION3:						OTHER CATEGORIES:		\$0	
LAYMAN DESC1: WIDEN FROM 2-LANE UNDIVIDED TO 6-LANE DIVIDED						LOCAL CONTRIBUTION: \$10,000,000		\$10,000,000	
REMARKS: 100% BY LOCAL GOVERNMENTS; REVISE DESCRIPTION						STATEWIDE CSJ:			
MTP REFERENCE: TH1 225.1									
DALLAS	COLLIN	0619-06-007	FM 1378	08/2007	C,R	OTHE R			
LIMITS FROM: FM 544						LIMITS TO: FM 3412 (BROWN ST.)			
DESCRIPTION2: REALIGNMENT OF FM 1378 (COUNTRY CLUB RD.) ON NEW LOCATION						FUND CATEGORY: 11 - DIST DISCRETION			
DESCRIPTION2: AND WIDEN FROM 2 LANE UNDIVIDED TO 6 LANE DIVIDED						REV DATE: 03/2007		\$8,750,000	
DESCRIPTION3:						OTHER CATEGORIES:		\$900,000	
LAYMAN DESC1: REALIGNMENT OF FM 1378 (COUNTRY CLUB RD.) ON NEW LOCATION						LOCAL CONTRIBUTION: \$7,850,000		\$7,850,000	
REMARKS: REVISE DESCRIPTION						STATEWIDE CSJ:			
MTP REFERENCE: TH1 225.4									
DALLAS	COLLIN	0364-04-040	SH 121	06/2007	C,E,R	OTHE R			
LIMITS FROM: AT US 75 INTERCHANGE						LIMITS TO: .			
DESCRIPTION2: RECONSTRUCT INTERCHANGE						FUND CATEGORY: 2 - METRO CORRIDOR			
DESCRIPTION2:						REV DATE: 03/2007		\$91,545,000	
DESCRIPTION3:						OTHER CATEGORIES:		\$0	
LAYMAN DESC1: RECONSTRUCT INTERCHANGE						LOCAL CONTRIBUTION: \$91,545,000		\$91,545,000	
REMARKS: ADD TO STIP; CONSTRUCTION BY SH 121 CDA						STATEWIDE CSJ:			
MTP REFERENCE: IN1 14851									
DALLAS	DALLAS	2374-02-124	IH 635	10/2008	C,R	MESQUIT E	11067		
LIMITS FROM: NORTHWEST HIGHWAY						LIMITS TO: LA PRADA			
DESCRIPTION2: CONSTRUCT NB FRONTGE ROAD IN CITY OF GARLAND						FUND CATEGORY: 7 - METRO MOBILITY			
DESCRIPTION2:						REV DATE: 03/2007		\$5,909,283	
DESCRIPTION3:						OTHER CATEGORIES:		\$5,909,283	
LAYMAN DESC1: CONSTRUCT NB FRONTGE ROAD IN CITY OF GARLAND						LOCAL CONTRIBUTION: \$0		\$0	
REMARKS: REVISE LIMITS						STATEWIDE CSJ:			
MTP REFERENCE: FR1 1361, FR1 1362									
<b>FY 2007 TOTAL:</b>								<b>\$209,648,283</b>	



FRIDAY, JANUARY 19, 2007  
9:59:28 AM

TRANSPORTATION IMPROVEMENT PROGRAM  
DALLAS DISTRICT  
DALLAS-FORT WORTH MPO  
PROJECTS FY 2008

PAGE: 3  
STIP REPORT

							ESTIMATED COST	
							CATEGORY FUNDS	
DISTRICT	COUNTY	CONT-SECT-JOB	HWY	EST LET DATE	PHASE	CITY	MPO PROJ ID	OTHER PARTICIPATION
DALLAS	DALLAS	0918-45-774	VA	08/2008	C,E,R	DALLAS		
LIMITS FROM:	HAMILTON PARK					LIMITS TO: WHITE ROCK CREEK TRAIL IN DALLAS		
DESCRIPTION2:	PEDESTRIAN/BICYCLE LINK FOR TRAIL ALONG COTTONWOOD CREEK					FUND CATEGORY: 10 - MISC		
DESCRIPTION2:	SEGMENTS G OF COTTONWOOD TRAIL					REV DATE: 02/2007		\$2,250,000
DESCRIPTION3:						OTHER CATEGORIES:		\$1,800,000
LAYMAN DESC1:	PEDESTRIAN/BICYCLE LINK FOR TRAIL ALONG COTTONWOOD CREEK					LOCAL CONTRIBUTION: \$1		\$450,000
REMARKS:	INITIAL FUNDING USING CONG. DEMO FUNDS; REVISE LIMITS AND DESC					STATEWIDE CSJ:		
DALLAS	COLLIN	0619-06-007	FM 1378	08/2007	C,R	OTHE R		
LIMITS FROM:	FM 544					LIMITS TO: FM 3412 (BROWN ST.)		
DESCRIPTION2:	REALIGNMENT OF FM 1378 (COUNTRY CLUB RD.) ON NEW LOCATION					FUND CATEGORY: 11 - DIST DISCRETION		
DESCRIPTION2:	AND WIDEN FROM 2 LANE UNDIVIDED TO 6 LANE DIVIDED					REV DATE: 02/2007		\$8,750,000
DESCRIPTION3:						OTHER CATEGORIES:		\$900,000
LAYMAN DESC1:	REALIGNMENT OF FM 1378 (COUNTRY CLUB RD.) ON NEW LOCATION					LOCAL CONTRIBUTION: \$7,850,000		\$7,850,000
REMARKS:	REVISE DESCRIPTION					STATEWIDE CSJ:		
DALLAS	DALLAS	0196-03-137	IH 35E	01/2008	C,E,R	DALLAS		
LIMITS FROM:	LP 12					LIMITS TO: IH 635		
DESCRIPTION2:	IMPROVE FREEWAY - PHASE 1; ADD 3 MANAGED/HOV LANES ELEVATED					FUND CATEGORY: 2 - METRO CORRIDOR		
DESCRIPTION2:	DIRECTOR CONNECTORS (TOLL)					REV DATE: 02/2007		\$137,000,000
DESCRIPTION3:	-- ELEVATED CONSTRUCTION ACCOUNTS FOR HIGH COST					OTHER CATEGORIES:		\$0
LAYMAN DESC1:	IMPROVE FREEWAY - PHASE 1; ADD 3 HOV/MANAGED LANES ELEVATED					LOCAL CONTRIBUTION: \$137,000,000		\$137,000,000
REMARKS:	ADD PROJECT TO TIP					STATEWIDE CSJ:		
DALLAS	COLLIN	0364-04-046	SH 121	07/2007	C,E,R	OTHE R		
LIMITS FROM:	DNT					LIMITS TO: US 75		
DESCRIPTION2:	ELECTRONIC TOLL COLLECTION (TOLL)					FUND CATEGORY: 2 - METRO CORRIDOR		
DESCRIPTION2:						REV DATE: 02/2007		\$20,000,000
DESCRIPTION3:						OTHER CATEGORIES:		\$20,000,000
LAYMAN DESC1:	ELECTRONIC TOLL COLLECTION (TOLL)					LOCAL CONTRIBUTION: \$20,000,000		\$0
REMARKS:	ADD TO STIP					STATEWIDE CSJ:		
DALLAS	DALLAS	0918-00-920	VA	06/2008	C,E,R	OTHE R	11459, 114	
LIMITS FROM:	VARIOUS LOCATIONS ON PG&T					LIMITS TO:		
DESCRIPTION2:	INSTALL CIRCUIT TV CAMERAS AT 17 LOCATIONS ALONG PRESIDENT					FUND CATEGORY: 5 - CMAQ		
DESCRIPTION2:	GEORGE BUSH TURNPIKE					REV DATE: 02/2007		\$2,070,000
DESCRIPTION3:	AQ BENEFIT: 2,822.14 #/DAY VOC AND 6,835.35 #/DAY NOX					OTHER CATEGORIES:		\$1,320,000
LAYMAN DESC1:	INSTALL CIRCUIT TV CAMERAS AT 17 LOCATIONS AND INSTALL					LOCAL CONTRIBUTION: \$420,000		\$750,000
REMARKS:	ADD TO TIP					STATEWIDE CSJ:		
DALLAS	DALLAS	0918-00-928	VA	06/2008	E	OTHE R	11857.1	
LIMITS FROM:	CLEAN BUS CALL FOR PROJECTS					LIMITS TO: NCTCOG M&O PROGRAM		
DESCRIPTION2:	REPLACE AND/OR RETROFIT OLDER SCHOOL BUS					FUND CATEGORY: 5 - CMAQ		
DESCRIPTION2:						REV DATE: 02/2007		\$517,500
DESCRIPTION3:	AQ BENEFIT: VOC = 10.00 #/DAY AND NOX = 148.00 #/DAY					OTHER CATEGORIES:		\$217,500
LAYMAN DESC1:	REPLACE AND/OR RETROFIT OLDER SCHOOL BUS					LOCAL CONTRIBUTION: \$0		\$300,000
REMARKS:	NEW PROJECT - PLACEHOLDER CSJ					STATEWIDE CSJ:		
DALLAS	DALLAS	0918-45-710	VA	05/2007	C,E	OTHE R	11457	
LIMITS FROM:	TOWN EAST BLVD & GALLOWAY AVE					LIMITS TO: FIVE LOCATIONS		
DESCRIPTION2:	SIGNAL IMPROVEMENTS, OFF-SYSTEM					FUND CATEGORY: 5 - CMAQ		
DESCRIPTION2:						REV DATE: 02/2007		\$149,424
DESCRIPTION3:	AQ BENEFIT: 1.70 #/DAY VOC AND 0.94 #/DAY NOX					OTHER CATEGORIES:		\$93,196
LAYMAN DESC1:	SIGNAL IMPROVEMENTS, OFF-SYSTEM					LOCAL CONTRIBUTION: \$32,929		\$56,228
REMARKS:	CITY LETTING; REVISE SCOPE					STATEWIDE CSJ:		
DALLAS	DALLAS	0918-45-713	VA	05/2007	C,E	OTHE R	11457	
LIMITS FROM:	TOWN EAST BLVD & GALLOWAY AVE					LIMITS TO: TWO LOCATIONS		
DESCRIPTION2:	SIGNAL IMPROVEMENTS, ON-SYSTEM					FUND CATEGORY: 5 - CMAQ		
DESCRIPTION2:						REV DATE: 02/2007		\$11,170
DESCRIPTION3:	AQ BENEFIT: 1.70 #/DAY VOC AND 0.94 #/DAY NOX					OTHER CATEGORIES:		\$11,170
LAYMAN DESC1:	SIGNAL IMPROVEMENTS, ON-SYSTEM					LOCAL CONTRIBUTION: \$0		\$0
REMARKS:	CITY LETTING; REVISE SCOPE					STATEWIDE CSJ:		
DALLAS	DALLAS	0918-00-956	VA	06/2008	E	OTHE R	11802	
LIMITS FROM:	HIGH EMITTING VEHICLE PROGRAM					LIMITS TO: NCTCOG M&O PROJECT (FY07-FY08)		
DESCRIPTION2:	NCTCOG-HIGH EMITTING VEHICLE PROGRAM					FUND CATEGORY: 7 - METRO MOBILITY		
DESCRIPTION2:	(FUND YEARS: FY07-FY08)					REV DATE: 02/2007		\$1,666,666
DESCRIPTION3:						OTHER CATEGORIES:		\$1,666,666
LAYMAN DESC1:	NCTCOG-HIGH EMITTING VEHICLE PROGRAM					LOCAL CONTRIBUTION: \$0		\$0
REMARKS:	ADDITION OF NEW STIP-MM FUNDING TO 06-08 TIP/STIP					STATEWIDE CSJ:		

PHASE: C=CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

MONDAY, JANUARY 29, 2007  
10:34:17 AM

TRANSPORTATION IMPROVEMENT PROGRAM  
DALLAS DISTRICT  
DALLAS-FORT WORTH MPO  
FY 2008

PAGE: 2  
STIP REPORT

DISTRICT	COUNTY	CONT-SECT-JOB	HWY	EST LET		PHASE	CITY	MPO PROJ ID	ESTIMATED COST	
				DATE					CATEGORY FUNDS	OTHER PARTICIPATION
DALLAS	DALLAS	0196-03-137	IH 35E	01/2008		C,E,R	DALLA S			
LIMITS FROM:	LP 12						LIMITS TO: IH 635			
DESCRIPTION2:	IMPROVE FREEWAY - PHASE 1; ADD 3 MANAGED/HOV LANES ELEVATED						FUND CATEGORY: 2 - METRO CORRIDOR			
DESCRIPTION2:	DIRECTOR CONNECTORS (TOLL)						REV DATE: 03/2007		\$137,000,000	
DESCRIPTION3:	-- ELEVATED CONSTRUCTION ACCOUNTS FOR HIGH COST						OTHER CATEGORIES:		\$0	
LAYMAN DESC1:	IMPROVE FREEWAY - PHASE 1; ADD 3 HOV/MANAGED LANES ELEVATED						LOCAL CONTRIBUTION: \$137,000,000		\$137,000,000	
REMARKS:	ADD PROJECT TO TIP						STATEWIDE CSJ:			
MTP REFERENCE:	HM1 8620									
DALLAS	COLLIN	0364-04-046	SH 121	07/2007		C,E,R	OTHE R			
LIMITS FROM:	DNT						LIMITS TO: US 75			
DESCRIPTION2:	ELECTRONIC TOLL COLLECTION (TOLL)						FUND CATEGORY: 2 - METRO CORRIDOR			
DESCRIPTION2:							REV DATE: 03/2007		\$20,000,000	
DESCRIPTION3:							OTHER CATEGORIES:		\$20,000,000	
LAYMAN DESC1:	ELECTRONIC TOLL COLLECTION_(TOLL)						LOCAL CONTRIBUTION: \$20,000,000		\$0	
REMARKS:	ADD TO STIP						STATEWIDE CSJ:			
MTP REFERENCE:	FT 3007									
DALLAS	COLLIN	3392-01-920	FM 2786	05/2008		E,R	ALLE N	11719		
LIMITS FROM:	US 75						LIMITS TO: EAST OF ANGEL PARKWAY IN ALLEN			
DESCRIPTION2:	WIDEN 2 TO 6 LANE DIVIDED URBAN						FUND CATEGORY: 7 - METRO MOBILITY			
DESCRIPTION2:							REV DATE: 03/2007		\$5,850,000	
DESCRIPTION3:							OTHER CATEGORIES:		\$5,850,000	
LAYMAN DESC1:							LOCAL CONTRIBUTION: \$0		\$0	
REMARKS:	REVISE LIMITS; CITY TO CONSTRUCT SEGMENT FROM US 75 TO SH 5						STATEWIDE CSJ:			
MTP REFERENCE:	TH1 207.1									
FY 2008 TOTAL:									\$162,850,000	

# **BUSINESS TERMS FOR TxDOT-SPONSORED TOLL ROADS ON STATE HIGHWAYS<sup>1</sup>**

1. Maximum weekday peak period toll rate in 2010 is 17 cents/mile. The weekday peak period is currently defined as 6:30 a.m. to 9:00 a.m. and 3:00 p.m. to 6:30 p.m. The Regional Transportation Council (RTC) would need to approve any changes to this definition.
2. The maximum off-peak toll rate is 12.5 cents/mile in 2010. The off-peak period is defined as the period outside of the weekday peak period.
3. These peak and off-peak rates will average approximately 14.5 cents/mile.
4. Transit vehicles are exempt from toll charges.

<sup>1</sup>This policy does not apply to North Texas Tollway Authority toll roads.



# **BUSINESS TERMS FOR TxDOT-SPONSORED TOLL ROADS ON STATE HIGHWAYS<sup>1</sup>**

5. Toll rates will be adjusted sooner and later in time using the “all items” Consumer Price Index and “average household income.” For Consumer Price Index values of 3 percent and under, the Index will be used and calculated applying annual compounded rates. For values over 3 percent, the “average household income” growth rate will be used. Toll rates will be adjusted every two years. If the Consumer Price Index or the “average household income” growth rates are negative for a two-year period, the growth rate will be set at zero and no adjustments to toll rates will be permitted.
6. Widening of S.H. 121 and S.H. 161 will need to meet the adopted Mobility Plan lane specifications and the managed lane policies.
7. Excess revenue will be paid 75 percent up front and 25 percent over time.



# **BUSINESS TERMS FOR TxDOT-SPONSORED TOLL ROADS ON STATE HIGHWAYS<sup>1</sup>**

8. The Texas Department of Transportation (TxDOT) has requested that local governments participate in and monitor the Comprehensive Development Agreement (CDA) procurement process. RTC requests that local governments assign representatives to this procurement process.
9. RTC requests that the Texas Transportation Commission reiterate that this Comprehensive Development Agreement will not contain a “no compete” clause. This will permit additional mobility improvement over time without conflict with this agreement.
10. Duration of CDA should be less than 51 years.
11. Tolls remain on project after CDA duration.



# **BUSINESS TERMS FOR TxDOT-SPONSORED TOLL ROADS ON STATE HIGHWAYS<sup>1</sup>**

12. Specific improvements are contained in the existing Mobility Plan, with the exception of a toll rather than gas tax facility in Collin County.
13. Competitive proposals from the private and public sector will be evaluated against the same objective evaluation criteria to be determined by the Regional Transportation Council.
14. The peak and off-peak toll rates will be set at 14.5 cents/mile for an initial interim period. The North Central Texas Council of Governments (NCTCOG) will conduct a pilot “before” and “after” study in a corridor within the region with the approved “time of day” pricing schedule. Results will be presented to the RTC before regionwide implementation of time-of-day pricing. The pilot study and subsequent action will be completed by 2012.

RTC Approved – April 13, 2006

RTC Modified – July 13, 2006

RTC Modified – September 14, 2006



Post-it* Fax Note	7671	Date	10/7/90	# of pages	3
To	Carolyn Bishop	From	Brandi Brown		
Co./Dept.	ENV	Co.	Dallas Dist.		
Phone #		Phone #	(214) 320-6259		
Fax #	(512) 416-2446	Fax #	(214) 320-4470		

TEXAS HISTORICAL COMMISSION  
P.O. Box 12276 • Austin, Texas 78711 • 512/463-6094  
**STATE HISTORIC PRESERVATION OFFICE (SHPO)**

Review of Federal Undertaking (funded or licensed), under the  
National Historic Preservation Act of 1966 (16 USC 470) as amended.

**SECTION 106 (36 CFR 800).**

November 26, 1990

Kenneth C. Bohuslav  
Engineer of Environmental Studies  
State Department of Highways  
& Public Transportation  
DeWitt C. Greer State Highway Bldg.  
11th and Brazos  
Austin, TX 78701

DEC 31 1990

RE: FHWA, SH 121 near FM 423 to near US 75, Denton & Collin Cos.

Per your request,

Our SHPO staff has conducted a review of the following property/properties by applying state and federal Criteria for historical designation:

- \*house 300 meters W of County Road 66, north of SH 121
- \*house north side of SH 121, W of SH 289
- \*house south of SH 121, on SW corner of SH 121 and SH 289

We have determined that this property is/these properties are **NOT ELIGIBLE** for listing in the National Register of Historic Places. No further review of this undertaking as it affects this property is required. However, we request black and white photo documentation of the house and shed south of SH 121, on the SW corner of SH 121 and SH 289. This residential structure has lost a great deal of integrity but exhibits certain characteristics worth documenting.

You are required (36 CFR 800.7) to notify the U.S. Secretary of the Interior, through the SHPO's Archeological Planning and Review Department at 512/463-6096, if buried archeological deposits are discovered in the course of any project.

Thank you for your interest in the cultural heritage of Texas, and for your compliance with this federal review process.

  
Deputy State Historic Preservation Officer

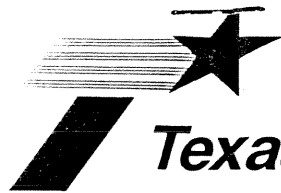
Track Code: 90-10-0533

For questions about this review contact: Lisa Hart, 512/463-6094

RECEIVED

DEC 4 1990

HIGHWAY DEPT. OF TRANSPORTATION



# Texas Department of Transportation

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

May 21, 1998

## SECTION 106: IDENTIFICATION OF HISTORIC PROPERTIES

Collin County

CSJ 0364-03-067

SH 121: From near FM 423 to US 75

Mr. Gregory Smith  
National Register Programs  
Texas Historical Commission  
Austin, Texas 78711

RECEIVED

MAY 26 1998

TEXAS HISTORICAL COMMISSION

Dear Mr. Smith:

The above undertaking will be carried out with federal assistance. In accordance with the provisions of our interagency programmatic agreement for cultural resources, we are initiating coordination on the eligibility for the National Register of Historic Places (NRHP) of 9 sites containing 17 buildings and structures documented by Texas Department of Transportation cultural resources staff during May and July 1997 field surveys of the project's area of potential effects (APE).

The 16.1-mile portion of existing SH 121 to be improved, is a four-lane divided rural highway from FM 423 to SH 289, and a two-lane, undivided, rural highway from SH 289 to US 75. Shoulders are primarily sod. The project limits extend from .05 miles east of FM 423 to approximately .67 miles east of US 75 in Denton and Collin Counties, along the existing SH 121 roadway. The project proposes to upgrade both sections of the existing highway to a six-lane divided freeway with three-lane frontage roads on each side. The existing right-of-way width varies from 120 to 220 feet, while the proposed roadway will have a minimum right-of-way width of 450 feet, slightly wider at interchanges. The majority of the land along the project length is undeveloped; although there is some commercial, industrial, agricultural, and residential land use. This portion of SH 121 has been in use as a numbered route since 1930, but it was not until 1949 that the state took over maintenance and paved the surface.

The project location is indicated on an enclosed map. Photographs and descriptions of the 9 sites identified, as well as a map indicating their locations, are attached for your review.

TxDOT staff documented nine sites containing 17 buildings and structures thought to have been constructed in 1955 or earlier within approximately 600 feet of each side of the project's proposed right-of-way boundaries, including the interchanges proposed at 16 intersections. TxDOT Cultural Resources staff then evaluated each property through application of the criteria for eligibility for inclusion in the NRHP, and determined that none of the buildings and structures identified during this survey, are eligible for listing under Criteria "A", "B", or "C".

RECEIVED

MAY 29 1998

TxDOT - ENV



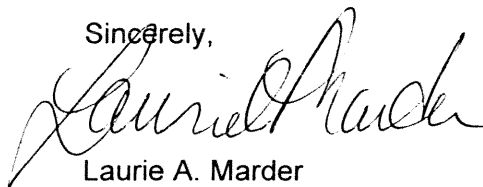
Mr. Gregory Smith  
SH 121: Collin & Denton Co.

(2)

May 21, 1998

We therefore request your concurrence that each of the 17 buildings and structures contained in nine sites, identified in our field survey of the SH 121 project route, is **NOT ELIGIBLE** for inclusion in the NRHP. If you have any questions, concerns, or suggestions regarding this project, please contact me at 416-2309.

Sincerely,



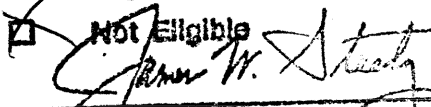
Laurie A. Marder  
Architectural Historian,  
Environmental Affairs Division

Enclosures

**CONCUR**

☐ Eligible

☒ Not Eligible

 (James W. Stearns)  
Deputy State Historic Preservation Officer

Date

5-28-98

**RECEIVED**  
OCT 8 1991

TEXAS HISTORICAL COMMISSION

COMMISSION  
RAY STOKER, JR., CHAIRMAN  
ROBERT H. DEDMAN  
WAYNE B. DUDDLESTEN

STATE DEPARTMENT OF HIGHWAYS  
AND PUBLIC TRANSPORTATION  
DEWITT C. GREER STATE HIGHWAY BLDG.  
125 E. 11TH STREET  
AUSTIN, TEXAS 78701-2003  
(512) 463-8585

ENGINEER-DIRECTOR  
ARNOLD W. OLIVER, P.E.

October 4, 1991

CONTACT:

D-8E 850  
CSJ 0364-03-067  
0364-04-023  
0364-04-024

Archaeological Review

F 1085  
Denton & Collin Counties

SH 121: From Near FM 423 to US 75

Dr. James E. Bruseth  
Deputy State Historic Preservation Officer  
Texas Historical Commission  
Austin, Texas 78711

Dear Sir:

The proposed undertaking is the reconstruction of SH 121, making it a six-lane facility with frontage roads in Denton and Collin Counties. This project will be carried out with federal assistance and at this time we are initiating coordination consistent with the provisions of 36 CFR, Part 800. Your review of the archaeological component is requested at this time.

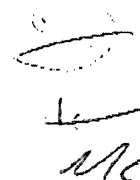
The proposed action consists of improving the existing two-lane undivided highway to a six-lane divided freeway with three-lane frontage roads on each side. The existing right-of-way (ROW) varies from 120' to 220', and the proposed facility will require a minimum of 450' of ROW. Approximately 634 acres of ROW will be required for the entire project.

An on-site cultural resources survey of the project area was performed in the month of April in 1990. Attached are copies of the Cultural Resources Survey Report for your review and portions of the Lewisville East (3302-421), Hebron (3396-221), Plano (3396-212) and McKinney West (3396-213) USGS 7.5' Series Topographical Map Quadrangles showing the location of this project.

Cultural resources evidence unexpectedly encountered during execution of this project will be investigated in accordance with state and federal procedures presently in effect with notification afforded the ACHP, DOI, FHWA and your agency.

An Equal Opportunity Employer

C.S.F.



Dr. James E. Bruseth  
SH 121

(2)

October 4, 1991

Your review and response is requested indicating your concurrence that this project will not affect properties included within, or determined eligible for inclusion in the NRHP and that further investigation is not required.

Sincerely,

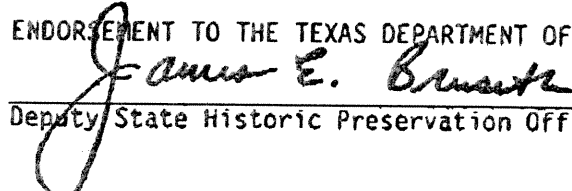


Kenneth C. Bohuslav, P.E.  
Engineer of Environmental Studies

## Attachments

cc: Mr. J. Barto Arnold III  
Texas Antiquities Committee

ENDORSEMENT TO THE TEXAS DEPARTMENT OF TRANSPORTATION

  
Deputy State Historic Preservation OfficerDATE 10/9/91

OCT 11 1991

**TxDOT Dallas District  
SH 121 Summary of Meeting**

Date	Location	In Attendance	SH 121/Denton	SH 121/Collin
September 30, 2003	City of Grand Prairie	City of Grand Prairie, NCTCOG and TxDOT		
October 8, 2003	City of Lewisville	Denton County, Lewisville, NCTCOG and TxDOT	Discussion of Toll Feasibility for SH 121	
October 16, 2003	Collin County	Collin County, City of McKinney and TxDOT (Selman)		Discussion of Toll Feasibility for SH 121
November 25, 2003	City of Lewisville	Denton County, Lewisville, NCTCOG and TxDOT	Discussion of Toll Feasibility for SH 121	
February 20, 2004	City of Grand Prairie	City of Grand Prairie, NCTCOG and TxDOT		
March 30, 2004	City of Coppell	Denton County, Cities of Coppell and Grapevine, NCTCOG and TxDOT	Discussion of Toll Feasibility for SH 121	
March 31, 2004	City of Lewisville	Denton County, Cities of Carrollton and Lewisville, NCTCOG and TxDOT	Discussion of Toll Feasibility for SH 121	
April 14, 2004	City of The Colony	Denton County, City of The Colony, NCTCOG and TxDOT	Discussion of Toll Feasibility for SH 121	
May 21, 2004	Collin County	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG and TxDOT		TxDOT/NCTCOG Review of Toll Feasibility for SH 121
June 28, 2004	City of Plano	City of Plano and TxDOT (Brown)		TxDOT Review of Toll Feasibility for SH 121
July 7, 2004	City of Allen	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG and TxDOT		TxDOT/NCTCOG Review of Toll Feasibility for SH 121
July 28, 2004	City of Lewisville	Denton County, Cities of Carrollton, Coppell, Grapevine, The Colony, Lewisville, NCTCOG and TxDOT	Discussion of Toll Feasibility for SH 121	
August 4, 2004	City of Lewisville	Denton County, Cities of Carrollton, Coppell, Grapevine, The Colony, Lewisville, NCTCOG and TxDOT	Discussion of Toll Feasibility for SH 121	
August 5, 2004	City of Lewisville	Denton County, Cities of Carrollton, Coppell, Grapevine, The Colony, Lewisville, NCTCOG and TxDOT	Discussion of Toll Feasibility for SH 121	
August 5, 2004	Collin County Planning Board	Collin County Planning Board and TxDOT(Brown)		TxDOT Review of Toll Feasibility for SH 121
August 9, 2004	City of Dallas	RTC and TxDOT Public Meeting	√	√
August 10, 2004	City of Lewisville	RTC and TxDOT Public Meeting	√	√
August 12, 2004	NCTCOG	RTC and TxDOT	RTC Approval of Tolling (Conditional)	
August 25, 2004	City of Frisco	Denton County, City of Frisco, NCTCOG and TxDOT	Discussion of Toll Feasibility for SH 121	

Date	Location	In Attendance	SH 121/Denton	SH 121/Collin
September 7, 2004	City of Frisco	City of Frisco Council, NCTCOG and TxDOT (Hale and Brown)	TxDOT Review of Toll Feasibility for SH 121 – Denton Co. and Collin Co. Segments	TxDOT Review of Toll Feasibility for SH 121 – Denton Co. and Collin Co. Segments
September 9, 2004	NCTCOG	RTC and TxDOT	RTC Approval of Tolling	
September 13, 2004	City of The Colony	City of The Colony Council, NCTCOG and TxDOT (Hale)		TxDOT Review of Toll Feasibility for SH 121
September 15, 2004	Dallas District	Collin County, Cities of Frisco and Plano, NCTCOG and TxDOT		TxDOT Review of Toll Feasibility for SH 121 – Denton Co. Segment
September 21, 2004	City of The Colony	City of The Colony Council, NCTCOG and TxDOT (Hale)		TxDOT Review of Toll Feasibility for SH 121
September 27, 2004	City of Frisco	City of Frisco, NCTCOG and TxDOT (Brown)	TxDOT Review of Toll Feasibility for SH 121 – Denton Co. and Collin Co. Segments	TxDOT Review of Toll Feasibility for SH 121 – Denton Co. and Collin Co. Segments
September 27, 2004	City of Plano	City of Plano and TxDOT	TxDOT Review of Toll Feasibility for SH 121 – Denton Co. and Collin Co. Segments	TxDOT Review of Toll Feasibility for SH 121 – Denton Co. and Collin Co. Segments
September 28, 2004	Collin County	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG, NTTA and TxDOT		Working Group Meeting for Study of All Funding Options for SH 121
October 5, 2004	City of Frisco	City of Frisco, NCTCOG and TxDOT (Brown)	TxDOT Review of Toll Feasibility for SH 121 – Denton Co. and Collin Co. Segments	TxDOT Review of Toll Feasibility for SH 121 – Denton Co. and Collin Co. Segments
October 25, 2004	City of McKinney	City of McKinney and TxDOT		TxDOT Review of Toll Feasibility for SH 121
November 10, 2004	NTTA	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG, NTTA and TxDOT		Working Group Meeting for Study of All Funding Options for SH 121
November 23, 2004	Collin County Commissioner's Court	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG, NTTA and TxDOT		Presentation on Working Group Process for Study of All Funding Options for SH 121
December 15, 2004	NTTA	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG, NTTA and TxDOT		Working Group Meeting for Study of All Funding Options for SH 121
January 21, 2005	NTTA	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG, NTTA and TxDOT		Working Group Meeting for Study of All Funding Options for SH 121
February 16, 2005	Davis Library in the City of Plano	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG, NTTA and TxDOT		Working Group Meeting for Study of All Funding Options for SH 121
March 23, 2005	Davis Library in the City of Plano	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG, NTTA and TxDOT		Working Group Meeting for Study of All Funding Options for SH 121
April 21, 2005	-	Collin County, Cities of Allen, Frisco, McKinney, Plano, NCTCOG, NTTA and TxDOT		Working Group Report Issued by NCTCOG: Review All Funding Options for SH 121
May 16, 2005	Dallas District	City of Frisco and TxDOT		Various SH 121 Issues
May 25, 2005	Collin County Commissioner's Court Public Hearing	Collin County, Cities of Allen, Frisco, McKinney, Plano, Anna and Melissa, NCTCOG, NTTA and TxDOT		Presentation of Working Group Report Issued by NCTCOG: Review All Funding Options for SH 121

Date	Location	In Attendance	SH 121/Denton	SH 121/Collin
June 13, 2005	City of Plano	City of Plano, NCTCOG and TxDOT (Brown)		Presentation of Working Group Report Issued by NCTCOG: Review All Funding Options for SH 121
June 23, 2005	City of Allen	City of Allen, NCTCOG and TxDOT (Brown)		Presentation of Working Group Report Issued by NCTCOG: Review All Funding Options for SH 121
June 28, 2005	Collin County Commissioner's Court Public Hearing	Collin County, Cities of Allen, Frisco, McKinney, Plano, Anna and Melissa, NCTCOG, NTTA and TxDOT		Presentation of Working Group Report Issued by NCTCOG: Review All Funding Options for SH 121
June 30, 2005	City of Frisco	City of Frisco, NCTCOG and TxDOT		Presentation of Working Group Report Issued by NCTCOG: Review All Funding Options for SH 121
July 8, 2005	City of Plano	City of Plano, NCTCOG and TxDOT		Answer Questions Regarding Working Group Report Issued by NCTCOG: Review All Funding Options for SH 121
July 11, 2005	Collin County Commissioner's Court	Collin County, NTTA and TxDOT (Brown)		Commissioners Court Discussion of LGC; TxDOT States Concerns About LGC Concept
July 25, 2005	City of McKinney	City of McKinney, NCTCOG and TxDOT		Presentation of Working Group Report Issued by NCTCOG: Review All Funding Options for SH 121
August 30, 2005	Dallas District	Collin County, Cities of Allen, Frisco, McKinney, Plano NCTCOG and TxDOT		Discussion and Review of Financing and Delivery Options for SH 121
September 7, 2005	City of Allen	Collin County, Cities of Allen, Frisco, McKinney, Plano and TxDOT		Discussion and Review of Financing and Delivery Options for SH 121
September 21, 2005	City of Allen	Collin County, Cities of Allen, Frisco, McKinney, Plano and TxDOT		Education on CDA Financing and Delivery Options for SH 121
October 5, 2005	City of Allen	Collin County, Cities of Allen, Frisco, McKinney, Plano and TxDOT		Education on CDA Financing and Delivery Options for SH 121
October 19, 2005	NTTA	NTTA, Collin County and TxDOT		Collin County Requests NTTA Finance and Deliver SH 121
November 14, 2005	City of Allen	Collin County, Cities of Allen, Frisco, McKinney, Plano and TxDOT		TxDOT States Concerns About LGC Concept

Date	Location	In Attendance	SH 121/Denton	SH 121/Collin
November 30, 2005	City of Lewisville	Denton County, Cities of Grapevine, Coppell, Lewisville, Carrollton, The Colony, Plano, Frisco and TxDOT (Brown)	SH 121 CDA Task Force: Presentation on Private Finance, Status of SH 121 Corridor (Construction and Procurement), Near Neighbor Projects	
December 23, 2005	NTTA	Collin County, Cities of Allen, Frisco, McKinney, Plano, NTTA and TxDOT		Discussion of Request to NTTA Finance and Deliver SH 121
January 4, 2006	NTTA	NTTA and TxDOT		Discussion of Request to NTTA Finance and Deliver SH 121
January 9, 2006	NCTCOG	City of Grand Prairie, NCTCOG and TxDOT		
January 9, 2006	TxDOT	NTTA and TxDOT		Discussion of Request to NTTA Finance and Deliver SH 121
January 17, 2006	NTTA	Collin County, Cities of Allen, Frisco, McKinney, Plano, NTTA and TxDOT		Discussion of Request to NTTA Finance and Deliver SH 121
January 19, 2006	NTTA	NTTA and TxDOT		Discussion of Request to NTTA Finance and Deliver SH 121
January 23, 2006	TxDOT	NTTA and TxDOT		Discussion of Request to NTTA Finance and Deliver SH 121
January 31, 2006	TxDOT	NTTA and TxDOT		Discussion of Request to NTTA Finance and Deliver SH 121
February 9, 2006	TxDOT	City of Farmers Branch		
March 2, 2006	City of Lewisville	TxDOT, Denton Co, Collin Co, Cities of Grapevine, Coppell, Lewisville, Carrollton, The Colony, Plano, Frisco, Allen and McKinney	SH 121 CDA Task Force: Discuss Current Project Schedules, CDA Procurement Schedule, CDA Contract Overview, Status of Near Neighbor Projects	
September 15, 2006	TTI - Dallas	TxDOT, Denton Co, Collin Co, Cities of Grapevine, Coppell, Lewisville, Carrollton, The Colony, Plano, Frisco, Allen and McKinney	SH 121 CDA Task Force: Discuss Current Project Schedules, CDA Procurement Schedule, CDA Contract Overview, Status of Near Neighbor Projects	
July 25, 2006	Plano - The Plano Center	Public Meeting		Public Meeting for Tolling SH 121 in Collin County
December 18, 2006	City of Carrollton	TxDOT, Denton Co, Collin Co, Cities of Grapevine, Coppell, Lewisville, Carrollton, The Colony, Plano, Frisco, Allen and McKinney	SH 121 CDA Task Force: Discuss Current Project Schedules, CDA Procurement Schedule, CDA Contract Overview, Status of Near Neighbor Projects	
January 10, 2007	NTTA		TxDOT Staff Presentation on SH 121 CDA Contract	
February 26, 2007	Plano - The Legacy Church			Public Hearing for Tolling SH 121 in Collin County
March 2, 2007	DRMC at Dallas County Health Building		TxDOT Presentation of SH 121 CDA - Value and Contractual Requirements	
April 11, 2007	NTTA		TxDOT Staff Presentation on Tolling services status	