MEMORANDUM OF UNDERSTANDING

BETWEEN

THE CITY OF MCKINNEY, TEXAS and THE REGIONAL TRANSPORTATION COUNCIL OF THE NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS and TEXAS DEPARTMENT OF TRANSPORTATION

FOR

STATE HIGHWAY 5 CORRIDOR IN MCKINNEY, TEXAS

I. Purpose& Authority

The purpose of this Memorandum of Understanding (MOU) is to develop a cooperative partnership between the City of McKinney (City), Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG), and Texas Department of Transportation (TxDOT) in establishing a preferred approach for integrating Context Sensitive Solutions into future design and engineering level schematics for the SH 5 (McDonald Street) Corridor through the City of McKinney, Texas.

This partnership will facilitate the integration of regional transportation needs, local public and private development plans, economic development opportunities, redevelopment considerations, multimodal integration, transit-oriented development, safety improvements and a leveraging of limited public resources into a comprehensive project.

II. Project Background

In 2010, the RTC selected the SH 5 Corridor Context Sensitive Transportation Study (Study) for funding through the 2009-2010 Sustainable Development Program. In 2012, the RTC entered into an inter-local agreement with the City to manage this Study.

This MOU and the process is covered by TxDOT's Project Development Process Manual (PDP). The PDP establishes a local partnership process for both new construction and reconstruction projects. Pertinent sections of the PDP for the State Highway 5 Corridor are as follows:

> **1350: Identify corridor plan development needs**
>
> Network and corridor planning is an early opportunity to establish a framework for integrating specific urban thoroughfare projects into a local area's overall objectives. *This represents an early opportunity to bring public and private stakeholders together to discuss the transportation project.* This integrated network and corridor planning process can:

- Determine the relationships and needs for both mobility *and land uses* along the corridor and in the area.

- Determine how decisions for *individual thoroughfare segments affect the corridor* and the transportation network as a whole.

- Establish objectives, operational concepts, *context-based functions, performance measures and thresholds, transect- or context-zones*, land uses, access control and functional classification for an entire network or corridor, which can be applied to individual thoroughfare segments in project development.

The purpose of the Study is to formulate a corridor master plan to transform the entire length of the corridor through McKinney into a revitalized thoroughfare that is compatible with its setting; preserves scenic, historic, aesthetic, and environmental resources; respects design objectives for safety, efficiency, multi-modal mobility, capacity and maintenance; and integrates community objectives and values relating to compatibility, livability, urban design, sense of place and economic development.

III. Project Partners

City of McKinney, Regional Transportation Council of the North Central Texas Council of

Governments, and Texas Department of Transportation.

IV. Project Need

The Study shall serve as guidance for the formal engineering and design schematics for the SH 5 corridor, including but not limited to, the highest priority segments between Eldorado Parkway and US 380, (University Drive) which have already been identified and approved for funding through the City's Capital Improvement Program.

V. Project Approach

In order to ensure local, regional, and state goals are represented in the development of design alternatives, the City of McKinney, RTC, and TxDOT shall evaluate, collaborate, and work cooperatively to address the following: Existing Conditions; Local Area Plans and Goals; Conceptual Design Process; Public Involvement; Conceptual Design Alternatives; Agency Review and Endorsement of Design Alternatives; and Allocation/Programming.

The conceptual design process should include a consideration of context-sensitive design alternatives that contribute to the improved mobility, character and multi-modal function of State Highway 5.

This MOU shall become effective to each party as such party executes the MOU.

City of McKinney

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