



DALLAS COUNTY  
COMMISSIONERS COURT

August 28, 2007

Mayor Tom Leppert and  
City of Dallas Council Members  
Dallas City Hall  
1500 Marilla Street  
Dallas, TX 75201

Dear Mayor Leppert and City Council Members:

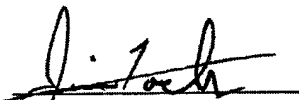
In 2002 and again in 2005 we committed to provide \$6,000,000 to assist you with the design cost of the enhanced IH 30 bridge project over the Trinity River. This contribution was conditioned on the Trinity River Corridor Reliever roadway being able to accommodate specific peak hour and daily traffic through its design and geometric characteristics. Before we agreed to the final transfer of funds it was after we were again assured by the City that you were planning to build the reliever road that lived up to our earlier agreements.

With the up coming election in November to determine if the reliever route will be built as designed, we want to remind you of the conditions on our participation in this very important project. Should the voters decide that a reliever route will not be part of the Trinity Corridor project, we will have no choice but to insist that our \$6,000,000 contribution be returned.

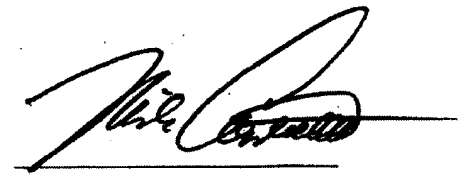
We are unified in our strong support of the Trinity River Corridor Project and are doing all we can to get this message out. Successfully completing all of this project's elements including the toll road that will be the reliever route, is critical for future congestion relief efforts in East and Southern Dallas County.


We appreciate all of the work you have given to this project and the close partnership we have shared.

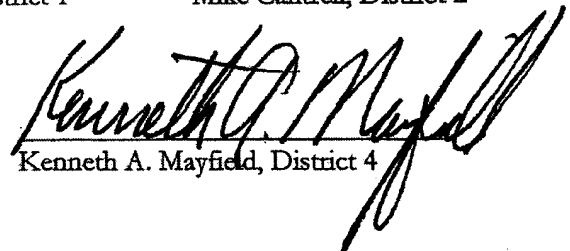
Sincerely,

  
Jim Foster, County Judge

  
Maurine Dickey, District 1

  
Mike Cantrell, District 2

  
John Wiley Price, District 3

  
Kenneth A. Mayfield, District 4

cc: Mary Suhm, City Manager

**From:** Smitherman, Barry  
**Sent:** Tuesday, October 23, 2007 12:05 PM  
**To:** Leppert, Tom  
**Subject:** Trinity River Corridor Project

Mayor,

I enjoyed visiting with you last week.

As we discussed, on June 7, 2007, the PUC signed a final order in PUC Docket 32455 relating to an application of TXU Electric Delivery (now called ONCOR) for a proposed transmission line in Dallas County.

As part of the order, Chairman Hudson and I adopted the Administrative Law Judge's (ALJs) recommendation to place a .7 mile segment of the proposed transmission line along Canada Drive underground. Commissioner Parsley dissented from this part of the order. In justifying the decision to have ERCOT ratepayers pick up part of the tab (about \$12 MM) for placing part of this line underground, the ALJs, and Chairman Hudson and I, were persuaded by the unique nature of the \$1.4 billion Trinity River Corridor Project and the demonstrated community support of the project in its totality.

While historically transmission lines have only been placed underground in densely developed downtown areas of large cities, we were convinced that if the Trinity River Corridor Project proceeded as planned, having ERCOT ratepayers spend more money today might prevent the expenditure of even greater amounts in the future (to alter this segment) if the goals of the Trinity Project are fully realized. In our order we specifically cited the contributions of the City of Dallas, Dallas Country, the federal government and the North Texas Tollway Authority.

I'm not sure what, if anything, the PUC may do if the voters of Dallas decide to eliminate the Trinity Toll Road. However, its pretty clear that our decision was based upon the assumption that the project in its entirety would proceed in the manner presented to the PUC back in the spring of 2007. I would also add that certain parties were opposed to our decision; therefore eliminating the toll road portion from the Trinity River Corridor project would probably bolster their argument against our decision.

Please don't hesitate to contact me if you want to discuss this further.

Barry