

STATE OF TEXAS
COUNTY OF COLLIN

COLLIN COUNTY TOLL ROAD AUTHORITY
MEETING MINUTES
AUGUST 1, 2011

On Monday, August 1, 2011, the Collin County Toll Road Authority Board of Directors met in Regular Session in the Commissioners' Courtroom, Jack Hatchell Collin County Administration Building, 4th Floor, 2300 Bloomdale Road, City of McKinney, Texas, with the following members present, and participating, to wit:

President Keith Self
Precinct 1 Director Matt Shaheen
Precinct 2 Director Cheryl Williams
Precinct 3 Director Joe Jaynes
Precinct 4 Director Duncan Webb

1. President Self called to order the meeting of the Collin County Toll Road Authority at 6:00 p.m.

2. **Consent agenda to approve:** President Self asked for comments on the consent agenda. Hearing none, Director Shaheen made a motion to approve. (Time: 6:00 p.m.)

Motion by: Director Matt Shaheen
Second by: Director Duncan Webb
Vote: 5 – 0 Passed

a. AI-33979 Disbursements for the period ending July 26, 2011, Auditor.

CCTRA RESOLUTION NO. 2011-3047-08-01

b. AI-33907 Filing of the July 11, 2011, Minutes, County Clerk.

CCTRA RESOLUTION NO. 2011-3048-08-01

GENERAL DISCUSSION

3. AI-33969 Technically Preferred Alignment Alternatives for the proposed Segment 3 of the Collin County Outer Loop from the Dallas North Tollway to US 75, Engineering.

President Self opened the discussion by announcing that while this was not a Public Hearing, the public was welcome to offer public comments.

Ruben Delgado, County Engineer, came forward with a brief history of the Collin County Outer Loop project. There was a public meeting on May 16, 2011. At that time residents were given the option to offer public comment or to submit their comments by mail or

email. The Court asked the Engineering Department to defer a decision until all the comments from that meeting were gathered and evaluated. Mr. Delgado said this evening's presentation would address each of the three sections of Segment 3 of the Collin County Outer Loop. Section 1 is from the Dallas North Tollway (DNT) to FM 2478, Section 2 is from FM 2478 to FM 543 and Section 3 is from FM 543 to US 75. Mr. Delgado introduced Will Barresi from CH2MHill. CH2MHill is the county's engineering consultant.

Mr. Barresi opened the discussion with a presentation agenda of the evening's proceedings. A power point presentation entitled "Public Hearing Summary Presentation" was featured. On May 16th people were able to meet with representatives of CH2MHill before the Public Hearing. 95 people signed in at the public hearing; 7 people gave verbal comments; and 25 people provided written comments. Public comments were reviewed and recorded into the project record. Evaluation matrices were revised based upon relevant comments.

Starting with Section 1, Mr. Barresi presented a matrix from DNT going east to 2478. He spoke about the cost of right-of-way acquisitions and explained the matrix. There are four alignments being presented; the green alignment, or northern alignment, is the technically preferred alignment which was adopted by the Commissioners' Court in 2006. Alternatives include an orange, blue and brown alignment. Symbols on the matrix were a circle which represented neutral, meaning there is no advantage or disadvantage; a negative sign represented a negative opinion and a positive sign represented a positive opinion. The orange and blue alignments had homeowners who expressed an interest in dedicating land. The brown alignment has 17 acres of land already dedicated.

Moving forward to public input, Mr. Barresi noted that at the May 16th meeting Director Shaheen asked CH2MHill to separate public input from stakeholders' input. Based on public comments, the green alignment is the preferred alignment of the public. A lot of that can be attributed to the socio-economic and neighborhood impacts; how the alignment impacts homes and communities. The green alignment has been known for many years and goes through generally undeveloped areas. The brown alignment goes closer to homes so there was more feedback about the negativity of that. As far as natural impacts, or impacts to the environment, the orange, blue and brown were fairly equal. In the green alignment there are some environmentally sensitive areas towards the southwest. Mr. Barresi said there are always projects that will encounter environmentally sensitive areas. They do their best to avoid them but sometimes it is unavoidable.

Stakeholder input has been far more positive for brown. The City of Celina has worked to identify land owners who would be willing to donate. The City of Celina would prefer the brown alignment. Director Jaynes noted there were two extremes for the brown alignment: two positives for stakeholders' input and two negatives for public input.

Moving to the middle segment, Section 2, FM 2478 to FM 543, Mr. Barresi said the green and purple alignments are the only two options. Due to the preliminary nature of the study, construction cost estimates are at a high level. They are subject to change and there is a fair amount of contingency in each. There is little difference in costs between the green and the purple in this instance because the green crosses a couple areas of the flood plain whereas the purple does not. For the right-of-way acquisition for the green alignment there is a land owner who has expressed an interest in dedicating about 16 acres. It's been mentioned "as a likelihood". The purple alignment is preferred by the people who own the Colmena Ranch, which, at 2,800 acres, is the largest land section in this area. The green alignment goes through the center of their operations. They have a working ranch. Another land owner mentioned there is a possibility that they may be willing to dedicate; however, Mr. Barresi stated possibilities will not sway us one way or another. Socio-economic impacts, the purple hits closer to homes and peoples' lives. Natural impacts are more negative on the green because it crosses the flood plain more.

Section 3 runs from FM 543 east to US 75 and the alternatives are green, yellow and orange. Mr. Barresi said there is complexity to this one, and the Board will be presented with positives and negatives. The orange alignment is rated highest for accessibility. Public input gave green five positives and three negatives. Mr. Barresi said he felt the positives for the green alignment were due to the fact that the green alignment was identified to the public five years ago and people have come to expect that that is where the loop will be. Public input for yellow and orange was negative due to proximity to the Chambersville United Methodist Church and the Chambersville Cemetery. The Chambersville Tree Farm is not an environmentally sensitive area. They are largely potted trees. However, it is a neighborhood activity center. For stakeholder input, Mr. Barresi stated the City of McKinney has passed a carefully worded council resolution saying they prefer the alignment to go through McKinney's ETJ so that would be the orange or yellow alignment, not the green. Yellow is preferred by the City of McKinney. Mr. Barresi showed the Board pictures of the Chambersville Tree Farm and the Chambersville United Methodist Church and Cemetery.

Mr. Barresi said the next steps included the CCTRA Board deciding on a preferred alignment on August 1, 2011. A schematic design would be developed based upon the preferred alignment and then a final design would be developed based upon schematic for selected portions of the project.

President Self asked for public comments. Celina Mayor Jim Lewis came forward. The City of Celina was originally contacted by the county engineering staff about ten years ago about the possibility of this east-west loop. The brown alignment was selected by the City of Celina at that time when the original Carter Ranch development came in as a plat because the City of Celina was asked to get them to commit to the right-of-way. For ten years Celina has been working on making sure the loop had its place to go through

the City of Celina. They have also obtained the TXI property. He knows there is never a perfect route for anything, but they have represented to people for many years that it would go at the intersection of Preston Road and 88.

Eric Trumbauer is a resident in Prosper. He and his wife were unaware of all of these plans when they acquired property along segment one in the brown route. His personal preference would be the orange or green route. The majority of homeowners there are actually in the county, not the city. His question for the city is how many of those homeowners are they obligated to talk to about acquisition of property? On the brown route there are properties that are directly affected; the brown route would go right through them. Director Shaheen asked Mr. Barresi about the status of the area Mr. Trumbauer was referring to. Has that land been donated? Mr. Barresi said the brown alignment goes north to Summer View Estates. Mr. Trumbauer has the further lot north on Summer View Estates. Mr. Barresi said to his knowledge they haven't spoken to the property owners above Summer View Estates. Mr. Barresi answered further questions from Director Shaheen regarding Carter Ranch and TXI. Director Shaheen asked if they could get the alignment further away from those estates. Mr. Barresi said there's only so much you can do with the geometry as far as designing for a certain speed.

Director Jaynes asked to see the first slide. It depicts a picture of the freeway with two types of public transportation. This was the way the Outer Loop was originally presented. The Director said about 70% of this has been taken off the regional master plan. He asked Mr. Barresi if he sees this developing this way or if he sees it developing as a six-lane thoroughfare. Mr. Barresi said COG estimates about 35,000 vehicles a day by the year 2035. Mr. Barresi agreed with Director Jaynes that most of the regional outer loop has fallen off the 2035 plan. It's tough to project out 25 years. He sees what's been planned for Anna and Melissa as the most logical way of developing this. A two-lane service road is what is in the foreseeable future. Director Jaynes said he thinks everybody has the impression that this will be a super freeway but it's not. Mr. Trumbauer said we bought this property to be more rural.

Mr. Barresi said they didn't do a noise analysis but this would be an area where it would be warranted. You could build some sound walls in the area in the future to help mitigate the sound depending on the type and size of the facility.

Joel Field wanted to discuss the middle section. He bought about 50 acres in the northern green area. He bought the land because it was on the Outer Loop. He wants it to run through his property. He verbally donated land to the county and he's formalized that in writing. Director Shaheen asked Mr. Barresi if Mr. Fields' land was the only section of the green and purple routes where somebody expressed an interest in donating. Mr. Barresi said there are other sections on the green where he's spoken to another land owner who was willing to discuss it. But the Colmena Ranch, which has ten times as much land, prefers the southern route. Mr. Barresi said the Colmena Ranch owners have not expressed an interest in donating land. According to Mr. Barresi, 16.3 acres of Mr. Fields' property would be affected by the green route.

President Self said there aren't many homes in the middle section other than the Colmena Ranch.

Sandy Schmidt lives on CR 87. She said if this goes down that route, her house will be worthless because it will be right next to her house. There are four homeowners that will be on the other side of this freeway. These are million dollar houses that most of the homeowners had built to retire on. They thought when they bought the property that the technically preferred plan would have been the alignment or they would not have bought the property there. They built a house and have a mortgage. They will not be able to sell their property. She strongly hopes the Board will not pick that route and will stick with the previously chosen technically preferred route for that segment.

President Self said Kelly Montgomery turned in a blue card but chose not to speak. Her card says "orange and yellow routes would be approximately 100 yards from my front door. That would be horrible. Please choose the green route."

Patty Young also lives on CR 87 and she prefers the green route. She has 11 acres. She is sandwiched between the brown, orange and blue. The orange route separates the whole community. She's with other neighbors in the area that prefer the green route.

President Self asked for questions from the Board. Director Williams asked about willingness for dedication in the orange and brown alignments. Mr. Barresi said for the orange section there was a verbal or written willingness to donate 29 acres and the brown had 17 acres dedicated. President Self asked Mayor Lewis to return to the podium. He asked the Mayor to go over his reasoning. Mayor Lewis said when they brought the Carter Ranch subdivision in it was because the county engineering staff asked them to request 200 feet of right-of-way from them. To help the county secure that road, Celina did that. That was ten years ago at Mr. Delgado's request. If it doesn't go there, the Carter Ranch subdivision will be stuck with a 200-foot strip of land along almost the entire length of their property that is almost entirely worthless. In the meantime they have gotten more people to dedicate. They told landowners to come to the table and dedicate. Mayor Lewis said he understands people don't want this route near their house but it's a 500-foot swath of land. They have a significant piece of property at the corner of Preston Road and the new Outer Loop. Mayor Lewis said when the city is asked to do something and we do it and we make all our plans work around that intersection, then it's only fair. President Self asked about the 17 acres and discussion continued on the Carter Ranch and dedicated land.

President Self addressed Mayor Lewis. He stated the city says people understood it's been the brown route and you're saying they understood it's been the green route. Mayor Lewis said the former mayor is here and that's always been our understanding. He was told a few years ago at a meeting in Denton that there was a green route. Mr. Delgado said the premise of building roads is wherever you get right-of-way dedicated is usually where the road goes.

President Self read a blue card from Vyneta Ryan. She lives on CR 206. They own property that would be completely taken by the green route.

Following further discussion, Director Williams stated dedication is a critical aspect. Brown is the optimal way to go. Director Webb agreed with Director Williams since state funding will be non-existent. The more right-of-way we can get donated, the better off we'll be. Director Webb also agreed with Director Jaynes that the 500 feet of right-of-way could be on the north side and last for ten-plus years. President Self stated we owe the public a decision. He asked for a motion. Director Williams made a motion to approve brown with the understanding that they look at the ability to add orange back in. Mr. Barresi said it wouldn't be a terrible amount of effort to do that. Director Webb said by approving this, this starts the process so they can move forward with environmental. President Self said even after we select the alignment, we should be flexible for donations. Director Jaynes seconded the motion. (Time: 7:01 p.m.)

Motion by: Director Cheryl Williams
Second by: Director Joe Jaynes
Vote: 5 – 0 Passed

CCTRA RESOLUTION NO. 2011-3049-08-01

President Self moved to the center piece, which is the green and purple alignments, and asked for discussion. Director Webb said the Colmena Ranch is the big player in the whole thing, and they are leaning towards purple. If they are not willing to donate any right-of-way, he's leaning toward the route that is less cost to the county. The green route has land dedicated. Directors Jaynes and Williams agreed. President Self thought the purple route would get a lot of donations. Mr. Barresi said the owners of the Colmena Ranch have not said they would dedicate but haven't said they wouldn't. President Self wants to approve with a caveat. The Colmena Ranch owns everything from where purple route flattens out up to the eastern section to CR 204. Director Webb made a motion to approve the purple route with the caveat that the Colmena Ranch is given the opportunity to donate, but if the Colmena Ranch is unwilling to donate a good portion of the right-of-way, then we go back to green. President Self thought that was wise. Director Shaheen wanted it strongly emphasized that the green route has land donated. Director Williams seconded the motion. (Time: 7:05 p.m.)

Motion by: Director Duncan Webb
Second by: Director Cheryl Williams
Vote: 5 – 0 Passed

CCTRA RESOLUTION NO. 2011-3050-08-01

President Self moved to the east. The green route goes up near the Chambersville Tree Farm, the orange goes near the Chambersville Church and Cemetery and the yellow will take us south of the church by more than 600 feet. Mr. Barresi said he has spoken to another land owner who has expressed a willingness to dedicate roughly 62 acres for the green alignment. Director Jaynes said speaking as a representative of the City of McKinney, they would like to have it in their ETJ and he supports the yellow alignment. Director Shaheen seconded the motion. Director Williams preferred to go with the green because of the larger dedication.

Gary Graham, Transportation Engineering Manager for the City of McKinney, came forward. Director Williams asked Mr. Graham if he'd had any discussions with property owners about dedication. Mr. Graham said Trinity Falls MUD is the property owner that Mr. Barresi had mentioned. He knows there is interest on their part for that alignment to be there but no guarantees of dedication. Mr. Barresi showed court members where Trinity Falls is on the map.

President Self said he had a motion and second for the yellow route. Director Jaynes wanted to remind his friends in Chambersville that they're looking at 500 feet of right-of-way. Director Williams said a tree farm is a business that can be moved versus a church and a cemetery which is the heart of the community. (Time: 7:11 p.m.)

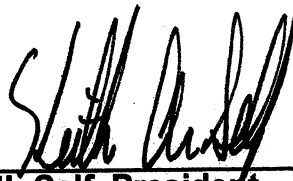
Motion by: Director Joe Jaynes
Second by: Director Matt Shaheen
Nay: Director Cheryl Williams
Vote: 4 – 1 Passed

CCTRA RESOLUTION NO. 2011-3051-08-01

President Self recessed the meeting at 7:11 p.m. The meeting was reconvened at 7:19 p.m. and adjourned.

EXECUTIVE SESSION

The Board did not recess into Executive Session.



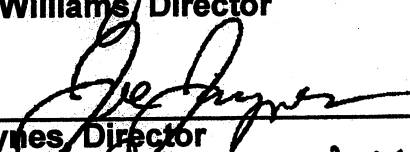
Keith Self, President



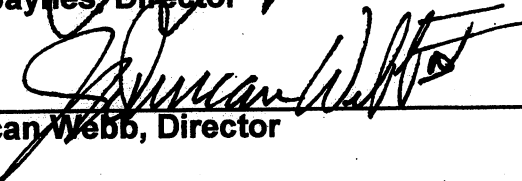
Matt Shaheen, Director



Cheryl Williams, Director



Joe Jaynes, Director



Duncan Webb, Director