

STATE OF TEXAS

COLLIN COUNTY TOLL ROAD AUTHORITY
MEETING MINUTES
AUGUST 6, 2012

COUNTY OF COLLIN

On Monday, August 6, 2012, 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
Director Matt Shaheen, Precinct 1
Director Joe Jaynes, Precinct 3
Director Duncan Webb, Precinct 4

Absent: Director Cheryl Williams, Precinct 2

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 any comments on the consent agenda. There being none, a motion was made to approve the consent agenda. (Time: 6:00 p.m.)

Motion by: Director Matt Shaheen
Second by: Director Joe Jaynes
Vote: 4 – 0 Passed

a. AI-35595 Disbursements for the period ending July 31, 2012, Auditor.

CCTRA RESOLUTION NO. 2012-3027-08-06

GENERAL DISCUSSION

3. **AI-35536 Public Hearing** – Alignment for the Proposed Technical Alignment of the Collin County Outer Loop, Segment 3 from SH 289 (Preston Road) to FM 2478 in Celina, Engineering.

Ruben Delgado, Engineering, came forward with an update on the alignment between SH 289 and FM 2478. Letters and comments received since the public hearing was announced were forwarded to the Board members. Every effort was made to contact all citizens who may be impacted by the alignment. Mr. Delgado then introduced William Barresi of CH2MHill for a technical overview of the alignments on which the Board had requested another alternative.

Mr. Barresi presented a power point presentation of the findings from previous public meetings. The last meeting was held on May 16, 2012 at Celina Junior High School. Fifty five people signed in and eight submitted comments.

This is the fourth meeting to date. An overview of previous alternatives was shown to the Board. Comments and concerns from the results of the previous meetings were used to develop a new brown alignment and an alternative which was a purple alignment. The new brown alignment affects two (2) less residences. Mr. Barresi noted that Collin College submitted a letter indicating their preference of the new brown alignment as it would have less of an impact on their land. A chart was shown comparing the previous brown alignment, the revised brown alignment and the purple alignment. Director Shaheen asked how many actual homes are in the right of way. Mr. Barresi replied one (1) in the new brown and three (3) in the purple.

A chart depicting how each alignment scored in several areas was shown next. The purple alignment is approximately \$2 million higher for construction costs. Most of the cost is due to bridge length and the residences that will be claimed as a result of the project. The purple scores higher for right of way acquisition due to the difference in what has been dedicated at the north end of Carter Ranch. The cost would be approximately \$25,000 to \$30,000 per acre. In comparing compatibility with other projects, purple received a negative score because of Collin College.

A fair amount of public input has been received with the brown alignment receiving the most negative; however, this was based off the previous alignment that went through several homes. The revised alignment does not go through as many. There are still some who prefer the purple alignment because of County Road (CR) 88 which has always been in the area. Those who bought their property on CR 88 knew that a road would be there. Reports that were written in 2005 and 2006 indicated that CR 88 was one of the first to be considered; however, the consideration was eliminated due to the number of houses along the route.

The Project will impact a few people, but it will be at least 20 years or more before a highway is seen running through the area. Putting in a two lane service road will probably not be a big impact, but it is not what the property owners were expecting. The brown alignment uses a vacant tract of land that runs between houses to the north and the south, but there is not a significant difference between the two alignments; they are only about 1,500 to 2,000 feet apart.

The purple alignment scored lower on the environmental impact due to a small lake which could be considered jurisdictional water of the United States. In that case, the County would be required to obtain a nationwide permit to remove the lake and then either mitigate the issue to replace the wetlands or pay into a mitigation bank. The cost could be as much as \$1 million; therefore, the purple scored less. President Self asked if this were a flood control dam. Mr. Barresi replied it was not.

Director Shaheen asked if the score for the stakeholder input would change if Collin College was taken out and only citizen input were considered. Mr. Barresi replied that they capture the citizen and public input; a stakeholder would be a city, college or utility. Public input is from the citizens. Director Shaheen questioned why it had two negatives. Mr. Barresi replied that out of eight comments received, six favored the purple alignment. President Self asked about the home that would be affected by the brown alignment. Mr. Barresi pointed to the home's location on the displayed map and said that it would be affected either way since it sits where the alignments meet unless the green is moved.

The next steps are to decide on an alignment, the completion of an environmental document by NCTCOG and the development of a schematic or final design of what the County decided upon should they choose to continue. Director Shaheen asked if homeowners were talked to since the brown alignment had been revised. Mr. Barresi replied that they generally do not go out and talk to specific landowners; they prefer to speak to everyone at the same time so everyone gets the same information. President Self asked for any additional comments from the Board. There were none.
(Time: 6:16 p.m.)

President Self opened the Public Hearing at 6:16 p.m. and asked for public comments. Each speaker was allowed three (3) minutes to voice their comments.

Eric Trumbauer came forward with questions regarding the environmental impact. The brown route will go through approximately 40 acres just above his property. He asked if Texas Parks and Wildlife had been contacted to walk the property. On his property and those around his, are crawfish and there are some species that are protected. Texas Parks and Wildlife is scheduled to come out to his property tomorrow to determine the species and see whether there would be any natural impact. There will also be an expert coming out to see if there is any ruminant prairie and a master naturalist will come out and walk the property to see if there will be other natural impacts of the brown route. Mr. Trumbauer also asked if there had been an archeological clearance from the Texas Historical Commission. Mr. Barresi responded saying that NCTCOG will be doing the actual environmental study. President Self commented that the study will be done once a decision is made on the alignment. Mr. Trumbauer asked if the study could be done first so that it could be part of the decision process. Commissioner Shaheen explained that typically the alignment is chosen first; once the alignment is established, that is where the study is conducted. Mr. Trumbauer said that just for the record, he is in favor of the purple route.

Ralph Belknap came forward and went to the map on display to show the Board where his land is located. Mr. Belknap is willing to donate right of way as long as the center line is on his property line. He is not willing to donate the land unless half of the chosen route is on his property. Director Jaynes asked how the route affects the property since both will cut into the property.

Mr. Belknap replied that the brown route makes the unusable corner smaller and the purple route makes it larger; he is against the purple route. Mr. Barresi commented that once an alignment is selected small changes are often made. Property lines are not exact, but they are typically accurate within 10 feet. They can go off 20 feet if it means not disturbing a property owner.

Cindy Ewing addressed the Board with her comments. Ms. Ewing's home would be taken if the purple route is chosen. She does not care what route is chosen; she just wants the Board to make a decision. Her property has been for sale for a while, but she cannot get it sold because buyers don't know where the road will be built. She urged the Board to make a decision so the community can move forward.

Donald McQuiston came forward next. Mr. McQuiston asked if there had been any indirect assessment of the effect on families and children for either route. Mr. Barresi replied that this is another subject to be taken up by NCTCOG when they perform their environmental study. Mr. McQuiston was concerned that cost is the only consideration and not family. Director Shaheen responded saying from the perspective of looking at property and home structure; they look at the impact to families. The County is trying to find the route that has the least impact on the least amount of properties and homes. Mr. McQuiston informed the Board that his home is also for sale and he lost a contract because the buyer did not know the future of the road. Mr. Barresi added that safety is paramount to anything an engineer does. Stop signs can be placed along the route and possible in front of Summerview Estates.

Scott Winsett came forward saying he and his family just bought 12 acres on CR 87. He found out about the road from his neighbors. While he is not in favor of any of the routes, if he had to choose it would be the pink or purple. Director Shaheen asked if the road would go through this house. Mr. Barresi replied that it would not and it does not encroach on the property.

Sandy Schmidt approached the Board with her comments. She has been fighting this as long as they have been having meetings. They bought their property in 2006 and at that time, the road was supposed to be well north of her property. Originally it was the technically preferred route and then it kept coming down until it is now right beside their property. They bought the house mainly as retirement; however, a person never knows when they may have to move. If the brown route is chosen, they will not be able to sell their house because no one wants to buy a house that will be right next to a freeway even if it is 10 years down the road. She is in favor of the purple route and does not see why the road cannot go down CR 88. The people who bought there knew the road was there and that it would be getting bigger. Director Jaynes asked how many feet for their southern part of the right of way. Mr. Barresi replied that it was 75 feet. Brief comments followed.

Stephen Newton, Carter Ranch Home Owner's Association, came forward to ask if there were two different scenarios for his community or would both the routes be the same either way.

Mr. Barresi replied that both will run across the north end of Carter Ranch. The purple route will run consistently across the property while the brown will capture the last western half. The northernmost 200 feet of the community was dedicated for the Outer Loop when the development was platted. If the brown route is chosen there will be six acres of what was dedicated that will not be used. If purple is chosen nearly all of the dedicated land will be used.

Patty Young approached the Board. Her property sits on the brown route and she has spoken against the project at every meeting; however, she does not think it makes a difference. She is against the new brown route because it goes even more through her property than the previous brown route. She wished that they would not go through the neighborhood and stated that she does not think it matters what the people say, it will not have an affect on the Board's vote. She wanted the Board to know that she is against the new brown route.

Director Jaynes questioned the need to still be looking at 500 feet of right of way since most of the project had been taken off the Regional Thoroughfare Plan. He does not see this road becoming more than a six lanes such as Parker Road. Mr. Barresi replied that would be at the discretion of the Board. The Director said he does not see this ever becoming a highway. Mr. Barresi responded saying US 75 to SH 121, 500 feet has already been acquired for the project. This particular piece of the Outer Loop is still on the 2035 Regional Thoroughfare Plan. A brief discussion regarding whether the road will eventually become a major highway followed. Mr. Barresi noted that the previous alignment did not touch Ms. Young's property; however, the new alignment now goes into the property by half an acre which avoids having to take two other homes.

Diane Baxter addressed the Board next. She and her husband reside at the corner of CR 88 and CR 87. She does not want any of their friends and neighbors to lose their homes, but since public comments are being taken, she and her husband are against purple as it is directly in front of their house.

There were no more public speakers. President Self asked for any closing comments from Mr. Barresi. There being none, President Self asked for discussion by the Board. Director Jaynes noted that this hearing reminded him of the one they held regarding Lake Lavon. Whether the people were for or against the project, they all wanted the same thing; a decision. He thinks the Board owes that to the citizens so they can move forward.

President Self asked Mike Forman to come forward on the behalf of the City of Celina. Mr. Forman, who is the City Manager, first thanked the Board for their efforts in developing the best alignment and listening to the citizens of Celina and Collin County.

Mr. Forman has been in contact with one of the developers in the area as well as the Mayor. Both support the brown alignment and think it is a great alternative to some of the other past routes. It addresses some of the concerns of the City as well as the College and neighbors in the area.

Director Shaheen commented that he wants to choose the route that has the least amount of impact on the citizens. When comparing the purple route and the new brown route, it is clear that the new brown route will impact fewer family structures and properties and still get the road in place. He is inclined to support the brown route.

Director Jaynes agreed with Director Shaheen and stressed that he does not see this becoming a major highway in our lifetime. For years it will resemble what we have at US 75 and SH 121 and years before that is even put down.

Director Webb supported the brown route the first time and still supports it now. He agrees with Directors Jaynes and Shaheen and does not see this being more than a two lane road in his lifetime.

Before a vote was taken, President Self thanked the citizens for being present and noted that these are some of the toughest decisions that the Board has to make.

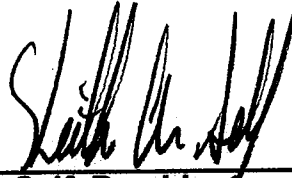
There being no further discussion by the Board, a motion was made to select the brown route for the alignment for the Outer Loop. (Time: 6:40 p.m.)

Motion by: Director Matt Shaheen
Second by: Director Joe Jaynes
Vote: 4 - 0

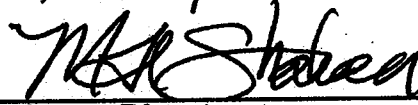
CCRTA RESOLUTION NO. 2012-3028-08-06

EXECUTIVE SESSION


The Board did not recess into Executive Session. There being no further business of the Board, President Self adjourned the meeting at 6:40 p.m.



Keith Self, President



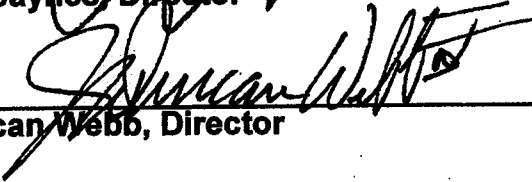
Matt Shaheen, Director



Cheryl Williams, Director



Joe Jaynes, Director



Duncan Webb, Director