

STATE OF TEXAS

COMMISSIONERS' COURT

COUNTY OF COLLIN

MEETING MINUTES

MARCH 26, 2018

On Monday, March 26, 2018, the Commissioners' Court of Collin County, Texas, 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:

Judge Keith Self

Commissioner Susan Fletcher, Precinct 1

Commissioner Cheryl Williams, Precinct 2

Commissioner John Thomas, Precinct 3

Commissioner Duncan Webb, Precinct 4

Commissioner Webb led the Invocation.

Judge Self led the Pledge of Allegiance.

Commissioner Fletcher led the Pledge of Allegiance to the Texas Flag.

1. Judge Self called to order the meeting of the Collin County Commissioners' Court at 1:30 p.m.

President Self called to order the meeting of the Collin County Health Care Foundation at 2:29 p.m. and adjourned the meeting at 2:29 p.m.

## FYI NOTIFICATION

1. AI-34688 Outstanding Agenda Items, Commissioners Court.

2. AI-44637 Budget amendment in the amount of \$2,500 to purchase ammunition for a two day rifle certification course for DA Investigators utilizing the District Attorney Federal Treasury Forfeiture Fund, District Attorney.

2. **Public Comments.**

3. **Presentation/Recognition:**

a. Service Pins, Human Resources.

Judge David Waddill, County Court at Law 7, and Chief Deputy Kelley Stone, Sheriff's Office, came forward to present Darryl Smith, Court Officer, with a 25-year pin for his dedicated service to Collin County. (Time: 1:31 p.m.)

**4. Consent agenda to approve:** Judge Self asked for comments on the consent agenda. Commissioner Fletcher pulled check number 472815 from item 4a for recusal. Commissioner Thomas pulled item 4f3. Hearing no other comments, a motion was made to approve the remainder of the consent agenda. (Time: 1:32 p.m.)

Motion by: Commissioner Duncan Webb  
Second by: Commissioner Susan Fletcher  
Vote: 5 – 0 Passed

**a. AI-44634** Disbursements for the period ending March 20, 2018, Auditor.

All disbursements with the exception of check number 472815 were approved with the consent agenda vote.

**COURT ORDER NO. 2018-264-03-26**

A motion was made to approve check number 472815. Commissioner Susan Fletcher did not participate in the vote. (Time: 1:33 p.m.)

Motion by: Commissioner Cheryl Williams  
Second by: Commissioner John Thomas  
Vote: 4 – 0 Passed  
Abstained: Commissioner Susan Fletcher

**COURT ORDER NO. 2018-265-03-26**

**b. AI-44635** Indigent Defense Disbursements, Auditor.

**COURT ORDER NO. 2018-266-03-26**

**c. Award(s):**

**1. AI-44601** Software Subscription, Proofpoint – Email Spam/Virus Protection (Contract No. 2018-184) to SHI Government Solutions, Inc., Information Technology.

**COURT ORDER NO. 2018-267-03-26**

**2. AI-44633** Kitchen Equipment for Collin County Jail (IFB No. 2018-102) to various vendors as detailed in the attached documentation and budget amendment in the amount of \$350 for same, Purchasing.

**COURT ORDER NO. 2018-268-03-26**

**d. Agreement(s):**

**1. AI-44586** Master Interlocal Purchasing Agreement with the North Central Texas Council of Governments to participate in the North Texas SHARE cooperative program, Purchasing.

**COURT ORDER NO. 2018-269-03-26**

**e. Receive and File, Auditor:**

1. **AI-44640** Monthly Financial Reports for October 2017.

**COURT ORDER NO. 2018-270-03-26**

**f. Miscellaneous**

1. **AI-44661** Acknowledgment of the issuance of the Arlington Higher Education Finance Corporation Education Revenue Bonds (Manara Academy Inc.) Series 2018A and Taxable Education Revenue Bonds (Manara Academy Inc.) Series 2018B, Administrative Services.

**COURT ORDER NO. 2018-271-03-26**

2. **AI-44647** Participation in the Health and Human Services Commission Medicaid 1115 Demonstration Waiver Program, Administrative Services.

**COURT ORDER NO. 2018-272-03-26**

3. **AI-44508** Deny approval of the Final Plat for Pelican Bay Phase I, Engineering.

Commissioner Thomas asked Engineering to explain why the final plat is being denied. Tracy Homfeld, Engineering, said the final plat does not meet the subdivision regulations for drainage requirements. Engineering has been working on and off with the developer, but it is to the point where it is butting up with the statutory requirement for a response. The developer is supposed to respond this week so the item will be back for the Court's consideration and approval in the next few weeks. A motion was made to deny the final plat for Pelican Bay Phase I. (Time: 1:34 p.m.)

Motion by: Commissioner Cheryl Williams

Second by: Commissioner John Thomas

Vote: 5 – 0 Passed

**COURT ORDER NO. 2018-273-03-26**

4. **AI-44644** Storm Water Management Program Report for 2017 and applicable Notice of Change, Engineering.

**COURT ORDER NO. 2018-274-03-26**

5. **AI-44642** Acceptance of the National Intergovernmental Purchasing Alliance Company/Grainger rebate check in the amount of \$145.33 to be deposited in the Going the Extra Mile Employee Incentive Program and budget amendment for same, Purchasing.

**COURT ORDER NO. 2018-275-03-26**

6. **AI-44658** Personnel Appointments, Human Resources.

**COURT ORDER NO. 2018-276-03-26**

7. **AI-44632** Personnel Changes, Human Resources.

**COURT ORDER NO. 2018-277-03-26**

**GENERAL DISCUSSION**

5. **AI-38983** North Central Texas Council of Governments (NCTCOG) Executive Board monthly update, County Judge.

Judge Self updated the Court on the last NCTCOG (North Central Texas Council of Governments) Executive Board meeting. TDCs (Transportation Development Credit) continue to be a major part of transportation. The NCTCOG approved TDCs for a congestion management planning and operations video and analytics evaluating loss capacity due to technology related behaviors. The TDCs were matched with STGB (Surface Transportation Block Grant Program) funds. STGB funds were also matched with TDCs on regional freight planning. Judge Self said an email was received that ties the TDCs to the MTP (Metropolitan Transportation Plan) Policy Bundle application so he asked Clarence Daugherty, Engineering, to explain how to get TDCs.

Mr. Daugherty said the TDCs are a mechanism which started being used several years ago to provide a nonmonetary match for federal projects. The major thing it has evolved into is receiving TDCs by participating in a policy bundle program NCTCOG developed. There is a list of policies local governments can adopt toward improving the environment. NCTCOG has used TDCs as an incentive for local governments to adopt such policies. Those policies do not apply well to counties; therefore, Mr. Daugherty does not see how the County can comply with them. Cities, which have more ordinance adopting authority, have the ability to adopt regulatory type policies. Six cities in Collin County applied and were awarded TDCs by showing evidence of adopting 50% of the policy list. TDCs are assigned according to population. Mr. Daugherty will look further into whether there is any way for the County to get TDCs.

Commissioner Webb reminded the Court that TDCs are only a match and must have federal funds to match it with, otherwise the TDCs do no good. Mr. Daugherty said an interesting fact is a large portion of TxDOT's (Texas Department of Transportation) funding is federal. Almost any project seen around the area has federal funds in it. Judge Self agreed and said wherever federal dollars are being spent, the County should try to get a match of TDCs. Commissioner Webb said the funds are there even without the policy bundle and believes if the County had a major project ready and eligible for federal funding it could get TDCs. He said the region was allocated 300-400 million TDCs and has 200 million remaining. TDCs are generated as a result of actions to enhance mobility such as private/public partnership toll roads and managed lanes which the region has. The RTC (Regional Transportation Council) was expecting another round of allocation of TDCs, but there hasn't been another and there is concern whether or not the RTC will get more.

Judge Self said Sandy Wesch, former project engineer with NCTCOG, has been very important in the environmental work on many of the County's highways including the Outer Loop. She has retired and is now a consultant with limited hours. He suggested asking for her assistance when the County needs her.

Lastly, Judge Self said Michael Morris, Director of Transportation, NCTCOG, gave a presentation on the three bundles of transportation funding: the revolver fund, the RTC funds, and the local funds. This left some confusion with the Board because it is unclear if local funds are the RTC excess funds. Judge Self will share more information with the Court when it is available. (Time: 1:43 p.m.)

**NO ACTION TAKEN**

**6. AI-44687 Collin County Transit Plan Presentation by DART, County Judge.**

Judge Self invited DART (Dallas Area Rapid Transit) to give a presentation on the Collin County Transit Plan to open the transit discussion which will be a long and complex discussion the Court will be involved in for many months and years to come.

Gary Thomas, President/Executive Director, DART, came forward to give the presentation. Public transit is about getting people to places and giving them the choice on how to get there as opposed to using their car. Currently the DART service area is 700 square miles, in 13 cities, and serves approximately 2.4 million people out of the 7 million people in the North Texas region. DART is represented by a 15-member board based on the population of the cities inside the service area.

DART is committed to ensuring the region grows and thrives, partnering to develop viable mobility solutions, investing in the region's economic prosperity and creating innovative transit options to provide a connected future for Collin County and North Texas.

Ensuring the region grows and thrives: Collin County is expected to see the population double, reaching more than 2 million people. The population of North Texas is estimated to increase by 36% by 2040. Currently there are 1.78 million jobs in the DART service area and approximately 95% of the jobs and people are within a half-mile walking distance of DART Bus and Rail facilities. DART provides a range of transportation services which give residents the choice to park their cars. DART also provides mobility for those who cannot afford a car. These services will support Collin County's influx of new residents and the commercial growth that accompanies it.

Partnering to develop viable mobility solutions: DART will continue to work with Collin County cities, the public, the stakeholders and the employers to learn more about the specific transit service needs in Collin County. Employers in the County have increasing difficulty in finding and keeping skilled employees due to transportation. DART brings a network of tools to solve the mobility challenges now and in the future.

Investing in the region's economic prosperity: DART is invested in the entire region's economic prosperity. Economic development within a half-mile of DART stations result in private investment of three and a half to four times that of the original investment in transit. The core business of DART is to move people safely, efficiently and effectively, but there is a distinct development opportunity in looking at the stations. For example, downtown Plano has blossomed and expanded as a result of the DART station.

Creating innovative transit options to provide a connected future for Collin County and North Texas: DART's mobility solutions include dynamic carpooling; subsidized taxis; complete trip planning – first and last mile service with TNCs (Transportation Network Company); mobility on demand services; use of DART-owned corridors and connections to DART's multi-modal assets; and future use of autonomous vehicles. An example of the subsidized taxis is the Collin County Rides which is a transportation program offered in Allen, Fairview and Wylie for any resident who is age 65 or over or has a certified disability. DCTA (Denton County Transportation Authority) provides a similar service for McKinney and Frisco. An example of the mobility on demand/on call services began in October 2017 moving people to and from Toyota headquarters to the Legacy/Legacy West area during lunchtime. This was a free service Toyota underwrote initially for the three hour period. This service averages approximately 60-70 passengers on weekdays and jumps above 100 passengers on Fridays. The service has been expanded to the entire Legacy area. Today a Toyota employee used the on call service to get to work this morning and will use it again to get home this afternoon. DART is funding to some degree the expanded service along with Toyota and the federal government. Users do pay a fare for the expanded service.

The value to Collin County of studying mobility options are: the connection to employment, education, culture and other services; the alternatives to more cars on the road; the increased access to larger North Texas areas; and the participation in moving the entire region forward.

In looking at Collin County's profile, the mobility challenges include: 63% of working Collin County residents work outside of the County and 58% of the available jobs within Collin County are held by people living outside of the County. There is a lot of movement in and out of the County every day. The unemployment rate is very low, which is something to be proud of, but that means it is harder for employers to find employees to work at their facilities. Transportation becomes a huge part of the challenge.

Collin County Transit Plan keys to success include: review previous and current transportation plans for Collin County; continue coordinating with NCTCOG; plan for stakeholder, staff and public involvement; the review of existing, planned and future conditions; data collection including field checks; prepare transit market analysis; develop Collin County transit concepts; develop service delivery options; prepare cost and revenue estimates and financial plan; and develop final report communication plan.

The anticipated timeline for the transportation study has several milestones in 2018. In April DART would finalize commitments for funding and would identify the executive committee by July. The stakeholder committee would be identified in September and in October DART would initiate the technical study and community outreach efforts. For 2019, the technical planning work would be complete in August. In September DART would begin consensus for the building process and community education for the public, stakeholders and officials. In December the final Collin County Transit Plan would be complete. This is a conservative plan, but DART believes it is doable.

It is estimated the total study cost will be \$400,000. DART is prepared to contribute \$300,000 through its partnership with Toyota. The remaining \$100,000 could be split as follows: Allen, Frisco and McKinney - \$20,000 each; and Collin County on behalf of smaller cities and unincorporated areas - \$40,000. Those numbers are purely an assumption as there are no commitments at this time. DART has had conversations with NCTCOG and they have indicated there is some opportunity for funding.

Commissioner Thomas said autonomous vehicles will be a viable option in the near future due to flexibility and competitive costs, but there will still be a place for light rail and buses. Any transportation planning needs to take into consideration the new technology and how it will replace some of the needs. Mr. Thomas agreed and said the amount of effort from a research and development perspective going into autonomous vehicles is way beyond what we are hearing about every day. The speed at which this technology is advancing in places around the country is mindboggling. He said from a DART planning prospective they need to be thinking how autonomous vehicles will interrelate and interact with the buses and trains. It's possible the buses and trains could be autonomous.

Commissioner Webb thanked Mr. Thomas for the presentation and said it is right on in terms of transportation planning. He was concerned with DART leading the study because there could be pushback from the cities who do not use DART. This would be the same if DCTA was leading the study. He wants the study to be looked at as neutral. The six major cities in Collin County have passed resolutions supporting a strategic plan for transit in Collin County which is the study NCTCOG is doing. The Commissioner's other concern is there will competing studies with that of NCTCOG and DART which could confuse the six major cities on where transportation is moving. This is a very important piece for long-term planning for the mobility of the County. He said the citizens do not care who the providers are; their concern is getting from point A to point B. The recommendation could be that neither transit system be brought to Collin County. Driverless vehicles are a game changer and need to be a part of the strategic plan to determine what is in the best interest of the County and its residents.

Mr. Thomas understood and appreciated the Commissioner's concerns. He said DART is sensitive to that and has come up with thoughts and ideas to alleviate the concerns and fears. DART will develop an executive committee that is inclusive to make sure there is a well-balanced perspective. DART understands there could be different service providers for the different service options once they're developed.

DART has communicated with NCTCOG to make sure there is coordination to lay out the concerns and fears of being at odds with different studies. Based on the conversation with NCTCOG, Mr. Thomas believes any study NCTCOG undertakes would include the transit agencies as part of the study. He believes this is what the region would anticipate in order to solve the transit issue for the good of the people and not for one particular group.

Commissioner Williams is an advocate of having a unified study because it is critical to have in place. Every time the County goes out to build a new road, the question is asked: Why isn't transit being looked at instead of a new road? There are corridor assets throughout the County which could be used in the future to alleviate issues. It is valuable to look at those to see how they would play into transit to improve mobility overall.

Commissioner Thomas said there are a lot of examples across the country of counties going through the same situation. For example, the Commissioner spoke with a County Commissioner from King County, Washington, which is about the same size as Collin County with 2.4 million people. They are constantly trying to figure out what to do to improve mobility and mass transit is one of their focuses. He said it would be good to speak with those people to gain input. Mr. Thomas agreed and said DART is in good communication with the transit agencies in and around King County as well as other cities and counties to ensure DART is incorporating best practices.

Commissioner Williams said Commissioner Webb is correct in his concern of DART leading the study and was correct in indicating when people want to use transit they don't care who the provider is. At some point in time the County will have to get past the parochial nature of transit being agency specific. There has to be a way to mesh services for people to get from one end of the County to the other without having to worry how they will interface with each agency.

Commissioner Fletcher said there have been good comments on this discussion and believes there shouldn't be competing studies or a study led by someone who is directly benefiting from the study which would make it harder for the Court to use as real data when looking at future planning. She is concerned with the amount of public dollars which go into mass transit. She would like to look at a system that is sustainable with maintenance and operations paid for by the users and the companies benefiting from them. In looking at the funding proposal, Commissioner Fletcher urged DART to look again at the funding breakdown of the three large cities and the County. The County's portion is double that of the cities who all have a tax rate of two and a half times that of the County. The County's unincorporated area only has 40,000 – 50,000 residents.

Judge Self said this has been a good discussion and thanked Mr. Thomas for presenting the briefing. He also agreed there should be a consolidated study. He also mentioned NCTCOG is a recipient of FTA (Federal Transit Administration) funding.



The Judge said there was a note on the funding proposal that the Toyota funding would only be available for the study if DART is the lead agency. He asked if the funding would be available if DART were a major part of the NCTCOG study. Mr. Thomas said that would be up to the board of directors and Toyota, but is something to be explored. That funding was a grant made by Toyota to DART for transportation and transit services. Judge Self said DART has the major service area in Collin County which is a major consideration for whatever study is done. He asked Mr. Thomas to go back and see if a consolidated long-term buildout study can be designed given DART's equities and the NCTCOG equities. Funding is a major issue as is public input. Public input needs to be done early and often.

Commissioner Webb said he believes NCTCOG can take care of most of the funding with a combined study. He does not want to spend Toyota and taxpayer monies on competing studies. Mr. Thomas will reach out to NCTCOG and DCTA to narrow down the funding and scope to bring a more specific and refined proposal to the Court. (Time: 2:29 p.m.)

**NO ACTION TAKEN**

7. Possible future agenda items by Commissioners Court without discussion.

**EXECUTIVE SESSION**

The Court did not recess into Executive Session. There being no further business of the Court, Judge Self adjourned the meeting at 2:29 p.m.



Keith Self, County Judge

Susan Fletcher, Commissioner, Pct. 1

Cheryl Williams, Commissioner, Pct. 2

John B. Thomas, Commissioner, Pct. 3

Duncan Webb, Commissioner, Pct. 4

ATTEST:

Stacey Kemp, Ex-Officio Clerk  
Commissioners Court  
Collin County, T E X A S