

RESOLUTION NO. 2022-04-____ (R)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, PROVIDING SUPPORT AND OPPOSITION OF VARIOUS US HIGHWAY 380 CONTROLLED ACCESS FREEWAY ALIGNMENT ALTERNATIVES BETWEEN COIT ROAD AND FM 1827 RELATED TO THE TEXAS DEPARTMENT OF TRANSPORTATION US 380 COLLIN COUNTY FEASIBILITY STUDY AND ASSOCIATED ENVIRONMENTAL IMPACT STATEMENT

WHEREAS, the Texas Department of Transportation completed the US 380 Collin County Feasibility Study in 2020 in order to analyze potential roadway alternatives for US 380 through Collin County, Texas to support projected long term growth and mobility within the county and the region; and

WHEREAS, through the efforts of the feasibility study, the Texas Department of Transportation provided a recommended freeway alignment between Coit Road and FM 1827 which identified a "bypass" freeway alignment generally north of existing US 380; and

WHEREAS, the City Council of the City of McKinney, Texas approved a resolution in October 2019 (Resolution No. 2019-10-128R) which supported the goals of the US 380 Collin County Feasibility Study while opposing any alternative that converts the existing US 380 into a limited access roadway and providing guiding principles for alternatives which provide "bypass" alignments from existing US 380; and

WHEREAS, following the completion of the US 380 Collin County Feasibility Study in March 2020, the Texas Department of Transportation initiated the environmental impact statement (EIS) phase of the project between Coit Road and FM 1827 in order to further evaluate the impacts of various freeway alignment alternatives considered during the feasibility study based on additional environmental factors and more thorough technical design/analysis and field data; and

WHEREAS, the environmental impact study (EIS) phase between Coit Road and FM 1827 by the Texas Department of Transportation is anticipated to be completed in Spring 2023 and will provide a preferred alignment alternative at a public hearing expected to occur in early 2023; and

WHEREAS, since the initiation of the environmental study (EIS) phase, the Texas Department of Transportation has developed detailed schematic designs for four Build Alternatives including the Purple Build Alternative (Alignment Segments A, E, and D), the Blue Build Alternative (Alignment Segments A, E, and C), the Brown Build Alternative (Alignment Segments B, E, and C), and the Gold Build Alternative (Alignment Segments B, E, and D); and

WHEREAS, the City Council of the City of McKinney, Texas approved a resolution in October 2020 (Resolution No. 2020-10-147R) which provided support of a US 380 freeway alignment generally between Future Ridge Road and Community Avenue ("Segment E", shown in all considered Build Alternatives) along with guiding principles; and

WHEREAS, the City Council of the City of McKinney, Texas approved a resolution in December 2020 (Resolution No. 2020-12-192R) which provided support of Segment B as providing a higher value over Segment A in managing congestion and improving east-west mobility; and

WHEREAS, the Texas Department of Transportation hosted a public meeting for the environmental impact statement (EIS) phase of the project from Coit Road to FM 1827 on March 22, 2022 which included detailed design schematics for the four Build Alternatives and a Segment Analysis Matrix for Alternative Segments A, B, C, D, E, and No-Build Alternative; and

WHEREAS, the Segment Analysis Matrix provided by the Texas Department of Transportation on March 22, 2022 includes an evaluation of Purpose and Need, Engineering, Displacements and Right-of-Way Requirements, Land Use and Development Impacts, Environment and Natural Resources, Community Impacts and Cultural Resources, Air Quality and Traffic Noise, Induced Growth Cumulative Effects, Cost, and Stakeholder, Agency, and Public Input; and

WHEREAS, based on the Segment Analysis Matrix related to Purpose and Need, the Texas Department of Transportation has determined that all Build Alternatives meet criteria for managing regional congestion and improving safety; and

WHEREAS, based on the Segment Analysis Matrix for Engineering, the Texas Department of Transportation has determined that Segment B provides a freeway route approximately 18% shorter than Segment A, requires one less interchange than Segment A, and requires approximately \$36 million less than Segment A for relocation of major water utilities; and

WHEREAS, based on the Segment Analysis Matrix for Engineering, the Texas Department of Transportation has determined that Segment C requires approximately half the total bridge length of Segment D and requires approximately \$52 million less than Segment D for relocation of major water and wastewater utilities; and

WHEREAS, based on the Segment Analysis Matrix for Displacements and Right-of-Way Requirements, the Texas Department of Transportation has determined that Segment B requires approximately 73% fewer combined business and residential displacements than Segment A and requires approximately \$41 million less than Segment A for estimated right-of-way cost; and

WHEREAS, the Texas Department of Transportation has determined that Segment B would avoid direct impacts to ManeGait, and that based on research of similar therapeutic horsemanship facilities could continue to function effectively in a variety of physical and environmental settings; and

WHEREAS, based on the Segment Analysis Matrix for Displacements and Right-of-Way Requirements, the Texas Department of Transportation has determined that Segment C requires fewer combined business and residential displacements than Segment D and estimated right-of-way costs for both Segments C and D are comparable; and

WHEREAS, based on the Segment Analysis Matrix for Land Use and Development Impacts, the Texas Department of Transportation has determined that both Segments A and B will have comparable future development impacts; and

WHEREAS, based on the Segment Analysis Matrix for Environmental and Natural Resources, the Texas Department of Transportation has determined that Segment B impacts approximately 61% fewer jurisdictional wetlands than Segment A, impacts approximately 2,800 linear feet less than Segment A of rivers/streams, impacts less total acres of forest/prairies/grasslands than Segment A, impacts 5 less acres of regulatory floodways than Segment A, and impacts no potentially hazardous materials sites compared to 11 identified sites in Segment A; and

WHEREAS, based on the Segment Analysis Matrix for Environmental and Natural Resources, the Texas Department of Transportation has determined that Segment C impacts approximately 50% fewer jurisdictional wetlands than Segment D and impacts 49 less acres of regulatory floodways than Segment D; and

WHEREAS, based on the Segment Analysis Matrix for Community Impacts and Cultural Resources, the Texas Department of Transportation has determined that Segments A, B, C, D, and E do not directly impact any community facilities

including parks, places of worship, community centers, or other neighborhood services and facilities; and

WHEREAS, based on the Segment Analysis Matrix for Air Quality and Traffic Noise, the Texas Department of Transportation has determined that regardless of Segment, Mobile Source Air Toxics are expected to decline significantly in the future due to federal regulations on vehicles, fuels, fleet turnover, and the increased use of electric vehicles; and

WHEREAS, based on the Segment Analysis Matrix for Cost, the Texas Department of Transportation has determined that Segment B would cost approximately 14% less than Segment A including right-of-way costs, utility relocations costs, design costs, and construction costs; and

WHEREAS, based on the Segment Analysis Matrix for Cost, the Texas Department of Transportation has determined that Segment C would cost approximately 18% less than Segment D including right-of-way costs, utility relocations costs, design costs, and construction costs; and

WHEREAS, the Texas Department of Transportation has provided an objective environmental impact statement (EIS) segment analysis methodology and level of detail for analyzing alignment alternatives which allows a direct comparison of Segment Alternatives; and

WHEREAS, based on the data provided by the Texas Department of Transportation at the March 22, 2022 public meeting for the US 380 (Coit Road to FM 1827) environmental impact statement (EIS) public meeting, it has been determined that in comparing Segments A and B, Segment B accomplishes the Purpose and Need with less centerline miles of freeway, less overall impacts to existing development, similar overall impacts to planned development, less overall impacts to environmental features, and at a lower overall estimated project cost; and

WHEREAS, based on the data provided by the Texas Department of Transportation at the March 22, 2022 public meeting for the US 380 (Coit Road to FM 1827) environmental impact statement (EIS) public meeting, it has been determined that in comparing Segments C and D, Segment C accomplishes the Purpose and Need with less overall impacts to environmental features and at a lower overall estimated project cost; and

WHEREAS, Segment C provides the most direct interchange and connection to the planned Spur 399 Extension Orange Alternative which has been previously supported as being less disruptive to existing development and best supporting both regional mobility and long-term economic development by the City of McKinney, Texas City Council (Resolution No. 2019-10-128R) and through a letter from the City of McKinney, Texas to the Texas Department of Transportation dated November 3, 2021; and

WHEREAS, the City of McKinney, Texas encourages the Texas Department of Transportation to place a high emphasis during the remainder of the US 380 environmental impact statement (EIS) study phase from Coit Road to FM 1827 on fair and objective evaluations of freeway alignment segment alternatives through neighboring jurisdictions which seek to reduce disruptions on existing development while shortening and improving the overall corridor route serving long-term regional mobility needs.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, THAT:

Section 1. The City Council of the City of McKinney, Texas, hereby acknowledges and supports the alignment and footprint for a US 380 limited-access freeway generally between Coit Road and (Future) Ridge Road, depicted as "Segment B" on "Exhibit A-1".

- Section 2. The City Council of the City of McKinney, Texas, hereby acknowledges and opposes the alignment and footprint for a US 380 limited-access freeway generally between Coit Road and (Future) Ridge Road, depicted as "Segment A" on "Exhibit A-1".
- Section 3. The City Council of the City of McKinney, Texas, hereby acknowledges and supports the alignment and footprint for a US 380 limited-access freeway generally between State Highway 5 and FM 1827, depicted as "Segment C" on "Exhibit A-1".
- Section 4. The City Council of the City of McKinney, Texas, hereby acknowledges and opposes the alignment and footprint for a US 380 limited-access freeway generally between State Highway 5 and FM 1827, depicted as "Segment D" on "Exhibit A-1".
- Section 5. The City Council of the City of McKinney, Texas, hereby acknowledges and supports the overall build alternative for a US 380 limited-access freeway between Coit Road and FM 1827 depicted as the "Brown Build Alternative" on "Exhibit A-4".
- Section 6. The City Council of the City of McKinney, Texas, hereby acknowledges and opposes the overall build alternatives for a US 380 limited-access freeway between Coit Road and FM 1827 depicted as the "Purple Build Alternative" on "Exhibit A-2", the "Blue Build Alternative" on "Exhibit A-3", and the "Gold Build Alternative" on "Exhibit A-5".
- Section 7. This Resolution shall take effect immediately from and after the date of passage and is so resolved.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF MCKINNEY, TEXAS, ON THE 5TH DAY OF APRIL, 2022.

CITY OF MCKINNEY, TEXAS:

GEORGE C. FULLER
Mayor

ATTEST:

EMPRESS DRANE
City Secretary
JOSHUA STEVENSON
Assitattn City Secretary

APPROVED AS TO FORM:

MARK S. HOUSER
City Attorney