



GRAYSON COUNTY REGIONAL MOBILITY AUTHORITY

4700 Airport Drive - Denison, Texas 75020
Tel. 903.786.3566 - Fax 903.786.9185 - www.gcrma.com

October 3, 2014

AGENDA

The Agenda for the Grayson County Regional Mobility Authority Board Meeting scheduled for 10:00a.m., Thursday, October 9, 2014, in the Greater Texoma Utility Authority conference room, 5100 Airport Drive, Denison, Texas 75020 is as follows:

1. Call To Order. * ** ***
2. Consideration of approval of Minutes of September 18, 2014, Board Meeting.
3. Consideration of approval of request by XTO Energy to install 1,831.36' of pipeline across airport property.
4. Consideration of approval of the Final Grayson County Thoroughfare Plan as presented by the University of Texas at Arlington, Institute of Urban Studies,
5. Director's Update to include discussion of Monthly Reports, Facility Upgrades and GCRMA and Airport Events/News
6. Recess for Executive Session pursuant to Chapter 551, Subchapter D, Texas Government Code: Pursuant to Texas Government Code, Sections 551.087 the Board of Directors may adjourn into closed Executive Session to discuss:
 - A. Deliberation Regarding Economic Development Matters – pursuant to Section 551.087, the Board of Directors may deliberate regarding commercial or financial information received from a business prospect with which the authority is conducting economic development negotiations and to discuss the offer of financial or other incentives to a business prospect.
7. Reconvene Regular Session; Action on Executive Session Items:
8. Public Comments.
9. Adjourn.

PUBLIC COMMENT PERIOD – At the conclusion of all other agenda items, the Grayson County Regional Mobility Authority Board (GCRMA) will allow for a public comment, not to exceed fifteen minutes, to receive public comment on any other matter that is under the jurisdiction of the RMA. No action will be taken. Each speaker will be allowed a maximum of three minutes. Speakers must be signed up prior to the beginning of the public comment period. If you plan to attend this Meeting, and you have a disability that requires special arrangements, please contact the Administration Office at 903-786-2904 within 24 hours of the Meeting and reasonable accommodations will be made to assist you.

* Members of Commissioners Court may be attending this meeting.

** The Board may vote and/or act upon each of the items listed in this Agenda.

*** The Board reserves the right to retire into Executive Session concerning any of the items listed on this Agenda whenever it is considered necessary and legally justified under the Open Meetings Act.



NORTH TEXAS REGIONAL AIRPORT

www.northtexasregionalairport.com

RMA BOARD AGENDA

ITEM NUMBER: Two
MEETING DATE 10-09-14

ITEM TITLE: Consideration of approval of Minutes of September 18, 2014, Board Meeting

SUBMITTED BY: Terry Morrow, Administrative Assistant

DATE SUBMITTED: October 3, 2014

SUMMARY:

Minutes of the September 18, 2014, RMA Board of Directors Meetings as transcribed from recorded tape.

ATTACHMENTS (LIST)

Minutes

ALTERNATIVES/RECOMMENDATIONS:

Approve minutes with changes, if any

GRAYSON COUNTY REGIONAL MOBILITY AUTHORITY
BOARD OF DIRECTORS MEETING
SEPTEMBER 18, 2014

MEMBER'S PRESENT:

Bill Hubbard, Chairman
Bill Benton
Jeff Christie
Randy Hensarling
Bill Rasor

MEMBER'S ABSENT:

OTHER'S PRESENT:

Mike Shahan, Director
Bill Retz, NTRA Marketing Director
Michael Hutchins, Herald Democrat
Terry Vogel, Lake Texoma Jet Center
Jeff Whitmire, Commissioner, Pct. #4

Larry Reichhart, Walton Development
Jerry Day, Perrin AFB Historical Museum
Phyllis James, Commissioner, Pct. #3
Rick Mask, Lake Texoma Jet Center

1.
Call to Order.

Bill Hubbard, Chairman, called the meeting to order at 10:00 a.m. and welcomed everyone to the meeting.

2.
Consideration of approval of the August 14, 2014, Board Meeting.

Mr. Hubbard asked the Board if there were any changes or revisions to be made to the minutes. Mr. Benton made the motion to approve the minutes as typed. Mr. Christie seconded the motion. All members voted aye.

3.
Consideration of approval to enter into an agreement with TxDOT Aviation for the 2015 Routine Airport Maintenance Program (RAMP).

Mr. Shahan advised the Board that this was the same grant that had used since 1999. He stated that it would be used for AWOS maintenance, interior repairs to hangar bays in Hangar 5513, fencing for the west side hangar, and slabs for the post of the existing security gates. Mr. Christie made the motion to approve entering into an agreement with TxDOT Aviation for the 2015 Routine Airport Maintenance Program (RAMP) grant. Mr. Rasor seconded the motion. All members voted aye.

4.
Consideration of approval of request by XTO Energy to install 1,831.36' of pipeline across airport property.

Mr. Shahan stated that this item was brought before the Board at the July meeting and that changes had been made at the Board's request. He stated that XTO Energy has provided a survey and an appraisal on the easement had been done by TxDOT Aviation. Mr. Shahan stated that Mr. Munson had reviewed this and stated that the Release should not be signed. He stated that Aaron Ford with TxDOT Aviation had determined the easement value to be \$1,465.09 and he felt that the \$5,549.58 that XTO Energy was offering was a fair deal. Mr. Shahan stated that the Board had been given a new resolution that approved the Letter of Agreement and the Pipeline Agreement. Mr. Benton asked if this was just a

formality for the Board to approve or if XTO Energy had the authority to run the pipeline without Board approval. Mr. Shahan stated that he thought that XTO Energy had the authority to run it without Board approval but he was not sure. After further discussion, Mr. Benton made the motion to table this item until it could be determined if XTO Energy had the authority to run the line without Board approval. Mr. Hensarling seconded the motion. All members voted aye to table this item.

5.

Consideration of approval of a Nonpublic Aircraft Fuel Dispensing Permit with U.S. Aviation Group, LLC.

Mr. Shahan stated that U.S. Aviation Group was requesting a Nonpublic Aircraft Fuel Dispensing Permit as outlined in the Minimum Standards. Mr. Shahan stated that they would only be able to fuel aircraft that they own or operate and that they could not sell fuel to the public. He stated that they plan to install a 12,000 gallon double walled Flameshield horizontal tank that would be placed southeast of their hangar in a location that was the previous FBO fuel farm location. He stated that it appears to meet the requirements of NFPA 30A. Mr. Shahan stated that the Policy Committee recommended approval of this permit. Mr. Hensarling stated that there had been discussion of a common fuel farm for all of the airport. He stated that a location had been identified and that at some point U.S. Aviation and Lake Texoma Jet Center could be asked to move their fuel farms to that location. Mr. Benton asked if anyone could request having a nonpublic fuel dispensing farm on their property and does that mean we would have twenty of them. Mr. Shahan stated that theoretically they could as long as they met the Minimum Standards, which is a 12,000 gallon tank per type of fuel used. He stated that is the reason a central fuel farm was discussed. He further stated that the individual pilot has the right to bring his own fuel and fuel their own airplane. He stated that everyone is supposed to pay a fuel flowage fee although it is near impossible to enforce with individual pilots. Mr. Benton asked if each person/company wishing to fuel would lease property in the centralized area and would go to that area to get fuel. Mr. Shahan stated that was correct. Mr. Benton asked if that was how it was done at most airports. Mr. Shahan stated that it was. Mr. Benton asked why today was not the right time to begin the centralized fuel farm. Mr. Shahan stated that the location is not close to being ready to become a fuel farm. He stated that are currently no fencing or lights and it needs to be determined if the concrete slab is able to hold the fuel tanks. Mr. Benton asked about the appearance of meeting NFPA 30A and Mr. Shahan stated that it appears to meet it but that it needs to be determined if it is a protected tank. Mr. Benton asked if we would have the right to request the tank be moved if the airport began a centralized fuel farm. Mr. Shahan stated that is in the contract that it would be moved at the expense of the airport. Mr. Benton asked why it would be at the airport's expense. Mr. Shahan stated that this would keep it consistent with the wording in the FBO permit. After further discussion, Mr. Christie made the motion to approve Resolution 14-18 provided U.S. Aviation pays for relocation of the fuel farm should a centralized fuel farm become required. Mr. Shahan suggested changing the last word of Section 10 to Permittee. Mr. Hensarling seconded the motion. All members voted aye.

6.

Consideration of a building lease with Jani-King International, Inc. for Hangar 5513, Suite 3.

Mr. Shahan advised the Board that Jani-King is buying a Falcon 200 and would like to use that hangar to store that aircraft along with some additional aircraft. Mr. Shahan stated that Jani-King owns Cavanaugh Flight Museum and that Jim Cavanaugh will sign the guarantee on the lease. Mr. Shahan stated that the policy committee had discussed this and reviewed the financials. He stated that this is the standard agreement but that their attorney is currently reviewing it but doesn't expect any changes. Mr. Shahan stated that the rent would be \$2,250.00 with a five year lease, with a five year option provided both parties agreed to the option. Mr. Shahan stated that they had requested a small office with restroom be built in the hangar. After further discussion, Mr. Benton made the motion to approve the lease with Jani-King International, Inc. Mr. Christie seconded the motion. All members voted aye.

7.

Director's Update to include discussion of Monthly Reports, Facility Upgrades and GCRMA and Airport Events/News.

Mr. Shahan updated the Board on the fuel flowage report. He stated that as of the end of August fuel sales were up approximately 5.4% from last year at this time.

Mr. Shahan updated the Board on the ATCT operations report. He stated that operations were down 6.5% from the previous year.

Mr. Shahan stated the Board had the budget report. He stated that if you took out the West Side Hangar, the airport was approximately \$13,648.00 in the red. He also advised the Board that Commissioners Court had approved the FY 2015. He stated that work was still being done to get into the Contract Tower Program.

Mr. Shahan advised the Board that repairs to Gosnell Street had been made and that new fencing would be installed in October.

Mr. Shahan stated that work would be reskinning the interior hangar bays in Hangar 5513.

Mr. Shahan stated that the U.S. National Aerobatic Championship is scheduled for September 21-26, 2014.

Mr. Shahan stated that Kustom Kemps drag race would be September 28, 2014.

8.

Public Comments.

Mr. Hubbard asked if anyone had any comments to make. Mr. Day addressed the Board about the news media not using the formal name of the airport. He stated that Channel 10 and Channel 12 were not using "Perrin Field" when talking about the airport. He stated that the Herald Democrat was doing a good job. Mr. Hubbard stated that they would continue working with the media to make sure they used the full name.

9.

Adjourn.

There being no other business, the meeting was adjourned at 10:36 a.m.

10.

Next Meeting.

The next regularly scheduled Board of Director's Meeting will be held on October 9, 2014, at 10:00am in the meeting room of the GTUA, 5100 Airport Drive, Denison, Texas.

W. R. Hubbard, Jr., Chairman

Terry Morrow, Administrative Asst.

RMA BOARD AGENDA

ITEM NUMBER: Three
MEETING DATE: 10-09-14

ITEM TITLE: Consideration of approval of request by XTO Energy to install 1,831.36' of pipeline across airport property.

SUBMITTED BY: Mike Shahan, Director

DATE SUBMITTED: October 3, 2014

SUMMARY:

XTO Energy would like to replace the existing Clinton Battery pipeline. The new location of this pipeline is on the north side of Plainview Road. The proposed pipeline is a 3" poly products pipeline that will be buried a minimum of 36" underground. The length of pipeline on airport property is 1,831.36'.

Surface damages resulting from the XTO's installation of the pipeline is \$50.00 per rod (\$16.50 per foot) or a total of \$5,549.50.

The RMA Board in July tabled this request asking for a survey with legal description and an appraised value of the easement before approving the request by XTO Energy.

- XTO has provided a survey with legal description
- Aaron Ford, Right-of-Way Agent with TxDOT Aviation, reviewed the proposed value of the easement and feels that the amount offered by XTO "...more than fair for an easement in this area." Please see attached email from Aaron Ford.

The RMA Board in September tabled this request and asked this agreement was a formality or something that was required before the pipeline could be installed. According to Mr. Munson, XTO Energy has the right to run this pipeline without approval from the RMA Board.

Ben Munson has reviewed the enclosed documentation and has approved as presented.

ATTACHMENTS (LIST)

Resolution 14-20

Letter of Agreement dated September 15, 2014 from Dustin Lollar, CPL, Senior Landman with XTO Energy

Signed Pipeline Agreement

Email dated August 21, 2014 from Aaron Ford at TxDOT Aviation

ALTERNATIVES/RECOMMENDATIONS

Approval of Easement with XTO Energy for installation of pipeline across airport property



RESOLUTION No. 14-20

WHEREAS, the Grayson County Regional Mobility Authority ("GCRMA") was created pursuant to the request of Grayson County and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.1, *et seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the GCRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, the Grayson County Commissioners Court entered into an interlocal agreement with the GCRMA dated October 31, 2008, for the purposes of operation, regulation, and protection of the North Texas Regional Airport ("NTRA") and its facilities; and

WHEREAS, XTO Energy currently has a pipeline that exist on the south side of Plainview Road south of NTRA; and

WHEREAS, XTO Energy desires to relocate the pipeline to the north side of Plainview Road and on property owned by NTRA; and

WHEREAS, XTO Energy has requested permission to relocate the pipeline onto property owned by NTRA and XTO Energy will pay NTRA for surface damages caused by this relocation in the amount of \$5,549.58.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors approves the Letter of Agreement and Pipeline Agreement as requested by XTO Energy.

APPROVED THIS 9th day of October, 2014, by the Board of Directors of the Grayson County Regional Mobility Authority.

Submitted and reviewed by:

Approved:

Mike Shahan
Executive Director for the Grayson
County Regional Mobility Authority

W. R. Hubbard, Jr.
Chairman, Board of Directors
Resolution Number 14-20
Date Passed 10/09/14



Dustin M. Lollar, CPL
Senior Landman
XTO Energy Inc.
810 Houston Street
Fort Worth, TX 76102-6298
(817) 885-3549
(817) 885-1868 Fax

September 15, 2014

North Texas Regional Airport
Attn: Mike Shahan
4700 Airport Drive
Denison, TX 75020

VIA FEDERAL EXPRESS

Re: Sherman (8900 Penn) Field Wide Unit and Sherman (7500 Sand) Field Wide Unit
Clinton Battery Pipeline Replacement
Pipeline Damage Agreement
80 acres, A-895, Edgar Meade Survey
Grayson County, Texas

Dear Mr. Shanan:

Provided herein is the agreed upon Pipeline Agreement with plat and Letter Agreement both executed by XTO. Please execute and notarize both instruments and return to my attention for further handling. Upon receipt of the executed documents, the Pipeline Agreement with plat will be recorded in the Deed Records of Grayson County, Texas. Additionally, a check in the amount of \$5,549.58 made payable to North Texas Regional Airport will either be sent via FedEx to your attention or in the alternative if you prefer Ed Bright can hand deliver the check.

Should you have any questions or concerns, please don't hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dustin Lollar'.

Dustin M. Lollar, CPL
Senior Landman



September 15, 2014

North Texas Regional Airport
Attention: Mr. Mike Shahan, Airport Director
4700 Airport Drive
Denison, Texas 75020

RE: XTO-operated Sherman (8900 Penn) Field Wide Unit and Sherman (7500 Sand) FW Unit
Clinton Battery pipeline replacement
Pipeline Damage Agreement covering
80 acres, A-895, Edgar Meade Survey
Grayson County, Texas

Dear Mr. Shahan,

In consideration of the mutual obligations and benefits set forth below, XTO Energy, Inc. ("XTO") and Grayson County, Texas acting by and through the Grayson County Regional Mobility Authority, the owner of the North Texas Regional Airport ("NTRA") agree as follows:

1. Payment to NTRA, for surface damages resulting from XTO's installation of a 3" Poly products pipeline ("PL") will be in the amount of **\$50.00 per rod**. The length of the disturbed area across NTRA's property is deemed to be 1,831.36 feet (or 110.99 rods), whether actually more or less, resulting in a damage settlement offer of \$5,549.58. A survey of the PL's proposed route is attached as an exhibit to this Agreement and for your review.
2. Payment by XTO of the damage settlement will be made after XTO and NTRA execute a mutually agreeable Pipeline Agreement. (Please note that in the future, if XTO desires to install an additional pipeline(s) on NTRA's property, that in such an event, damages will be negotiated at that future date.)
3. XTO also agrees to pay NTRA \$1000.00 for each pipeline riser, if any, installed on NTRA's property. (Pipeline riser placements have not been determined at this time.)
4. All payments made to NTRA by XTO will be by **company check** made payable to the order of North Texas Regional Airport.



With the signatures below, NTRA and XTO confirm agreement with the terms stated herein.

Sincerely, 

for XTO Energy Inc.

Accepted and agreed to this _____ Day of _____, 2014

Grayson County, Texas

By: Grayson County Regional Mobility Authority

By: _____
Mike Shahan, its Director

PIPELINE AGREEMENT

THE STATE OF TEXAS ,
 , KNOW ALL MEN BY THESE PRESENTS:
COUNTY OF GRAYSON ,

THAT, GRAYSON COUNTY, TEXAS, a body politic existing under the Constitution and laws of the STATE OF TEXAS, acting by and through the GRAYSON COUNTY REGIONAL MOBILITY AUTHORITY, pursuant to a Resolution dated October 20, 2008, of the Commissioners Court of Grayson County, the governing body of said County and the true and lawful owner of the NORTH TEXAS REGIONAL AIRPORT, hereinafter called "NTRA", for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other valuable consideration in hand paid to it by XTO ENERGY INC., hereinafter called "XTO", the receipt and sufficiency of which are hereby acknowledged, does hereby agree to the following regarding the location and maintenance of a pipeline (the "Pipeline"), across and upon or under the surface of those certain NTRA-owned lands described in the attached plat, as Exhibit "A" (the "NTRA Property").

1. NTRA recognizes that XTO is the operator of two oil and gas secondary recovery units: Sherman (7500' Sand), and Sherman (8900' Penn), each of which units overlay and include the NTRA Property. The Royalty Unitization Agreement for the Sherman (7500' Sand) Field is recorded at Volume 896, Page 11; and the Royalty Unitization Agreement for Sherman (8900' Penn) is recorded in Volume 939, Page 21, each document recorded in the official public records of Grayson County, Texas. NTRA also acknowledges that, under the terms of the foregoing described Royalty Unitization Agreements, XTO has the right to construct, maintain, repair, replace, remove and operate the Pipeline on NTRA Property.
2. During construction of the Pipeline and remediation thereafter, XTO agrees to remove or bury all rocks on the surface of the Pipeline construction area larger than three inches (3"). Trees and brush removed during construction will be properly disposed of. The Pipeline will be buried at least three (3) feet below the surface to the top of the pipe.
3. Ruts on or along the Pipeline construction area caused by XTO's, or its contractors' vehicles will be smoothed to the original contour of the land to the extent reasonably practicable. XTO also agrees to seed (with Rye and/or Bermuda grass) and fertilize all repair areas.
4. Any disturbed area on NTRA's Property resulting from XTO's operations will be smoothed, seeded and fertilized at the end of construction operations. Furthermore, at any time in the future should the Pipeline ditch sink below the level of the surrounding natural ground, XTO will fill the sunken ditch with topsoil, then smooth and seed all disturbed or freshly filled areas.
5. XTO agrees to contact NTRA in advance of its employees or contractors entering onto the NTRA's Property for construction, repair, replacement or removal of the Pipeline.
6. The Pipeline constructed hereunder shall be designed, constructed, tested, and operated in accordance with all applicable state and federal safety standards. Nothing contained herein shall relieve XTO of any obligations to comply with present or subsequent valid rules and regulations promulgated by any governmental agency having jurisdiction which may require pipeline owners to alter, change or upgrade the Pipeline to comply with said rules and regulations.
7. XTO shall obtain all permits required to cross roads and other public and quasi-public rights of way or facilities which the Pipeline route will traverse.
8. XTO shall keep all fences, if any, affected by its use of this Pipeline Agreement intact and capable of turning cattle at all times and shall keep all gates closed and locked if appropriate. XTO shall provide adequate alternative facilities for any fences, gates, roads or bridges which must be temporarily taken out of service to accommodate XTO's construction or use of the Pipeline. After commencing construction hereunder, XTO will

pursue the work diligently to effect prompt completion of the work. Following the construction of the Pipeline, XTO will restore fences, gates, roads, and bridges, and the surface of the land affected by the Pipeline, including additional working room, as nearly as is reasonably practicable, to the condition that such land and any improvements existed prior to construction.

9. XTO agrees to construct, maintain, operate, repair, replace and remove the Pipeline in a manner so as not to obstruct, impair or alter the drainage on lands adjoining the Pipeline; and should XTO become aware that such drainage on lands adjoining the Pipeline is obstructed, impaired or altered as a result of this Pipeline Agreement, XTO will immediately take action necessary to correct such drainage.
10. This Pipeline Agreement is not a conveyance of the land described herein or of the minerals herein and thereunder, but grants only the rights provided above. The rights granted herein are expressly subject to all applicable, valid and existing laws, ordinances, regulations, pipeline agreements, restrictions, rights-of-way, conditions, exceptions, reservations, and covenants of whatsoever nature either of record or evidenced by improvements on or upon the ground along the Pipeline.
11. NTRA acknowledges that the consideration paid NTRA for this Pipeline Agreement is in full satisfaction of damages to the surface of NTRA's Property and releases XTO from any claim or liability related to the same, other than future damages that may be caused by XTO's breach of this Pipeline Agreement.
12. XTO agrees to indemnify, protect, and hold NTRA harmless of and from any and all claims, demands, costs (including but not limited to attorney's fees), expenses, damages, losses, and causes of action or suits for damages arising out of injury to persons (including death) and injury or damage to or loss of property or improvements, including environmental claims, caused by XTO, its agents, employees, servants, contractors, or any person acting under its direction or contract. Further, neither shall NTRA ever be liable for any claims, demands, costs, expenses, damages, losses, and causes of action or suits for damages because of injury to persons or property, including environmental claims, arising out of acts or omissions of XTO, its agents, employees, servants, contractors, or any person acting under its direction and control on the NTRA Property.
13. Every obligation of each party to this Pipeline Agreement shall be fully performed in Grayson County, Texas. Venue for the filing of any cause of action for the enforcement of this Pipeline Agreement shall be in Grayson County, Texas.

IT WITNESS WHEREOF, the parties hereto have executed this instrument on the day and date evidenced by their certificates of acknowledgment hereof.

XTO ENERGY INC.

By: Tim Welch

TIM WELCH, Vice President of Land fw

GRAYSON COUNTY, TEXAS

By: GRAYSON COUNTY REGIONAL
MOBILITY AUTHORITY

By: _____
MIKE SHAHAN, its Director

Approval as to Form:

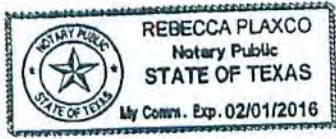
WILLIAM B. MUNSON, Attorney



THE STATE OF TEXAS

COUNTY OF TARRANT

THIS INSTRUMENT was acknowledged before me on the 9th day of September, A.D., 2014, by TIM WELCH, Vice President of Land for XTO ENERGY INC., a Delaware corporation, on behalf of said corporation.



Rebecca Plaxco

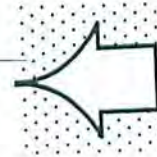
Notary Public, State of Texas

THE STATE OF TEXAS

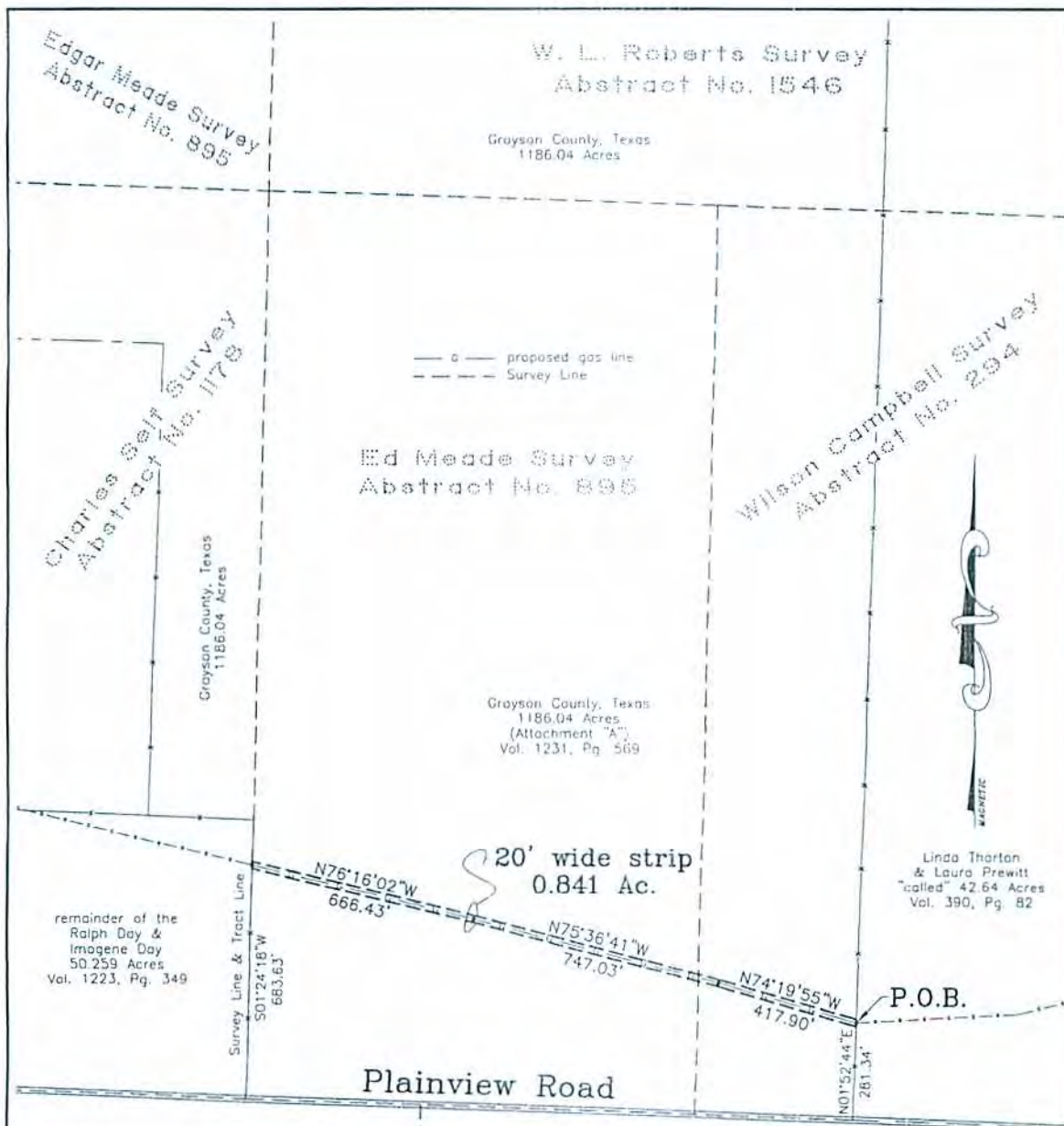
COUNTY OF GRAYSON

THIS INSTRUMENT was acknowledged before me on the _____ day of _____, A.D., 2014, by MIKE SHAHAN, Director of GRAYSON COUNTY REGIONAL MOBILITY AUTHORITY, on behalf of GRAYSON COUNTY, TEXAS.

Notary Public, State of Texas



NOTARIZE



remainder of the
Ralph Day &
Imogene Day
50.259 Acres
Vol. 1223, Pg. 349

Grayson County, Texas
1186.04 Acres

Grayson County, Texas
1186.04 Acres
(Attachment "A")
Vol. 1231, Pg. 569

Linda Thorton
& Laura Prewitt
called 42.64 Acres
Vol. 390, Pg. 82

Bearing Base: Geodetic North, WGS84
Coordinate System as derived by
survey-grade Global Positioning System

GRAPHIC SCALE



(IN FEET)
1 inch = 400 ft

**20' wide strip over and across
Grayson County, Texas 1186.04 Ac.
(North Texas Regional Airport property)**

Prepared for: XTO Energy Inc.
Centerline description attached hereto

Helvey & Associates Surveying, Inc.
222 W. Main St.
Denison, Texas 75020
Ph (903) 463-6191 Fax (903) 463-4088
Firm Registration No.: 10088100
Texas Board of Professional Land Surveying

Sheet 1 of 2

Helvey and Associates Surveying, Inc.

222 West Main Street · Denison, Texas 75020
Ph: (903) 463-6191 · Fax: (903) 463-4088 · helveysurveying@cableone.net
TBPLS Firm Registration No. 10088100

Boundary Surveys · Topographic Surveys · A.L.T.A./ACSM Surveys
Oil Well Sites · Subdivision Planning, Platting & Consultation · Construction Staking
President: Billy F. Helvey, RPLS 4488 Vice President: Kenneth N. Russell, RPLS 4409

FIELD NOTES Sheet 2 of 2

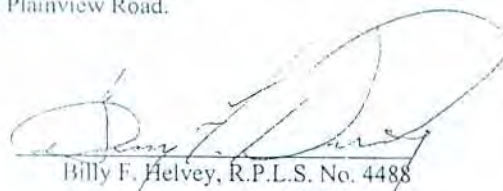
SITUATED in the County of Grayson, State of Texas, being part of the Ed Meade Survey, Abstract No. 895 and the Wilson Campbell Survey, Abstract No. 294 and being a 20 ft. wide strip of land over and across the 1,186.04 acre tract (Attachment "A") conveyed from the United States of America to Grayson County, Texas on October 6, 1972 as recorded in Volume 1231, Page 569, Deed Records, Grayson County, Texas and the centerline of the herein described strip of land being more particularly described by metes and bounds as follows to-wit:

BEGINNING at point in an East line of said Grayson County 1,186.04 ac. and in the West line of the "called" 42.64 acre tract of land conveyed to Linda Thorton and Laura Prewitt and described in Vol. 390, Pg. 82, said Deed Records, SAID point being North 01 deg. 52 min. 44 sec. East from the most Southern Southeast corner of said Grayson County 1,186.04 ac. and the Southwest corner of said Thorton and Prewitt 42.64 ac., in or near Plainview Road, a public road:

THENCE Northwesterly, over and across said Grayson County 1,186.04 ac., the following calls and distances:

1. North 74 deg. 19 min. 55 sec. West, a distance of 417.90 ft.;
2. North 75 deg. 36 min. 41 sec. West, passing the West line of said Wilson Campbell Survey and the East line of said Ed Meade Survey, continuing for a TOTAL distance of 747.03 ft.;
3. North 76 deg. 16 min. 02 sec. West, a distance of 666.43 ft. to the **POINT OF ENDING** of said centerline, in the West line of both said Ed Meade Survey and Grayson County 1,186.04 ac. and in the East line of both the 50.259 acre tract of land conveyed to Ralph Day and Imogene Day in Vol. 1223, Pg. 349, said Deed Records and the Charles Self Survey, Abstract No. 1178, SAID ending point being North 01 deg. 24 min. 18 sec. West, 683.63 ft. from the most Southern Southwest corner of said Grayson Co. 1,186.04 ac. and the Southwest corner of said Day 50.259 ac., in or near said Plainview Road.




Billy F. Helvey, R.P.L.S. No. 4488
July 24, 2014

Mike Shahan

From: Aaron Ford <Aaron.Ford@txdot.gov>
Sent: Thursday, August 21, 2014 2:19 PM
To: Mike Shahan
Cc: Terry Morrow
Subject: RE: NTRA Pipeline Easement Info

Mike,

I have reviewed the easement information from XTO Energy and I feel that \$5,549.58 is more than fair for an easement in this area. The only recommendation I would add is to ensure that the appropriate airport personnel are notified within 24-48 before there scheduled maintenance or instillations.

Below is the formula I used to calculate easements:

759.24 of acres x 42560 (sq. ft in an acre) = 32,313,254 sq. ft in property

Take property value \$1,312,495 (land only) div by 32,313,254 sq. feet in property = .04 (price per sq. ft.)

20ft width x 1831.6 length (easement) = 36,627.20 sq. ft. of easement

.04 (Price per sq. ft) x 36,627.20 sq. ft. of esmt = \$1465.09

From: Mike Shahan [<mailto:shahanm@co.grayson.tx.us>]
Sent: Tuesday, August 19, 2014 1:16 PM
To: Aaron Ford
Cc: Terry Morrow
Subject: NTRA Pipeline Easement Info

Aaron,

Enclosed are the draft documents for the pipeline easement with XTO Energy. Total easement is for 0.841 acres on the south end of the airport. They have agreed to pay us \$5,549.58 for the easement.

Would you please calculate what this easement is worth?

Thank you,

Mike Shahan
Airport Director
North Texas Regional Airport-Perrin Field
4700 Airport Drive
Denison, Texas 75020
903-786-2904
www.norhtexasregionalairport.com

Don't mess with Texas® means don't litter.

RMA BOARD AGENDA

ITEM NUMBER: Four
MEETING DATE: 10-09-14

ITEM TITLE: Consideration of approval of the Final Grayson County Thoroughfare Plan as presented by the University of Texas, Institute of Urban Studies.

SUBMITTED BY: Mike Shahan, Director

DATE SUBMITTED: October 3, 2014

SUMMARY:

The University of Texas, Institute of Urban Studies will provide a presentation on the attached final Grayson County Thoroughfare Plan and Thoroughfare map.

Dr. Alan Klein and staff will present a brief PowerPoint at the meeting and take questions.

ATTACHMENTS (LIST)

Resolution 14-21

Final Grayson County Thoroughfare Plan

ALTERNATIVES/RECOMMENDATIONS

Recommend approving Final Grayson County Thoroughfare Plan as presented



RESOLUTION No. 14-21

WHEREAS, the Grayson County Regional Mobility Authority ("GCRMA") was created pursuant to the request of Grayson County and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code § 26.01, *et seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the GCRMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, GCRMA Board of Directors approved entering into an agreement with The University of Texas at Arlington, through The Institute of Urban Studies, in its School of Urban and Public Affairs effective (the "University") September 1, 2013 to develop the Grayson County Thoroughfare Plan (the "Plan"); and

WHEREAS, the purpose of the Plan is to assist in determining future transportation needs through 2040 that would accommodate future growth in Grayson County; and

WHEREAS, the Plan is to provide for improved North-South and East-West connectivity; accommodate future potential regional growth, to preserve adequate right-of-way for future long range transportation system improvements and to coordinate thoroughfare locations with recently adopted plans

NOW THEREFORE, BE IT RESOLVED, that the GCRMA Board of Directors hereby approves the Final Draft of the Grayson County Thoroughfare Plan which is attached hereto as Attachment "A."

APPROVED THIS 9th day of October, 2014, by the Board of Directors of the Grayson County Regional Mobility Authority.

Submitted and reviewed by:

Approved:

Mike Shahan
Director for the Grayson County
Regional Mobility Authority

W. R. Hubbard, Jr.
Chairman, Board of Directors
Resolution Number 14-21
Date Passed 10/09/14

October 2014



GRAYSON COUNTY THOROUGHFARE PLAN



INSTITUTE OF URBAN STUDIES

ACKNOWLEDGEMENTS:

COUNTY JUDGE

Drue Bynum

GRAYSON COUNTY REGIONAL MOBILITY AUTHORITY

Bill Hubbard, Chairman

Bill Benton, Vice-Chairman

Jeff Christie, Secretary/Treasurer

Bill Rasor, Board Member

Randy Hensarling, Board Member

Mike Shahan, Director

GRAYSON COUNTY COMMISSIONER'S COURT

Honorable Jeff Whitmire, Precinct 01

Honorable David Whitlock, Precinct 02

Honorable Phyllis James, Precinct 03

Honorable Bart Lawrence, Precinct 04

TEXAS DEPARTMENT OF TRANSPORTATION

Paul Montgomery, P.E., District Engineer (Paris)

Aaron Bloom, P.E., Area Engineer (Sherman)

SHERMAN/DENISON MPO

Karl Welzenbach, Transportation Director

Wally Johnson, Transportation Planner

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EXECUTIVE SUMMARY

The Grayson County Thoroughfare Plan focuses on the thoroughfare hierarchy and roadway system character throughout the entirety of Grayson County. The thoroughfare plan is long-range, planning for thoroughfare needs for the next 25 years. To ensure the Thoroughfare Plan's success, the planning process focused on soliciting public input and fostering cooperation with local cities and towns.

Public input was a key aspect of the planning process used to update this plan. Public input opportunities consisted of stakeholder interviews - including discussion with owners of large development tracts throughout the county, an interactive community forum, information from local cities and towns, and Regional Mobility Commission presentations.

In addition to community input, the study team accessed thoroughfare plans approved by citizens and elected officials in Sherman, Denison, Van Alstyne and Gunter, as well as county-wide thoroughfare plans for adjacent counties and plans generated by the Sherman-Denison MPO. Along with a tour and analysis of the existing roadway system, these plans formed the baseline for planning the countywide thoroughfare plan for Grayson County.

The study team prepared projections for future population growth at the county and census tract levels. In

addition, the team looked at the likely effect of regional growth patterns on future development in Grayson County.

In order to better determine future roadway demands, the planning team, under the direction of Dr. Ardeshir Anjomani of the School of Urban and Public Affairs at the University of Texas at Arlington, undertook a sophisticated, proprietary analysis of future development potential. (Details of the analysis steps are included in the Modeling and Analysis chapter of this report.)

The resultant development potential map, combined with results of community input, population and employment projections form the basis for the final Thoroughfare Plan Map. In addition, two alternate alignments for the Grayson County Tollway are included. Also included are a functional classification system and example roadway cross sections.

These scenarios were presented at a public meeting of the Grayson County Regional Mobility Authority in August, 2014 for comment. Revisions to the map arising from comments on the scenarios resulted in the final thoroughfare plan, presented in September, 2014.



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GOALS AND OBJECTIVES

While they are not adopted in any formal manner, the following goals and objectives have been developed from the information and identified issues provided by stakeholders and citizens during stakeholder interviews and public meetings

1. Provide for improved connectivity.
 - a. Ensure adequate alternatives for North-South connectivity to Collin and Grayson County employment centers.
 - b. Ensure adequate East-West connectivity to accommodate in-County trips and connect to neighboring counties.
2. Accommodate future potential regional growth
 - a. Facilitate the economic development potential of North Texas Regional Airport.
 - b. Ensure efficient traffic flow to and from new residential and employment centers, especially in areas of highest expected future development.
 - c. Appropriately align thoroughfare network with NTTA Tollway alignment.
3. To preserve adequate ROW for future long range transportation system improvements.
 - a. Whenever possible, utilize existing roadway network and ROW for proposed thoroughfare system routing.
 - b. Identify potential new needed routes.
4. To coordinate thoroughfare locations with recently adopted plans.
 - a. Ensure that plans of the municipalities within the county are appropriately incorporated within the County's overall thoroughfare plan
 - b. Ensure appropriate connections with thoroughfare plans of neighboring counties.
 - c. Coordinate with and include proposed improvements in the Metropolitan Transportation Plan.



KEY IDENTIFIED ISSUES

Citizens identified a number of current and potential concerns during the input process. These issues all involved the perceived need to appropriately accommodate and facilitate expected growth within Grayson County over the next several decades.



Additional public engagement results are in the Appendix D.

- ### KEY ISSUES
- Accommodating projected growth in the county, especially growth in the south and southwestern portions of the county driven by northward development of the Dallas-Fort Worth region.
 - Aligning with approved thoroughfare plans of cities within the county.
 - Accommodating expected economic development associated with the North Texas Regional Airport.
 - Providing adequate east-west connectivity, especially in the southern and central portions of the county.
 - Aligning the thoroughfare grid with surrounding counties.
 - Identifying alternative routes or bypasses around congested urbanized and highway areas
 - Providing for greater regional access
 - Providing for likely access and mobility needs from specific future development projects

FIGURE 2: KEY IDENTIFIED ISSUES FROM PUBLIC ENGAGEMENT



CITIZEN ENGAGEMENT

PROCESS

Citizen input is a crucial aspect of plan development. Citizen engagement commenced on November 14th, 2013 with the Grayson County Regional Mobility Authority Committee, elected officials and other government officials all interviewed by the Institute of Urban Studies to gain a sense of the County's needs, values, and challenges. The stakeholders' responses provided planners a better understanding of the growth and development issues impacting Grayson County as well as highlighted the qualities of the County's character valued by residents.

The second meeting held on February 20th, 2014 at the Grayson County Courthouse in Sherman gathered owners of more than 500 acres to discuss: current concerns, current use of land and future use of land (if any planned). The future land use plans were aggregated and analyzed to project future demand.

On February 27, 2014, a public input meeting was held at Grayson County Community College. The meeting agenda consisted of three main activities seeking to gain a more exact pattern of the population's everyday travel, popular destinations, routes & alternate routes to work and identification of safety concerns. Additionally,

recommendations were made by the public regarding expansion, resurfacing and realignment of specific roadways to be upgraded to relieve the north-south and east-west congestion.

On April 3, 2014, IUS team members presented to the Grayson County RMA in order to update them on the completion of initial public input and progress in development of thoroughfare plan scenarios.

On August 14, 2014, IUS team members presented findings and alternative Tollway scenarios to the Grayson County RMA for comment and input. Changes suggested at this meeting were included in the final thoroughfare plan, presented on October 9, 2014.

MEETING DATES:
November 14, 2013: RMA and County Officials
February 20, 2014: Property Owners
February 27, 2014: General Public
April 3, 2014: RMA and Public
August 14, 2014: RMA and Public comment

FIGURE 1: PUBLIC AND STAKEHOLDER MEETING DATES



Together with a coordinated land use element, the future thoroughfare system grows as the community grows. Some development patterns lead to inefficiencies in the thoroughfare system. It is important to make sure the thoroughfare vision matches closely with the growth vision of Grayson County.

The Grayson County Thoroughfare Plan provides elected officials, County staff, residents, and investors a document that identifies mobility needs, identifies a thoroughfare hierarchy, and a framework for identifying and protecting the County's character. Along with the Grayson County Thoroughfare Plan Map, this document includes text describing the planning process and plan graphics ranging from conceptual connections to typical roadway cross sections. This document will help decision-makers anticipate future growth in the County, and serve both residents and investors in fostering economic growth within the County. Besides being a resource for the County staff in their coordination with Grayson County cities and towns, the countywide plan is an important tool in discussions with state agencies, neighboring counties, interested investors, and regional planning agencies.

Most long-range plans typically look at foreseeable changes over a 10-20 year timeframe. This thoroughfare plan considers an even longer-range perspective to 2040. Since right-of-way

is typically easier to acquire when an area is undeveloped, as is the case in portions of Grayson County, the sooner that potential right-of-way is identified and acquired, the more likely costs will be minimized and projects can be eventually implemented.

This plan will help guide Grayson County's future development by looking at the economic and demographic, land use and transportation issues in the next twenty five years. The plan will also serve as a policy guide for funding thoroughfares, transportation infrastructure, future right-of-way (R-O-W), and growth management.





represents a 9.3 percent increase. Grayson County's location immediately north of one of the fastest growing major metropolitan regions in the nation will likely strongly affect future population growth.

Sherman is the County Seat city, with a 2012 population of 39,122. Other cities in the County include Denison, Van Alstyne, Whitesboro, and Gunter with populations of 22,668, 3,079, 3,818, and 1,514 respectively.

Personal income (labor earnings and non-labor income) increased by 19.3 percent between 2000 and 2010, an indication of a growing economy. From 1970 to 2010, non-labor income increased by 371 percent. A growth in non-labor income can be an indication that Grayson County is an attractive place to live and retire.

The southern part of the County will likely experience stronger growth that will quickly change the character of the County. Residential rooftops, schools, churches, and commercial developments are already springing up on land that once held farms and ranches. County roads that were once sufficient for a rural population and economy will not be capable of handling the increased traffic burdens generated by newly urbanized and suburbanized communities. To address the County's growth pressures on the thoroughfare system, the

Grayson County Thoroughfare Plan will aid in identifying current deficiencies and future thoroughfare needs.

THOROUGHFARE PLAN PURPOSE

Considering the current and anticipated physical growth happening in and around the Grayson County, as well as the anticipated population and economic growth, there is the need for County officials to begin planning to accommodate likely resulting future transportation needs. Therefore, the purpose of this thoroughfare plan is to assist Grayson County to provide for this anticipated future transportation. This plan will recommend a countywide thoroughfare network for the overall development of Grayson County.

The Grayson County Commissioners' Court recognized the tremendous amount of growth potential in the County within and surrounding the established incorporated cities. Typically the individual cities will have a thoroughfare plan and associated policies and ordinances to ensure the thoroughfare system is built in an efficient manner that respects the land uses of an area. Outside of the incorporated portions of the County, development pressures are both driven by and influence thoroughfare decisions. Having a county-wide thoroughfare plan is essential to the orderly development of the remainder of the county.



INTRODUCTION

A Thoroughfare Plan is a policy guide and a tool used by local government entities that anticipates both future developments and travel needs in order to provide an efficient road system. It is used for uniform and coordinated decisions to be made by public officials, developers, land owners etc. The plan focuses on soliciting public input and fostering cooperation with local cities.

The Thoroughfare Plan is intended to provide orderly development, reduce travel and transportation costs by ensuring effective service for both through and local traffic, and minimizing disruption and displacements of people and businesses by providing long range planning for major roads. An additional purpose is to reduce environmental impacts on air-quality, wetlands, historic sites, parks, endangered species, neighborhoods etc. Generally, Thoroughfare Plans serve as planning tools within the guiding goals and objectives, which are used to bring balance between ease of travel and the land use impact of the road network, with the overall objective of improving future development within Grayson County.

Grayson County signed a contract to carry out research and development of a Grayson Thoroughfare Plan with the Institute of Urban at the University of Texas at Arlington. The Agreement was effective from September 1st, 2013 and the research project ran through September 30, 2014. The project

involved collecting and analyzing the past and present demographic and economic data and projecting future growth and these analyses were then incorporated into the proposed thoroughfare network.

BACKGROUND- GRAYSON COUNTY

Grayson County is located in north central Texas, and bordered on the north by Marshall County northeast by Bryan County, and northwest by Love County, all located in Oklahoma. It is bordered on the south by Collin County and in southwest by Denton County, all of which are located in Texas. It is also bordered on the east by Fannin County and on the West by Cooke County. Grayson County has a total land area of 934 square miles, with about 4.7 percent of it covered by water. It also has an elevation ranging from 600 to 800 feet above sea level and a generally level terrain with some low hills. In general, the portion of the county east of US highway 75 has more rolling terrain than does the western portion of the county. The County contains the Sherman-Denison Urbanized area and has its seat located in Sherman, which is located 65 miles north of Dallas.

It is anticipated that Grayson County will experience strong growth in the rapidly growing North Texas region. Since the 2000 Census, Grayson County added 10,282 people, which



CURRENT THOROUGHFARE SYSTEM

ROADWAYS

Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Freeways have directional travel lanes usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, these roadways are designed and constructed to maximize their mobility function, and they do not directly serve abutting land uses.

There are no Interstates that travel through Grayson County; however, Interstate 35 is located to the west in Cooke County and travels North/South. U.S. Highway 75 travels North/South through Grayson County providing drivers routes between Dallas and the state of Oklahoma. Other major transportation facilities that provide regional connection to Grayson County are US 69, US 82, US 377, SH 5, SH 11, SH 56, SH 91, SH 160, and SH 289.

Major Arterials serve major centers of metropolitan areas, provide a high degree of mobility and can also provide

mobility through rural areas. Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts, and offer connectivity to the higher Arterial system. In rural settings, Minor Arterials should be identified and spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a higher level Arterial.

Rural areas of Grayson County are served by Farm to Market Roads. The Farm to Market road system was initially developed in Texas in the 1930s, and served to connect agricultural areas with service centers and markets, as well as providing connections to the broader roadway network. As areas of the county develop, FM roads can be upgraded to facilitate that increased travel demand. In addition, some existing county roads will assume a greater role as principal arterials as portions of Grayson County urbanize.



Road Number	Location	Certified Mileage	Designated Year
FM 84	Grayson County	8.861	1943
FM 120	Grayson County	20.33	1945
FM 121	Grayson County	33.088	1945
FM 131	Grayson County	7.333	1945
FM 151	Grayson and Fannin Counties	7.758	1945
FM 406	Grayson County	3.878	1945
FM 691	Grayson County	5.302	1946
FM 697	Grayson County	14.749	1946
FM 814	Grayson and Fannin Counties	3.875	1948
FM 898	Grayson and Fannin Counties	20.861	1948
FM 901	Grayson County	25.526	1948
FM 902	Cooke and Grayson Counties	41.455	1948
FM 922	Montague, Cooke, and Grayson Counties	40.652	1948
FM 996	Grayson County	2.021	1948
FM 1310	Grayson County	1.817	1949
FM 1417	Grayson County	17.598	1949
FM 1753	Grayson and Fannin Counties	21.923	1951
FM 1897	Grayson County	5.581	1951
FM 2729	Grayson County	9.09	1962
FM 3133	Grayson and Collin Counties	8.814	1968
FM 3356	Grayson and Collin Counties	4.395	1976

FIGURE 3: FARM TO MARKET ROADS IN GRAYSON COUNTY

Major Roadways in Grayson County	
Road Name	Functional Classification
US 69	Major Arterial
US 75	Highway
US 82	Major Arterial
US 377	Minor Arterial
SH 5	Minor Arterial
SH 11	Minor Arterial
SH 56	Minor Arterial
SH 91	Major Arterial
SH 160	Minor Arterial
SH 289	Minor Arterial

FIGURE 4: MAJOR ROADWAYS IN GRAYSON COUNTY

The Grayson County Regional Mobility Authority is examining the possible extension of the Dallas North Tollway from FM 121 south of Gunter to US 75 near Denison. The project would extend the proposed Tollway 33 miles and provide traffic relief to US 75. Dallas-Fort Worth is projected to expand north and this project would accommodate that shift, provide an alternative for truck traffic and provide easier access to Sherman, Denison and Lake Texoma. The project will also increase regional mobility and connect the Sherman-Denison



MOBILITY VS. ACCESS

For purposes of this plan, mobility is defined as the ease with which a person can travel from one place to another. Access describes the connections from the thoroughfare system to adjacent properties and developments. A thoroughfare system has a balance of needs in terms of mobility and access. In general, the higher the measure of mobility of a particular roadway, the lower the access will be. Likewise, roadways having a high degree of access will have a very low degree of mobility. The following graph illustrates this principle for different roadway types or functional classes:

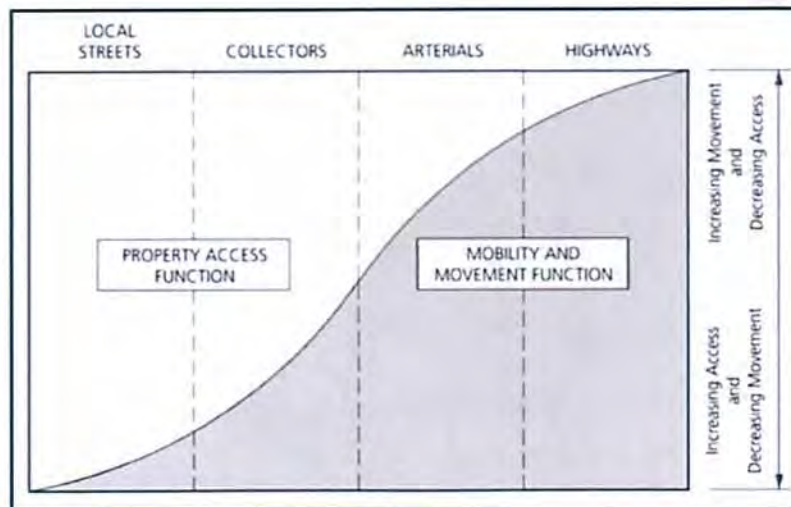


FIGURE 6: MOBILITY VS. ACCESS

Mobility and access are also closely related to the components of speed, capacity, safety, and efficiency. While these principles are all used to functionally classify the existing roadway network, they also inform the planning process regarding the development of new roadway locations.

LAND USE AND FUTURE DEVELOPMENT

A well planned thoroughfare network should support an area's future development and economic growth. Land use shares a relationship with the thoroughfare network as a result of the built in connection/attraction between where people live, where they work, and where they conduct other activities in their lives, like shopping and recreation. The system of links between these different areas, in terms of automobile and truck connections, is the thoroughfare network.

In addition to accommodating growth, the thoroughfare network, especially the larger functional classifications, can encourage growth. This can be seen in Grayson County through the residential and accompanying commercial growth along the US75 and Preston Road corridors. As described in the Modeling and Analysis chapter, this plan evaluates the likely future development potential for all areas of Grayson County in order to better identify where thoroughfare links

will be needed, as well as the likely effects on growth of improved thoroughfare links.

In addition to overall future growth potential, some key economic drivers and projects are important factors to consider in evaluating needed changes to the current thoroughfare system. These include the Grayson County

Regional Airport and the future Tollway, as well as the specific development plans identified through the meetings with owners of larger Grayson County properties.

More information on the development suitability analysis is in Chapter 6 and the Appendix C.

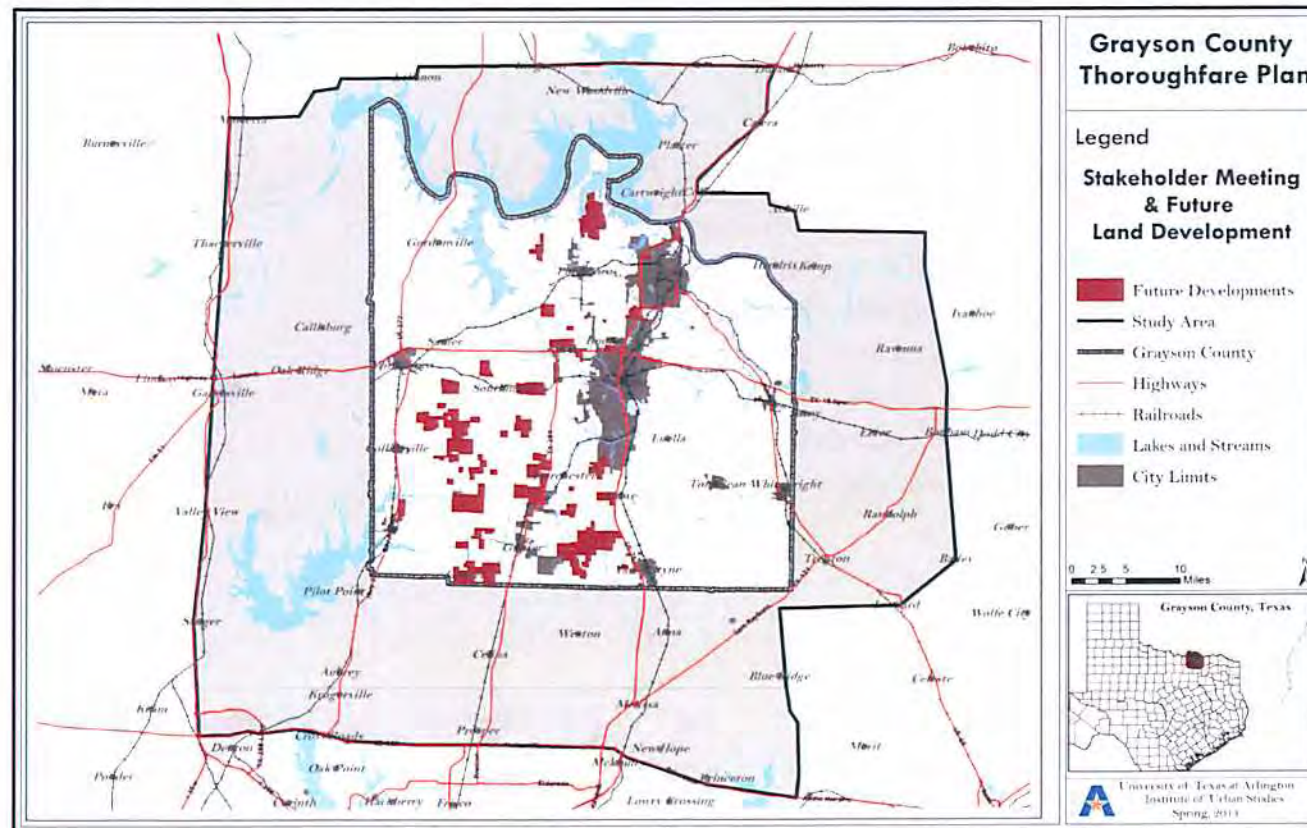


FIGURE 7: FUTURE LAND DEVELOPMENT - LARGE PARCELS



COORDINATION WITH CITIES' AND COUNTIES' THOROUGHFARE PLANS

A key step in the plan development process was to ensure that the Grayson County Thoroughfare Plan took into consideration existing municipal thoroughfare plans. Plans were obtained for the cities of Denison, Sherman, Van Alstyne, and Gunter, as well as Collin and Denton counties.

Maps are located in Appendix B.

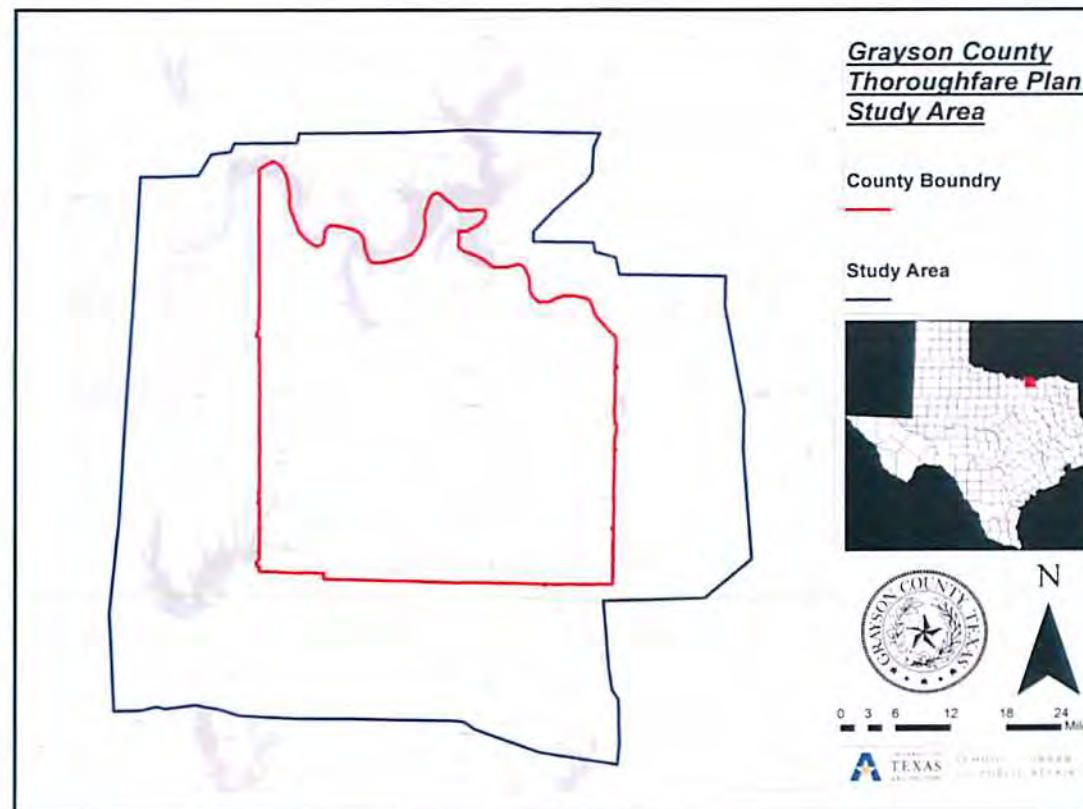
Municipal level thoroughfare plans create roadway networks that stop at jurisdictional boundaries. Similarly, adjacent county thoroughfare plans either stop at the county line, or propose continuation of roadways into Grayson County. As part of the overall planning process, key connection points between cities within Grayson County as well as neighboring counties were identified and solutions recommended to provide through-county and regional connectivity.

MODELING AND ANALYSIS

DEFINING THE STUDY AREA

It is vital to consider not only Grayson County, but the surrounding region when analyzing and predicting future growth. The greater Dallas/Fort Worth metropolitan area greatly affects growth patterns within Grayson County.

Therefore, the study group gathered data and projections for Grayson County and the Dallas/Fort Worth region. Further, the study area for the plan includes portions of surrounding counties. The data gathered for the study area included factors such as: future thoroughfare plans of various cities within Grayson County, commuting patterns, and the



Dallas/Fort Worth area's predicted growth.

SPATIAL DATA

In understanding the factors that shape the region, it is essential to analyze existing and projected demographic data at all levels and assess how these projections may be relevant to future development in Grayson County. Data gathering included demographic, environmental, transportation,

economic, and housing. The data were gathered from various sources such as: U.S. Census, North Texas Council of Governments, County Tax Assessor, city officials, and stakeholder interviews.

Both population and employment data are important for understanding the county's future thoroughfare needs. Grayson County's major employment areas have been along US75, especially though the Sherman/Denison area, with some additional employment centers along US377 in the



FIGURE 9: EXAMPLES OF COLLECTED SPATIAL DATA

Western edge of the county, in and near the regional airport, and in the Gunter and Van Alstyne areas. Employment is expected to grow in the and around the same areas of the county, with additional growth along and near the route of the Grayson County Tollway. The greater Dallas/Fort Worth area is also a large employment destination for Grayson county residents.

Maintaining and enhancing connectivity for commuters is an important aspect of the overall thoroughfare plan. Population growth projections for Grayson County show likely increases in population concentrated in the southern section of the county along the border with Collin and Denton counties.

Much of this growth is likely to occur as a result of the northward expansion of population from the greater Dallas/Fort Worth area. Employment growth is expected to be strong in Collin County, and demand for housing will undoubtedly accompany the growth in employment centers. Much of this growth is also projected to occur between the proposed Tollway extension and US75 and south of US82.

Additional population growth is projected around the Lake Texoma area and in Sherman and Denison. Much less growth is projected for far eastern Grayson County and for the

northwest portion of the County north of US82 and west of the Tollway.

Details on population and employment projections for Grayson County and the nearby areas of the Dall/Fort Worth metropolitan area are in the Appendix.

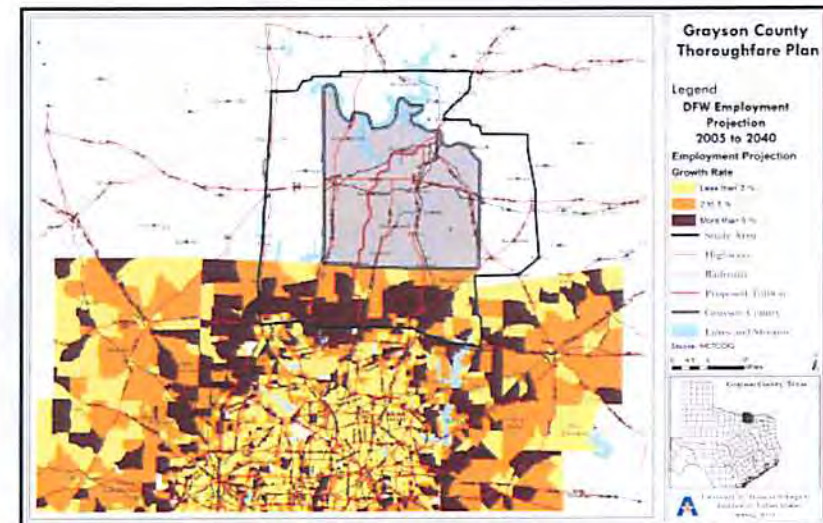


FIGURE 10: REGIONAL EMPLOYMENT GROWTH IS AN IMPORTANT FACTOR IN FUTURE GRAYSON COUNTY GROWTH

In order to deal with the projected growth within Grayson County, appropriate transportation connections between Grayson and Collin and Denton counties must be maintained and enhanced. The existing highway system provides good connectivity between counties, especially when the proposed



Tollway is considered. However, as population increases, the level of congestion on the highways will increase, necessitating development of alternative north-south routes and connection of arterial level thoroughfares across county lines. In addition, adequate arterial level in-county east-west connections must be developed to provide appropriate access to the highway network and to relief routes. Recommended distances and spacing of arterials is covered in the functional classification portion of the recommendations chapter.

SUITABILITY ANALYSIS

Land-use suitability analysis is utilized to identify the most suitable places for future land-use allocation. Suitability analysis is vital in producing a spatial allocation of future urban activities and open space with consideration of all relevant factors. Thus, land suitability analysis involves the ecologically sensitive allocation and planning of land resources in the course of land-use analysis and planning.

Selection of the suitability factors depends upon the characteristics of the planning area. Every region has unique natural and built environmental features. Natural environments include features such as: water resources, soil types, and slopes. Built environments include features such as: highways and major intersections, employment centers,

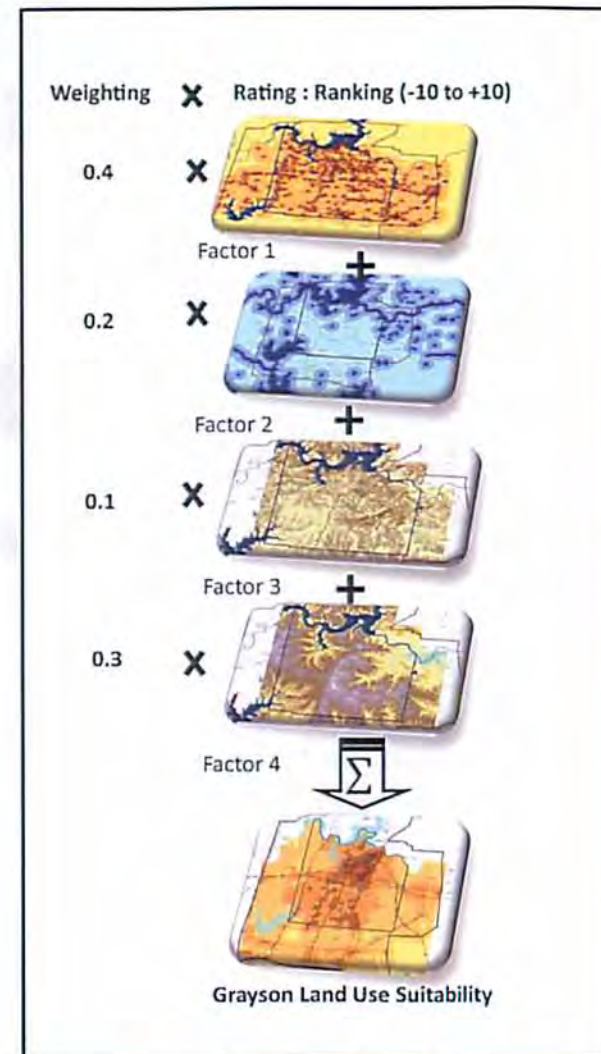


FIGURE 11: SUITABILITY ANALYSIS PROCESS

airports, and shopping centers. The entire region surrounding Grayson County was analyzed using a GIS layer format.

The suitability score is a numerical value indicating a location's overall suitability for a land use type when all related factors are considered. The suitability score for a particular zone is

determined by multiplying the zone's factor rating for each factor by the corresponding factor weight and summing up these products. Suitability scores are computed for all zones and all development or land uses under consideration. GIS layers were overlaid based on their weight to predict potential for future growth in Grayson County and its surrounding

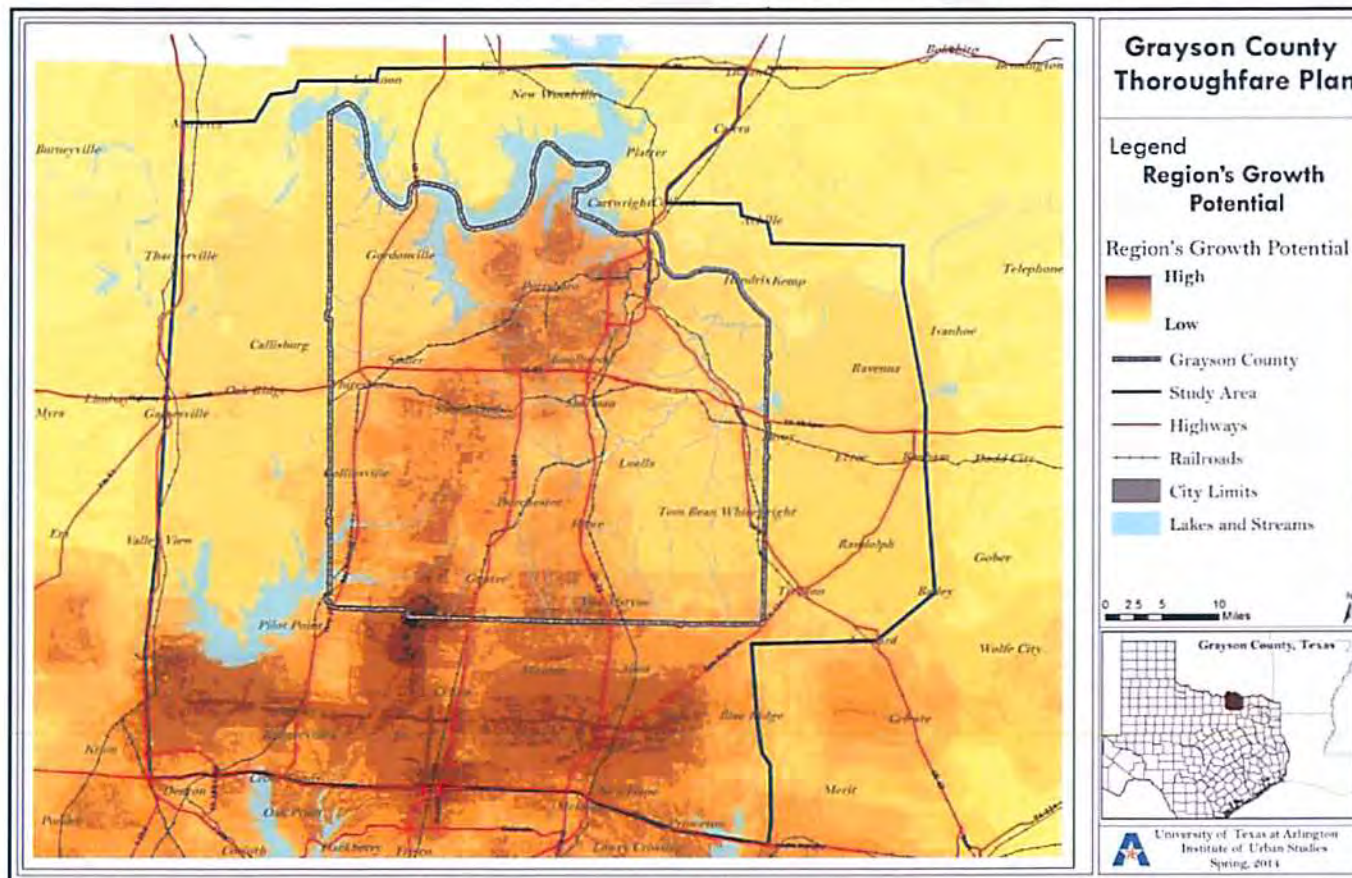


FIGURE 12: SUITABILITY ANALYSIS – OVERALL GROWTH POTENTIAL

study area. Results show that south and southwest of Grayson County have high potential for growth according to various factors such as: accessibility to jobs, good north-south connectivity to the greater Dallas/Fort Worth area, and location along the primary growth vector for the Dallas/Fort

Worth metropolitan area between US75 and the Dallas North Tollway.

Adding an additional layer to account for the planned

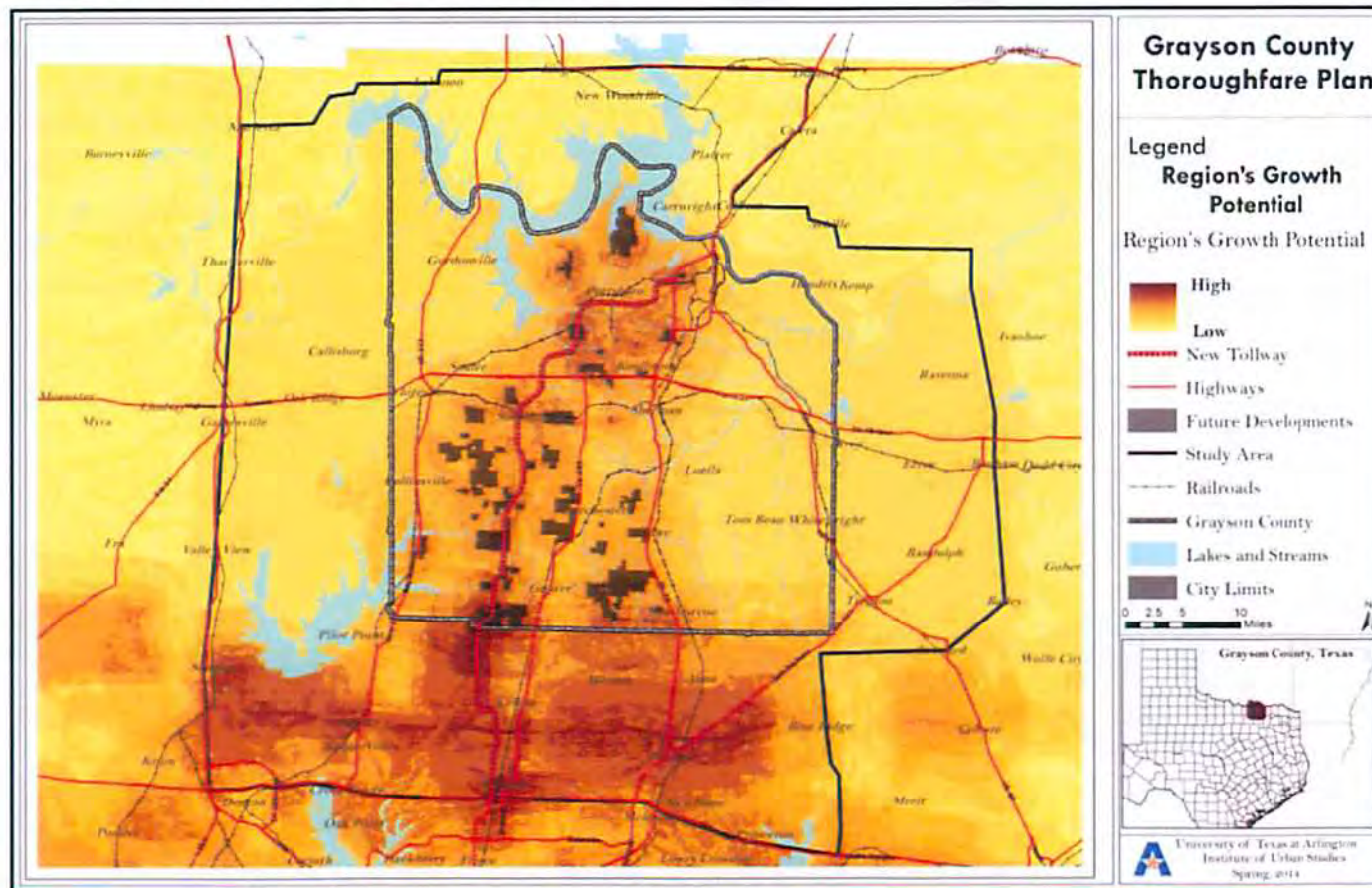


FIGURE 13: SUITABILITY ANALYSIS -GROWTH POTENTIAL WITH LARGE DEVELOPMENT PARCELS LAYER



development of large development parcels in the County reinforces the analysis. Note that the majority of the parcels are located in the southern and southwestern portions of Grayson County, in proximity to US75, SH289/Preston Road, and the Grayson County Tollway. Additional growth and large development parcels highlight expected growth in and around the North Texas Regional Airport and in resort communities on Lake Texoma.

There is projected to be much less development potential in eastern and far northwestern portions of Grayson County. This reinforces information gathered from stakeholders and the public.

Additional demographic data, population projections, and suitability analysis layers are included in the Appendix A and Appendix C respectively.



RECOMMENDATIONS

FUNCTIONAL CLASSIFICATION SYSTEM

Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service each roadway provides. Planners and engineers use this hierarchy of roadways to properly channel transportation movements through a highway network efficiently and cost effectively.

This plan integrates existing municipal level thoroughfare plans for incorporated cities in Grayson County. Note however, that municipal thoroughfare plans will have a much finer network of roadway facilities identified than will the Grayson County Thoroughfare Plan, as they will typically include the lowest of functional classifications, collectors and local streets. Grayson County's thoroughfare plan is focused on the identification and designation of more significant

roadway facilities such as the highway, major, and minor arterial classifications. Recommended spacing is an important element of this plan, especially in areas of higher anticipated development. By locating arterial roadway facilities at or near recommended spacing, a functional thoroughfare grid can operate to most efficiently and effectively strike a balance between mobility and access.

FUNCTIONAL CLASSIFICATION	MOBILITY	ACCESS	TYPICAL SPACING
INTERSTATE HIGHWAY	Very High	Very Low	Greater than 5 miles
FREEWAY / TOLLWAY	Very High	Very Low	5 to 10 miles
MAJOR (PRINCIPAL) ARTERIAL	High	Low	1 to 5 miles
MINOR ARTERIAL	Medium	Medium	0.5 to 2 miles
COLLECTOR	Low	High	Less than 0.5 miles
LOCAL STREET	Very Low	Very High	Less than 0.25 miles

FIGURE 14: FUNCTIONAL CLASSIFICATION



FUTURE THOROUGHFARE PLAN/TYPICAL CROSS-SECTIONS

Typical Cross-Sections depict roadway characteristics such as ROW widths, lane widths, number of lanes, type and width of medians, etc. These cross sections are offered as examples of the function of these types of facilities, rather than a strict guideline for how these facilities should look. Specific lane counts, median widths, and provision of turn lanes are subject to complete environmental and engineering review prior to building given facilities.

FREEWAY/TOLLWAY

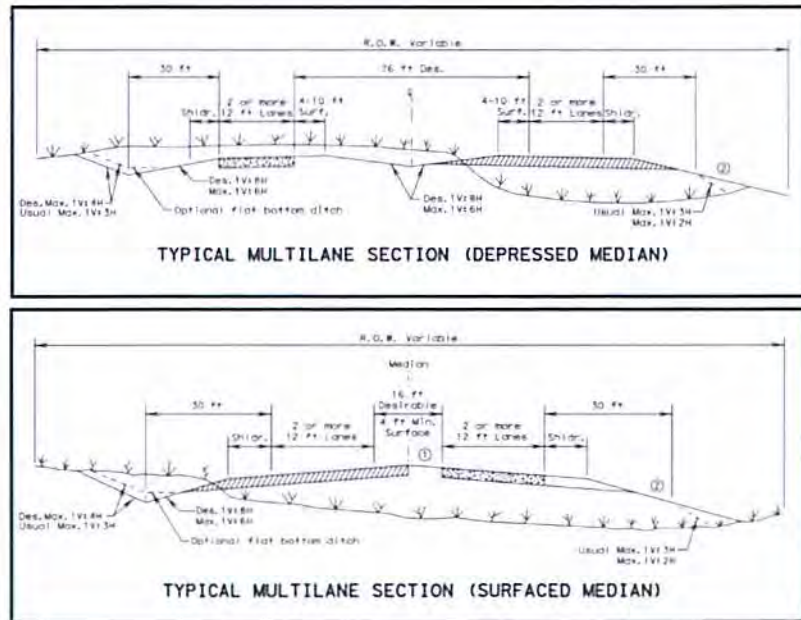


FIGURE 15: TYPICAL FREEWAY CROSS-SECTIONS

Freeways and Tollways fall under the jurisdiction of federal, regional, or state authorities, although the County does have input in how these agencies design these facilities.

FM121 through southern Grayson County is designated as a Major Collector in existing MPO plans, with specific improvements to be performed within the scope of the TIP. This plan notes the need for a smoother alignment of FM121 in order to improve continuity and ability to safely handle expected future high traffic volumes.

The plan proposes two Grayson County Tollway alignment alternatives. These alternatives offer the potential for reduced development cost through possible right of way donation/dedication from interested owners of larger development parcels. In addition, the first alternative alignment offers the advantages of a smoother, straighter route with fewer major turns as well as a more consistent distance from SH289 through the majority of Grayson County. This offers a larger area of the county in the development “sweet spot” between these two major roadways.



MAJOR ARTERIAL

The main function of major (or principal) arterials is to provide for in-County and regional connectivity to major centers of activity at high traffic volumes. Property access is a lower level concern than is high mobility.

A number of major (or principal) arterials are suggested in order to handle a higher capacity of traffic due to County growth. These major arterials also serve to connect Grayson County with neighboring counties, especially Collin and Denton counties. Wherever possible, proposed major arterials are designed to carry traffic through significant portions of Grayson County in addition to providing connections to Freeway and Tollway facilities.

These types of arterials are usually divided by a median to provide space for left turn lanes and/or right turn out lanes. Depending on traffic volumes and level of urbanization, these facilities can be four travel lanes (two in each direction) or six travel lanes (three in each direction).

Wherever possible, existing state roads, local roads, and Farm to Market roads are utilized for Major and Minor Arterial alignments in this plan.

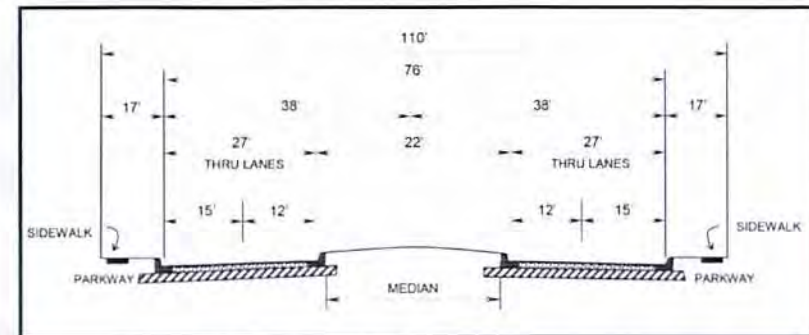


FIGURE 16: MAJOR ARTERIAL CROSS-SECTION (FOUR LANES DIVIDED)

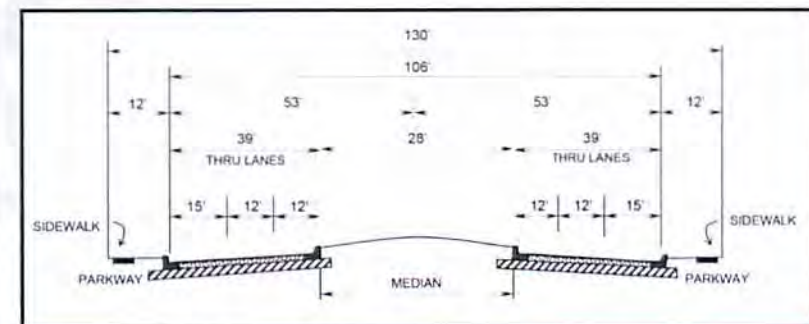


FIGURE 17: MAJOR ARTERIAL CROSS-SECTION (SIX LANES DIVIDED)



MINOR ARTERIALS

Minor Arterials serve primarily to collect and distribute traffic from local access streets and unimproved County roads to major arterials or freeway and Tollway facilities. As with major arterials, spacing varies with population density. This class of roadways carries moderate amounts of traffic while providing limited access to adjacent properties. Access levels are higher than for major arterials.

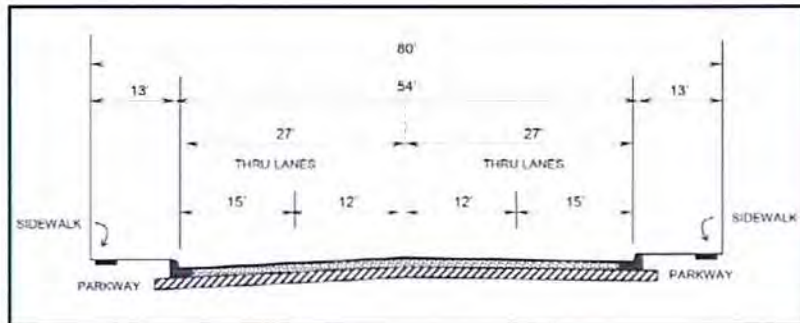


FIGURE 18: MINOR ARTERIAL CROSS-SECTION

While the cross section in Figure 18 shows a four lane undivided roadway, in more urbanized areas, minor arterials can be divided to provide for a left turn lane.

FUTURE THOROUGHFARE MAPS

The thoroughfare maps on the following pages represent the complete proposed thoroughfare system (Figure 19).

Note that the proposed alignments follow existing roadways wherever possible. However, the roadway alignments shown are intended to illustrate general location and interrelation with the entire roadway system. Where possible, sharp turns are smoothed to facilitate safety and improve overall system integrity. Final roadway alignments will be decided on a case by case basis after environmental and engineering studies as well as additional public input.

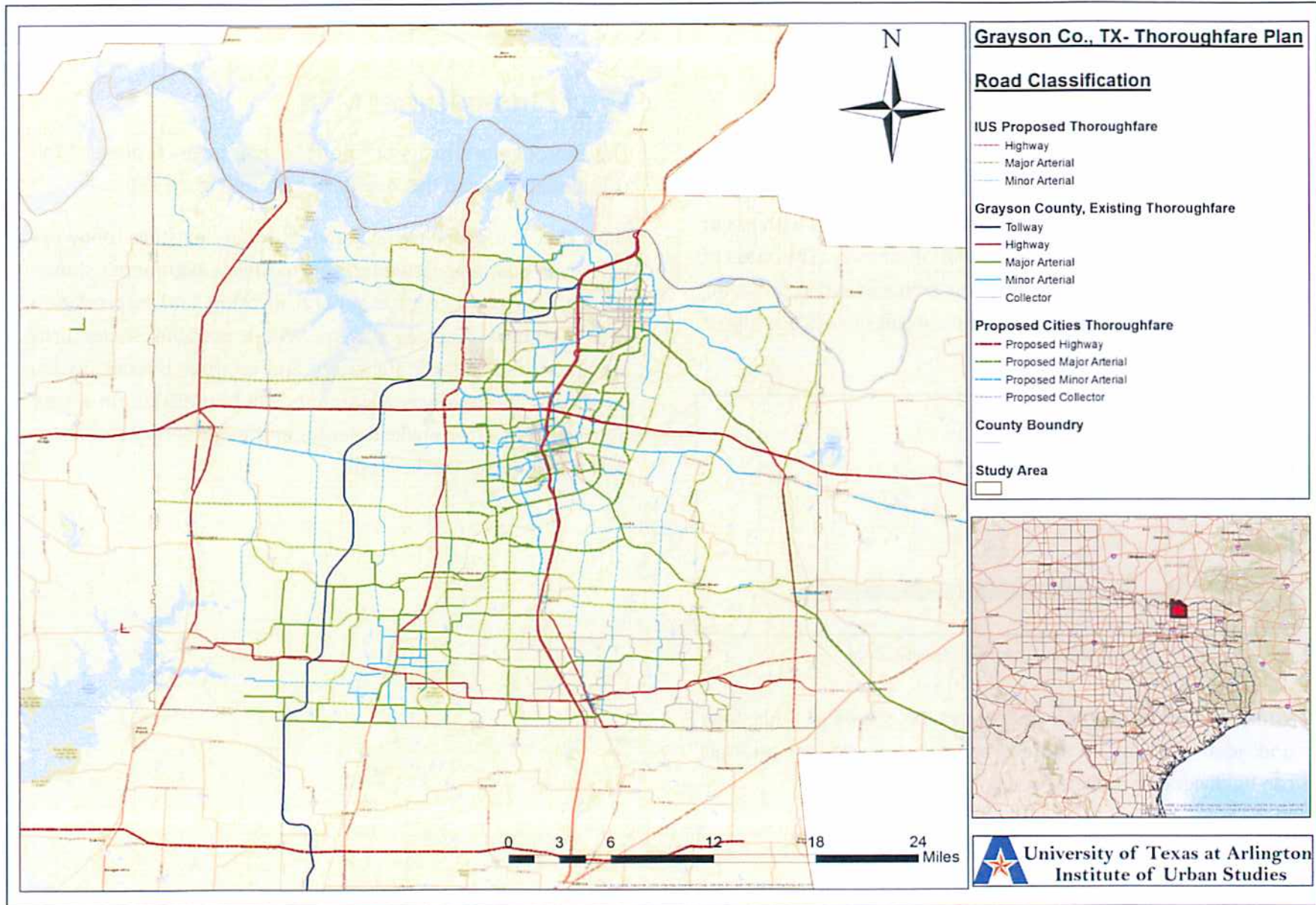


FIGURE 19: GRAYSON COUNTY, THOROUGHFARE PLAN MAP



PROPOSED NEW ROADS

Street Name	From	To	Proposed Classification
GCTH 1	FM 901	CR 102	Minor Arterial
GCTH 2	Cooks Corner Rd.	FM 901	Minor Arterial
GCTH 3	FM 901	Survey Rd.	Minor Arterial
GCTH 4	FM 902	FM 121	Minor Arterial
GCTH 5	Plain View Rd.	US Highway 377	Major Arterial
GCTH 6	US Highway 82	Kimberlin Rd.	Minor Arterial
GCTH 7	US Highway 82	Precinct Rd.	Minor Arterial
GCTH 8	Rice Rd.	Morman Grove Rd.	Major Arterial
GCTH 9	W Line Rd.	TX 289	Major Arterial
GCTH 10	Kimberlin Rd.	FM 121	Major Arterial
GCTH 11	Scott Hill Rd.	Home Site Rd.	Minor Arterial
GCTH 12	Hunt Rd.	Jaresh Rd.	Major Arterial
GCTH 13	Kimberlin Rd.	Bounds Rd. - Strawn Rd. - McBee Rd. - Mathew Rd. -E Young Rd. - Enloe Rd. - Geroge Rd. - Wortham Rd. - Garret Rd. - Rowland Rd. - Fiddlers Rd. - US Highway 69	Major Arterial
GCTH 14	Old Scaggs School Rd.	FM 121	Major Arterial
GCTH 15	Sprout Spring Rd.	US Highway 82	Minor Arterial

Street Name	From	To	Proposed Classification
GCTH 16	County Line Rd.	Strawn Rd.	Major Arterial
GCTH 17	County Line Rd.	TX 56	Major Arterial
GCTH 18	Katy Ln.	Spur 316	Minor Arterial
GCTH 19	FM 147	Refuge Rd.	Minor Arterial
GCTH 20	Preston Rd.	TX 289	Major Arterial
GCTH 21	Vineyard Rd.	Old Dorchester Rd.	Major Arterial
GCTH 22	Hanning St.	FM 902	Minor Arterial
GCTH 23	McConnell Rd.	Hodgins Rd.	Major Arterial
GCTH 24	Mackey Rd.	Old TX 6	Major Arterial
GCTH 25	US 75 N	Mardell Ln.	Major Arterial
GCTH 26	FM 3133	N John Douglas Rd. - Old TX 6 - Mardell Ln. - Bennett Rd. - TX 11 - Ceder Rd. - GCTH 27	Minor Arterial
GCTH 27	Bucksnot Rd.	FM 2729 - Old Ida Rd. - Cratt Rd. - FM 1753 - E FM 120	Major Arterial
GCTH 28	FM 3133	N Lincoln Rock Rd. - Celtic Rd. - GCTH 26	Minor Arterial
GCTH 29	FM 121	TX 56	Minor Arterial
GCTH 30	FM 697	TX 56	Minor Arterial
GCTH 31	FM 121	County Rd. 4410	Highway
GCTH 32	W Dorset Dr.	TX 11	Minor Arterial



PROPOSED EXISTING ROAD CHANGES

Street Name	Existing Condition	Proposed Condition	Remark
FM 901 - CR 106	FM	Minor Arterial	
Cooks Corner Rd. - FM 901	Local Rd.- FM	Minor Arterial	Bridge
FM 901 - FM 902	FM	Minor Arterial	
FM 121	FM	Highway	Smoothing of Road
FM 902 - Rice Rd.	FM -Local Rd.	Major Arterial	
FM 902- TX 11- FM 697- FM 898	FM - State Highway-FM	Major Arterial	Smoothing of Road
Flowing Wells Rd.	Local Rd.	Minor Arterial	
West Man Rd.	Local Rd.	Minor Arterial	
Stiff Chapel Rd.	Local Rd.	Minor Arterial	
Wall Street Rd.	Local Rd.	Major Arterial	
Cooks Corner Rd.	FM	Major Arterial	
County Line Rd. -FM 1417	Local Rd.	Major Arterial	
S Denny St. -W Hanning St.	Local Rd.	Minor Arterial	
FM 697 - FM 1753	FM	Major Arterial	
Desvoignes Rd.	Local Rd.	Minor Arterial	

Street Name	Existing Condition	Proposed Condition	Remark
TX 160- US Highway 69	Highway	Highway	Increase Level of Service
FM 1897- CR 2240	FM	Major Arterial	
E FM 1417- Luella Rd. - Bennett Rd. - GCTH 26	FM	Minor Arterial	



CONCLUSION

Public engagement and input has been an integral part of the process of developing this thoroughfare plan. Public comment is highly weighted in the resultant proposed thoroughfare system. Comments from owners of larger parcels throughout the County were especially helpful in determining specific future facility needs. This plan represents the synthesis of the needs, hopes, and future expectations for Grayson County.

The final result is a plan that seeks to satisfy expected future travel demands as well as inform future land use and development. We live in an era of rapid change, however, and it is important that this plan be kept abreast of changes in Grayson County through a program of updating and revision over time. Though the time horizon for the plan is 25 years, the plan should be revisited every 5-10 years in order to ensure its continuing relevance and effectiveness.

**APPENDIX A: DEMOGRAPHIC DATA**

Block Number	State Name	Total Population 2010	Total Population 2016	2030 Modified (Future Land Parcels)
481810003.043	Texas	1,208	1,218	1,307
481810003.041	Texas	799	854	870
481810003.042	Texas	1,419	1,518	1,487
481810003.022	Texas	2,367	2,360	1,572
481810008.001	Texas	1,072	1,114	1,175
481810004.001	Texas	1,258	1,281	1,225
481810003.021	Texas	2,115	2,161	7,132
481810009.013	Texas	698	703	666
481810009.012	Texas	1,017	1,068	1,076
481810009.011	Texas	1,931	2,070	1,384
481810009.021	Texas	2,985	3,240	537
481810008.002	Texas	1,008	1,003	1,009
481810004.002	Texas	1,570	1,571	1,460
481810008.004	Texas	1,296	1,308	1,273
481810008.003	Texas	1,043	1,047	1,051
481810003.033	Texas	1,724	1,987	1,691
481810003.032	Texas	1,895	1,885	1,907
481810003.031	Texas	989	1,113	1,040
481810011.023	Texas	1,542	1,591	1,581
481810011.022	Texas	1,478	1,470	1,527
481810019.002	Texas	3,821	4,078	49,504
481810019.001	Texas	2,577	2,752	5,023
481810019.003	Texas	1,518	1,668	1,666
481810019.004	Texas	966	1,048	1,078
481810019.005	Texas	1,917	2,104	2,175

A-1: Population Projection (2030) by I.U.S. including Future Development of Large Land Owners' Properties



Block Number	State Name	Total Population 2010	Total Population 2016	2030 Modified (Future Land Parcels)
481810018.011	Texas	1,785	1,871	3,397
481810018.031	Texas	1,958	2,032	2,093
481810011.011	Texas	2,670	2,827	317
481810011.012	Texas	1,568	1,557	6,558
481810011.021	Texas	2,653	2,834	6,058
481810011.024	Texas	1,299	1,309	1,207
481810009.022	Texas	1,385	1,364	1,446
481810013.002	Texas	960	952	927
481810020.003	Texas	914	919	952
481810020.002	Texas	1,312	1,367	1,200
481810014.001	Texas	1,466	1,508	1,517
481810014.004	Texas	1,267	1,246	1,343
481810015.007	Texas	762	808	1,024
481810015.006	Texas	1,149	1,247	1,139
481810018.013	Texas	1,104	1,120	1,227
481810018.014	Texas	1,020	1,097	972
481810018.033	Texas	2,545	2,810	2,894
481810009.023	Texas	1,547	1,586	1,845
481810009.024	Texas	676	681	646
481810012.006	Texas	1,159	1,172	1,194
481810012.004	Texas	1,555	1,587	1,515
481810012.003	Texas	876	918	868
481810012.002	Texas	708	723	716
481810012.001	Texas	876	874	931
481810012.005	Texas	716	769	657
481810013.003	Texas	644	652	649

A-2: Population Projection (2030) by I.U.S. including Future Development of Large Land Owners' Properties



Block Number	State Name	Total Population 2010	Total Population 2016	2030 Modified (Future Land Parcels)
481810013.004	Texas	846	870	829
481810013.005	Texas	689	632	654
481810014.002	Texas	885	946	913
481810014.003	Texas	718	731	746
481810014.005	Texas	1,125	1,122	1,090
481810015.001	Texas	867	886	888
481810015.003	Texas	701	710	752
481810015.002	Texas	1,119	1,166	1,162
481810015.005	Texas	1,022	1,057	973
481810015.004	Texas	879	939	815
481810020.001	Texas	856	899	878
481810017.001	Texas	3,263	3,532	3,623
481810017.002	Texas	1,638	1,660	1,633
481810001.021	Texas	1,587	1,616	1,685
481810001.023	Texas	625	588	687
481810001.022	Texas	787	777	927
481810018.021	Texas	3,298	3,380	3,502
481810005.011	Texas	1,383	1,576	1,523
481810005.021	Texas	1,286	1,296	1,271
481810007.005	Texas	1,259	1,496	1,429
481810001.012	Texas	931	933	983
481810001.013	Texas	1,582	1,674	1,641
481810001.011	Texas	2,221	2,306	2,338
481810018.012	Texas	2,176	2,277	2,188

A-3: Population Projection (2030) by I.U.S. including Future Development of Large Land Owners' Properties



Block Number	State Name	Total Population 2010	Total Population 2016	2030 Modified (Future Land Parcels)
481810002.001	Texas	1,068	1,057	1,098
481810005.012	Texas	582	599	559
481810006.003	Texas	1,380	1,389	1,383
481810006.004	Texas	755	768	744
481810006.002	Texas	740	704	793
481810005.013	Texas	1,086	1,103	1,139
481810008.005	Texas	1,166	1,182	1,176
481810018.032	Texas	1,186	1,201	1,418
481810018.022	Texas	1,518	1,612	1,834
481810002.002	Texas	1,199	1,246	1,184
481810007.003	Texas	616	607	612
481810005.014	Texas	692	697	700
481810007.004	Texas	490	470	482
481810007.002	Texas	685	693	685
481810006.001	Texas	607	619	624
481810007.001	Texas	935	949	988
Total		121,773	126,586	182,974

A-4: Population Projection (2030) by I.U.S. including Future Development of Large Land Owners' Properties

Population projections utilized or referenced in this study include projections from the Texas Office of the State Demographer, the Sherman-Denison Metropolitan Planning Organization, the North Central Texas Council of Governments (for Dallas/Fort Worth area population), and the Institute of Urban Studies. Projected 2030 population for Grayson County ranges from a low of 128 thousand to a high of 183 thousand. While the overall projections differ, the critical element is the expected location and intensity of development over time. Thus, population projections are an integral piece of this document's overall suitability model, presented in Appendix C.

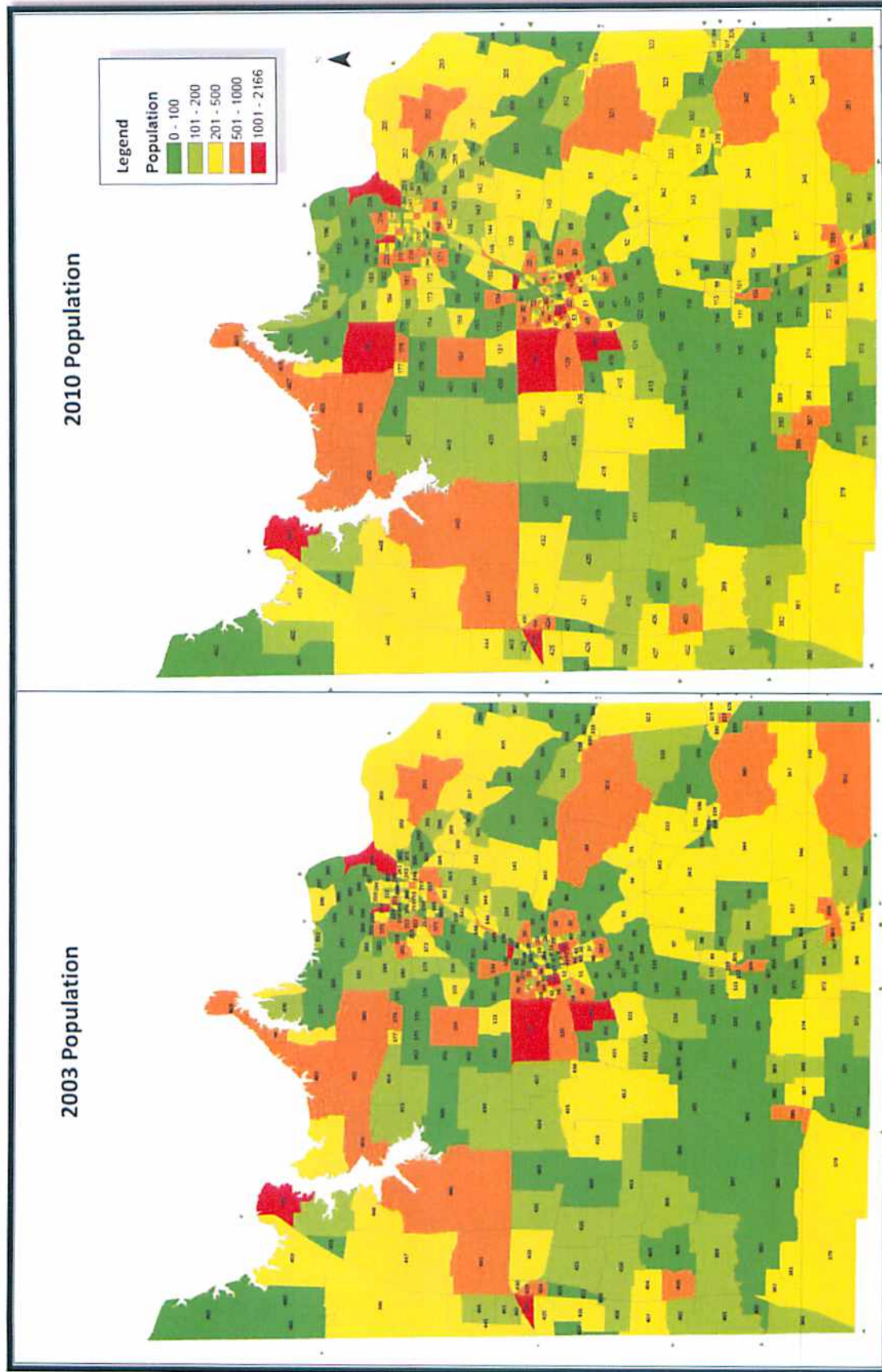


Population			
County	2015	2030	% increase
Grayson	127,202	148,946	17.1%
Collin	952,740	1,739,215	82.5%
Denton	793,505	1,410,541	77.8%
Dallas	2,496,364	2,922,752	17.1%
Tarrant	1,963,311	2,553,661	30.1%

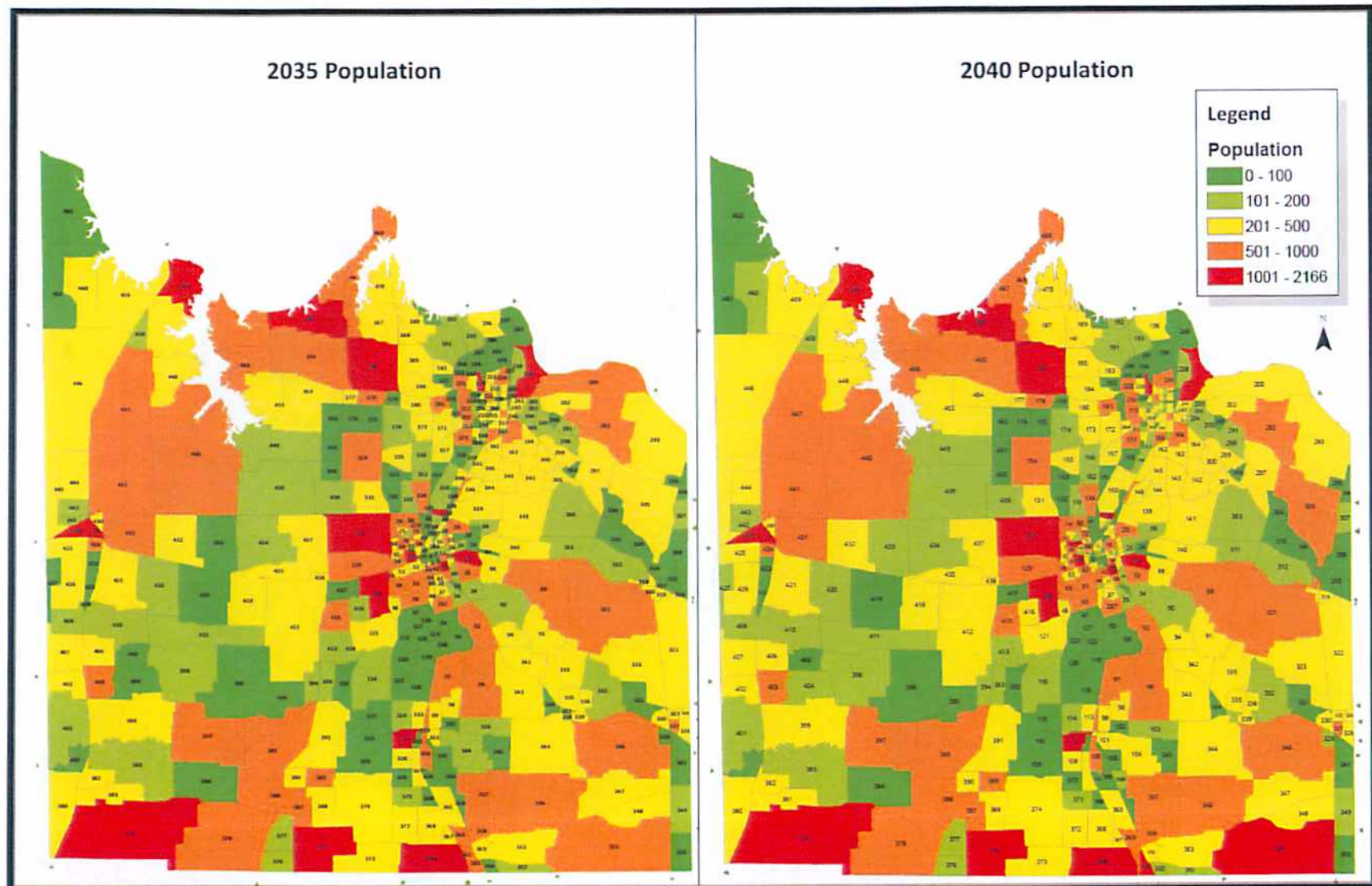
A-5: Population Projection (2030) by the Office of State Demographer

	2000 Census	2010 Census	Suggested 2035 Control	2035 MPO
Total Population	110,595	120,877	144,833	144,833
Group quarters Population*	2,973		2,973*	3,135
Population in Households	107,622	118,663	112,421	113,847
Number of Households	42,849	46,905	59,108	59,108
Average Household Size	2.51	2.53	2.4	2.4

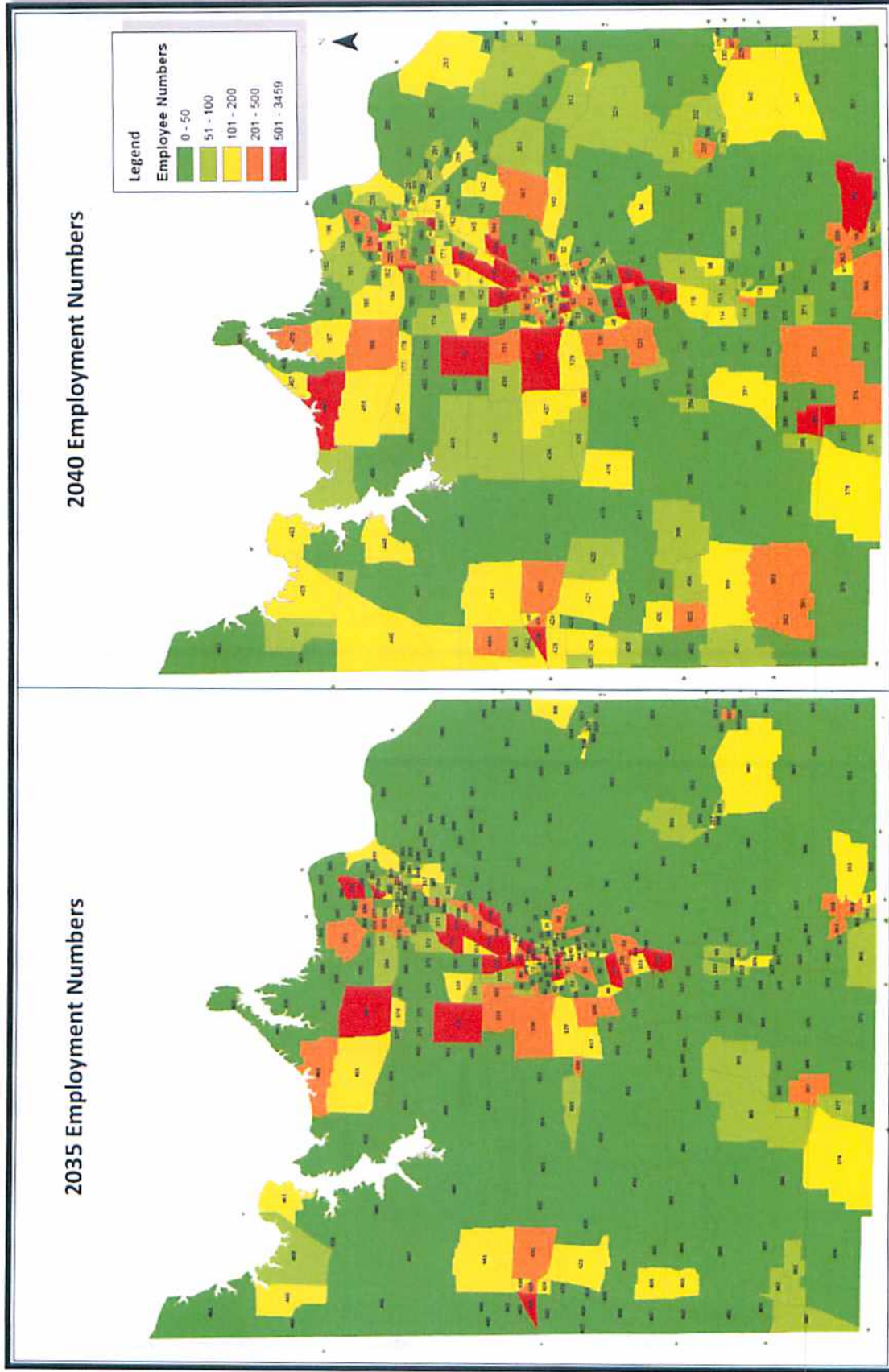
A-6: Population Project (2030) by the Sherman-Denison MPO



A-7: Population Distribution Map by TAZ

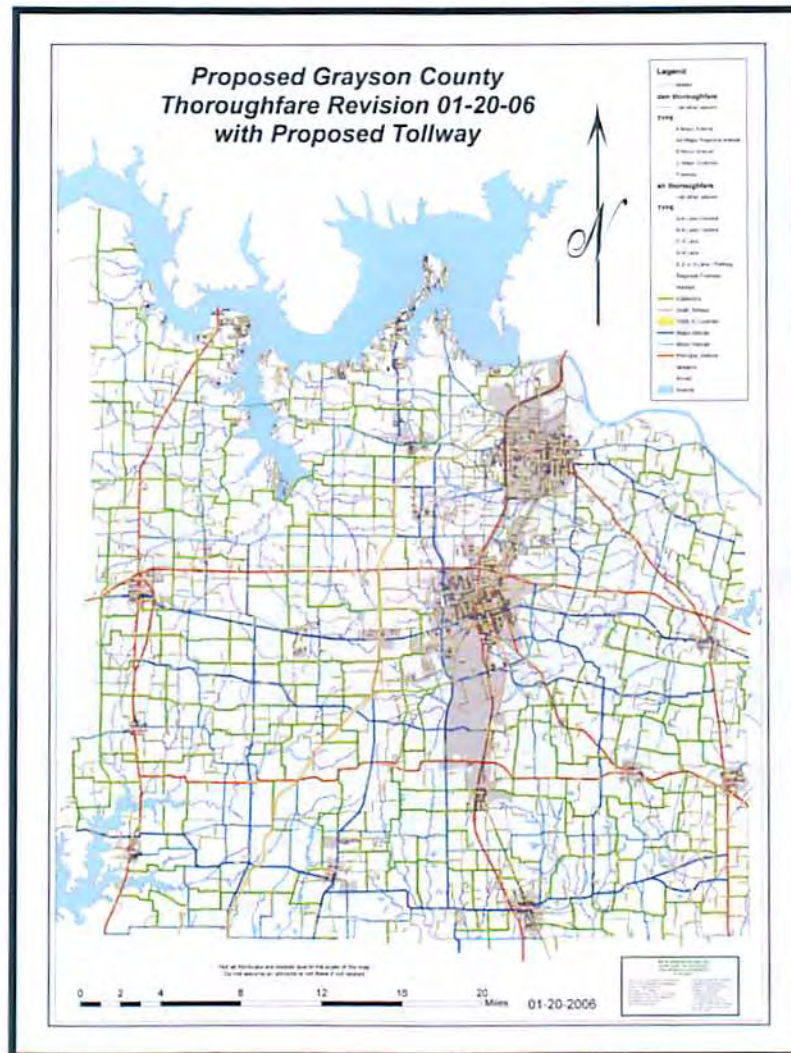


A-8: Population Distribution Map by TAZ



A-9: Employment Distribution by TAZ

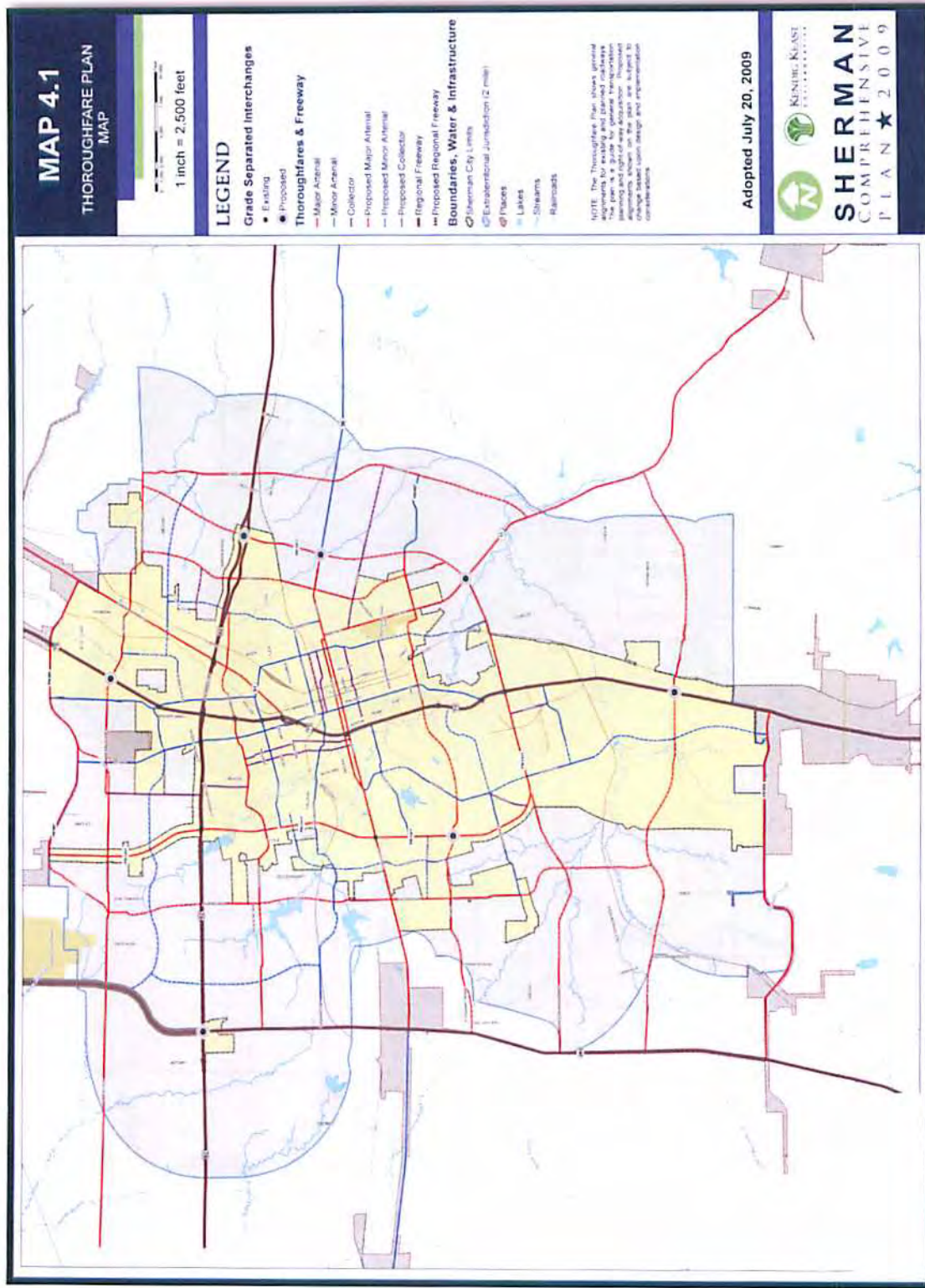
APPENDIX B: EXISTING PLANS



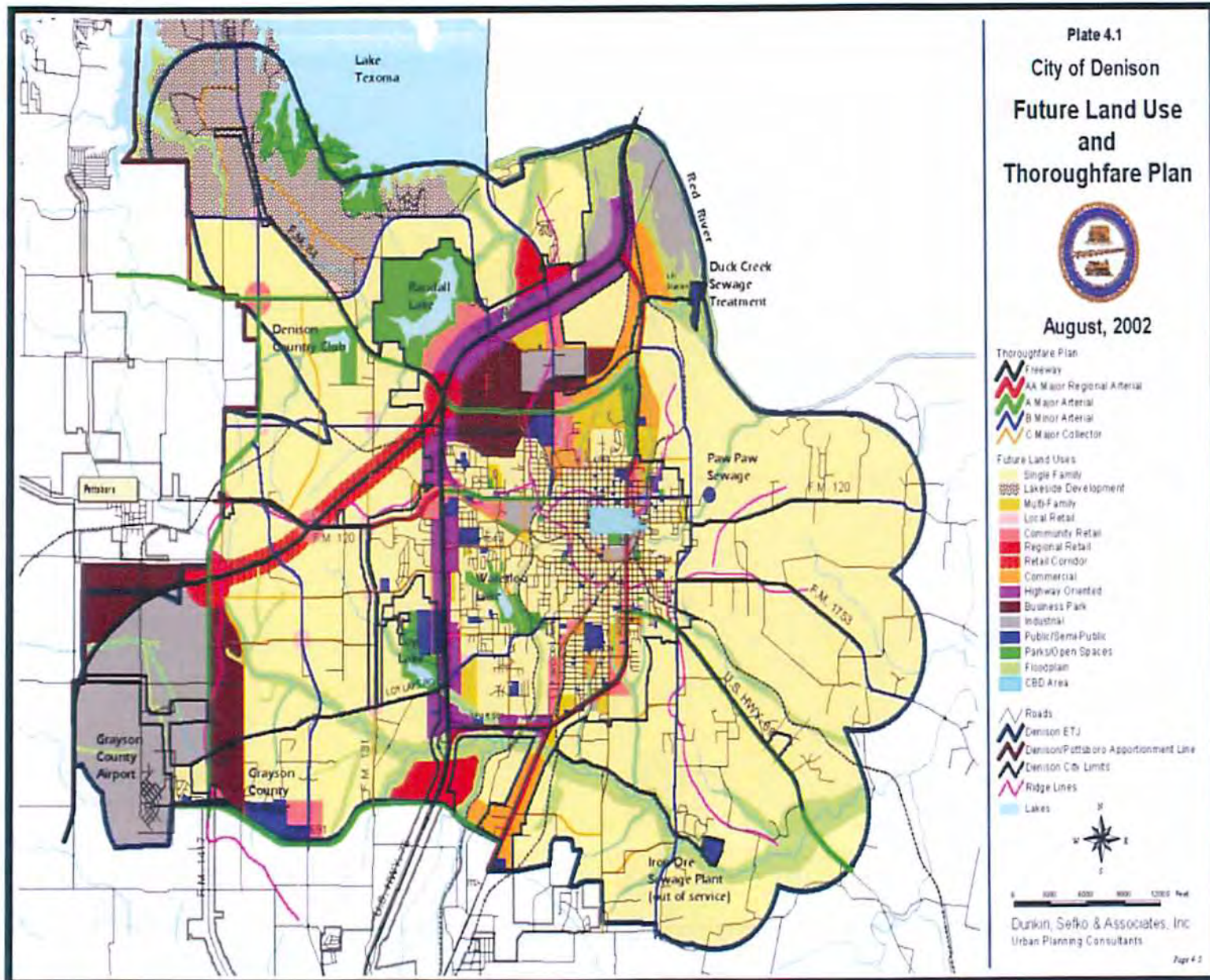
B-1: Grayson County 2006 Thoroughfare Plan

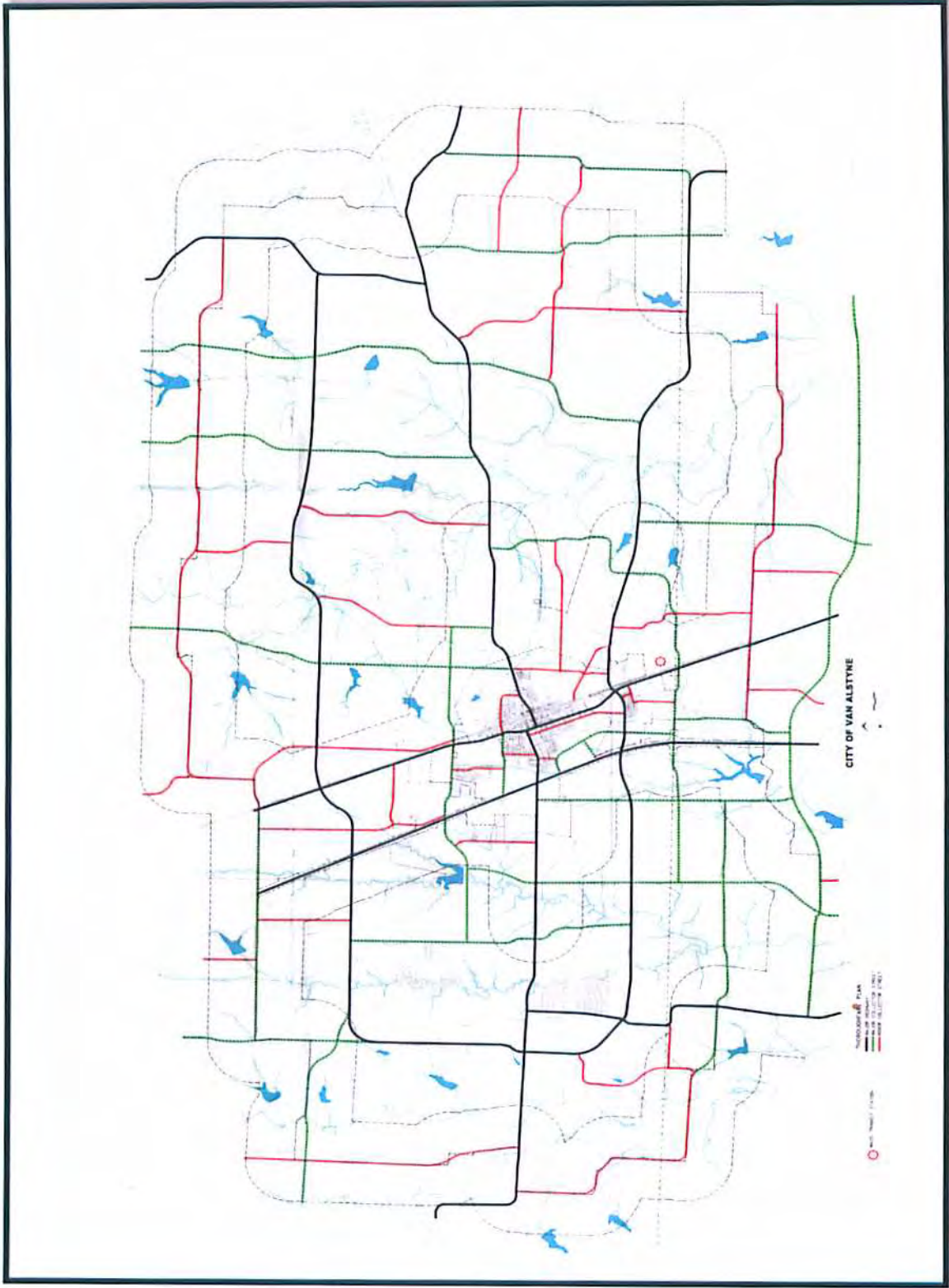


B-2: Sherman-Denison MPO Plan

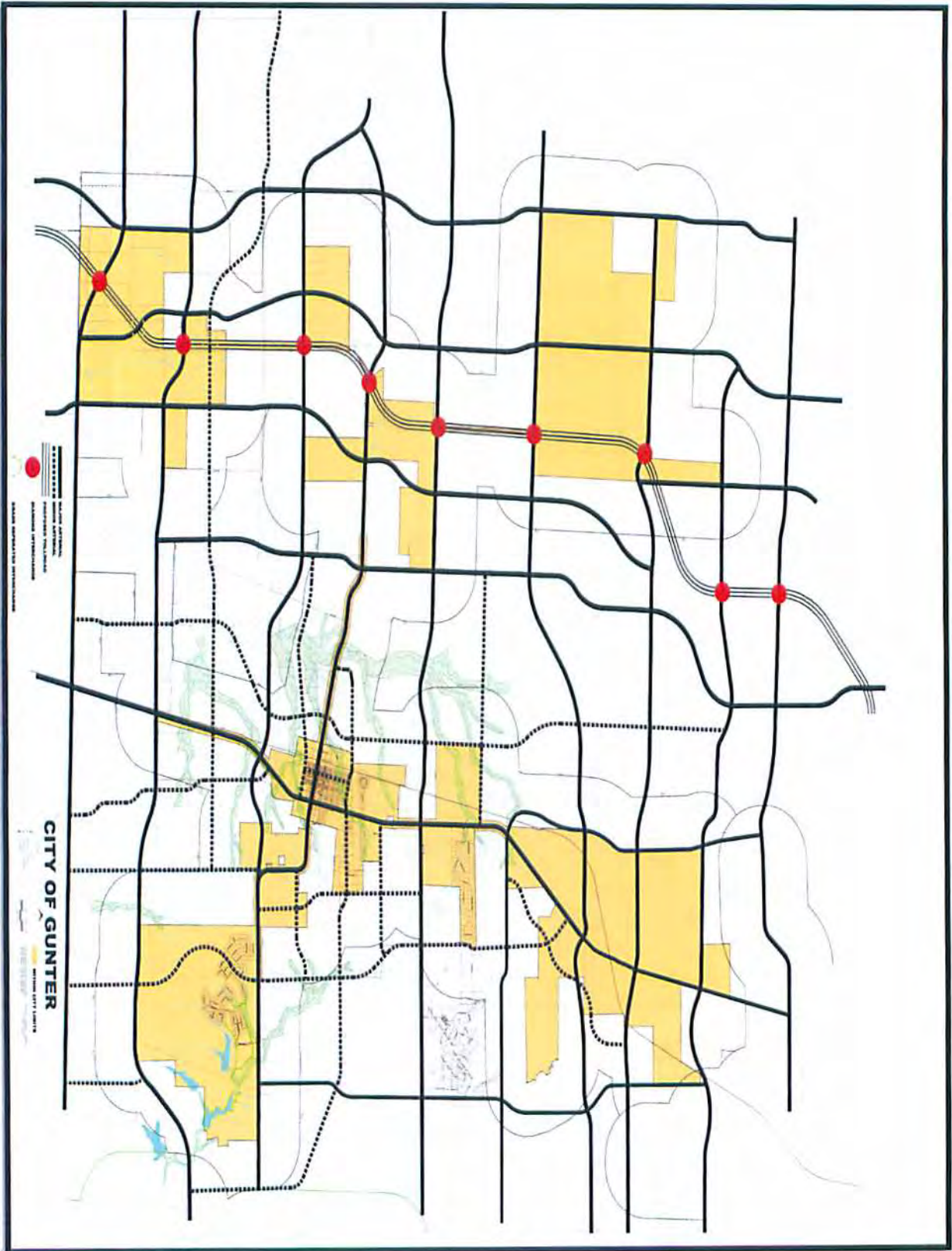


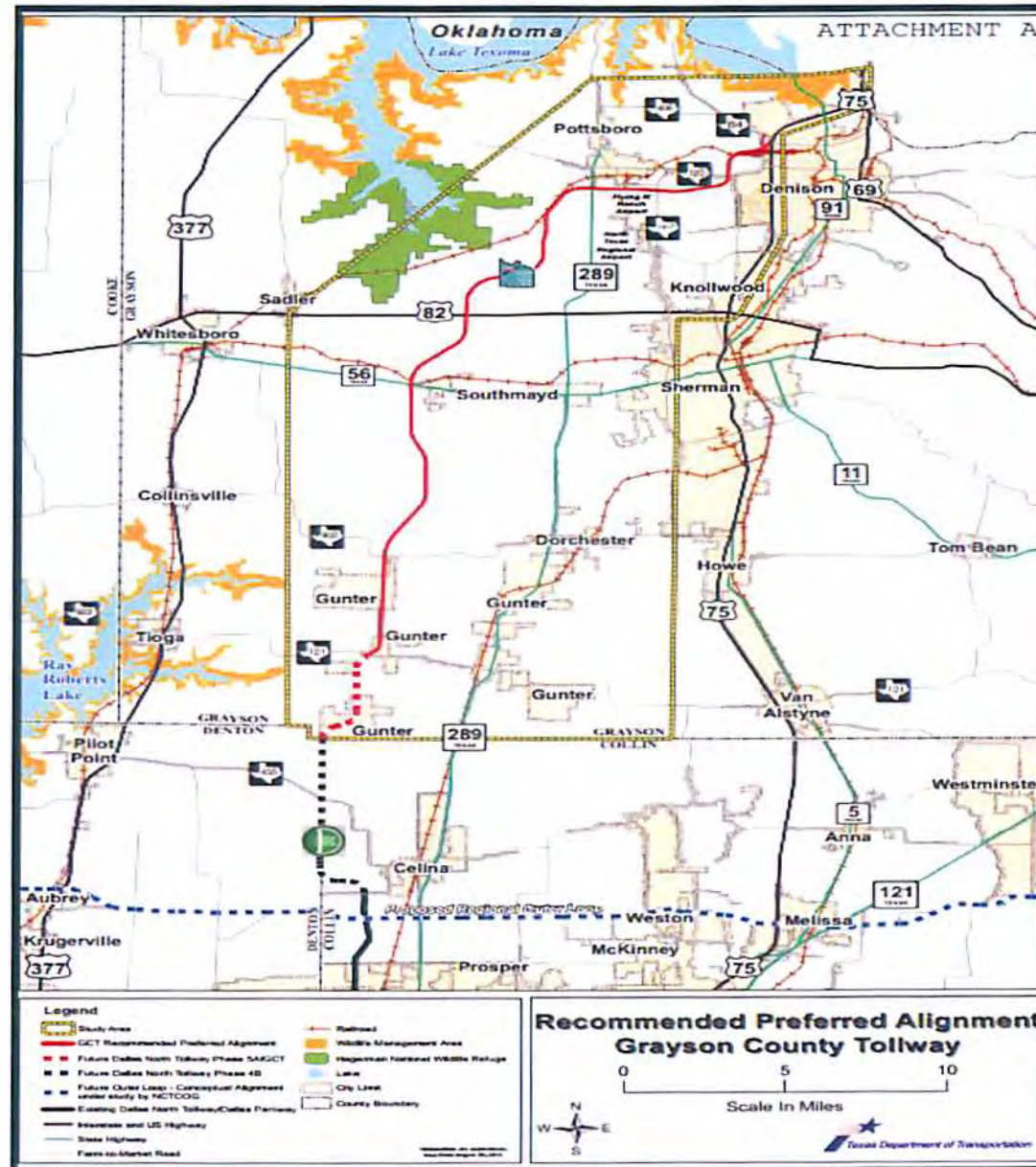
B-3: City of Sherman Thoroughfare Plan



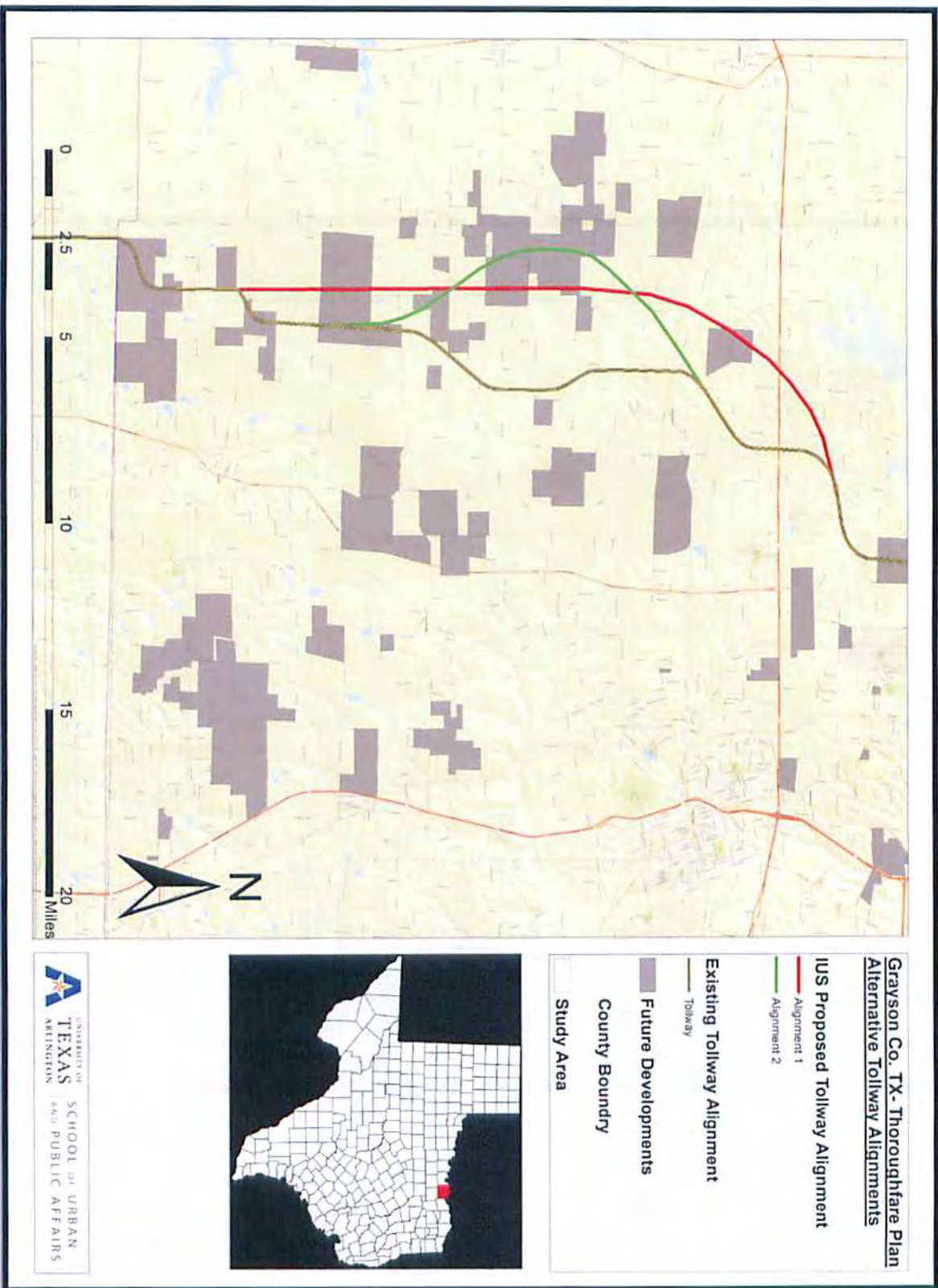


B-5: City of Van Alstyne Thoroughfare Plan

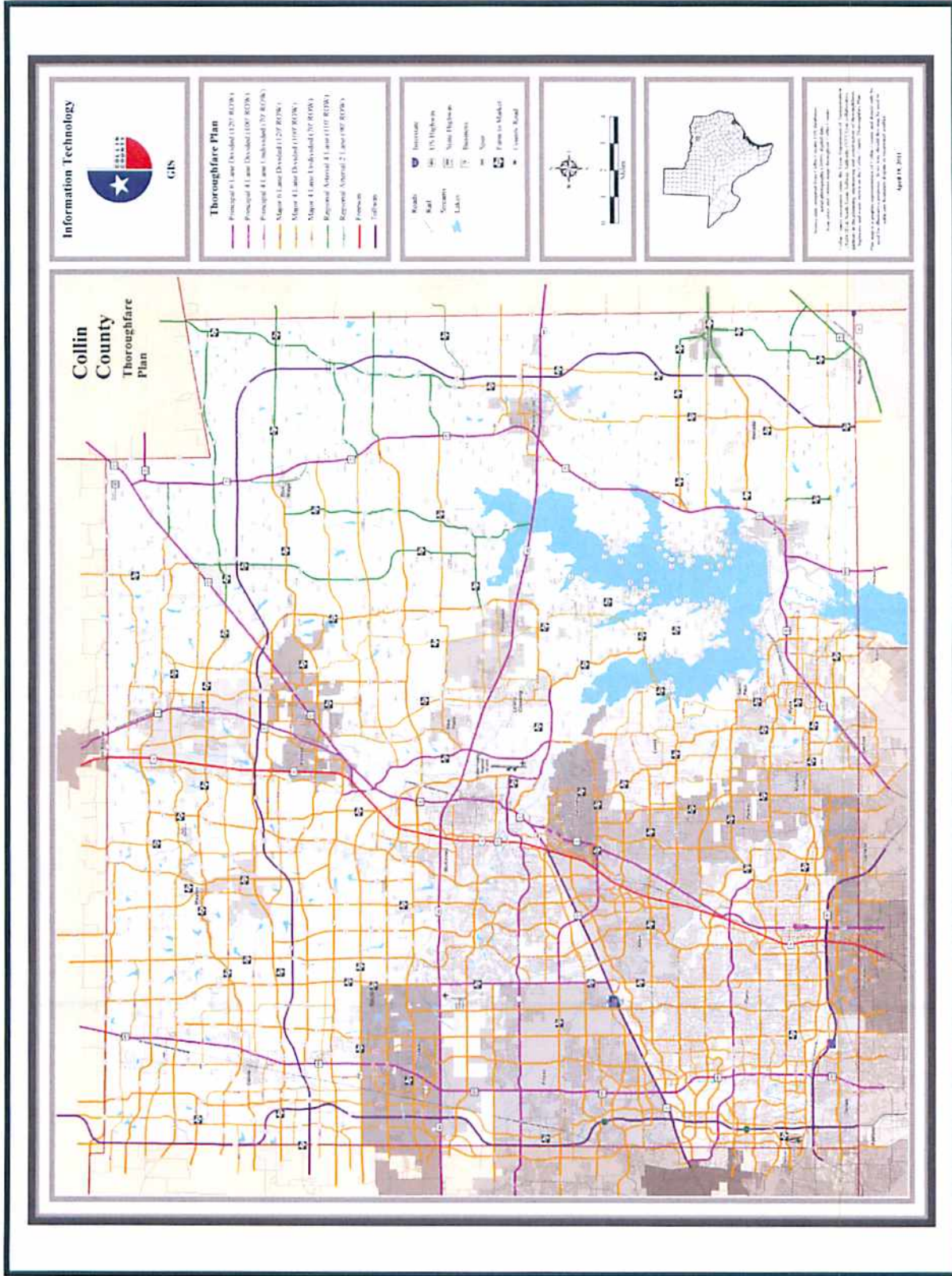




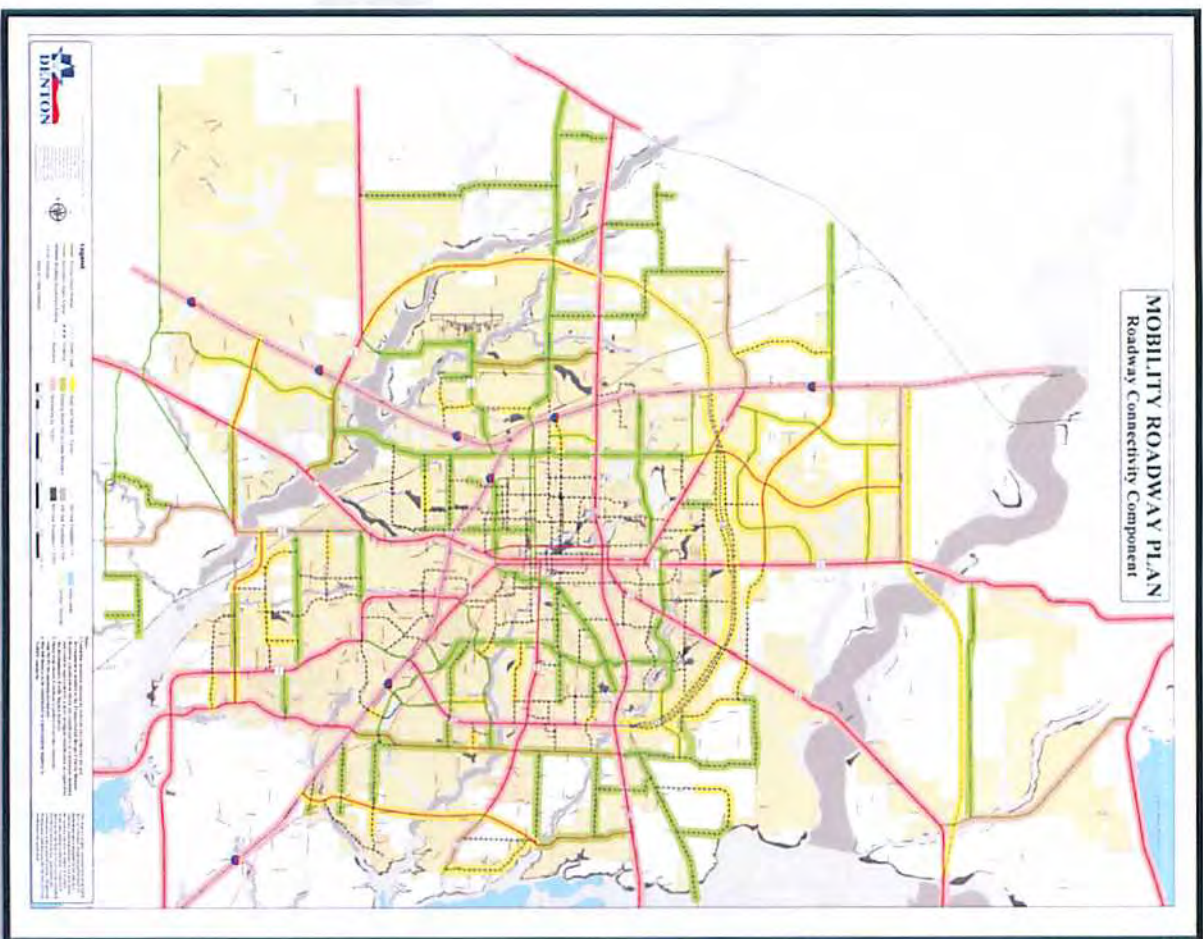
B-7: Grayson County Recommended Preferred Alignment



B-8: IUS Proposed Alternative Toll Way Alignments



B-9: Collin County Thoroughfare Plan



B-10: Denton County Thoroughfare Plan



APPENDIX C: SUITABILITY ANALYSIS

As was discussed in the report, the main plan goal was to study and plan for future thoroughfare needs of Grayson County. To accomplish this goal, there was need to have a disaggregated population (and employment) projection for the county to identify the potential growth areas inside the county for the foreseeable future. There was two major forces in action in projecting and capturing the growth areas of the county in a spatially disaggregated manner: the growth of Grayson County itself and the effect of growth of the Dallas Fort Worth metropolitan area on Grayson County. This latter effect is important, since the county abuts the Dallas Fort Worth Metropolitan Areas and is already feeling the effect since much of that metropolitan growth is toward the Grayson County.

Within the state of Texas, most metropolitan areas have experienced substantial growth in the past couple of decades, and the Dallas Fort Worth region has consistently been one of the fastest growing areas in Texas and the nation. Current population projections suggest continued growth over the next 30 years for Texas, with much of it occurring in the metropolitan areas. The current population and employment growth creates increased demand for residential, commercial, and office development, as well as the need for transportation projects that facilitate the necessary interaction and travel involved in commercial and residential activities. Prudent planning is therefore essential to avoid the threats of

congestion, pollution, environmental degradation, and the general decline in the quality of life.

In order to capture both growth effects, the county and the Metroplex, we undertook a truncated version of a model as a planning support system (PSS) developed at UTA by Professor Ardeshir Anjomani. The PSS in general combines a few modules including projection and suitability analysis/development potential modules to project the likely location of future growth areas. The following provides a brief description of the land suitability/ development potential analysis.

DATA UTILIZED

The model utilizes a number of data sources, broadly characterized as primary data and secondary data.

- Primary Data Collection: Primary data was collected based on interview with stakeholders, Council of Government, Metropolitan Planning Organization and city officials.
- Secondary Data Collection: In this step, secondary data was collected based on:
 - Existing thoroughfare plans for Grayson and neighboring Counties, State, Region, Cities etc.
 - Demographic and historical information



- Economic conditions in the region in relation to the development potential of the County and the broader region
- Existing land cover, thoroughfares, and other public infrastructure
- Future land use patterns, including adopted city and COG land use projection patterns and comprehensive land use plans and adopted zoning maps.
- Grayson County Tax Assessor data
- Major business centers and commercial activities
- Environmental assets and constraints, including soils, water bodies, streams and floodplains, slope data, and identification of environmentally sensitive areas

The suitability model focuses on secondary data elements, which become factors in the overall analysis.

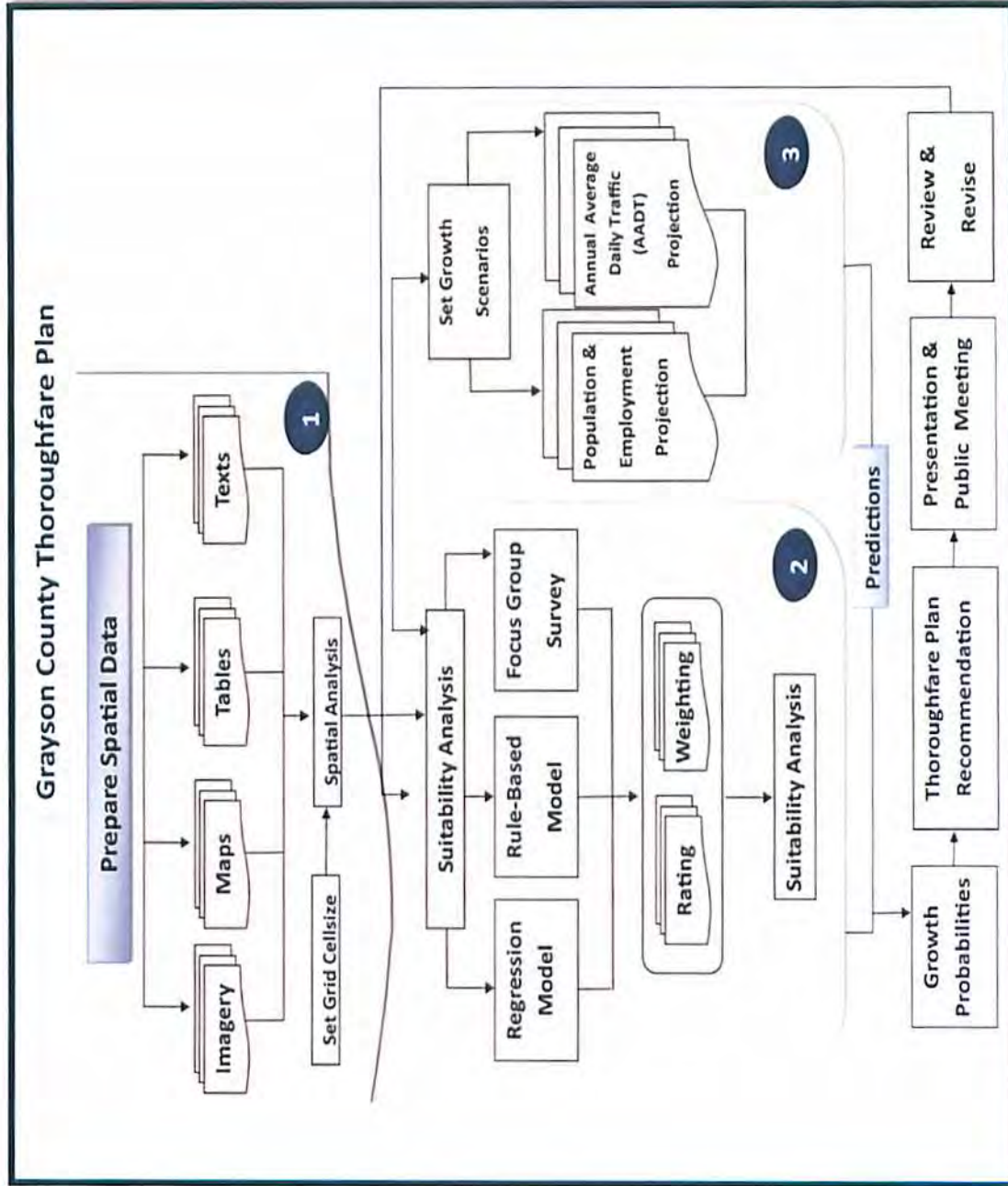
LAND SUITABILITY ANALYSIS OR DEVELOPMENT POTENTIAL

Developing a realistic modeling of land-use change first requires identifying the most important factors that drive changes and then representing these factors in the model. Identification of these factors is a very important step because these factors presumably drive changes in urban development. Another essential step involves deciding how to represent these factors in the analysis using a simple model without losing important characteristics representing real life. The tools in ArcGIS enabled these factors to be represented and analyzed simultaneously to produce a suitability map of every land use. In this study we use a technique that we think

is more suitable for modeling development of undeveloped areas that has been developed and gone through an evolutionary process since early last century: the land suitability analysis. A variation of the method has been developed further by UTA's Dr. Anjomani for application as part of planning support systems in metropolitan growth forecasting and planning.

Land suitability analysis (SA) involves the ecologically sensitive allocation and planning of land resources in the course of land use analysis and planning (McHarg, 1969 & 1992). With the advent of GIS, this technique has evolved and been integrated into existing GIS platforms. This analysis could help with the process of integrated land use-thoroughfare planning. According to Collins, Steiner, & Rushman, (2001, p.611), land-use suitability analysis can be utilized to identify the most suitable places for future land uses allocation. The techniques employed in SA involves three types of factors - location, development action, and environmental elements - and enable planners to analyze how these factors interact with each other (Collins et al. 2001, Anjomani, 2005). Therefore, SA techniques produce a spatial allocation of future urban activities with consideration of all relevant factors. SA is used to identify the most suitable places for locating future developments for each land use under consideration through consideration of all major factors affecting the suitability (Anjomani, 2005 and 2010).

In order to perform the suitability analysis one will need to assess how the natural and built environmental factors affect development.



C-1: Overall Model Schematic



To derive a measurement for the development suitability of a land area this method attempts to measure the suitability of each land parcel for a particular development directly by determining and assigning “rates” as measurements for the factors and the “weights” as measure of contribution of the factors to the suitability of the land for that particular development. Anjomani (1984) proposed that the suitability of a location i for land use j , S_{ij} , could be represented as:

$$S_{ij} = b_1F_{1ij} + b_2F_{2ij} + b_3F_{3ij} + \dots + b_kF_{kij} \quad (1)$$

Or

$$S_{ij} = \sum_k b_k F_{kij} \quad (2)$$

where F 's are ratings of suitability of each factor according to the degree of its effects—positive or negative—on each of the selected land uses, j , in locations i , and b 's are coefficient measuring importance (weight) of the k selected factors. Suitability scores for each land use and location, S_{ij} 's, can then be calculated by multiplying coefficients and their associated factor scores. They are summed up as shown in equations 1 and 2. Suitability scores are computed for all zones and all development or land uses under consideration. In order to determine factor weights the Delphi technique (Lindstone and Turoff, 1977, Taleai and Mansourian, 2008) or a multi-criteria evaluation technique such as Analytical Hierarchy Process (AHP) (Saaty, 1980 and 1994, Saaty and Niemira 2006) or Analytic Network Process (ANP) (Zebardast, 2013) for determining factor weights.

Technological advances in computerized mapping and geographic information systems (GIS) have given land use planners a more efficient and effective way of handling and analyzing large amounts of spatial data. Similarly, there have been advances in the process and application of SA and software developed for these techniques. The features in GIS enable these factors to be represented and analyzed simultaneously to produce a suitability map of every land use.

In the land suitability/development potential analysis in this PSS for the County, the factors considered are divided into two categories:



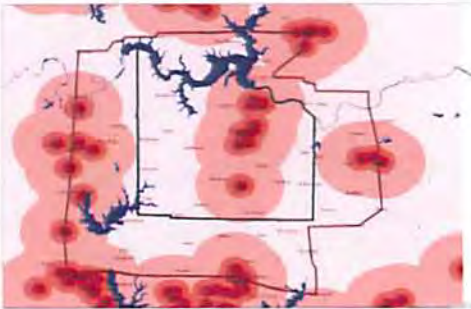
- Natural environmental factors
- Built environmental factors.

Their related suitability scores for land uses are related to proximity and/or accessibility. For the built environmental factors, the selected factors are based on how accessibility and/or proximity of the land parcels to these factors can affect locational choice of activities on them. These factors include (but are not limited to) employment centers, airports, highways, major roads intersections, and shopping centers. The natural environmental factors included water resources, the degree of slope, floodplains and sensitive habitats, which mostly prohibit development. Detailed buffer distance categories and accessibility/proximity analysis for all the suitability factors considered in this project are provided in the Table below.







Factors	Analysis	Distance (Buffer) Categories
Highway	Proximity	50, 200, 500, 1000, 2000, 10000 feet
Intersection	Accessibility	0.5, 1, 2, 3 miles
Employment Centers	Accessibility	1000, 5000, 10000, 15000, 20000 feet
Shopping Centers	Accessibility	1000, 5000, 10000, 15000, 20000 feet
Airport	Accessibility	1000, 5000, 10000, 15000, 20000 feet
Water Bodies	Proximity	98, 328, 656, 3280 feet
Wetlands	Proximity	98, 328, 918, 3280 feet
Existing Land Use	Assignment	Vacant Lots and Tracts, Qualified Agricultural Land, Farm and Ranch Improvements (because we want to focus on undeveloped areas)

C-2: Suitability factors, proximity/accessibility analysis and buffer distance

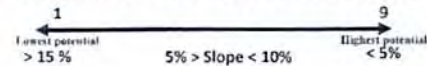
<p>Airport</p> <p>The proximity of airport locations in the study area was used. In order to rate the location of areas around the airports, we had to assume that closer location to airports are more preferable as airports are of paramount importance in the future growth the county.</p>	
<p>Cities</p> <p>Proximity to cities is another factor in the analysis. Areas closer to cities are considered more important in the process for suitability analysis purposes.</p>	
<p>Major Employment Centers (Commercial, Educational, and Shopping Centers)</p> <p>Major employment centers are important as future developments are most likely to happen closer to those centers and their proximities are considered high potential of future development.</p>	



<p>New Tollway and Highways The new Toll Way alignment is another important part of the analysis which needs to be taken under considerations. The Toll Way will be a development force in the County in the future.</p>	
<p>Resort Centers Resort centers are also important parts of the analysis. Closer areas to these centers are considered of higher preferences for future developments</p>	
<p>Major roads Accesses to major roads are another factor of suitability analysis which is extremely important. Areas with more access to major roads are considered more likely for development to happen in those places.</p>	
<p>Water bodies and wetlands Water bodies and wetland are really important in the analysis, since they are an environmental constraint and need to be preserved. Areas closer to these lands, are not desirable place for future development.</p>	

Slope

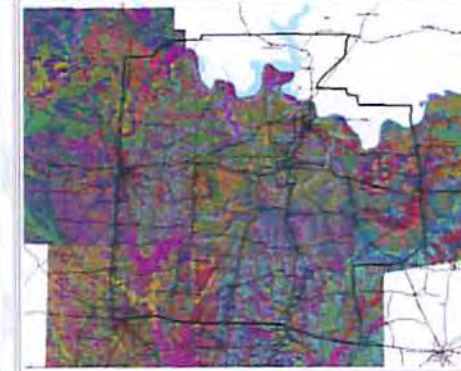
Another constraint in the development which needs to be considered is the slope. Areas with steep slopes of higher than 15% are not considered suitable lands for future development.



Soil Type

Land for development based on Soil Type:

- Sanger-Slidell-San Saba : Low
- Nornagee-Wilson-Crockett :Low
- Sanger-Maloterre-Venus: Low
- Purves-Maloterre-Aledo: Medium
- Callisburg-Gasil-Aubrey: Medium
- Duffau-Windthorst: Medium
- Konsil-Aubrey-Birome: Medium
- Tinn-Frio: Low
- Gaddy-Teller-Miller: Low





Land cover

In order to consider land cover layer in the analysis, a reclassification of data was applied so that, areas where there are already built environment are not the priority for future development and areas like vacant lands and big agricultural lands around cities are the most potential places for future development.

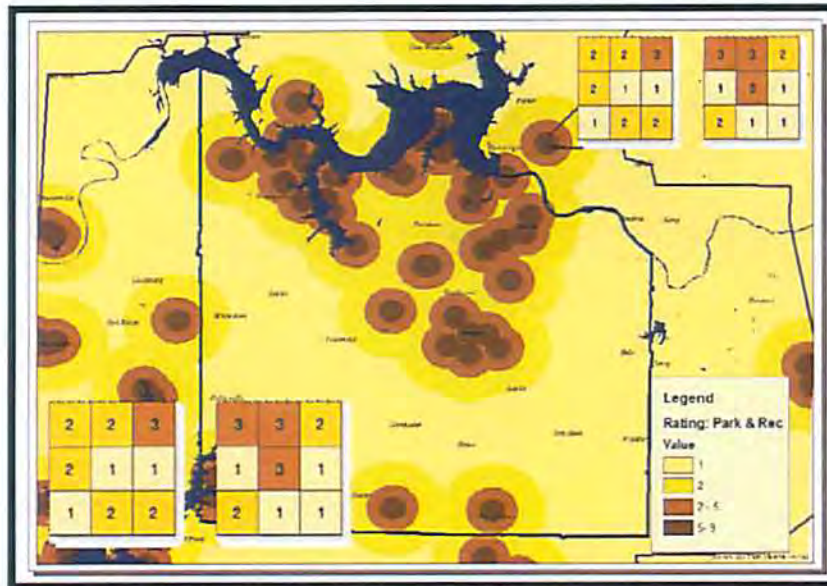




<p>DFW Population Growth – 2040 DFW Household population is estimated by NCTCOG. Areas closer to high rate of population growth in DFW, roads are considered more likely for development to happen in those places.</p>	
<p>DFW Employment Growth – 2040 DFW employment is estimated by NCTCOG that is a projection of the number of jobs in DFW area. Areas closer to high rate of employment growth in DFW, roads are considered more likely for development to happen in those places.</p>	

RATING LAYERS EXAMPLE

Selection of the suitability factors depends upon the characteristics of the planning area and categories of development or land use considered. Every region has unique specific natural environmental as well as the built environmental features.



C-3: Rating and Weights Example

Because the natural and built environmental factors affect development, they need to be assessed as drivers contributing to changes in land use. The resultant rating process in

suitability analysis whereby the extent to which each suitability factor impacts each selected land use determines the weight (value) of its rating.

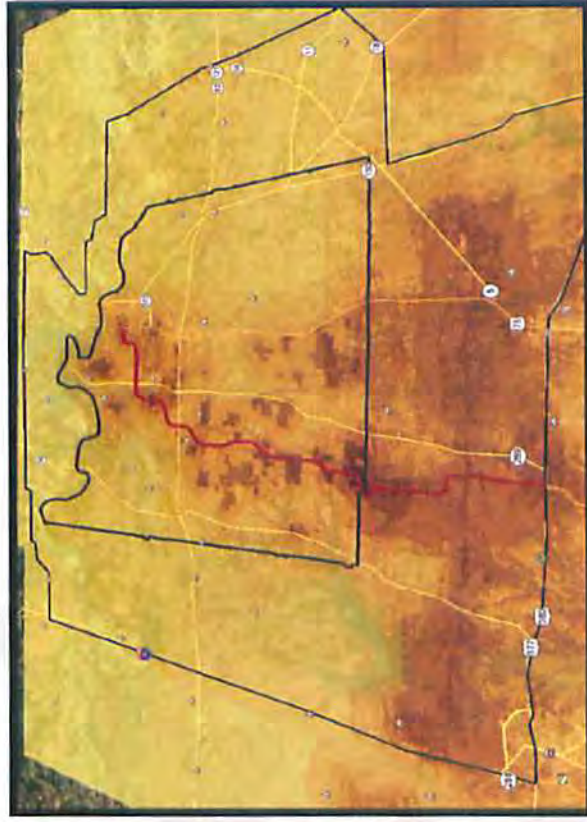
The physical, socio-economic and environmental characteristics of the planning area as well as incompatible uses (low-tech industry and housing for example) provide the basis for rating assumptions in the rating process (e.g., proximity to crime infested area). In this sub-model the rating process uses the scale of -10 for the least desirable activities and +10 for the most suitable activities to be located within certain time or distances respective to the factor in question. The ratings for every use are then weighted according to the importance of each factor against others. After rating and weighting, values are combined for each development type (land use). The result provides suitability data which can also be presented in map form displaying the suitability for development. The suitability map represents the most suitable location for development without consideration of the competition between uses for land. Using a variety of techniques, the last sub-model in the PSS aims to use all data and results produced in the sub-models to facilitate producing a final composite result for all the land uses in the allocation sub-model for jobs and household location.



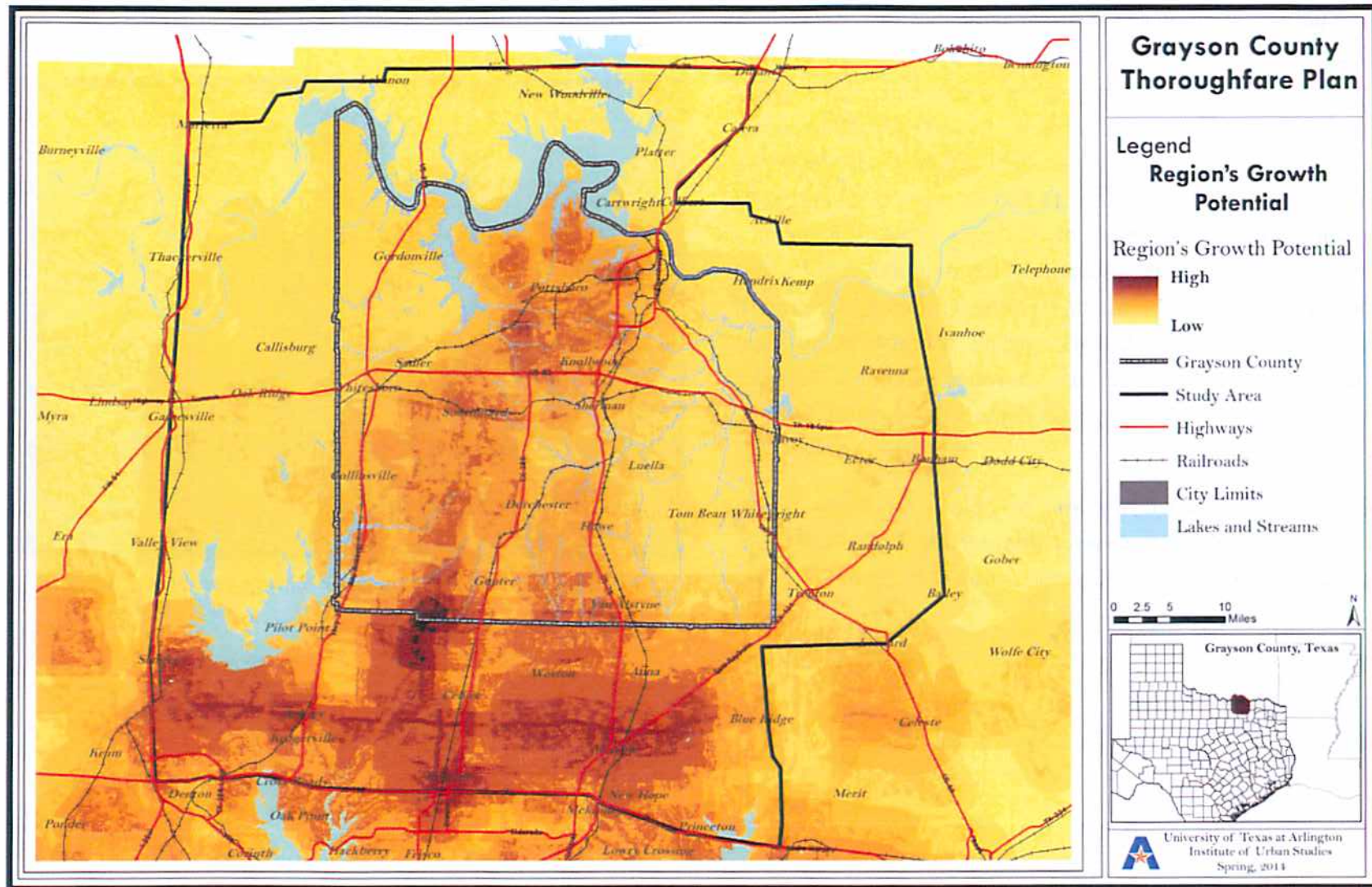
DEVELOPMENT POTENTIAL

As it was mentioned, suitability analysis in a GIS context is a geographic or GIS-based process used to determine the appropriateness of a given area for a particular use such as housing or industrial development. This GIS suitability model is used to answer that "Where will growth most likely be happening?" In the last step, all factors were overlaid based on their weight. The result of this step shows the region's likely growth potential. According to map XXX, south and south west of Grayson County have high potential for growth according to different factors such as accessibility to jobs, employment centers, distance to roads and new Tollway, growth of DFW, environmental factors, and other factors. (See figure 5)

A final step included a layer to adjust for likely future development on larger developable parcels. This arose from public input from Grayson County landowners. (See f



C-4: Development Potential adjusted for large developable parcels



C-5: Future Development Potential for Grayson County



APPENDIX D: PUBLIC INPUT

Grayson County Thoroughfare Stakeholder Meeting Notes
November 14, 2013

Group 1: 10-11am

1. Describe Grayson County's current transportation conditions
 - Above average
 - Very good
 - East/west connection near airport needs to be improved
 - 1417 to 289 connection north of the airport
 - North/south connection of 121 is becoming congested
 - East/west connection is not good near Gunter Southwest area on the map/ road maintenance is also needed in this area
 - 177 and 917 need to be wider
 - from Highway 814 major east/west arterials are needed every 7 miles going north (hard been planned in the past according to the planning director)
 - 822 is congested south in the mornings and north in the evenings
 - TIGDOT is working on widening 121
 - in the southeast part of the county east/west connectivity is needed
 - in the southwest part of the county north/south connectivity is needed
 - 121 is a good connector from 373 connecting to 912
 - Cross county connectivity 121 and 502 are the major east/west connectors
 - The FM road that dead-ends into 121 from the south needs to continue going north to connect counties
 - A north connection is needed to 902 and 1417
 - 1417 and 289 needs an east/west connection
 - The county may be receiving a 3 million dollar federal grant for bridge Rd.
 - On 75, traffic going north backs up at the top of the county and may be associated with the curves in OK to 75 north widening
2. Other areas the thoroughfare plan should address
 - OK is doing work on 691/75 and it is being used by lots of truck drivers
 - Traffic builds up in the south part of the county and keeps moving north where the traffic starts
 - There are too many one person cars, how can we address that?
 - The DART/train should continue all the way up to the casino to possibly cut down traffic
 - Safety on 75 is a huge issues with the ramps in Sherman just south of 82 to Stargard
 - Curves and hills on 75 need to be addressed for safety
 - Sherman Town Center ramp several projects are in place, however there is no money for it
 - 1417 north on 75 there are lots of auto-accidents, the speed limits need to be lowered at the curves

3. Things we have not addressed
 - Growth is coming not only from the south but from the north as well
 - Planned housing developments are scheduled to greatly increase growth in many areas
4. Barriers
 - Gunter has issues with development
 - Some residents do not want change or increase in development
5. Other comments
 - Extensive public input is greatly encouraged so that everyone understands the changes coming to the area and have a chance to be included in the decisions

Group 2: 11-12pm

1. Describe Grayson County's current transportation conditions
 - Sherman by Lake 75/82 interchange causes congestion
 - Increase connectivity at 75 and 289
 - Safety concerns over the curves on 121
 - A huge development in north Colton County will be increasing traffic in south Grayson County
 - The area near Pottsborough at 289 needs additional lanes
 - The 84 and Little Minnow Creek 496 development will also be creating major traffic issues
2. Economic development issues
 - Val Ahlryne has had tremendous growth
 - 671 and FM 970 needs improving
 - Sherman is developing apartments near their high school which will increase road usage and traffic in the area
 - 75 is inadequate and the ramps in downtown Sherman are dangerous
 - Flooding has occurred between Park St. and Center St. on 75 which resulted in closing of the ramps on 75
 - Lake Trosoma is a great opportunity for economic development
3. Which areas would you like to see preserved?
 - Earlier action from Gordon to Sherman is needed since it is very difficult to improve 901

D-1: Stakeholder Meeting Notes from November 14, 2013



February 27, 2013

GCRMA: PUBLIC INPUT MEETING

AGENDA

OBJECTIVE: The Institute of Urban Studies (IUS), at the University of Texas at Arlington, has been contracted to perform the service of recommending a countywide thoroughfare plan. The project entails the collection and analyzing of traffic patterns, congestion, and safety concerns in order to integrate the traffic priorities of the citizens of Grayson County. Your presence here as an everyday citizen is valuable in order to analyze potential demand or effects of the recommended thoroughfare plan.

Please proceed through the following rooms, in the order of your choice, as we look forward to interacting with you and obtaining your input in this process.

Below are the rooms and activities:

Room	Activity	Facilitator
	Presentation & Indexed Map "Where do you go?"	Nikka & Jack
	Repair the County Keep/Fix (safety)/ Throw Away	Cameron
	Priorities of the County	Alan

Your input is valued! If you should have any further information you would like to contribute towards the recommendation of Grayson County's thoroughfare plan please feel free to contact us:

Alan Klein
817-272-3305
awklein@uta.edu

Nikka Lemons
817-272-3305
yanikka@uta.edu

D-3: First Public Meeting Agenda



Thoroughfare Plan

What is a Thoroughfare Plan?

- A formal document that serves as a policy guide and a tool that local governments use in bringing balance between travel and land use
- It also serves as a policy guide for funding thoroughfares, infrastructure, future right-of-way (R-O-W) and growth management.

Why is **your** input so important?

- Allows for a customized plan
- A plan reflective of your needs, goals and the vision of the County

Melissa De La Cruz, Alan Klein, Nikka Lemons

Today's Objective

YOUR PERSPECTIVE ABOUT GRAYSON COUNTY'S:

Vision

Future

Assets

Goals

Priorities

Ambition

Unique Qualities

Agenda

- **Survey questions**
 - Document responses to be used for analysis, direction of Palestine and integrated into the plan
- **Map Activity**
 - Specific about areas to: preserve, alter, improve

Interview Discussion Questions

1. 3 words to describe Grayson County's current transportation condition
2. 3 words to describe you would like to use to describe Grayson County's future transportation condition
3. Top 2 transportation issues you would like the thoroughfare plan to address, why?
4. Major barriers to achieve your idealized thoroughfare plan?



Map Oriented Questions

1. Where do you foresee growth in the County?
2. Are there transportation assets you would keep/fix/add?
3. Are there any east-west connections that need to be improved?
4. Are there any north-south connections that need to be improved?
5. Is there an area you would like to preserve in character?
6. Any issues not discussed?



Colored Dot Activity

Instructions: Place the color dots on your local map according to the categories described below. Once identified, please describe the concern or suggestion in further detail below.

Note: Examples given for each category are just suggestions and are provided to help you get started.

RED: Road SAFETY concerns - Identify roads you use and access which raise concern with SAFETY (for example: hazardous, dangerous curves, short on-ramps, etc.)

121 - to many 90° curves
902

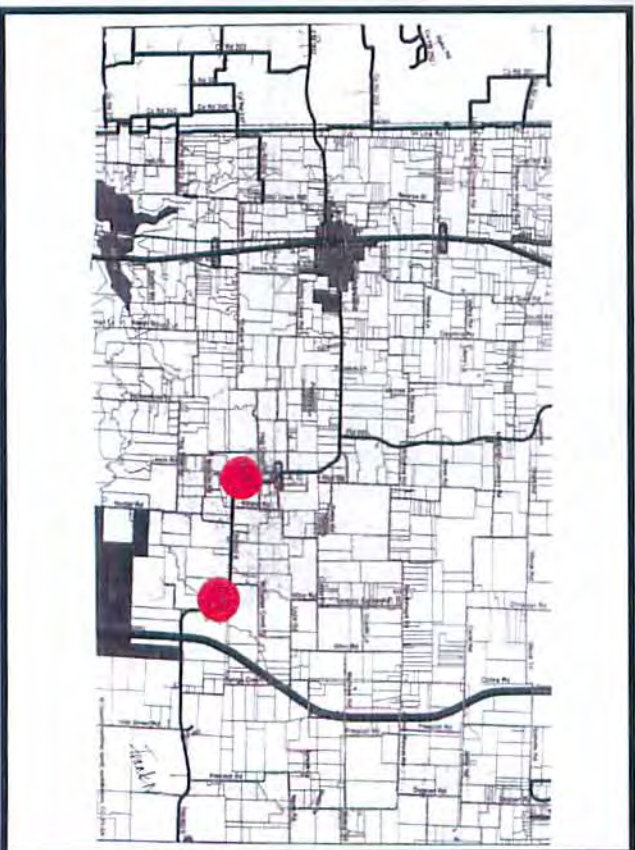
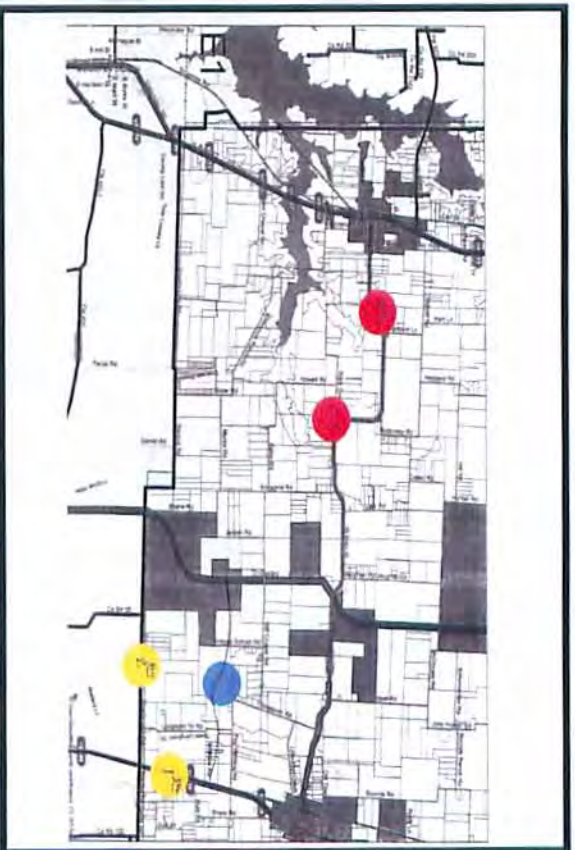
YELLOW: Road IMPROVEMENT suggestions - Identify roads you use and access which you think should be IMPROVED (for example: need to be paved, widened due to congestion)

B Fresh Rd widened

205 Rd 600 - improved to provide east/west mobility

BLUE: NEW roads - Identify areas that you use and access that could benefit from NEW roads (for example: connector roads East/West and North/South, more direct routes to popular destinations)

10 Provide East/West Connection





Colored Dot Activity No Yellow

Instructions: Place the color dots on your local map according to the categories described below. Once identified, please describe the concern or suggestion in further detail below.

Note: Examples given for each category are just suggestions and are provided to help you get started.

RED: Road Safety concerns - Identify roads you use and access which raise concern with SAFETY (for example hazardous, dangerous curves, short on ramps, etc.)

(14) Hwy 75 @ Pine Dr. HighCal is on Roadside thinking on ramp should be closed permanently (then shut). The ramp was closed but then re-opened.

(15) Sherman has too many exit ramps (12 ramps for a town of 32-34000 people. You could also have Landbirth Rd. going north on 75. There is no exit ramp for Landbirth going south on 75. HighCal wants this.

YELLOW: Road Improvement suggestions - Identify roads you use and access which you think should be IMPROVED (for example need to be paved, widened due to congestion)

(16) Hwy 131 (Travis Street) and 92nd St. road (then way on secondary)

BLUE: New Roads - Identify areas that you use and access that could benefit from NEW roads (for example connector roads East/West and North/South, more direct routes to popular destinations)



Colored Dot Activity

Instructions: Place the color dots on your local map according to the categories described below. Once identified, please describe the concern or suggestion in further detail below.

Note: Examples given for each category are just suggestions and are provided to help you get started.

RED: Road Safety concerns - Identify roads you use and access which raise concern with SAFETY (for example hazardous, dangerous curves, short on ramps, etc.)

1. 94th Street INTERSECTION 20th St

2. 94th Street CURVES

YELLOW: Road Improvement suggestions - Identify roads you use and access which you think should be IMPROVED (for example need to be paved, widened due to congestion)

1. 41st Street DRIVE SPEEDS AND/OR AVOIDANCE

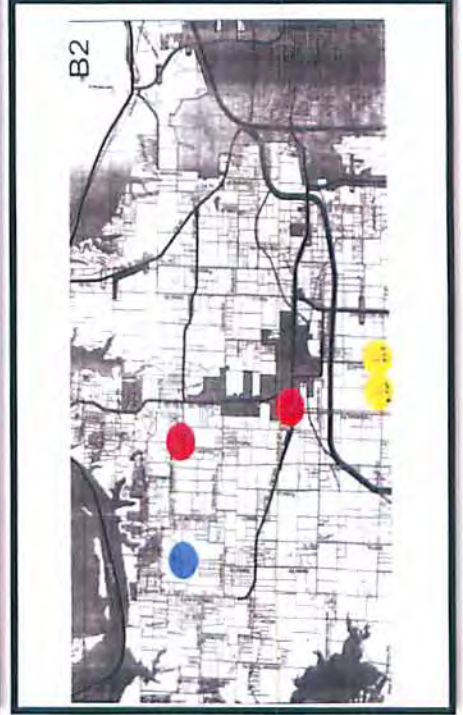
2. 15th St AND 16th St INTERSECTION & INTERSECTION

3. 15th St AND 17th St INTERSECTION

BLUE: New Roads - Identify areas that you use and access that could benefit from NEW roads (for example connector roads East/West and North/South, more direct routes to popular destinations)

1. 69th Street TO CORNER TO 387

2. 15th St AND GREEN TOWN RD WAYS TO BE CONSIDERED AND SOUTH ROADS IMPROVED



Colored Dot Activity

Instructions: Place the color dots on your local map according to the categories described below. Once identified, please describe the concern or suggestion in further detail below.
 Note: Examples given for each category are just suggestions and are provided to help you get started.

RED Road SAFETY concerns - Identify roads that you use and access which raise concern with SAFETY (for example: hazardous, dangerous curves, short on ramps, etc.)

YELLOW Road IMPROVEMENT suggestions - Identify roads you use and access which you think should be IMPROVED (for example: need to be paved, widened due to congestion, location of lanes, etc.) ROAD IMPROVEMENT is to create a road - wide road, bike lanes, complete sidewalks, bus stops.

2) **Teamwork Planning** - Make a road improvement as a multi-use road with separate sidewalks and crosswalks adjacent to intersection of Teams in Central Ave. Side lanes and bus stops would be some improvements.

BLUE NW Road - Identify areas that you use and access that could benefit from NW roads (for example: connector roads East/West and North/South, more direct routes to popular destinations)



Colored Dot Activity

Instructions: Place the color dots on your local map according to the categories described below. Once identified, please describe the concern or suggestion in further detail below.
 Note: Examples given for each category are just suggestions and are provided to help you get started.

RED Road SAFETY concerns - Identify roads that you use and access which raise concern with SAFETY (for example: hazardous, dangerous curves, short on ramps, etc.)

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BLUE NW Road - Identify areas that you use and access that could benefit from NW roads (for example: connector roads East/West and North/South, more direct routes to popular destinations)





Current Use Activity

Instructions: Place the color dots on your list of concerns below to the left of the relevant description below. Once identified, please describe the concern or suggestion in further detail below.

Note: Examples given for each category are just suggestions and are provided to help you get started.

RED: Road Safety/Concerns - Identify items you use and access which raise concerns with SAFETY (for example, hazardous, dangerous terrain, sharp turns, etc.)

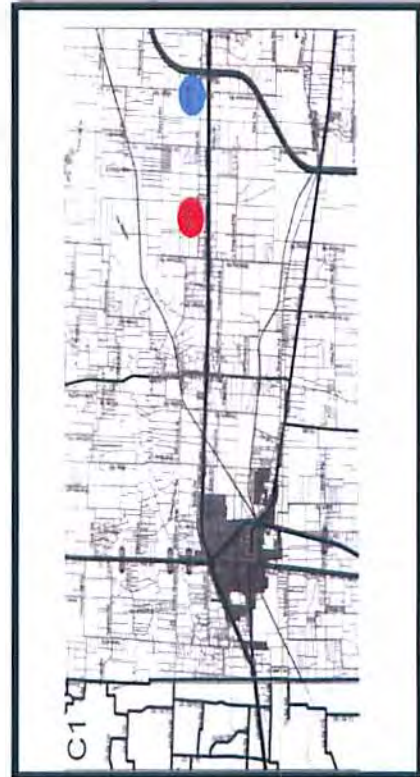
... just off ramp from highway 82 where it meets 75, it's dangerous as they don't switch from the access road on the left lane to from the main on way 75 because of sign high volume of traffic coming off of 82 so access path 75 cut right across up to the thing because if it did digged at the same location, it would be better than the 75 off ramp access, it need to go from the main entrance to the yellow road IMPROVEMENT suggestion - identify roads you use and access which you think should be IMPROVED (for example, need to be paved, widened due to congestion)

... ramp need to be put in on the roads through the town center where it's who much, shorter and better than - maybe it's because because people are spending alot of people making hours out of the parking lot

BLUE: New Roads - Identify areas that you use and access that could benefit from NEW roads (for example, connector roads East/West and North/South, more direct routes to popular destinations)

The new roads could be a road that cuts through from train to highway more directly

(5/13)



Yellow Road - Identify roads you use and access which raise concerns with SAFETY (for example, hazardous, dangerous terrain, sharp turns, etc.)

... just off ramp from highway 82 where it meets 75, it's dangerous as they don't switch from the access road on the left lane to from the main on way 75 because of sign high volume of traffic coming off of 82 so access path 75 cut right across up to the thing because if it did digged at the same location, it would be better than the 75 off ramp access, it need to go from the main entrance to the yellow road IMPROVEMENT suggestion - identify roads you use and access which you think should be IMPROVED (for example, need to be paved, widened due to congestion)

Blue: New Roads - Identify areas that you use and access that could benefit from NEW roads (for example, connector roads East/West and North/South, more direct routes to popular destinations)

The new roads could be a road that cuts through from train to highway more directly

(5/13)





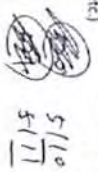
Colored Dot Activity

Instructions: Place the color dots on your local map according to the categories described below. Once identified, please describe the concern or suggestion in further detail below.

Note: Examples given for each category are just suggestions and are provided to help you get started.

RED: Road SAFETY concerns - Identify roads you use and access which raise concern with SAFETY (for example: hazardous, dangerous curves, short on-ramps, etc.)

- ② 289 & 120 Intersection
- ③ 289 & Refugio Rd Intersection

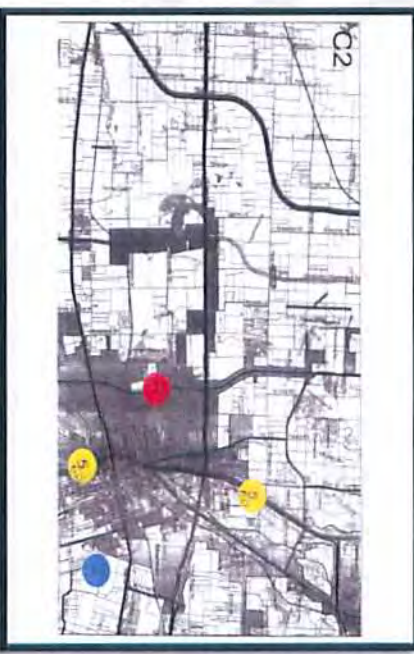


YELLOW: Road IMPROVEMENT suggestions - Identify roads you use and access which you think should be IMPROVED (for example: need to be paved, widened due to congestion)

- ① Georgetown Rd: Widened & resurfaced
- ② Refugio Rd: " " " "

BLUE: NEW Roads - Identify areas that you use and access that could benefit from NEW roads (for example: connector roads East/West and North/South, more direct routes to popular destinations)

- ① Connector from 1417 to 289 widened & resurfaced





LANDOWNER STAKEHOLDER INTERVIEWS FOR THE GRAYSON COUNTY THOROUGHFARE PLAN

Name	Address
Bill Howsley	WCH Family Partnership
Andrea Howsley Parker	WCH Family Partnership
Drue Bynum	Grayson County Judge
John Dryden	
Brian Aynesworth	MBA McKinney Properties II, Ltd
Frank Nuchereno	
Charles Rice	(will be with Millard Rice)
Millard Rice	
Eric Akins	
Bill Razor	Grayson Co. RMA
Frank Baker	City of Van Alstyne, City Manger
Bart Lawrence	Grayson County Commissioner, Pct. #4

Table D-1: 11:00 a.m. -12:00 p.m. (Van Alstyne & Howe)



Name	Address
Phyllis James	Grayson Co. Commissioner Pct. 3
Drue Bynum	Grayson County Judge
Clint Richardson	Greater Tx Land Resources
Craig Curry	Greater Tx Land Resources
John Dryden	
George Thompson	Sutter Investments
Charles Rice	
Ken Dolezalek	
Rex Glendenning	Rex Real Estate, 12400 Preston Road, Plano, Tx
Jack Wall	
Jay Jones	
Ben Muson	
Brian Aynesworth	
Larry Reichhart	Walton Development
Eddie Collins	Walton Development
Shai Roos	Walton Development
Don Anderson	Mayor, City of Gunter

Table D-2: 1:00 P.m. -2:00 p.m. (Gunter)



Name	Address
Phyllis James	Grayson Co. Commissioner Pct. 3
Joe Bledsoe	
Cliff May (2)	Tri-Tex Grass
Ken Dolezalek	
Cliff May	
Jim & Marilyn Helzer	
Larry Reichhart	Walton Development
Eddie Collins	Walton Development
Shai Roos	Walton Development

Table D-3: 2:00 p.m. -3:00 p.m. (Tioga, Collinsville, Whitesboro)

Name	Address
Ken Dolezalek	

Table D-4: 3:00 p.m. -4:00 p.m. (Tom Bean, Whitewright, Bells)



Name	Address
Reggie Smith, Jr. Sherilyn Smith	
John Dryden	
Tom Speakman	City of Denison
David Howerton	City of Denison
Ken Dolezalek	
Kent Black	
Jeremy McMillen	Grayson College
Jack Wall	
Kelly Cannell	Schuler Development
George Schuler	Schuler Development
Kevin Densar	RH Pickens

Table D-5: 4:00 p.m. -5:00 p.m. (Sherman & Denison)

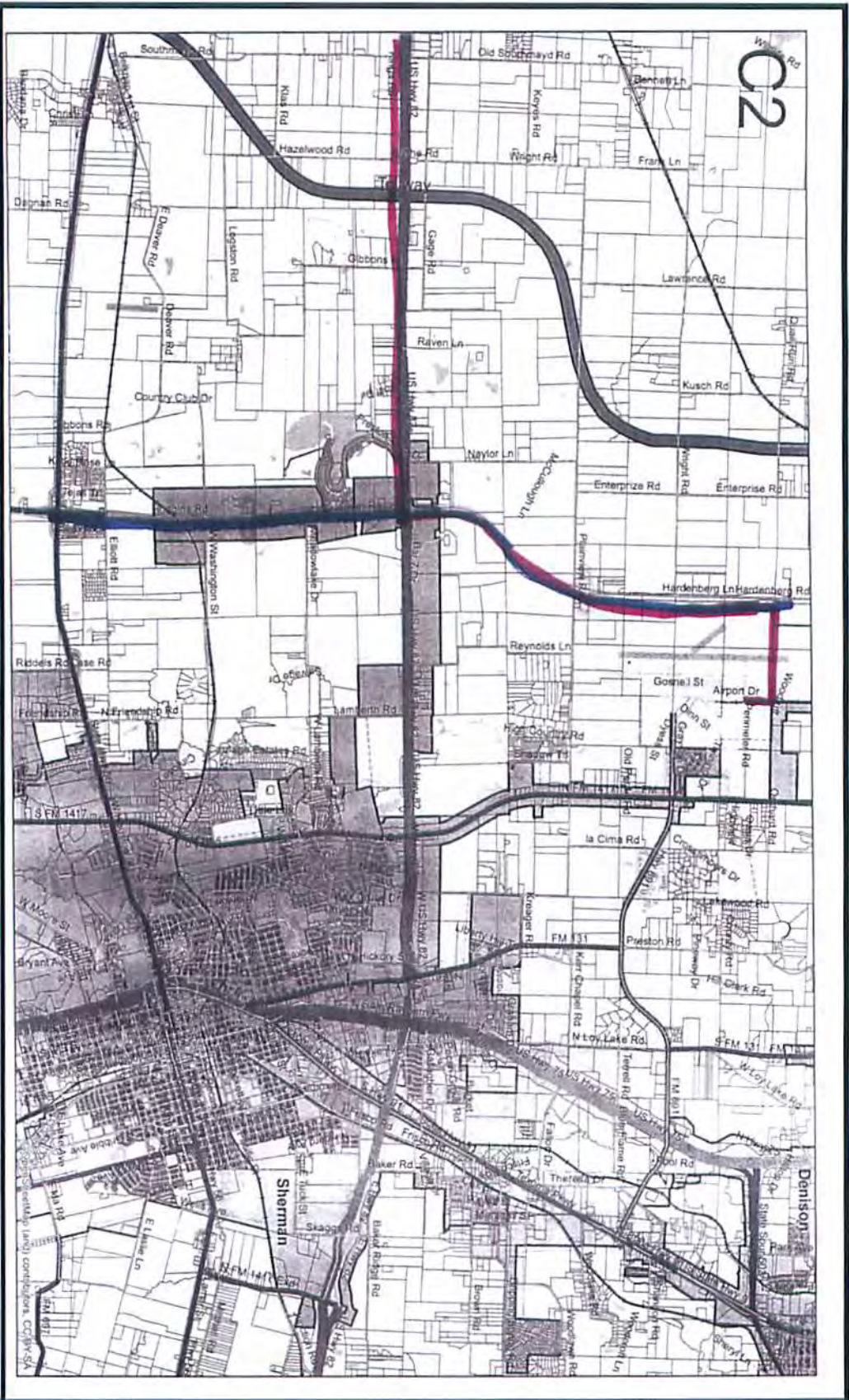


Name	Address
Ken Dolezalek	
Kent Black	
John McCullough	
Mike Shahan	NTRA

Table D-6: 5:00 P.m. -6:00 p.m. (Pottsboro)



LARGE LAND OWNERS INPUT SHEETS



D-11

1005**Demographic Information**

Name:

Email Address:

Phone Number:

Home Address:

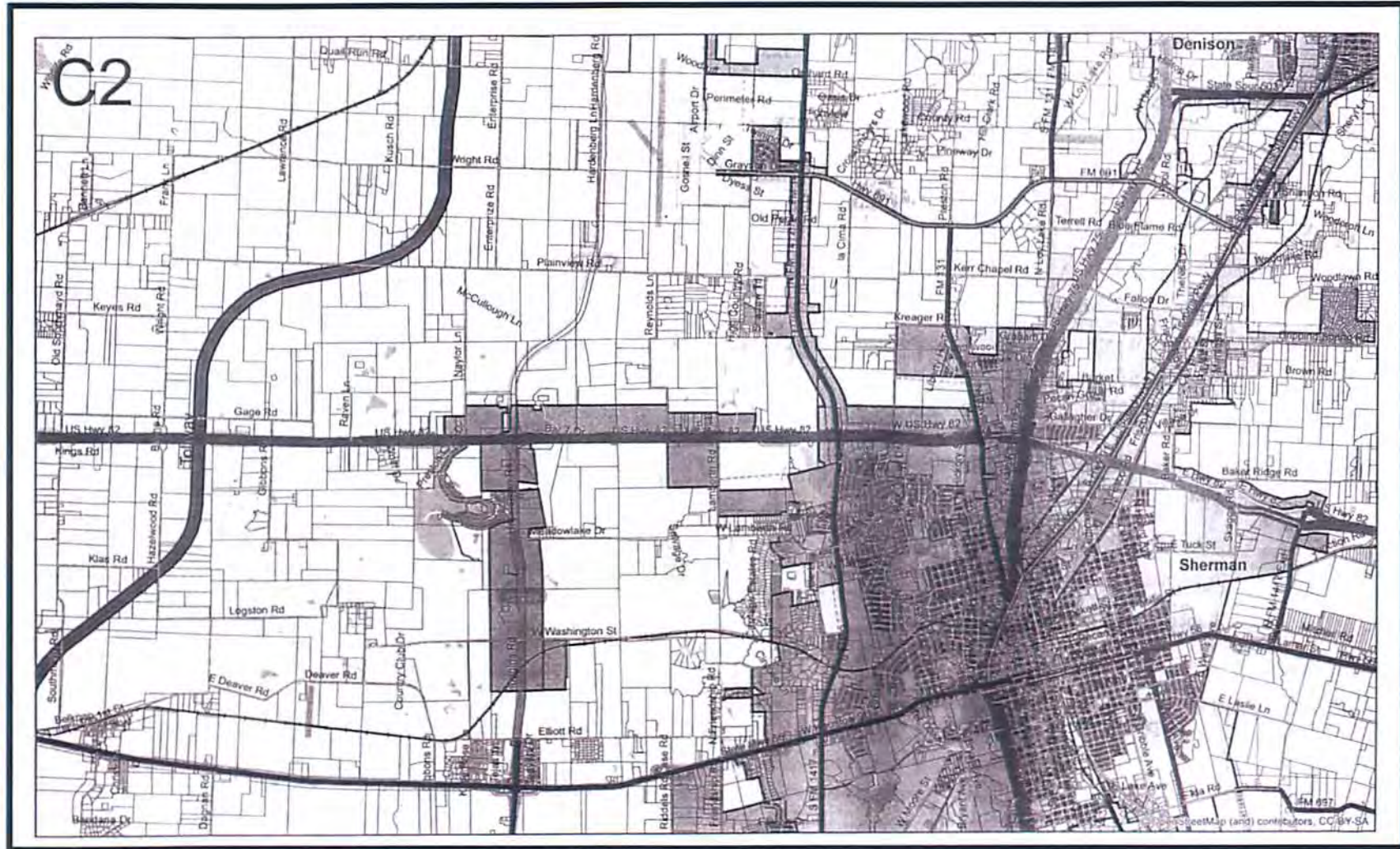
Employment InformationPlace of Work (County): *NTRA CHASE GAITHER CO*Place of Work Address: *AIRPORT DRIVE, DEER*Time departing to work: *IRKAWAK*Time it takes to return (e.g. one hour commute): *35 MIN*

Route to Work:

First Priority: *QUALITY OF ROADS*Second Priority: *SPEED LIMITS***Activities & Locations: Address (or intersection)**

Shopping Mall

Education Center *N/A*



D-13



Demographic Information

Name:

Email Address:

Phone Number:

Home Address:

Employment Information

Place of Work (County):

Place of Work Address:

Time departing to work:

Time it takes to return (e.g. one hour commute):

Route to Work:

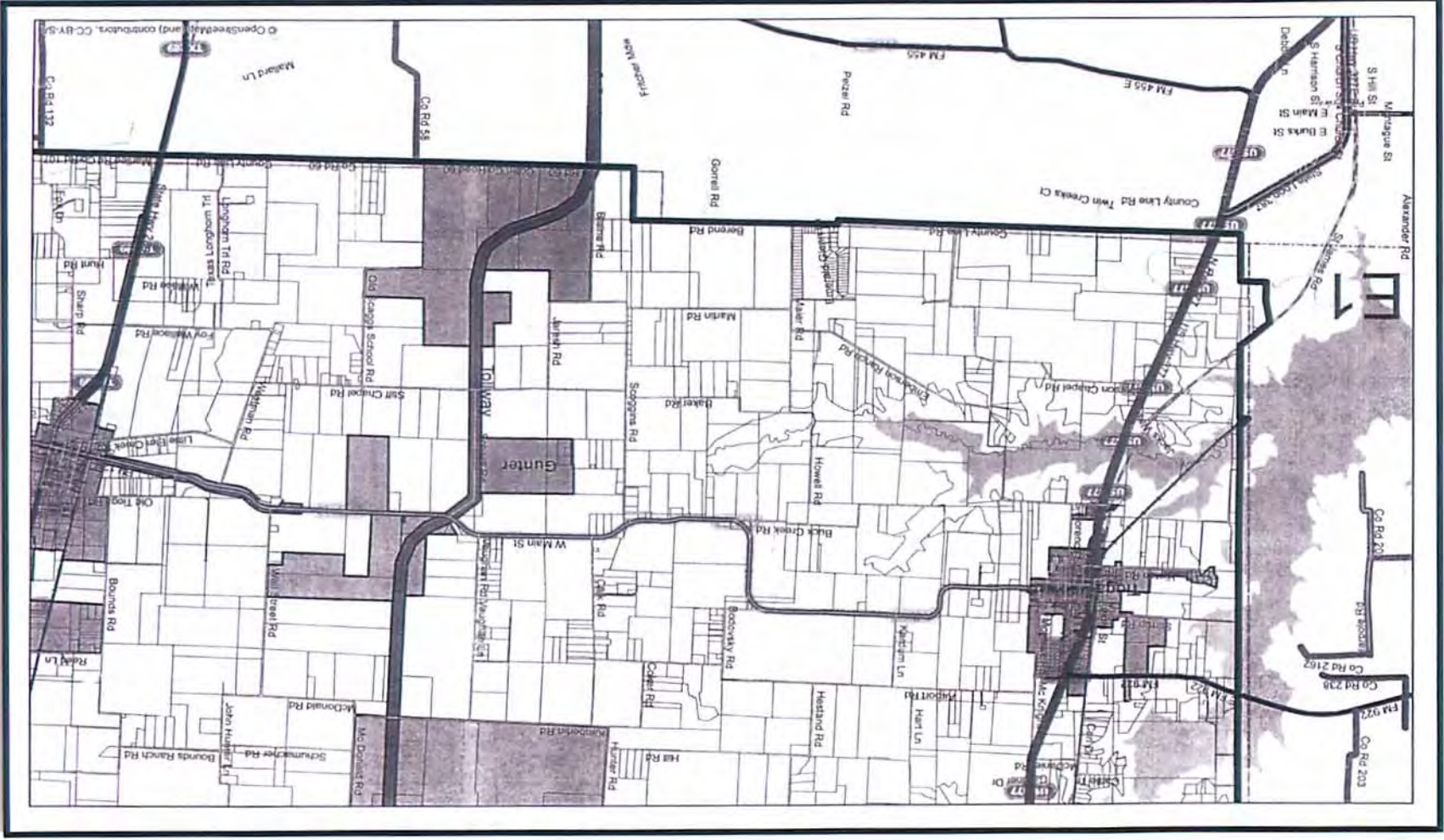
First Priority:

Second Priority:

Activities & Locations: Address (or intersection)

Shopping Mall Midway Mall Town Center Texas Health Presbyterian(WNJ) Plano Malls South of 635 at times ~~Garland~~
Allen Outlet Mall-Stacy Road
Education Center Stonebriar Mall(Frisco)

D-15





Comments
For map C1

Demographic Information

Name:

Email Address:

Phone Number:

Home Address: 3136 Gage Road, Suisun, TX 78154

Employment Information

Place of Work (County):

Place of Work Address:

Time departing to work:

Time it takes to return (e.g. one hour commute):

Route to Work:

First Priority:

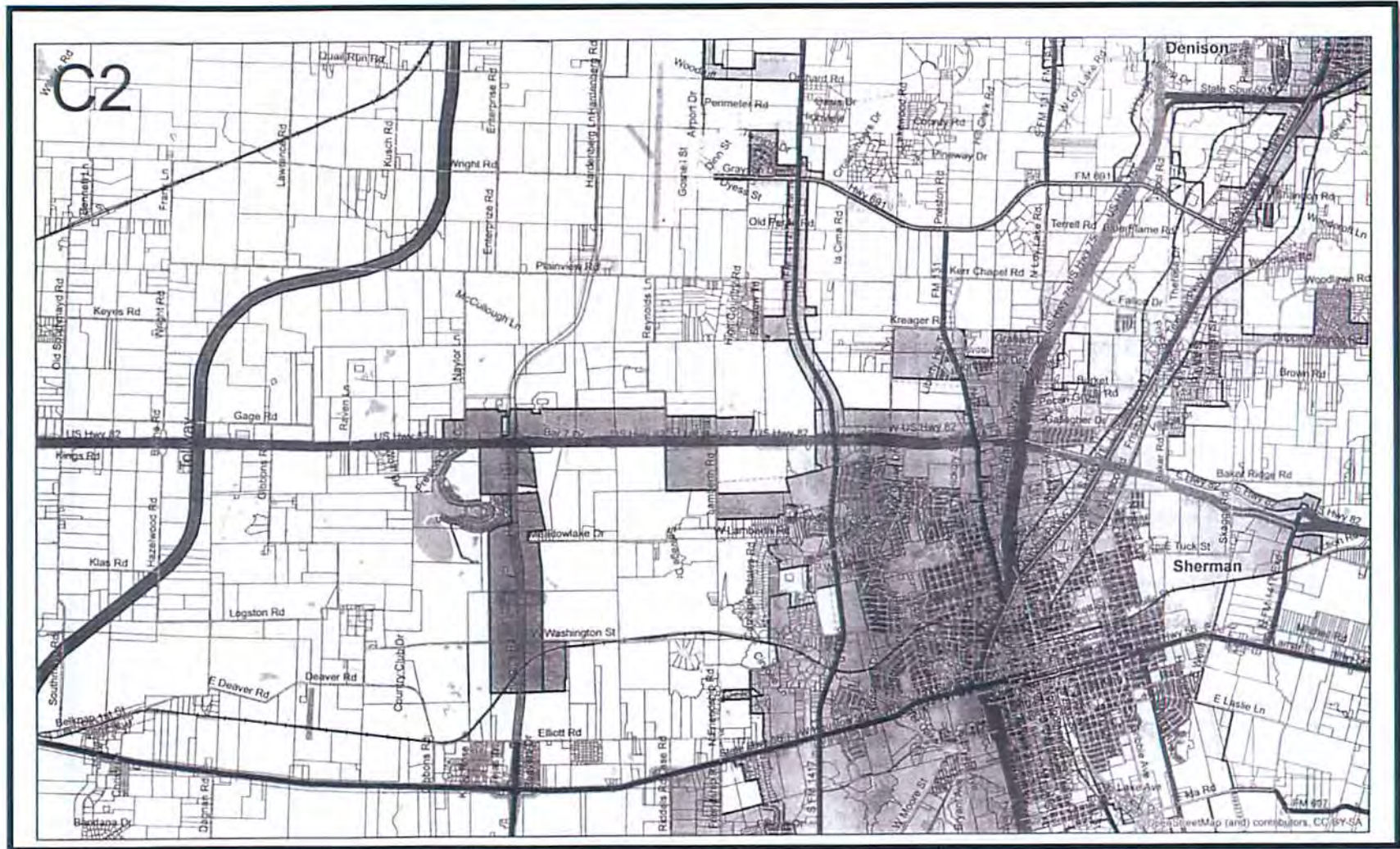
Second Priority:

Activities & Locations: Address (or intersection)

Shopping Mall

Education Center

My concern is that the current results
showing Hwy 82 is not in favor of the land owner
near aspect of supervision by the land owner
out what they are doing. The reason that
I'm afraid the 82 is not along Hwy 82 with
out going to me - I mean just this street along up
to a road and it's just great as it is. I mean
I don't want Hwy 82. I'm afraid that the
proposed route will be a waste of money
and that the 82 is not a good idea.



D-17



Demographic Information

Name:

Email Address:

Phone Number:

Home Address:

Employment Information

Place of Work (County): *Grayson*

Place of Work Address: *900 N. Grand Ave*

Time departing to work: *8:00 am*

Time it takes to return (e.g. one hour commute): *15 mins*

Route to Work:

First Priority: *Sunset Road to Towner Court*

Second Priority: *Taylor Street*

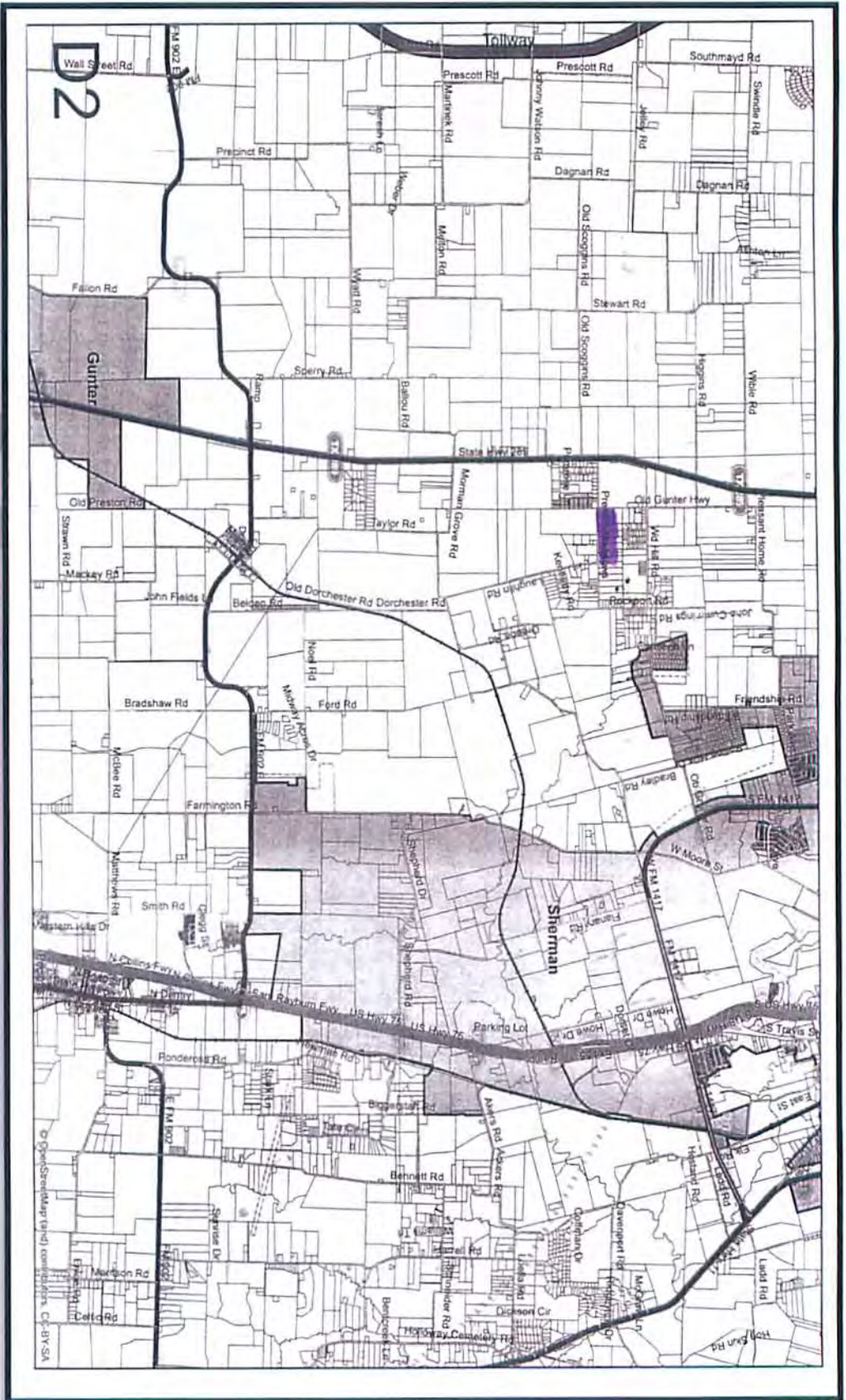
Activities & Locations: Address (or intersection)

Shopping Mall —

Education Center

A

- 1) *Close most of the entrance ramp on Sherman*
- 2) *Flyover at Hwy 75 - I 82*
- 3) *East - West Center ~~at~~ before tolls*
- 4) *Hwy 75 + 35*
Better route onto Sherman Town
Center from the west - Town Street
into the center the 4-rollway



D-19



Demographic Information

Name:

Email Address:

Phone Number:

Home Address:

Employment Information

Place of Work (County):

Place of Work Address:

Time departing to work:

Time it takes to return (e.g. one hour commute):

Route to Work:

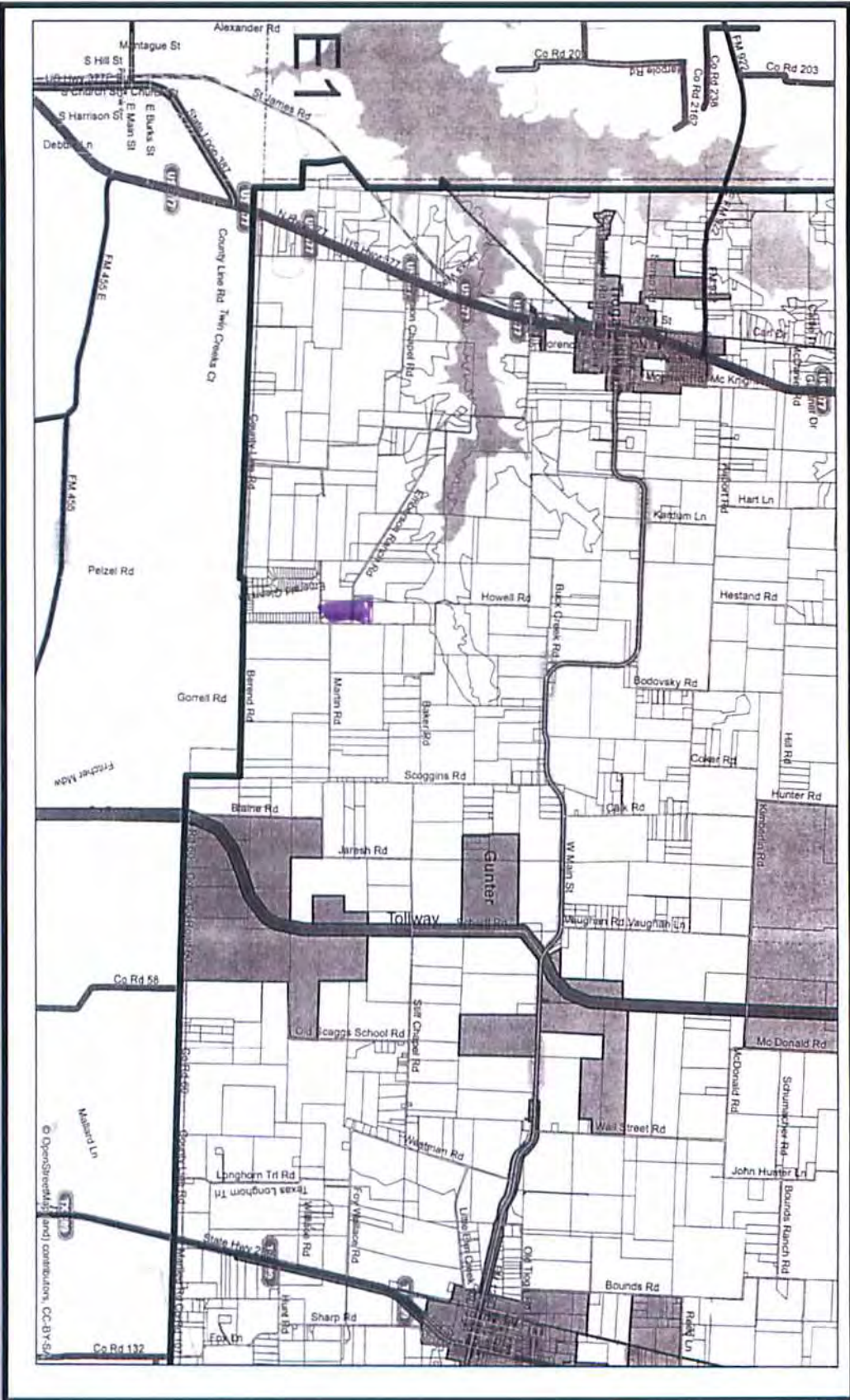
 First Priority:

 Second Priority:

Activities & Locations: Address (or intersection)

Shopping Mall

Education Center



D-21



RH
4

Demographic Information

Name:

Email Address:

Phone Number:

Home Address:

168 acres (agriculture)

Employment Information

Place of Work (County): *Retired*

Place of Work Address:

Time departing to work:

Time it takes to return (e.g. one hour commute):

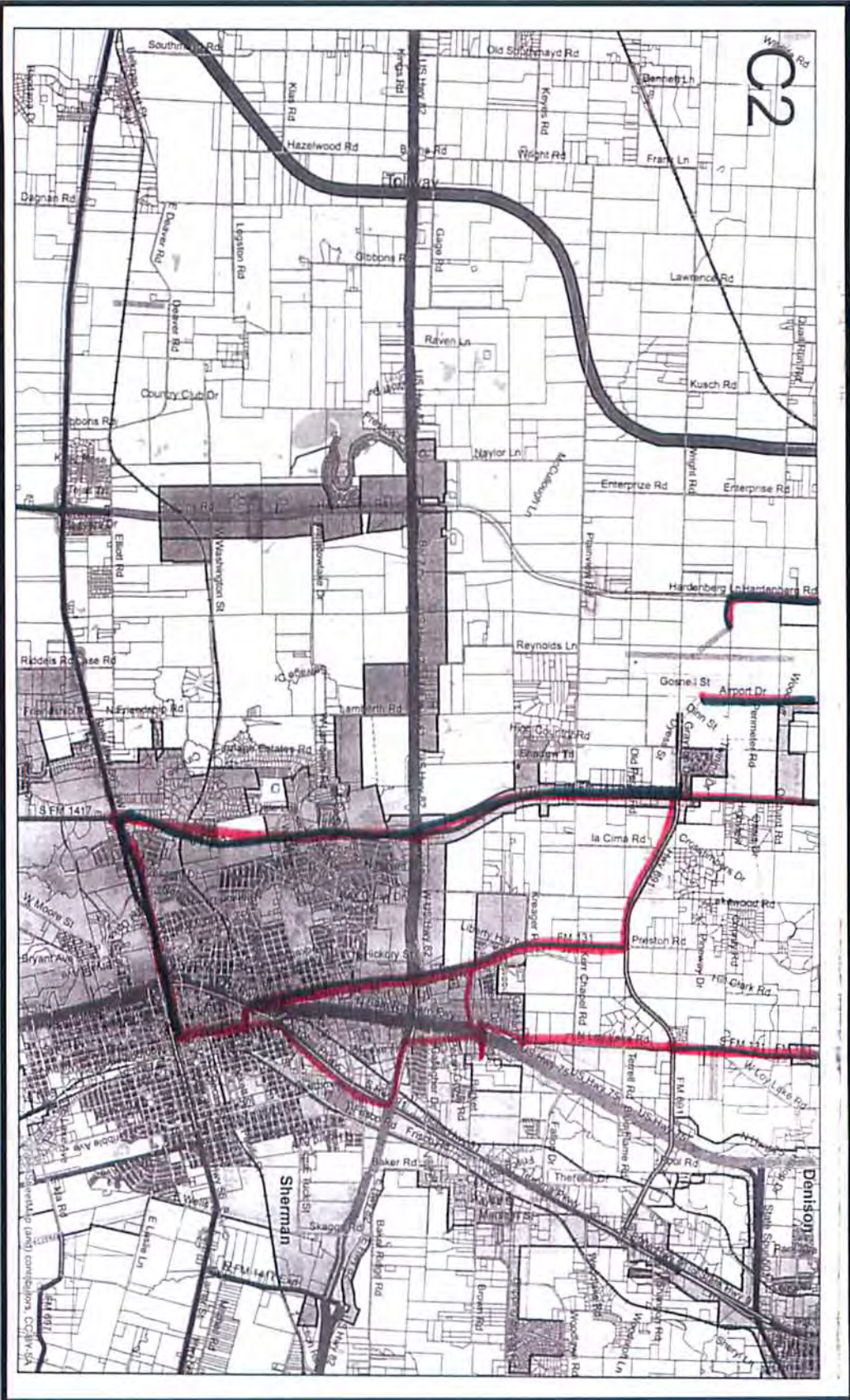
Route to Work:

First Priority:

Second Priority:

Activities & Locations: Address (or intersection)

Shopping Mall *289 to E 2nd* *Town Center & Well Mart*
281 N - 56 E to Shuman *Downtown / Medical Visit*
Education Center



D-23



Demographic Information

Name:

Email Address:

Phone Number:

Home Address:

Employment Information

Place of Work (County):

Place of Work Address:

Time departing to work:

Time it takes to return (e.g. one hour commute):

Route to Work:

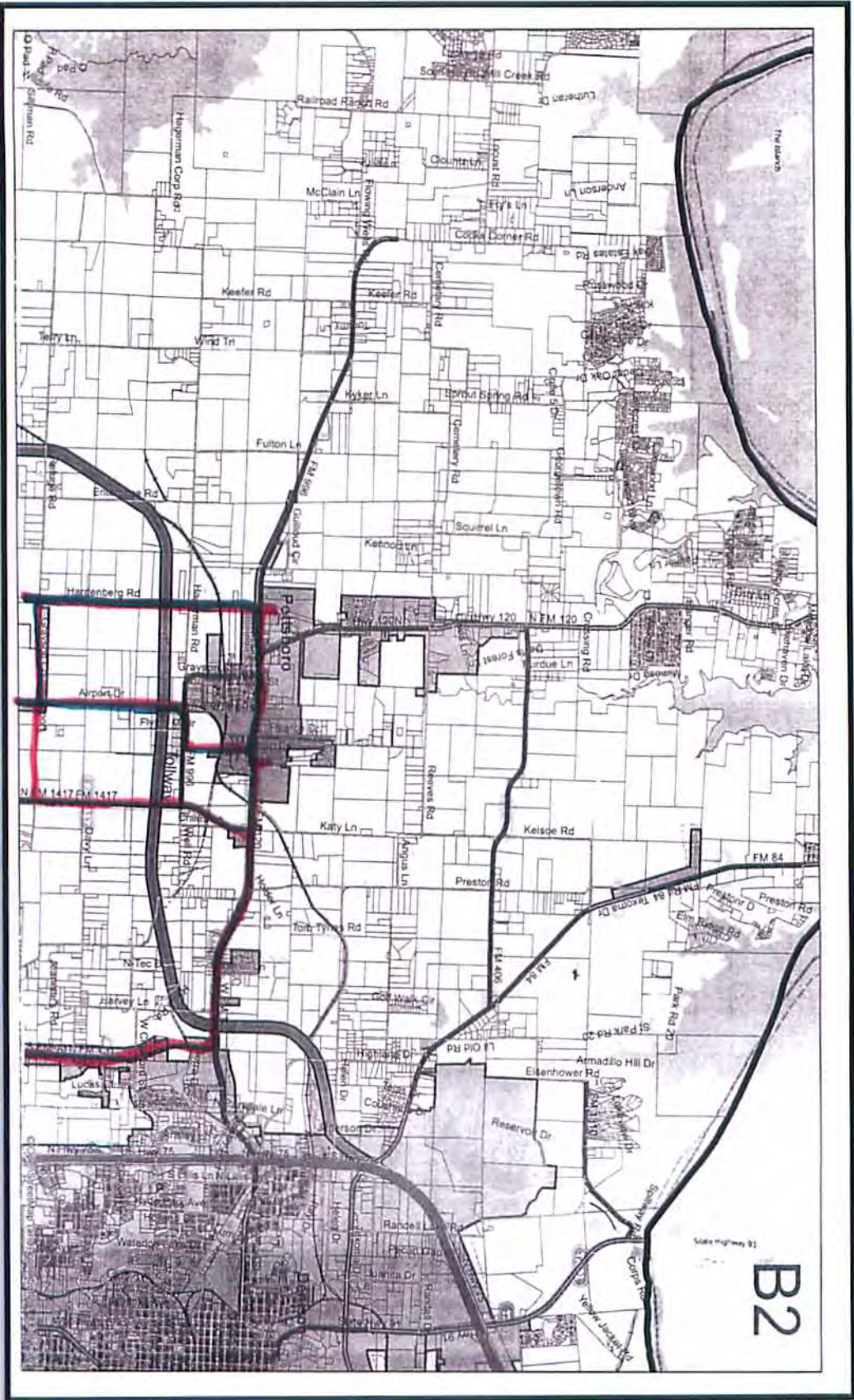
First Priority:

Second Priority:

Activities & Locations: Address (or intersection)

Shopping Mall

Education Center



D-25

1001**Demographic Information**

Name:

Email Address:

Phone Number:

Home Address:

Employment Information

Place of Work (County): GRAYSON

Place of Work Address: 4700 AIRPORT DR., DEDISON, TX 75020

Time departing to work: 7:50AM

Time it takes to return (e.g. one hour commute): 5-10 MINUTES

Route to Work:

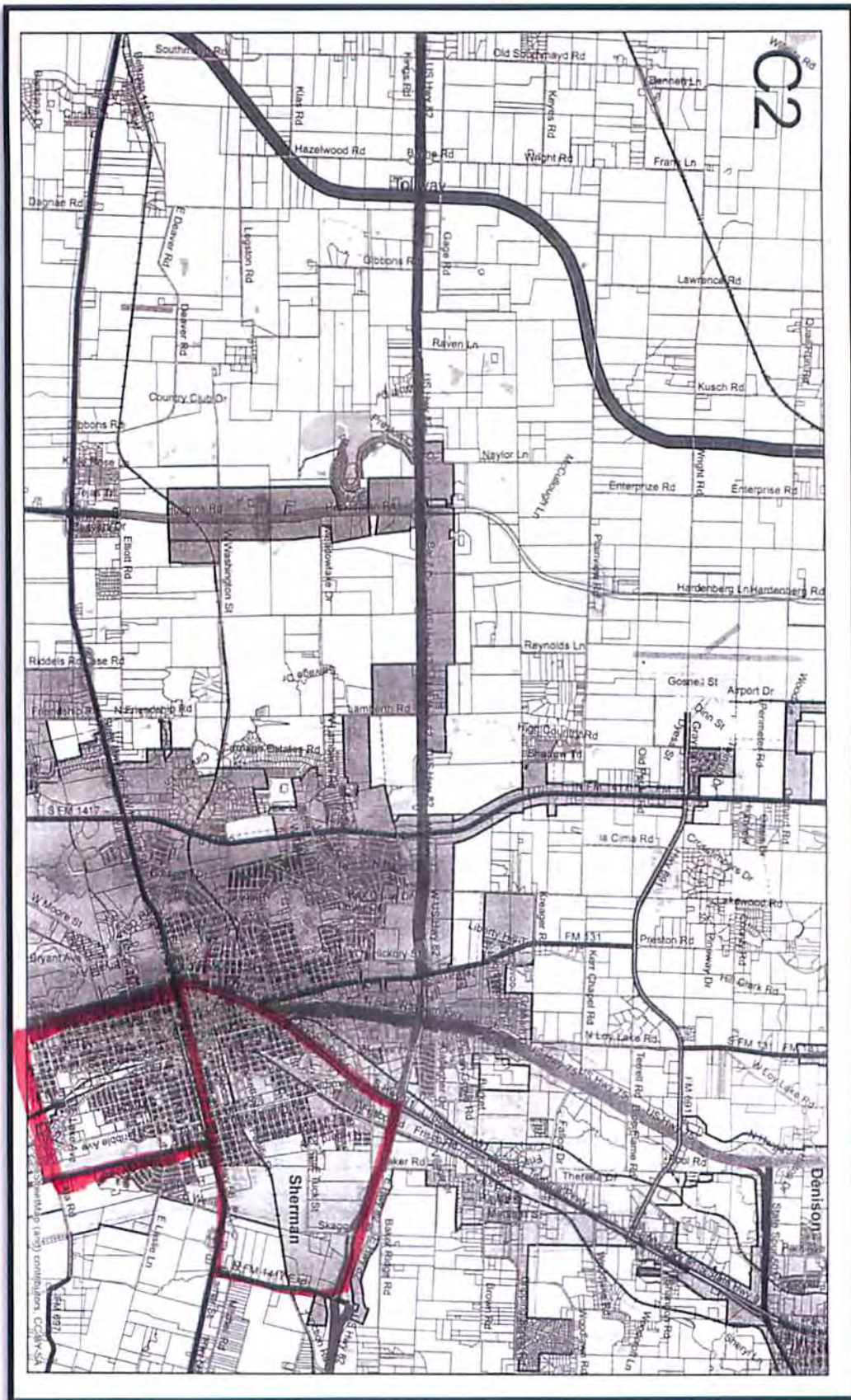
~~First Priority~~ GINGER → 120 → 1417 → REFUGE RD → AIRPORT DR

~~Second Priority~~ GINGER → 120 → CAROL LN → 976 → AIRPORT DR

Activities & Locations: Address (or intersection)

Shopping Mall TOWN CENTER @ SHERMAN, DEDISON @ SHERMAN

Education Center



D-27

1002**Demographic Information**

Name:

Email Address:

Phone Number:

Home Address:

Employment Information~~Place of Work (County):~~ Herald Democrat (Grayson)

Place of Work Address:

Time departing to work: 7:30 a.m.

Time it takes to return (e.g. one hour commute): 30 mins by foot

Route to Work: Walking

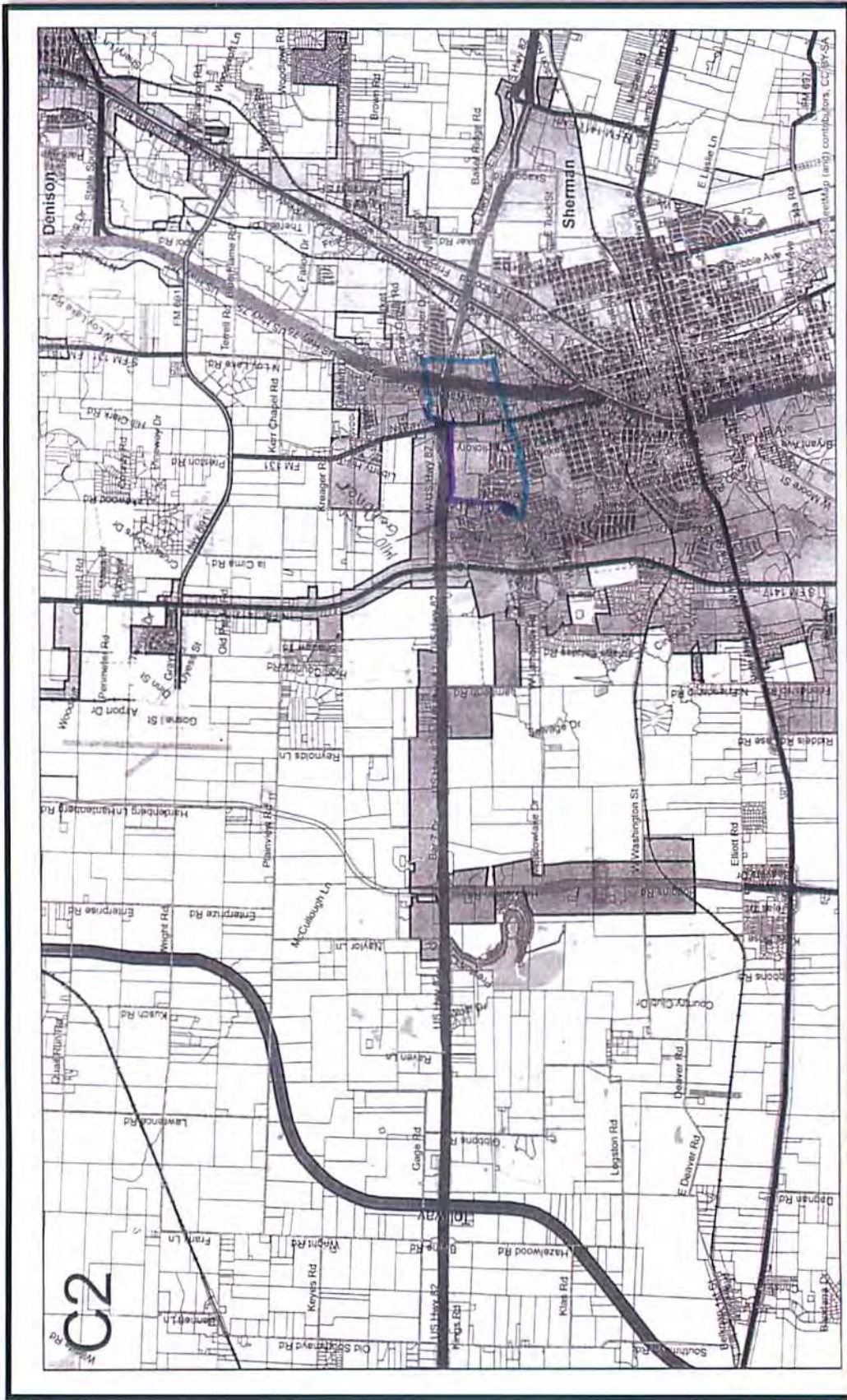
First Priority: ~~more sidewalks~~ greater density

Second Priority: more sidewalks, bus stops, bike lanes

Activities & Locations: Address (or intersection)

Shopping Mall - Green Market & Kroger, Denison Main St.

Education Center - None



D-29

1003**Demographic Information**

Name:

Email Address:

Phone Number:

Home Address:

Employment Information

Place of Work (County): Grayson

Place of Work Address: 3310 Town Center Street Sherman 75092

Time departing to work: ~~10 min~~ 7 min.

Time it takes to return (e.g. one hour commute): 10-15 min.

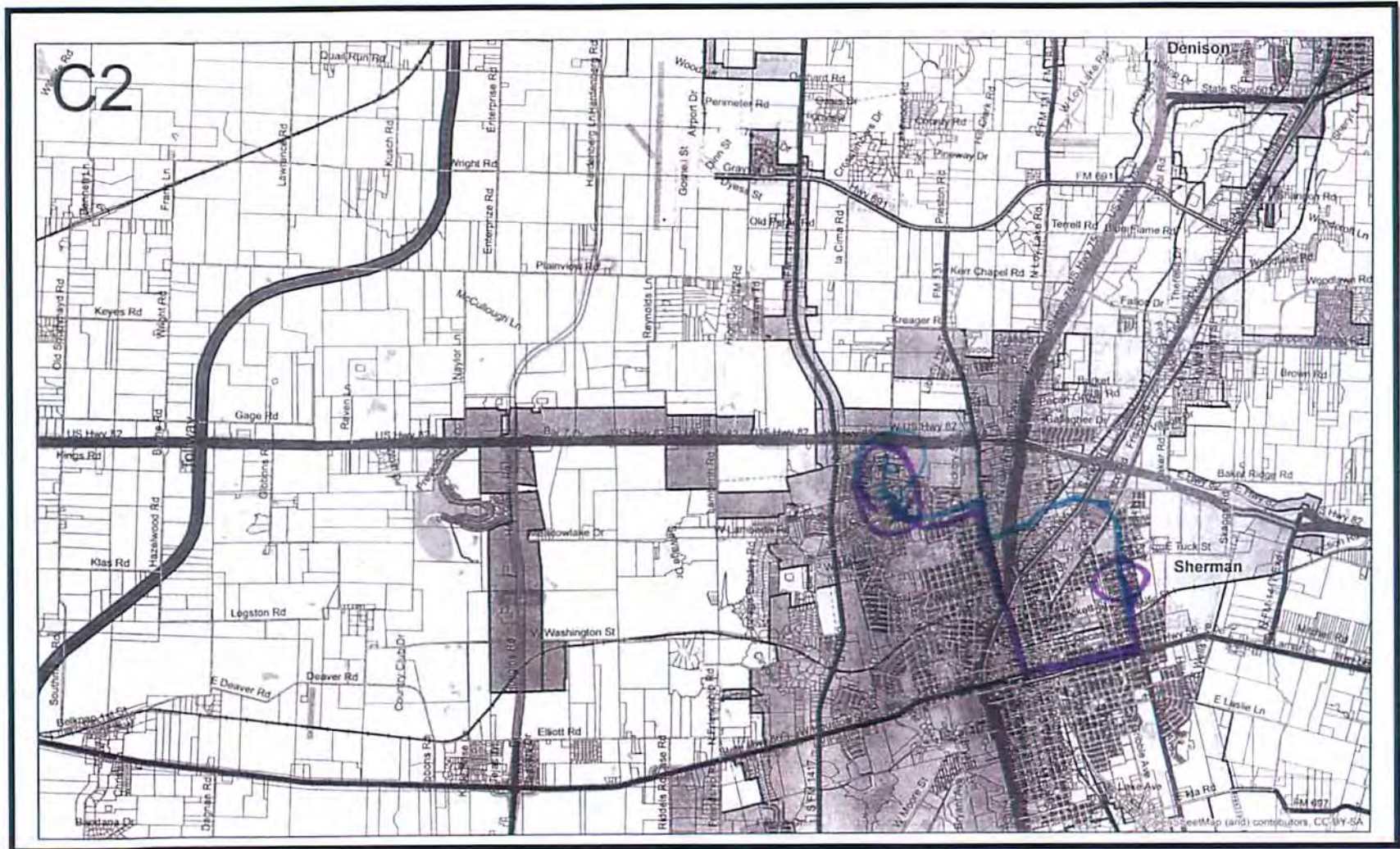
Route to Work: Rex Cause to 82 access Rd., access Rd. to trails, trails to Road into WalMart to town Center Rd.

purple = Route 1 First Priority: congestion from Highway 82
blue = Route 2 Second Priority: unsafe turns in town Centre

Activities & Locations: Address (or intersection)

Shopping Mall town Centre 82/75 (Sherman)

Education Center Grayson County College



D-31



1007

Demographic Information

Name:

Email Address:

Phone Number:

Home Address:

Employment Information

Place of Work (County): GRAYSON

Place of Work Address: 900 N GRAND AVE SHERMAN 75090

Time departing to work: VARIOUS

Time it takes to return (e.g. one hour commute): 10-15 minutes

Route to Work:

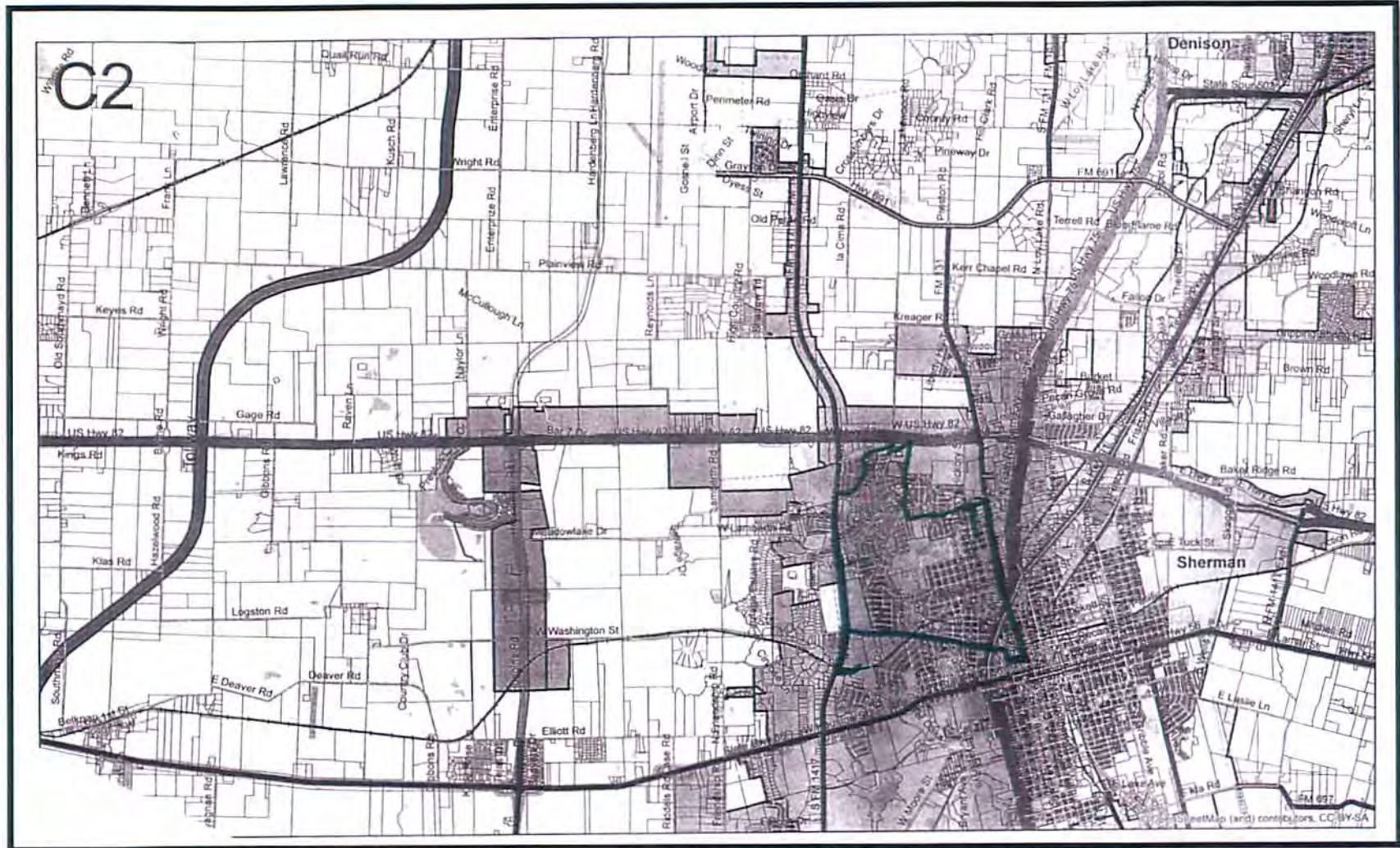
First Priority: Lambert Rd - Travis Street - Taylor Street (becomes GRAND Ave at Foyema Parkway)
Second Priority: GRAND Ave Overpass Partly designed (it turns at the top of the arc)

Activities & Locations: Address (or intersection)

Shopping Mall Town Center Mall (HWY 57 St 82)

Education Center Austin College

————— Lambert - Travis - Hwy 56 - GRAND Ave



D-33

1006**Demographic Information**

Name:

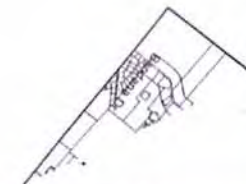
Email Address:

Phone Number:

Home Address:

Employment InformationPlace of Work (County): GRAYSONPlace of Work Address: 220 W MULBERRYTime departing to work: 7:40 AMTime it takes to return (e.g. one hour commute): 10 mins

Route to Work:

First Priority: FM 1417 → WASHINGTONSecond Priority: LAMBERTH → TRAVES**Activities & Locations: Address (or intersection)**Shopping Mall TOWN CENTEREducation Center TEXOMA CHRISTIAN SCHOOL

**Grayson County, Texas
Thoroughfare Plan**

Institute of Urban Studies

TEXAS A&M UNIVERSITY SYSTEM

The Thoroughfare Plan

The Planning Process

```

    graph TD
      A[Stakeholders and Public Meetings] --> B[Data Collection]
      B --> C[Modeling and Analysis]
      C --> D[Draft Thoroughfare Map and Tollway Alignment Scenarios]
      D --> E[Draft Preferences / Needs]
      E --> F[Final Thoroughfare Recommendations]
    
```

Citizen Engagement

KEY ISSUES

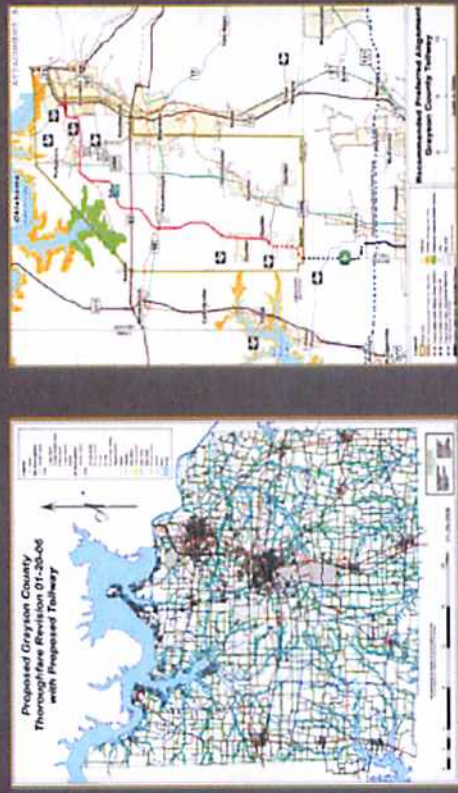
- Accommodating projected growth
- Accommodating economic development
- East-west connectivity, in the southern and central portions
- Aligning with transportation plans of cities
- Aligning thoroughfare grid with surrounding landuses
- Greater regional access
- Alternative modes or bypasses

Goals and Objectives

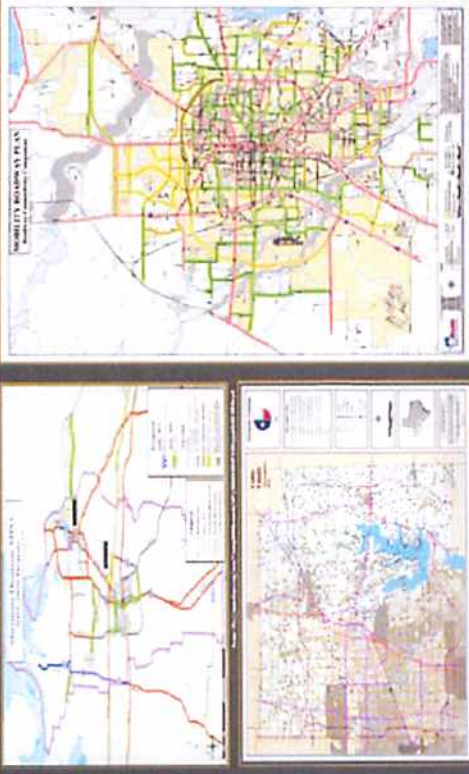
- 1. Provide for improved connectivity**
 - Ensure North-South and East-West connectivity throughout the County
- 2. Accommodate future potential regional growth**
 - Facilitate economic development, ensure efficient traffic flow and align thoroughfare with the Tollway
- 3. To preserve adequate ROW for future long range transportation system improvements**
 - Utilize existing roadway and ROW and identify new routes
- 4. To coordinate thoroughfare locations with recently adopted plans**
 - Align with the existing plans of cities, surrounding counties and the MPO



Incorporating Existing Plans



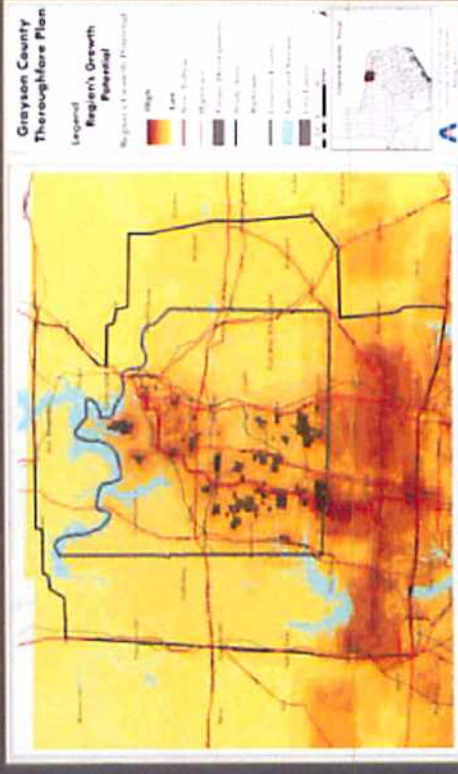
Incorporating Existing Plans

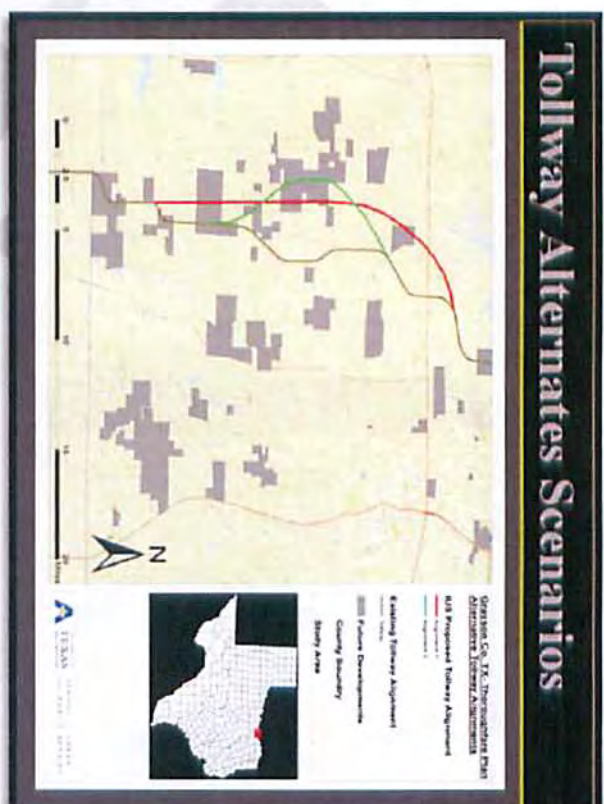


Modelling and Analysis



Grayson County's Development Potential Map





**Thank you.
Questions?**

RMA BOARD AGENDA

ITEM NUMBER: Five
MEETING DATE: 10-09-14

ITEM TITLE: Director's Update to include discussion of Monthly Reports, Facility Upgrades and GCRMA and Airport Events/News

SUBMITTED BY: Mike Shahan, Airport Director

DATE SUBMITTED: October 3, 2014

SUMMARY:

Monthly Reports:

1. Fuel Flowage Report for September 2014 – end of fiscal year
2. ATC Operations Report for September 2014 – end of fiscal year
3. NTRA Revenue & Expense Report August 2014

Facility Upgrades:

1. Security fencing between the Fire Station and Hangar 201
2. Hangar 5513 Suite 2 & 3 hangar bay enhancements
3. Hangar 111 exterior enhancement project

GCRMA/Airport Events/News:

1. US National Aerobatic Championship – September 21-26, 2014
2. Kemps Kustom Kars Drag Race – Sunday, September 28, 2014

ATTACHMENTS (LIST)

Fuel Flowage Report – September 2014
ATC Operations Report – September 2014
NTRA Revenue & Expense Report – August 2014

ALTERNATIVES/RECOMMENDATIONS:

Take action as necessary

**North Texas Regional Airport
Fuel Flowage Report
FY: 2014**

Total Fuel Flowage in Gallons for FY 2014 as reported by Lake Texoma Jet Center

	Avgas	Jet-A	Total	Last Year's Total
Oct. 2013	15,578.0	23,391.0	38,969.0	31,633.0
Nov. 2013	16,758.0	24,008.0	40,766.0	32,878.0
Dec. 2013	12,389.0	31,078.0	43,467.0	31,603.0
Jan. 2014	15,703.0	20,448.0	36,151.0	25,111.0
Feb. 2014	8,150.0	22,932.0	31,082.0	29,025.0
Mar. 2014	7,683.0	21,388.0	29,071.0	25,090.0
Apr. 2014	15,878.0	15,986.0	31,864.0	43,784.0
May. 2014	20,050.0	36,620.0	56,670.0	32,162.0
Jun. 2014	7,817.0	23,685.0	31,502.0	47,584.0
Jul. 2014	8,863.0	15,308.0	24,171.0	47,325.0
Aug. 2014	14,790.0	27,597.0	42,387.0	39,033.0
Sep. 2014	8,268.0	24,137.0	32,405.0	35,312.0
Total:	151,927.0	286,578.0	438,505.0	420,540.0
Last Year's To Date Gallons Received Total:				420,540.0
Percent Change Over Last Year by Month:				-8.23%
Percent Change Over Last Year:				4.27%

% of Avgas:	34.65%
% of Jet-A:	65.35%

Percent of Fuel used by flight school			
% of Avgas:	63.08%	% of Jet-A:	24.70%

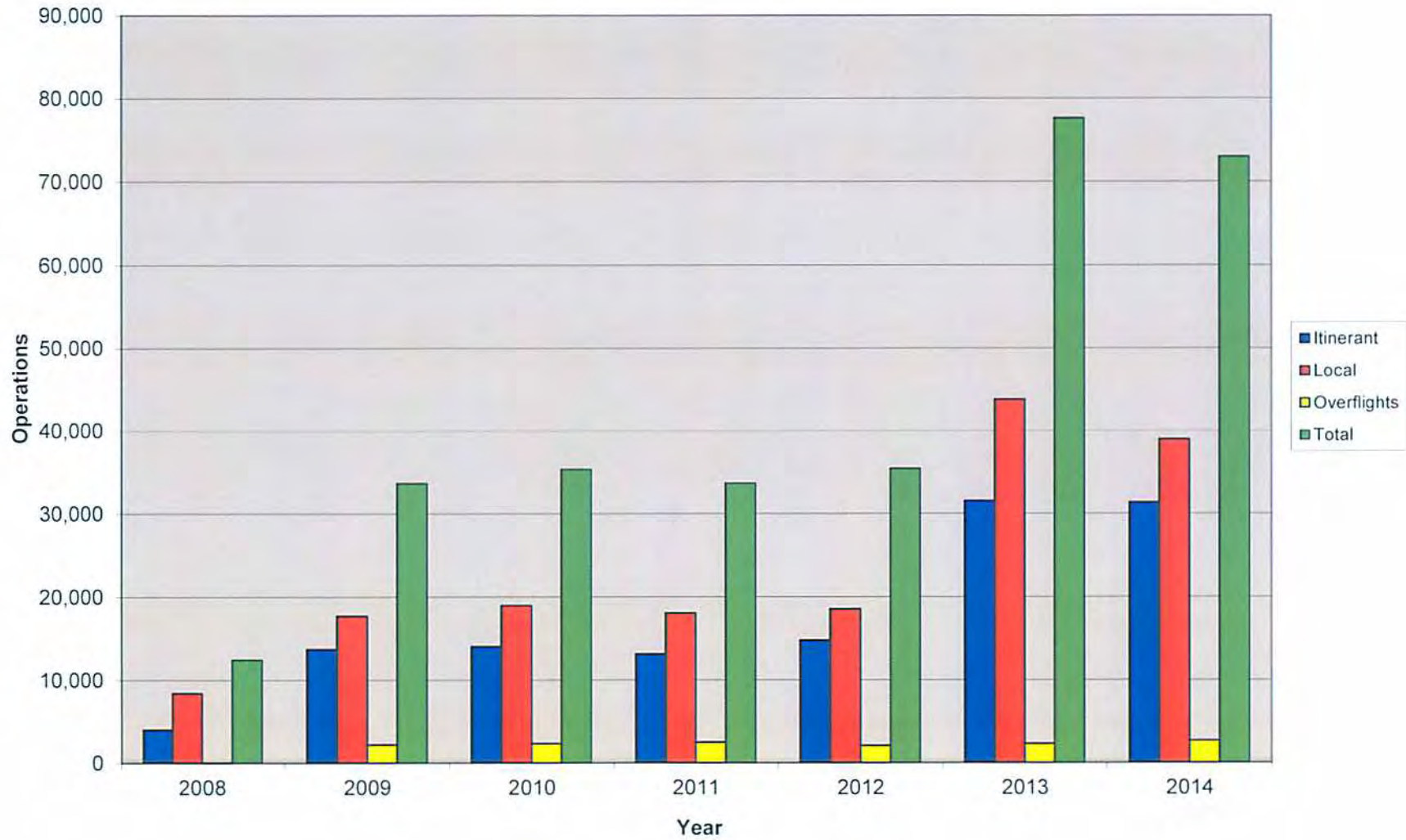
% of Avgas:	57.52%
% of Jet-A:	42.48%

*** Total Fuel Flowage in Gallons for FY 2014 as reported by U.S. Aviation Academy**

	Avgas	Jet-A	Total	Last Year's Total
Oct. 2013	8,701.9	-	8,701.9	7,636.0
Nov. 2013	9,248.0	4,483.0	13,731.0	8,142.1
Dec. 2013	6,659.1	9,952.0	16,611.1	5,287.9
Jan. 2014	9,409.8	5,689.0	15,098.8	3,606.6
Feb. 2014	6,659.4	7,095.0	13,754.4	5,394.1
Mar. 2014	7,990.3	1,549.0	9,539.3	7,531.6
Apr. 2014	9,637.4	1,943.0	11,580.4	9,244.6
May. 2014	9,191.5	11,444.0	20,635.5	6,841.8
Jun. 2014	7,634.0	8,452.0	16,086.0	17,432.9
Jul. 2014	6,007.1	5,867.0	11,874.1	21,453.2
Aug. 2014	7,740.6	10,376.0	18,116.6	10,602.6
Sep. 2014	6,959.7	3,936.0	10,895.7	9,313.4
Total:	95,838.7	70,786.0	166,624.7	112,486.8
Last Year's To Date Gallons Received Total:				112,486.8
Percent Change Over Last Year by Month:				16.99%
Percent Change Over Last Year:				48.13%

* Fuel usage totals for US Aviation Academy are included in Lake Texoma Jet Center's total

NTRA Fiscal Year Annual Operations



NORTH TEXAS REGIONAL AIRPORT
Airport Traffic Record
FY 2014

Month	ITINERANT										LOCAL			IFR/VFR Overflight Count	FY 2014 Airport Ops	FY 2013 Airport Ops
	IFR					VFR					CIVIL	MI	TOTAL LOCAL			
	AC	AT	GA	MI	TOTAL	AC	AT	GA	MI	TOTAL						
Oct-13	0	8	308	0	316	0	0	2,446	0	2,446	4,742	36	4,778	154	7,694	7,788
Nov-13	0	4	240	7	251	0	6	2,308	0	2,314	3,219	0	3,219	188	5,972	6,565
Dec-13	0	15	291	0	306	0	0	1,818	0	1,818	1,997	0	1,997	176	4,297	4,254
Jan-14	0	11	220	9	240	0	0	2,624	1	2,625	2,853	24	2,877	200	5,942	4,607
Feb-14	0	1	295	0	296	0	1	1,588	6	1,595	2,094	0	2,094	100	4,085	3,511
Mar-14	0	0	236	1	237	0	0	2,435	0	2,435	1,736	0	1,736	197	4,605	4,255
Apr-14	0	4	250	0	254	0	0	2,484	1	2,485	1,991	3	1,994	336	5,069	4,612
May-14	0	8	333	2	343	0	2	2,603	0	2,605	2,786	0	2,786	227	5,961	4,848
Jun-14	0	8	291	4	303	0	0	2,042	2	2,044	3,186	4	3,190	209	5,746	8,374
Jul-14	0	9	251	6	266	0	15	1,984	7	2,006	2,031	12	2,043	340	4,655	7,867
Aug-14	0	7	243	0	250	0	1	2,687	0	2,688	3,636	0	3,636	303	6,877	8,480
Sep-14	0	5	288	0	293	0	1	2,938	0	2,939	8,598	0	8,598	242	12,072	12,470
Total	0	80	3,246	29	3,355	0	26	27,957	17	28,000	38,869	79	38,948	2,672	72,975	77,631

OVERFLIGHT COUNT											
Month	IFR OVERFLIGHTS					VFR OVERFLIGHTS					TOTAL OVERFLIGHTS
	AC	AT	GA	MI	TOTAL	AC	AT	GA	MI	TOTAL	
Oct-13	0	1	2	0	3	0	19	132	0	151	154
Nov-13	0	0	4	0	4	0	8	174	2	184	188
Dec-13	0	0	5	0	5	2	20	145	4	171	176
Jan-14	0	0	4	0	4	0	22	174	0	196	200
Feb-14	0	0	2	0	2	2	10	86	0	98	100
Mar-14	0	0	1	0	1	0	26	170	0	196	197
Apr-14	0	0	0	0	0	0	36	300	0	336	336
May-14	0	6	0	0	6	4	47	170	0	221	227
Jun-14	0	0	3	0	3	0	10	196	0	206	209
Jul-14	0	0	0	0	0	0	32	306	2	340	340
Aug-14	0	0	1	0	1	0	34	268	0	302	303
Sep-14	0	0	2	0	2	0	28	212	0	240	242
Total	0	7	24	0	31	8	292	2,333	8	2,641	2,672

% Change Last Year/Same Time:	
Itinerant	-0.56%
Local	-11.09%
Overflight	16.48%
Total	-6.00%

% Change Last Year by Month:	
Itinerant	-11.55%
Local	-0.91%
Overflight	74.10%
Total	-3.19%

Peak Day - 1,051 operations on Sept., 22, 2014
 Slowest day - 11 operation on Sept. 12, 2014
 Average daily operation for Sept: 402.4 ops

Daily Summary of Ops for September 2014:	# / Days	# / Ops	Avg.
1-99 Daily Ops	3	96	32.0
100 - 199 Daily Ops	5	708	141.6
200 - 299 Daily Ops	7	1,809	258.4
300 - 399 Daily Ops	5	1,702	340.4
400 - Plus Daily Ops	10	7,757	775.7

FAA CONTRACT TOWER - AIRPORT OPERATIONS COUNT RECORD

Facility Name: North Texas Tower						Location: Denison, TX					Mo.	Yr.	Location Ident.					
											O	9	1	4		G	Y	I
Airport Operations Count										Facility Operating Hours →			1	2	0			
ITINERANT										LOCAL			Total Airport Operations					
IFR					VFR					Civil	Military	Total Local Ops						
Day	AC	AT	GA	MI	Total IFR Ininerant Ops	AC	AT	GA	MI				Total VFR Itinerant Ops					
01			9		9			56		56	70		70	135				
02			10		10		1	78		79	90		90	179				
03			16		16			58		58	62		62	136				
04			24		24			114		114	176		176	314				
05			9		9			101		101	174		174	284				
06			5		5			68		68	202		202	275				
07			9		9			3		3	56		56	68				
08			13		13			57		57	222		222	292				
09			14		14			85		85	100		100	199				
10			8		8			49		49	70		70	127				
11			13		13									13				
12		2	9		11									11				
13			22		22			25		25	156		156	203				
14			15		15			12		12	78		78	105				
15			6		6			97		97	250		250	353				
16			7		7			93		93	316		316	416				
17			11		11			122		122	404		404	537				
18			8		8			109		109	437		437	554				
19			22		22			152		152	452		452	626				
20			3		3			286		286	622		622	911				
21		2	5		7			107		107	732		732	846				
22		1	3		4			100		100	929		929	1033				
23			6		6			209		209	732		732	947				
24			8		8			185		185	742		742	935				
25			3		3			223		223	652		652	878				
26			4		4			183		183	194		194	381				
27			5		5			143		143	134		134	282				
28			7		7			71		71	192		192	270				
29			4		4			98		98	162		162	264				
30			10		10			54		54	192		192	256				
31																		
Total		5	288		293		1	2938		2939	8598		8598	11830				

FAA CONTRACT TOWER OVERFLIGHT SUMMARY RECORD

Facility Name North Texas Tower	Location: Denison, TX	Mo. 0	Yr. 9	Yr. 1	Yr. 4	Loc Ident. G	Loc Ident. Y	Loc Ident. I
---	---------------------------------	-----------------	-----------------	-----------------	-----------------	------------------------	------------------------	------------------------

OVERFLIGHT COUNT

IFR OVERFLIGHTS						VFR OVERFLIGHTS					Total Overflights	
Day	AC	AT	GA	MI	Total	AC	AT	GA	MI	Total		
01								10		10	10	
02								4	2	6	6	
03								2		2	2	
04								10	2	12	12	
05								2		2	2	
06								4	6	10	10	
07									4	4	4	
08									20	20	20	
09								2	2	4	4	
10												
11												
12												
13			2		2			4		4	6	
14								8		8	8	
15								18		18	18	
16									10	10	10	
17								2	2	4	4	
18									4	4	4	
19									4	4	4	
20									10	10	10	
21									10	10	10	
22									18	18	18	
23									12	12	12	
24									2	2	2	
25												
26									12	12	12	
27								2	16	18	18	
28									14	14	14	
29									10	10	10	
30									12	12	12	
31												
Total			2		2			28	212		240	242

YEAR TO DATE FINANCIAL UPDATE
AS OF AUGUST 31, 2014

YTD REVENUE:	\$ 1,219,487.88
YTD EXPENSES:*	\$ 1,510,704.85
DIFFERENCE IN REVENUE & EXPENSE:	\$ (291,216.97)

*YTD Expenses minus depreciation

YTD FY 2014 Expenses:	\$ 1,510,704.85
Expenses for West Side Hangar:	\$ 218,141.55
Current Expenses Minus West Side Hangar:	\$ 1,292,563.30
Difference in Revenue & Expenses minus West Side Hangar:	\$ (73,075.42)

**NORTH TEXAS REGIONAL AIRPORT
REVENUE REPORT
AUGUST, 2014**

Budget Code	Adopted Amount	Current Month Collected	Actual YTD Collected	YTD % of Budget Collected
800.000.43000 State Grant Revenue	50,000.00	4027.85	48140.00	3.72%
800.000.41500 Aviation Facilities	482,278.00	30,630.13	367,498.86	76.20%
800.000.41520 Revenue Producing Facilities	332,639.00	29,898.52	310,438.53	93.33%
800.000.41530 Land - Agriculture	4,625.00	0.00	4,625.00	100.00%
800.000.41540 Land - Industrial	33,419.00	1,523.26	39,770.22	119.00%
800.000.41550 Land - Aviation	87,687.00	7,265.58	88,493.57	100.92%
800.000.41560 Insurance	50,646.00	3,528.68	38,669.93	76.35%
800.000.41570 Oil Lease	3,108.00	0.00	0.00	0.00%
800.000.49500 Sale of Fixed Assets	0.00	0.00	3,879.29	0.00%
800.000.49530 Fuel Flowage Fee	49,000.00	4,238.70	40,610.00	82.88%
800.000.49900 Insurance Proceeds	127,427.00	0.00	172,574.78	135.43%
800.000.49950 Miscellaneous	7,000.00	96.96	4,046.74	57.81%
800.000.49000 Interest Income	1,000.00	83.67	740.96	74.10%
800.000.4900 Donations	0.00	0.00	0.00	0.00%
800.000.49970 Transfer In	133,645.00	0.00	100,000.00	74.83%
GRAND TOTAL	1,362,474.00	81,293.35	1,219,487.88	

**NORTH TEXAS REGIONAL AIRPORT
EXPENSE REPORT
AUGUST, 2014**

Budget Code	Account Name	Adopted Amount	Current Month Expenditures	Encumbered Amount	YTD Expenditures	% Budget Remaining
800.710.51030	Assistants	160,819.00	12,156.38	-	142,598.37	11.33%
800.710.1080	Part-Time	45,094.00	4,334.94	-	38,499.85	14.62%
800.710.52010	Social Security Taxes	15,752.00	1,220.25	-	13,346.24	15.27%
800.710.52020	Group Hospital Insurance	29,064.00	2,421.00	-	26,631.00	8.37%
800.710.52030	Retirement	27,881.00	1,402.44	-	17,646.84	36.71%
800.710.52031	457 Deferred Comp Expense	-	614.88	-	5,216.27	0.00%
800.710.52040	Unemployment Compensation	927.00	73.54	-	820.52	11.49%
800.710.52050	Workers Compensation	4,115.00	246.33	-	2,921.65	29.00%
800.710.52060	Other Post Employment Benefits	50,000.00	-	-	-	100.00%
800.710.53100	Office Supplies	3,000.00	782.03	-	2,774.92	7.50%
800.710.53200	Postage	1,000.00	-	-	518.74	48.13%
800.710.53300	Operating Expenses	9,330.00	1,390.89	-	9,332.31	-0.02%
800.710.53350	Janitorial Supplies	700.00	19.98	-	917.18	-31.03%
800.710.53560	Gas, Oil, Etc.	16,000.00	1,615.20	-	12,293.85	23.16%
800.710.53570	Tires, Batteries & Accessories	3,300.00	7.44	-	3,255.47	1.35%
800.710.53580	Parts	6,000.00	2,084.94	-	6,218.73	-3.65%

Budget Code	Account Name	Adopted Amount	Current Month Expenditures	Encumbered Amount	YTD Expenditures	% Budget Remaining
800.710.53590	Repair & Maintenance Supplies	30,000.00	5,548.20	(298.72)	26,804.99	11.65%
800.710.53750	Small Equipment	1,000.00	-	-	1,032.77	-3.28%
800.710.54000	Professional Services	233,420.00	30,234.34	-	217,777.24	6.70%
800.710.54030	Training & Education	5,130.00	1,256.22	-	5,964.84	-16.27%
800.710.54040	Business Development	33,333.00	74.95	-	9,943.17	70.17%
800.710.54080	Local Travel	200.00	-	-	183.69	8.15%
800.710.54200	Printing	2,000.00	-	-	2,081.79	-4.89%
800.710.4220	Dues & Publications	3,550.00	35.00	-	3,204.08	9.74%
800.710.54255	Attorney Fees	10,000.00	5,850.00	-	11,300.00	-13.00%
800.710.54300	Liability Insurance	41,867.00	12,280.74	-	45,714.76	-9.19%
800.710.54340	Contract Services	4,725.00	658.96	-	3,836.78	
800.710.54520	Telephone	6,000.00	597.03	-	6,172.96	-2.88%
800.710.54540	Utilities	60,000.00	10,947.09	-	71,987.28	-19.98%
800.710.54550	Repairs & Maintenance	100,000.00	24,553.03	9,297.99	86,728.50	6.97%
800.710.54552	Hangar Repairs	100,000.00	-	-	100,038.07	-0.04%
800.710.54580	Airport Equipment Maintenance	30,720.00	2,560.00	3,220.00	27,500.00	0.00%
800.710.54555	Casualty Loss Repairs	137,427.00	-	-	182,355.64	-32.69%

Budget Code	Account Name	Adopted Amount	Current Month Expenditures	Encumbered Amount	YTD Expenditures	% Budget Remaining
800.710.54600	Office Equipment Rental	1,540.00	94.04	88.75	1,548.28	-6.30%
800.710.54930	Property Taxes	15,000.00	-	-	10,897.23	27.35%
800.710.54940	Depreciation Internal Funds	470,000.00	-	-	482,001.41	-2.55%
800.625.5100	Improvements	320,000.00	-	-	313,141.55	
800.710.55150	Machinery	-	-	-	-	0.00%
800.710.55250	Vehicles	-	-	-	-	0.00%
800.710.53530	Communications Equipment	-	-	-	-	0.00%
800.710.55521	Utility Relocation	-	-	-	-	0.00%
800.710.55570	RAMP Grant Expenditures	100,000.00	-	495.00	99,499.29	0.01%
TOTAL		2,078,894.00	123,059.84		1,992,706.26	

TOTAL EXPENSES (MINUS DEPRECIATION):

\$ 1,510,704.85

RMA BOARD AGENDA

ITEM NUMBER: Six
MEETING DATE: 10-09-14

ITEM TITLE: Recess for Executive Session pursuant to Chapter 551, Subchapter D, Texas Government Code.

SUBMITTED BY: Mike Shahan, Director

DATE SUBMITTED: October 3, 2014

SUMMARY:

Pursuant to Government Code, Section 551.087 the Board of Directors may adjourn into closed Executive Session to discuss:

Deliberation regarding Economic Development Matters – pursuant to Section 551.087, the Board of Directors may deliberate regarding commercial or financial information received from a business prospect with which the authority is conducting economic development negotiations and to discuss the offer of financial or other incentives to a business prospect.

ATTACHMENTS (LIST)

ALTERNATIVES/RECOMMENDATIONS:

RMA BOARD AGENDA

ITEM NUMBER: Seven
MEETING DATE: 10-09-14

ITEM TITLE: Reconvene Regular Session; Action on Executive Session Item

SUBMITTED BY: Mike Shahan, Director

DATE SUBMITTED: October 3, 2014

SUMMARY:

ATTACHMENTS (LIST)

ALTERNATIVES/RECOMMENDATIONS

Take action on Executive Session Item if appropriate

RMA BOARD AGENDA

ITEM NUMBER: Eight
MEETING DATE: 10-09-14

ITEM TITLE: Public Comment.
SUBMITTED BY: Mike Shahan, Director
DATE SUBMITTED: October 3, 2014

SUMMARY:

This item has been added so that the public may address the Board. Each person will be limited to three minutes.

ATTACHMENTS (LIST)

ALTERNATIVES/RECOMMENDATIONS: