

**GRAYSON COUNTY REGIONAL MOBILITY AUTHORITY
BOARD OF DIRECTORS MEETING
APRIL 21, 2011**

MEMBER'S PRESENT:

Bill Hubbard, Chairman
Ellis Olmstead
Bill Benton
Bill Rasor

MEMBER'S ABSENT:

Jeff Christie

OTHER'S PRESENT:

Mike Shahan, Director
Mike Garrison, Brown & Gay Engineers
Bart Lawrence, Grayson Co. Commissioner, Pct. #4
Bobby Littlefield, TxDOT
John Dryden, Dryden Co.
Kelly Cannell, Lake Texoma Jet Center
Van Price, Grayson Co. District Attorney's Office
Jay Jones

Noel Paramanatham, TxDOT
Cliff Gibbs, Mayor, City of Gunter
Terry Vogel, Lake Texoma Jet Center
Rod Tatchio, N.T. Aviation
Kevin Scott, Walton Development
Paul Huang, Richland Real Estate
James W. Griffin, NTTA

I.

Call to Order.

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

II.

Consideration of approval of Minutes of March 10, 2011, Board Meeting.

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

III.

Consideration of approval of a Partial Termination and Modification Agreement between North Texas Regional Airport and Air Texoma International, LLC, and TMA Aviation Partners, LP.

Mr. Shahan advised the Board that this document was a Partial Termination and Modification Agreement between the Airport and Air Texoma International, LLC, and TM Aviation Partners, LP. He advised the Board that this property was at the south end of the airport near Hangar #111. He stated that TM Aviation had purchased the east two hangars from Air Texoma International. Mr. Shahan stated that that section of the lease with Air Texoma International needed to be terminated and that the next item would be the approval of a new lease agreement with TM Aviation Partners. He further advised that the new lease had the same terms as the one being terminated. He stated that Mr. Munson had reviewed the documents and had approved them. Mr. Benton asked that Mr. Shahan give some background information on the property. Mr. Benton made the motion to approve the Partial Termination and Modification Agreement between North Texas Regional Airport and Air Texoma International, LLC, and TM Aviation Partners, LP. Mr. Olmstead seconded the motion. All members voted aye.

IV.

Consideration of approval of a Ground Lease between North Texas Regional Airport and TM Aviation Partners, LP.

Mr. Shahan advised that this was the same property that had been terminated on the Air Texoma International, LLC, lease, and had the same terms as that lease. He stated that the new lease would be with TM Aviation Partners, LP. Mr. Olmstead made the motion to approve the Ground Lease with TM Aviation Partners, LP. Mr. Benton seconded the motion. All members voted aye.

V

Director's Update to include discussion of the Airport CIP, Fuel Flowage Report, and Air Traffic Control Tower Operations Report.

Mr. Shahan updated the Board on the Capital Improvement Project which included taxiway and runway improvements had been completed with the exception of some punch list items. He stated that a final walk through would be done. Mr. Shahan advised the Board that the Texas Transportation Commission would meet the following Thursday and would hopefully be giving TxDOT approval to go out to bid on the ramp improvements.

Mr. Shahan stated that the next meeting for the Airport Master Plan and Zoning Ordinance would be held on June 16, 2011. He stated that the Planning Advisory Committee would be meeting at 1:30 and the public meeting would be held in the Airport Terminal Building from 5:30-7:00pm. He stated that this would be the final meeting before they would be making a final presentation to the Board and asking for the final approval from the RMA Board and the Zoning Commission.

Mr. Shahan stated that the Texoma Air Race was held the previous weekend and was very successful. He stated that the FBO stated that they had sold 1,230 gallons of avgas. He stated that there were 37 racers and that the fire department cooked hamburgers and hot dogs for those involved in the race.

Ms. Vogel addressed the Board on the current marketing for the FBO. She stated that they had been aggressively marketing their fuel. She stated that for the period from March 15 through April 19, low lead sales were up 100% and jet fuel sales were up 42% from the same period last year.

Mr. Shahan updated the Board on the fuel flowage report. He stated the Board also had the air traffic control tower report. Mr. Benton asked why the anomaly existed in the fuel sales from year to year. Mr. Shahan advised that the numbers shown were not the amount of fuel sold by the FBO, but the amount of fuel that was delivered to the FBO during that month.

VI.

Update from Bobby Littlefield with TxDOT and Mike Garrison with Brown & Gav Engineers on the status of the Paris Districts' engineering study of the Grayson County Tollway.

Mr. Littlefield welcomed Mr. Razor to the Board and briefly updated the Board on the progress of the Grayson County Tollway Project. At this time, Mr. Littlefield turned the update over to Mr. Garrison.

Mr. Garrison provided each board member with a handout and followed the handout in updating the Board on the progress of the study. A copy of the handout has been attached to these minutes for reference.

VII.
Public Comments.

Mr. Hubbard asked if anyone in the audience had any comments. Mr. Jones addressed the Board in reference to choosing the alignment and the purchase of right of way.

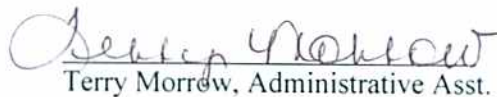
VIII.
Adjourn.

There being no other business, the meeting was adjourned at 11:15a.m.

IX.
Next Meeting.

The next regularly scheduled Board of Directors Meeting will be held on May 12, 2011, at 10:00am in the meeting room of the GTUA, 5100 Airport Drive, Denison, Texas.

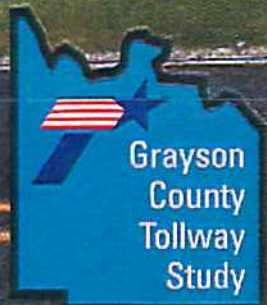

W. R. Hubbard, Jr.


Terry Morrow, Administrative Asst.

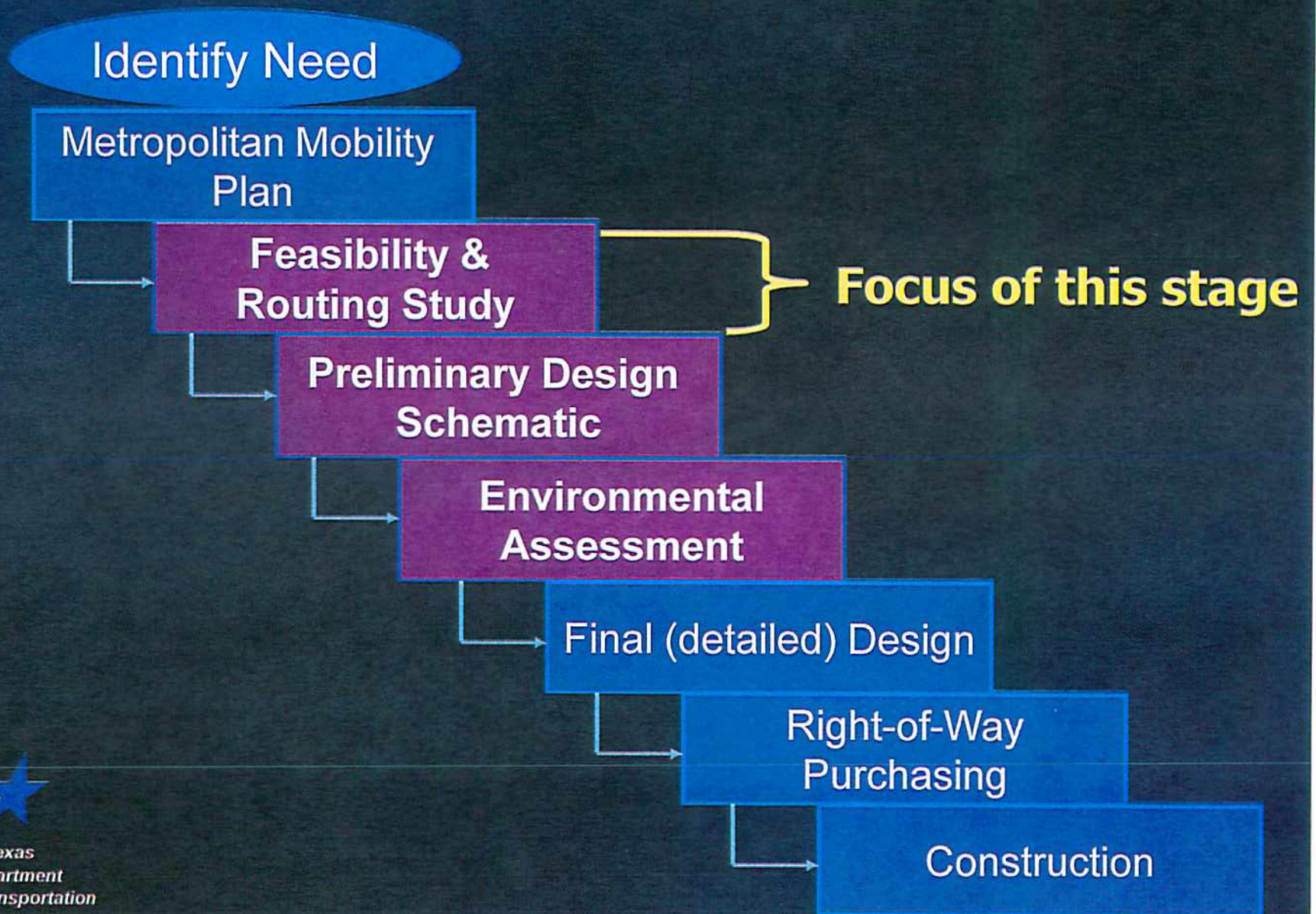
Grayson County Tollway Alternatives Analysis:

from FM 121 (Gunter) to US 75 (Denison)

Grayson County RMA Board Meeting
Project Briefing
April 21, 2011



Project Development Process



Study Process

Identify Need, Purpose, Goals, & Objectives
July 2010

Develop & Evaluate Universe of Alternatives
August 2010

Work Group Meetings

Develop & Evaluate Conceptual Alternatives
September 2010

Work Group Meetings

Recommendation for 3 Conceptual Alternatives
Oct. – Nov. 2010

Work Group Meetings

1st Public Meeting

Detailed Analysis of 3 Conceptual Alternatives
Nov. – Dec. 2010

Work Group Meeting

WE ARE HERE

Recommended Preferred Alignment Determination
Apr. - May 2011

2nd Public Meeting

Next Steps to Complete This Study Phase

Toll Feas, Financials, & Concept Alt Analysis Rpt
Jun. – Aug. 2011



Project Goals

- Solutions For 2030 and Beyond
- Improve Mobility in Grayson County
- Relieve Truck Traffic on US 75 and SH 289
- Maximize Positive Socio-economic Opportunities
- Minimize Negative Environmental and Socio-economic Impacts
- Achieve Affordable and Cost-effective Transportation Solutions

Public Involvement Tools

- Advisory Group Meetings
- Public Meetings / Hearing
- Briefings & Presentations
- Print & Broadcast Media
- Web site

www.txdot.gov

and search:

Grayson County Tollway Study



The screenshot shows a Windows Internet Explorer browser window displaying the Grayson County Tollway Study website. The address bar shows the URL: http://www.txdot.gov/project_information/projects/paris/grayson_tollway/default.htm. The website header includes the Texas Department of Transportation logo and navigation links such as "Business with TxDOT", "Careers", "Drivers & Vehicles", "Local Information", "News", "Projects", "Public Involvement", "Safety", "Travel", "TxDOT Library", and "About Us". A sidebar on the left lists various Texas cities: Atlanta, Austin, Bryan, Childress, Dallas, El Paso, Fort Worth, Houston, Lubbock, Lufkin, and Paris. The main content area features the title "Grayson County Tollway Study" and a description of the project: "The Grayson County Tollway study will examine 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 23 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 Tawakoni." Below this, it states: "The project will also increase regional mobility and connect the Sherman-Denison metropolitan planning area with the Dallas-Fort Worth metropolitan area." and "The study will identify and evaluate potential alignments for expansion and examine the potential environmental impacts." There are sections for "Project Information" (listing Stakeholder Group Meetings, Public Meetings, Study Area Map, Alternatives Map, and Schedule) and "Contact Us" (listing Noel Paramanatham, P.E., Texas Department of Transportation, 2604 US 75 South, Sherman, TX 75090, (803) 892-0629, and an E-mail link). A map of Texas highlights the Grayson County Tollway Study area.

http://www.dot.state.tx.us/project_information/projects/paris/grayson_tollway/default.htm

Comparing Alternatives



DRAFT – Subject to Change – 11/18/2010

Grayson County Tollway Project Evaluation Matrix for Universe of Alternatives

SOUTHERN ALTERNATIVE ALIGNMENTS (Note: The No-Build Condition is also an Alternative and will be used to compare to Build alternatives. All Build alternatives are subject to future refinements.)													
See the notes for an explanation of the terms and signs for impacts used in this table.	Units	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	Notes
ENVIRONMENTAL AND SOCIAL EFFECTS													
Alignment Length	MI/MS	47.1	58.1	70.0	89.2	46.6	19.5	16.7	13.4	15.0			The total length of the alignment is a function of the proposed project location and the location of the alignment.
Length of Existing Right-of-Way	MI/MS	9.3	1.8	1.8	1.8	4.8		1.0	1.2	3.3			The total length of existing right-of-way is a function of the proposed project location and the location of the alignment.
Length of New Accession	MI/MS	18.5	13.1		12.8	16.8		13.7	16.2	12.3			The total length of new accession is a function of the proposed project location and the location of the alignment.
Estimated Total ROW Area	ACRES	714.3	767.2	837.6	813.0	768.0	346.4	168.8	222.4	722.0			The total estimated ROW area is a function of the proposed project location and the location of the alignment.
Area of Existing Road ROW in Process	ACRES	43.4	34.3	19.4	19.4	19.0		19.5	44.3	12.9	22.7		The total area of existing road ROW in process is a function of the proposed project location and the location of the alignment.
Estimated Net ROW Area Needed to Acquire	ACRES	670.9	732.9	818.2	793.6	749.0	326.9	149.3	178.1	709.1			The total estimated net ROW area needed to acquire is a function of the proposed project location and the location of the alignment.
HAZARD MITIGATION & CONSTRUCTION													
Immediate Construction to 500 Feet	Y/N												See the alignment notes for construction to 500 feet.
Adverse Railroad Encroachment	Y/N												See the alignment notes for adverse railroad encroachment.
Existing Railroads Crossed by ROW	#												See the alignment notes for existing railroads crossed by ROW.
REGIONAL AND ECONOMIC IMPACTS													
Displace Residential Structures in ROW	#		23		29	48	73	11			42		The total number of residential structures displaced in ROW is a function of the proposed project location and the location of the alignment.
Displace Commercial & Non-Residential Buildings	#				8	11	12	0			14		The total number of commercial and non-residential buildings displaced is a function of the proposed project location and the location of the alignment.
Adverse Interactions with EDOs of ROW	#		53		27		124				22		The total number of adverse interactions with EDOs of ROW is a function of the proposed project location and the location of the alignment.
Residential Closures within ROW	#		403		13		138			67			The total number of residential closures within ROW is a function of the proposed project location and the location of the alignment.
Business Closures within ROW	#		4		7		4			4			The total number of business closures within ROW is a function of the proposed project location and the location of the alignment.
Personnel Injured within ROW	#	3		3	3		3			3			The total number of personnel injured within ROW is a function of the proposed project location and the location of the alignment.
Dom. Towers/Trans. Lines Impacted by ROW	#	2		3		3	3		3	2		3	The total number of domestic towers/transmission lines impacted by ROW is a function of the proposed project location and the location of the alignment.
ENVIRONMENTAL IMPACTS													
HAZMAT Sites within 500 Feet of ROW	#						1						The total number of HAZMAT sites within 500 feet of ROW is a function of the proposed project location and the location of the alignment.
Coastal Areas Impacted by ROW	#				16		17	43	19	33	12	24	The total number of coastal areas impacted by ROW is a function of the proposed project location and the location of the alignment.
ROW within 100-Year Floodplain	ACRES		70.2	36.7		63.3		67.4	69.4	44.5	20.3		The total area of ROW within 100-year floodplain is a function of the proposed project location and the location of the alignment.
MRO or Fringed Lakes in ROW	ACRES					6.3		6.1			0.1		The total area of MRO or fringed lakes in ROW is a function of the proposed project location and the location of the alignment.
Other Open Water in ROW	ACRES				2.2	2.9		3.1	7.4		6.5		The total area of other open water in ROW is a function of the proposed project location and the location of the alignment.
Wetlands in ROW	ACRES	3.8				2.8		3.9	3.4		2.5		The total area of wetlands in ROW is a function of the proposed project location and the location of the alignment.
Forest in ROW	ACRES	40.7		23.1				33.3	52.4		23.1	34.7	The total area of forest in ROW is a function of the proposed project location and the location of the alignment.
Hazardous Sites within EDO Feet of ROW	#			4				2					The total number of hazardous sites within EDO feet of ROW is a function of the proposed project location and the location of the alignment.
Areas of High Probability for Amber/Copper Sites within 500 Feet of ROW	ACRES					\$61.1	\$75.7	\$32.8	\$75.9	\$19.4		\$38.0	The total area of high probability for Amber/Copper sites within 500 feet of ROW is a function of the proposed project location and the location of the alignment.
QUALITY OF LIFE, ECONOMIC, EFFICIENCY & VISUALS													
Length to Be Towed	MI/MS												The total length to be towed is a function of the proposed project location and the location of the alignment.
Estimated Construction Costs	\$M												The total estimated construction costs are a function of the proposed project location and the location of the alignment.
Estimated Right-of-Way (ROW) Costs	\$M		See Notes										
Estimated Total Costs	\$M												The total estimated total costs are a function of the proposed project location and the location of the alignment.
OTHER FEATURES IMPACTS													
Compatibility with AQMR Regional Plan	#	0		0	0	0	0	0	0	0	0	0	The total number of compatibility with AQMR Regional Plan is a function of the proposed project location and the location of the alignment.
Compatibility with Local Transportation Plans	#	0		0	0	0	0	0	0	0	0	0	The total number of compatibility with Local Transportation Plans is a function of the proposed project location and the location of the alignment.
Ease of Future Expansion	#												The total number of ease of future expansion is a function of the proposed project location and the location of the alignment.
Construction Difficulty or Disruption	#												The total number of construction difficulty or disruption is a function of the proposed project location and the location of the alignment.
Public Acceptance (Favored Alternative)	#	23	10	11	2	4	0	0	0	4	5	4	The total number of public acceptance (favored alternative) is a function of the proposed project location and the location of the alignment.

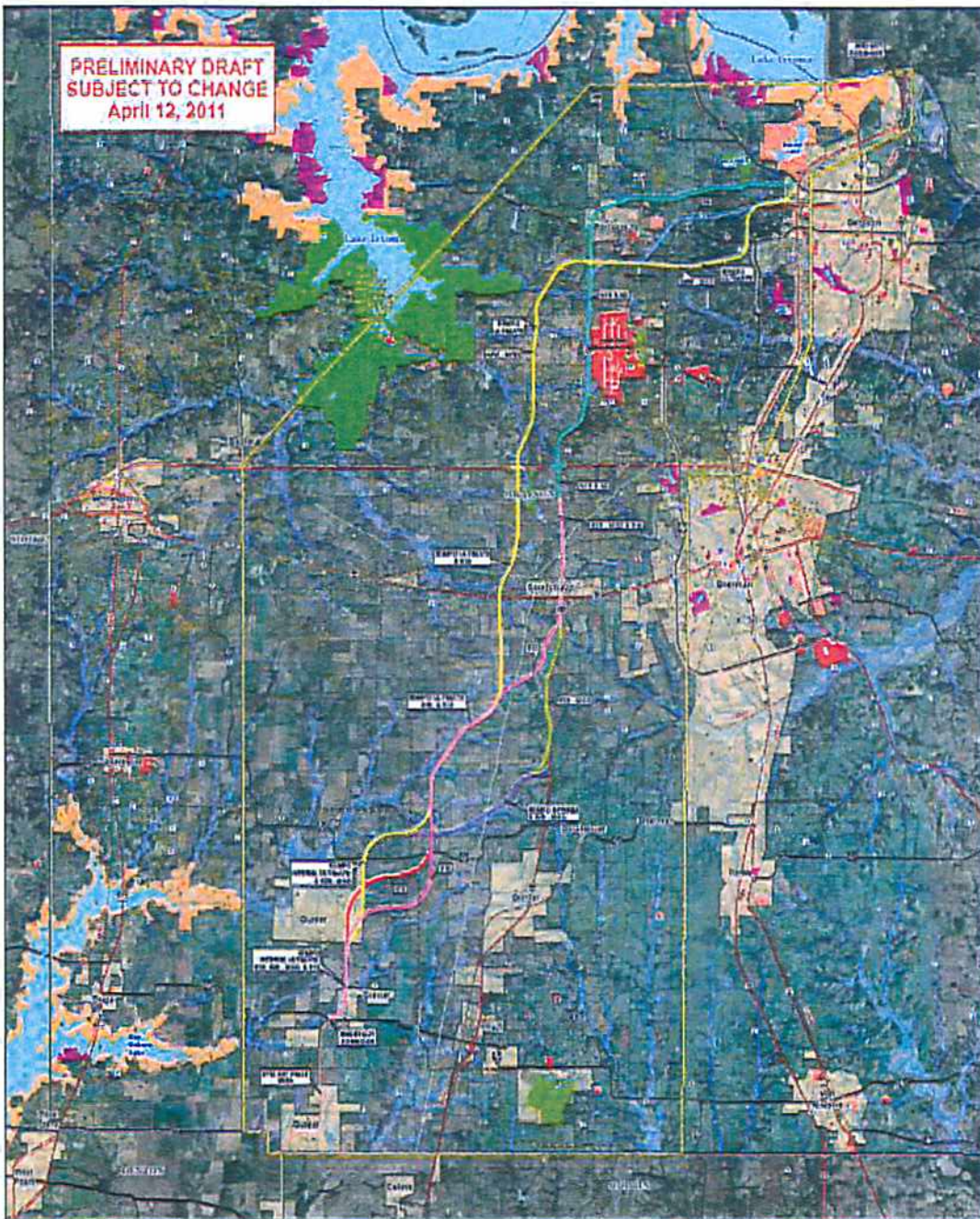
* Legend:

Major Negative Effect	Some Negative Effect	No Effect, Neutral	Some Positive Effect	Major Positive Effect
**	*	0	*	**

TSD – To Be Deleted
* This would be completed after input received from the first Public Meeting.



**PRELIMINARY DRAFT
SUBJECT TO CHANGE
April 12, 2011**



**Grayson County Tollway
Corridor Study
Conceptual Alignments**

**PRELIMINARY DRAFT
SUBJECT TO CHANGE
April 12, 2011**



Conceptual Build Alternatives

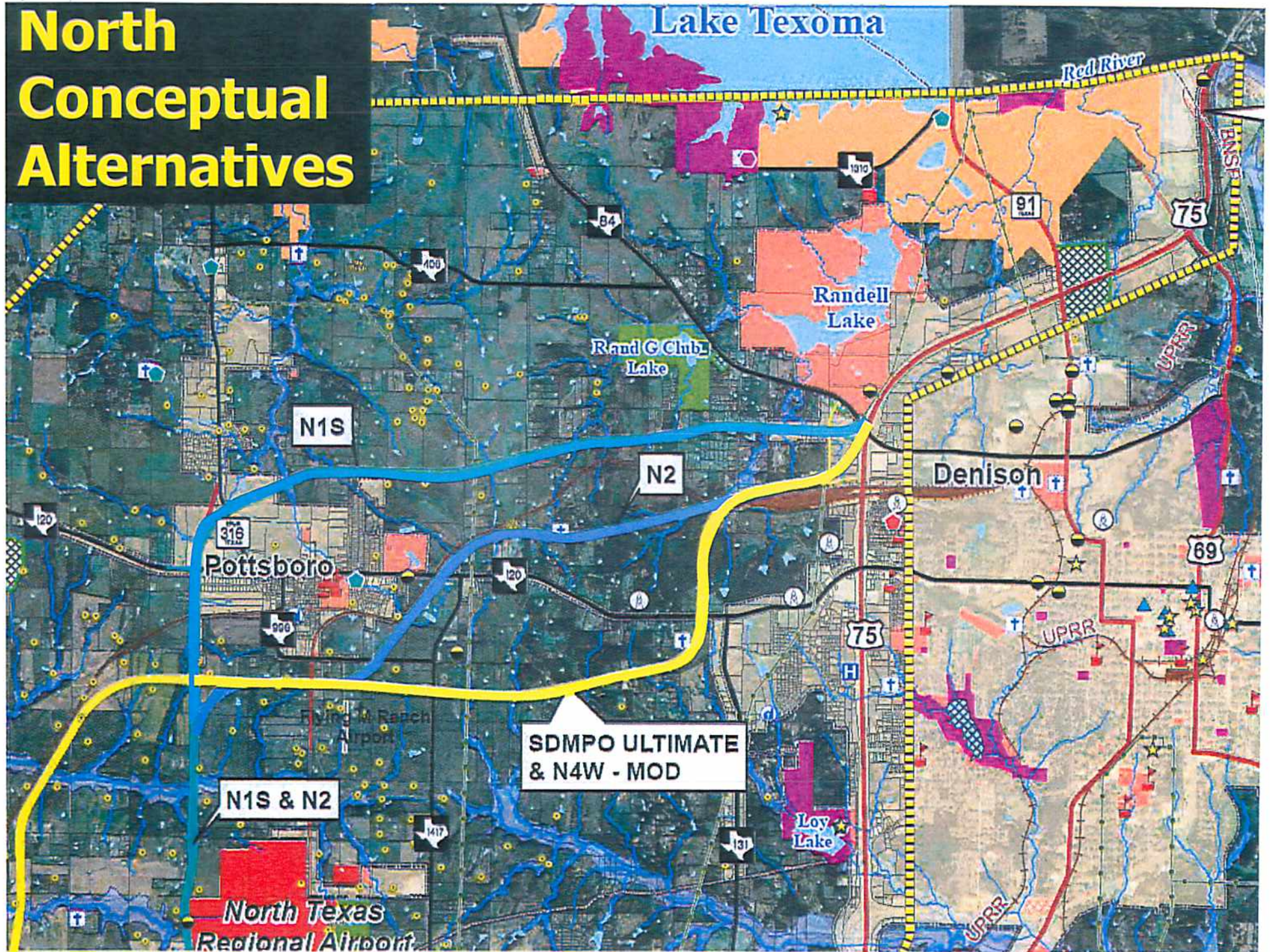


First Public Meeting

- Held Nov. 18 at Sherman Municipal Ballroom
- Notices Mailed to Over 2800 Corridor Landowners
- Published Oct. 19 and Nov. 7 in Herald-Democrat
- Notice Posted on Websites (TxDOT, Cities, Others)
- Open House Attended by Approx. 350 Citizens
- Received 250+ Comments from 93 Citizens via Meeting Form, Mail, Email and Fax
- Received 135 Survey Forms on Alignment Preferences

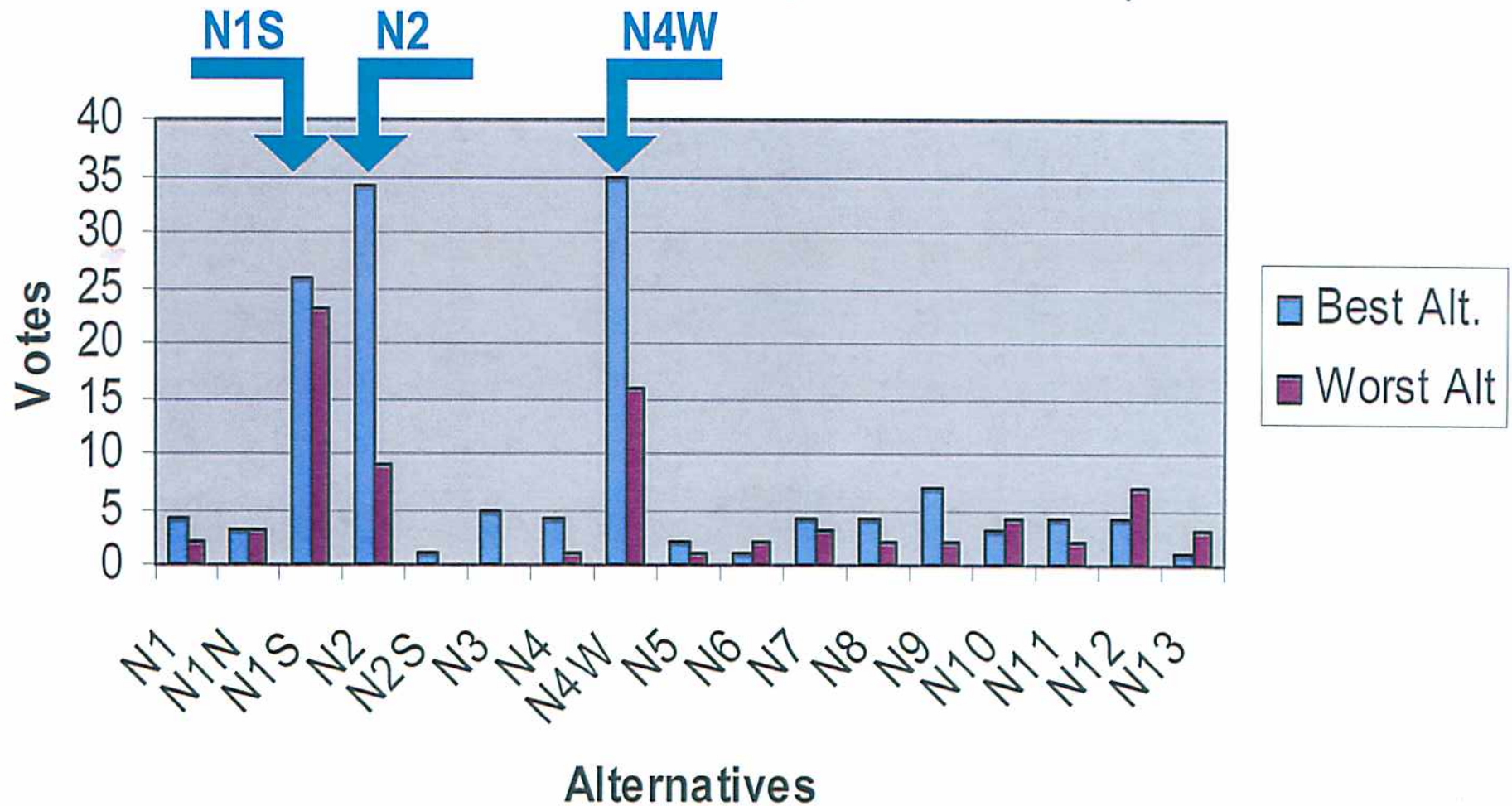


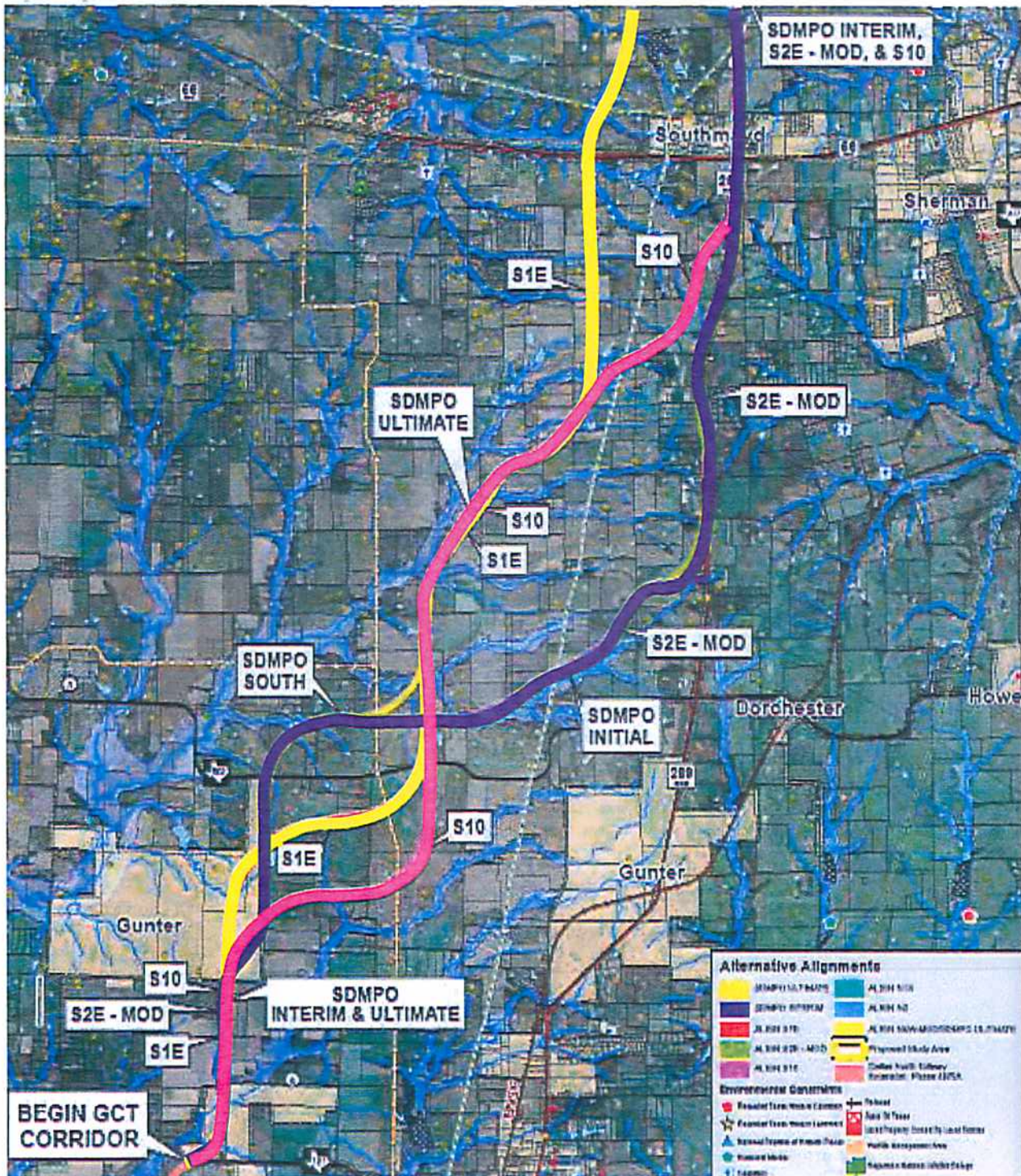
North Conceptual Alternatives



Public Meeting Survey - North

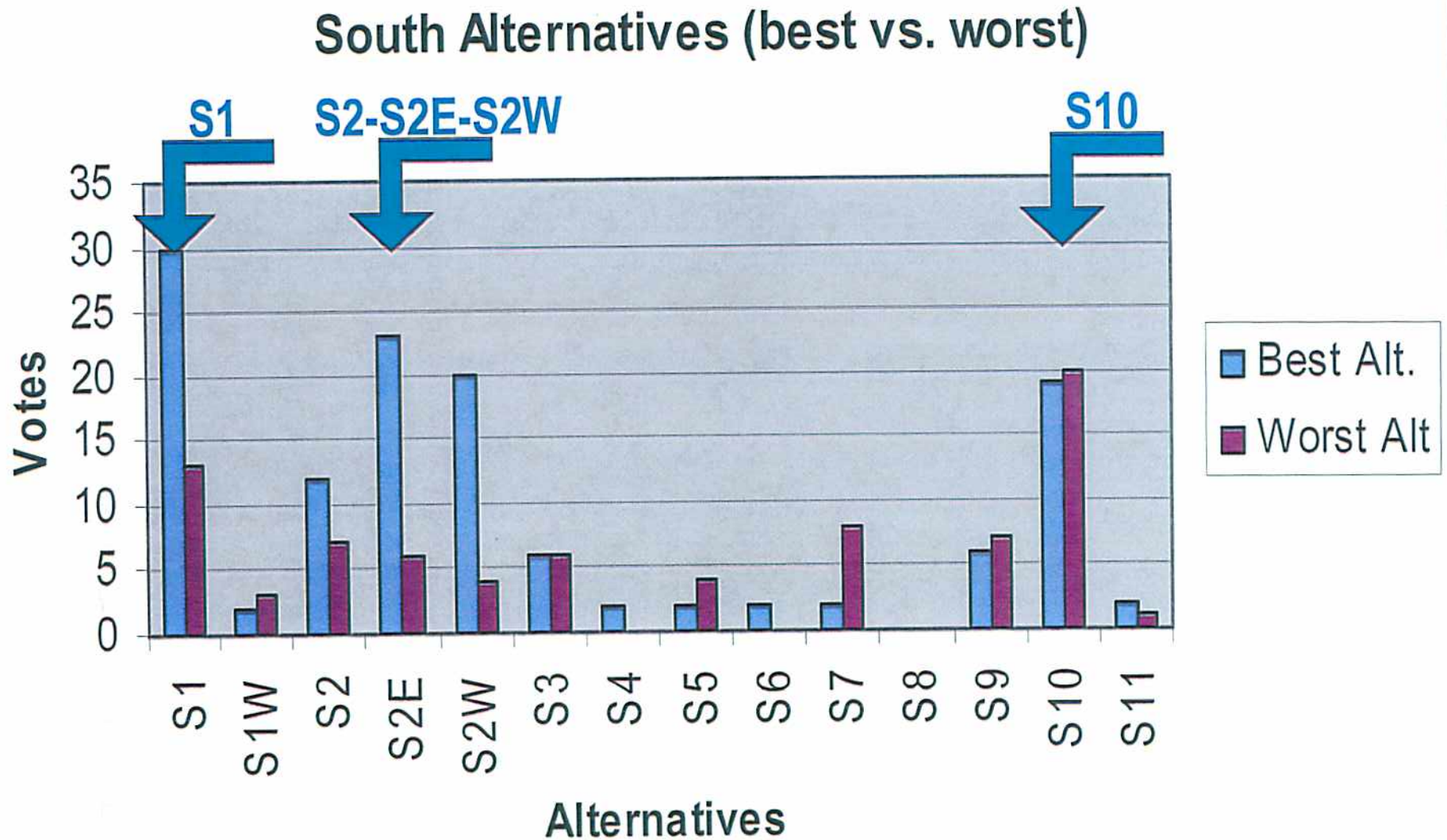
North Alternatives (best vs. worst)



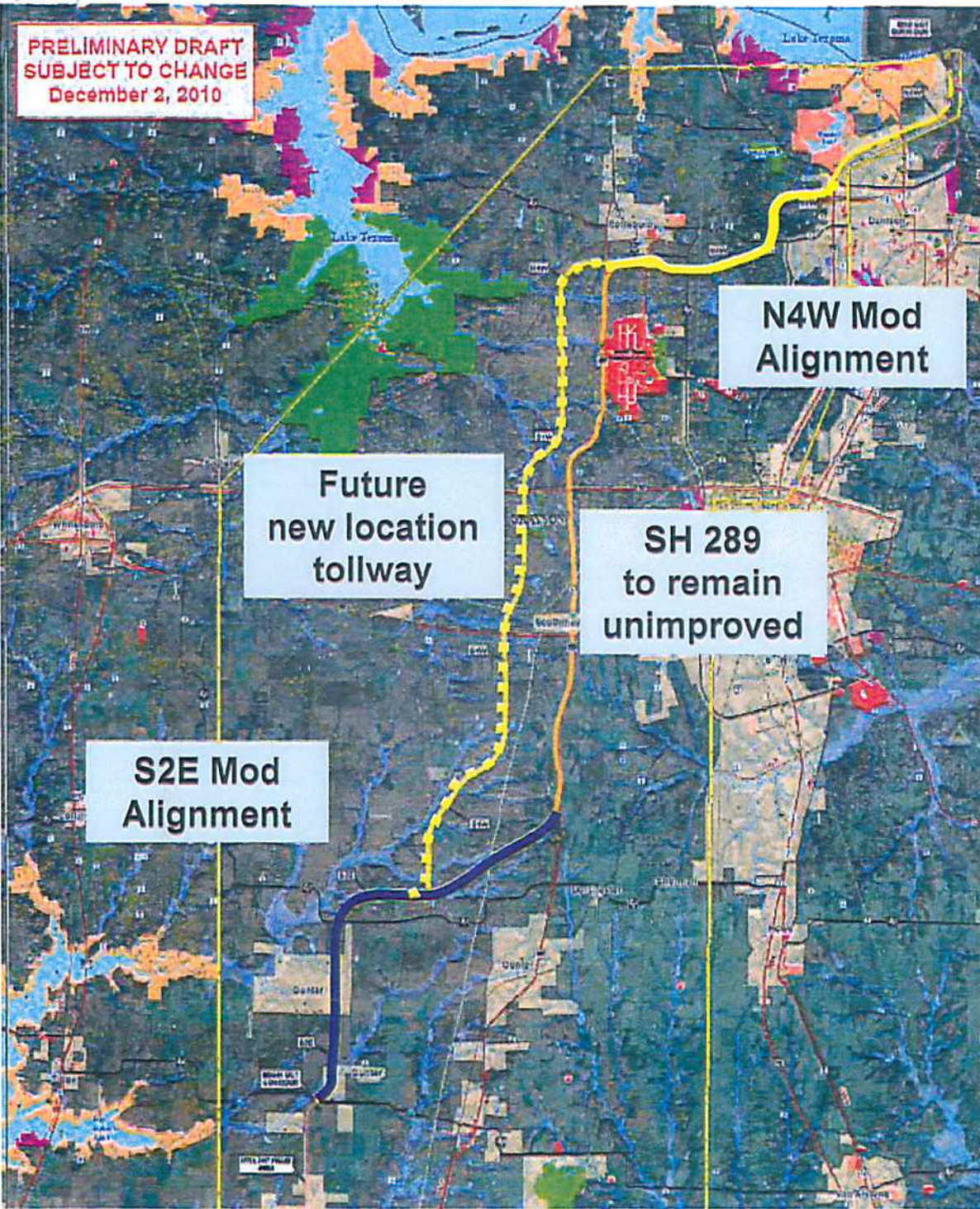


South / Middle Conceptual Alternatives

Public Meeting Survey - South



**PRELIMINARY DRAFT
SUBJECT TO CHANGE
December 2, 2010**



SDMPO Resolution Interim & Ultimate



Preliminary Traffic Projections

- Merged NCTCOG and SDMPO Travel Demand Models – Projected annual growth of 1.2%
- Neither regional model considered the DNT/GCT extended through Grayson County
- Estimated 2035 traffic on North Alternatives (non-tolled condition) – N1S & N2 favored at approx 20,000 vpd vs. 14,000 vpd on N4W Mod
- 2035 and 2055 traffic projections do not appear to support viability of toll road on North Section nor new parallel alignment west of SH 289

Next Steps

- Conduct Technical Advisory Committee Meeting to determine recommended preferred alignment on North Section based on traffic projections and anticipated growth
- Report back to GCRMA at May Board Meeting with overall project cost and development recommendations for South, Middle, and North Sections
- Schedule 2nd Public Meeting to present study results and seek locally preferred alignment determination

Grayson County Tollway Alternatives Analysis:

from FM 121 (Gunter) to US 75 (Denison)

Grayson County RMA Board Meeting
April 21, 2011

