

**GRAYSON COUNTY REGIONAL MOBILITY AUTHORITY
BOARD OF DIRECTORS MEETING
SEPTEMBER 15, 2011**

MEMBER'S PRESENT:

Bill Hubbard, Chairman
Ellis Olmstead
Bill Benton
Jeff Christie
Bill Rasor

MEMBER'S ABSENT:

OTHER'S PRESENT:

Mike Shahan, Director
Mike Garrison, Brown & Gay Engineers
David Gordon, Estrada Hinojosa
Brian Cassidy, Locke Lord Bissell & Liddell
Van Price, Grayson County District Attorney
Rick Mackey, TxDOT
Kevin Scott, Walton Development
Matt Craig, Half
Robert Hanna, City of Denison
Jerdy Gary

Noel Paramanatham, TxDOT
Everett Owen, GCRMA
Bobby Littlefield, TxDOT
Bob Wood, Sherman-Denison MPO
Mark C. Merrell, City of Gunter
James W. Griffin, NTTA
Kevin Farley, City of Pottsboro
Robert Brady, City of Denison
Terry Vogel, Lake Texoma Jet Center
Mark Millar, City of Gunter

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 the July 14, 2011, Board Meeting.

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

III.

Consideration of approval of Minutes of August 22, 2011, Board Meeting.

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

IV.

Consideration of approval of an Aviation Ground Lease for the construction of an aircraft hangar between North Texas Regional Airport and Thomas Scott.

Mr. Shahan advised the Board that this ground lease would be for an area of land where Building 504/507 is currently located. He stated that the Airport would be having asbestos removed from that facility and Mr. Scott would be removing the buildings. He stated that Mr. Scott had a quote of \$20,695.00 to remove the building. Mr. Shahan advised the Board that the ground lease was 77,500 square feet and leases at the current ground lease rate of 19¢ per square foot per year, or \$14,725.00 per

year. He further advised the Board that if Mr. Scott tore down the building, the Airport would reimburse them by abating the rent for approximately seventeen months. Mr. Shahan advised that this would be a forty-year lease.

Mr. Benton asked about the abatement and the repayment on removing the structures located at the location. Mr. Shahan advised that the Airport would have the asbestos removed at a cost of \$23,800.00 and Mr. Scott would pay for the demolition of the building at a cost of \$20,695.00. Mr. Shahan advised that in Section 3. #2 he recommended inserting \$20,695 or the total cost, whichever is less. Mr. Christie agreed that the cost of reimbursement for demolition should be capped at \$20,695.00.

After some further discussion, Mr. Benton made the motion to approve the aviation ground lease with the cap on the amount of reimbursement on removal of Building #504. Mr. Christie seconded the motion. All members voted aye.

V.

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

Mr. Littlefield addressed the Board briefly and then turned the presentation over to Mr. Garrison.

Mr. Garrison presented a summary of the study and the findings of the study. He also stated that he would ask Mr. Owen to address the Board about some of the engineering and financial feasibility of the project. He stated that there were two parts to the study, with the first being the routing study and the second being the feasibility study. Mr. Garrison advised that the routing study was about putting a line on the map to extend the Dallas North Tollway up to U.S. 75 near the Oklahoma border. He stated that the feasibility study is not only from a tolling standpoint and a traffic standpoint, but also from a financial capacity standpoint. He stated that they would present a recommended preferred alignment and some possible next steps for the project.

Mr. Garrison updated the Board on the plans for the Dallas North Tollway and studies that had been completed by them and routes that had been approved. He then began the update on the Grayson County Tollway project. Mr. Garrison advised that the project was looking at solutions for 2030 and beyond although there might be some interim facility that could be implemented prior to 2030 but they were really looking at the total build-out beyond that year. He stated that they were looking to improve mobility in Grayson County and relieve truck congestion on U.S. 75 and SH 289. Mr. Garrison stated that the ultimate facility would have 350' right of way with 400' right of way at intersections. He stated that it would be a controlled access facility. He stated that the frontage road locations would be determined as they were not a part of this study. He stated that this facility does allow for inside lane expansion. Mr. Garrison stated that for an interim facility they were talking about a 2-lane facility with the occasional passing lane when needed. He stated that this could be a tolled section or called a tolled section but not tolled but would be intended to be a tolled section in the future. Mr. Garrison then explained the various alignments and the process for coming up with the preferred alignment. He then advised the Board that it was determined that this facility needed to be looked at in three different pieces. He said there was quite of bit of interest from property owners on the south end and interest from the cities on the north end. He stated that the middle section is largely undeveloped. He then went presented a summary of alternatives for each section of the facility. Mr. Garrison stated that people in Pottsboro and Denison preferred the N4W alignment. He stated that that N4W/S1 alignment was preferred. He stated that the S1 alignment was preferred on the southern section. Mr. Garrison then moved to the feasibility portion of the project. He stated that the traffic model showed a 1.2% projected growth. He stated that the traffic model shows a greater usage using the N1S although the N4W was the locally preferred alignment. He stated that a 50% toll diversion is used at which time traffic becomes very low.

He stated that the middle section doesn't show considerable congestion on SH 289 by 2035, which eliminates the feasibility of the S1E alignment. He stated that the southern area doesn't show significant growth but NTTA has completed preliminary design to FM 121 and there is a lot of landowner interest in that area which may prompt moving forward on that facility. Mr. Garrison advised the Board that in looking at the preferred alternative S1, in their professional opinion is not a viable alternative within the current study period which is 2035 to relieve congestion on SH 289. He further stated it is known that the public and community leaders are looking for a new location route. He stated that although it was outside of the study, they went back to the Universal of Alternatives for another alternative that might serve another purpose but not have SH 289 so close and acting as a competing facility. He stated that they do have the S9 route which goes around the western tip of Southmayd and could possibly generate and support future growth in the County. He stated that the S9 alignment is about 7 miles off U.S. 377 and about 8 miles off U.S. 75 and centrally located between those facilities and is about 4 miles away from SH 289. Mr. Garrison further stated that from a technical preferred alignment, our study group is looking at results for a locally preferred alignment. He stated that they agreed that the S1 alignment on the south end is the technically recommended preferred alignment; however he stated that it did turn in order to go over to SH 289 and since the public and local officials were not interested in putting a future facility on SH 289, they recommend getting ride of the curve and trying into the FM 902 facility. He stated that on the middle section, although it was outside the study, the S9 model alignment would allow you to continue that alignment north within some range and could vary some due to some constraints. Mr. Garrison stated that the N4W model alignment was the locally preferred alignment and was being recommended. Mr. Garrison stated that they had also completed a construction cost and provided a cost to complete construction of each section of the facility. Mr. Garrison also presented suggested project segments of the facility. Mr. Benton asked if on the plans from FM 428 north if those were spaced on a grid or spaced on mileage. Mr. Garrison stated that he thought they were spaced on thoroughfare planning process. Mr. Benton then asked about the cost of 4B and 5A and Mr. Garrison advised that he didn't have a cost of each section. Mr. Garrison stated that the cost of Section 5A was approximately \$50 million and approximately \$5 million on right of way. Mr. Garrison stated that the tollway project has approximately 4.5 mile north of that section and the cost is estimated to be \$37 million for an asphalt facility and approximately \$4 million on right of way. Mr. Garrison stated that their recommendation on the southern end starting from FM 121 to FM 902 is to go with the S1E and have the Board adopt that alignment and proceed with project development. He stated that they are recommending a no-build on the middle section which is from FM 902 to SH 289 but that the Board might consider adopting the S9-Modified alignment as the approximate future middle route to connect the north and south sections. Mr. Garrison stated that they were recommending that the Board adopt the planning documents for the N4W Mod alignment which are the transportation plan and recommending that the cities adopt the thoroughfare plan as the future alignment. Mr. Garrison explained that it was only their thoughts and it would be up to the Board, and because the future cost is about \$13 million difference from the N1S and the traffic numbers vary by about 10,000 vehicles per day on what is projected in the future, that they could not come to the Board and ask to move forward with the alignment as it stands. He stated that there needs to be more discussion with the cities and more momentum built up in this area and a focus on that corridor to be sure you have a financially feasible facility before trying to clear that corridor environmentally.

Mr. Christie asked about the N1S traffic counts being FM 406. Mr. Garrison stated that it is not on top of FM 406 but that it is pulling some traffic off of the facilities around it. Mr. Christie stated that 406 is how people on the peninsula get to Sherman/Denison and the metropolplex and if you are using FM 120 for a traffic count and few people from Denison use that facility then your traffic numbers would be skewed. Mr. Garrison stated that it did take into account all the facilities in that area and that TxDOT did model the county roads and FM roads as a part of their traffic models and those included work related traffic. He stated that they did have traffic counts on all of those roads. Mr. Christie then asked how it worked with people from Denison going to the Dallas area on the tollway. Mr. Garrison stated that the N4W alignment cuts a little further down into Denison and there are arterials that come very close to that corner. He stated that if someone wanted to travel the entire facility they would drive north of Denison on

U.S. 75 and then drive south although that does not make sense. He stated that there was a grid that as you come through Denison where they could catch the tollway. Mr. Christie asked how they estimated the traffic count since everyone now uses U.S. 75 to get to Dallas and McKinney. Mr. Garrison stated that they could only grow it out to what the traffic modelers did at the MPO, TxDOT and at Dallas. He stated that there are various routes that could be taken, and they were recommending in the short term, that the current east-west arterials be used to get traffic to SH 289 until you get to FM 902 and then traffic could cut across to the tollway.

At this time, Mr. Garrison stated that he wanted to put up a map and allow Mr. Owen to address the Board about the financial side and his recommendation of the project from his perspective. Mr. Garrison again stated that their recommendation was to adopt the N4W Mod alignment on the north side as the future route of the tollway between SH 289 north of the North Texas Regional Airport to U.S. 75 in Denison, adopt the alternative S1 Mod as the future route of the Grayson County Tollway between FM 121 and FM 902 in Gunter, adopt alternative S9 Mod as the approximate future route of the Grayson County Tollway between FM 902 in Gunter and SH 289 north of the Airport with the final route to be determine from a future study, proceed with a two-lane mainlane preliminary schematic development and NEPA environmental clearance of Alternative S1 Mod between FM 121 and FM 902 in Gunter, request that TxDOT discontinue project development activities for alternatives north of FM 902, and any other direction enhancing connectivity to the proposed Grayson County Tollway as well as continuing development of the DNT 5A alignment from the Grayson/Collin line to FM 121 in Gunter.

Mr. Owen advised the Board that most of the recommendations by Mr. Garrison with special emphasis for the area north of FM 121 and south of FM 902 are decisions that the Board needs to make. He further stated that he felt that the area between FM 121 and FM 902 is an important element of moving forward in the development of the project and development of the county. He stated that he felt that it made sense to continue having TxDOT clear the area environmentally. He stated that the section from FM 121 south to county line has been cleared by NTTA. He stated that today the Board had a schematic and environmental clearance on that section of the road. Mr. Owen stated that the Board had several alternatives to consider. He stated that the Board should be looking at what can be done now to benefit the county and determine how to get it done. He stated that one option is whether the facility should be tolled or non-tolled. He stated that a two-lane tolled facility can be done. He stated that it is a new concept and is worthy of consideration to continue along that process from FM 121 to FM 902 to get it environmentally cleared and to continue looking at the financial feasibility of the facility and going on down to the county line. He stated that he felt that it would be a financial burden to the County to build that roadway. Mr. Owen stated that the Board needed to determine if they wanted to continue moving forward with the existing contract. Mr. Owen advised the Board that TxDOT had said that it could be possible to take the existing NTTA locally approved environmental study and use that document to begin clearing that through the NEPA process. He stated that would make that section of road eligible for state funding. He stated that since the RMA had funds available through the existing contract that it would make some sense to request that TxDOT, with the existing study, convert that NTTA report into a full-fledged environmental document that the state will review. He stated that the counties involved south of the county line need to continue discussions on their intention for that section of the roadway. He stated that there was a financial assistance agreement in place and if the RMA does not proceed with the continued development using that money to develop the route north of FM 902, the money should be available to develop a facility south of FM 902. He stated that money being available to continue south of FM 121 would be dependent upon how the RMA proceeds with the environmental document. He stated that if that area is cleared, the money should be available for that also. He stated that otherwise you have whatever is left of the \$10M that could be used for the environmental clearance, schematic, and even PSD and whatever is left, with TxDOT approval, to be used for right-of-way or construction cost. Mr. Olmstead asked about the time table for getting the DNT to the county line. Mr. Griffin advised that would be entirely up to Denton and Collin Counties. Mr. Garrison stated that Denton County had approximately \$22M dedicated for a frontage road facility for the DNT 4D section to the county line and

they are determined to get that facility built. He stated that Collin County is not satisfied with the alignment. Mr. Hubbard stated that the Resolution to be approved was a resolution for the preferred route. He stated that the direction of the project should be on the next agenda. Mr. Benton stated that it seemed to him that the Board needed to adopt the NTTA route to the county line and asked if the Board should adopt that along with the preferred alignment that has been discussed at the meeting. Mr. Olmstead stated that the study was from FM 121 north and that the Board needed to stay with the study area. After further discussion, Mr. Benton made the motion to adopt Resolution 11-10 with the exception of "and further supports proceeding with efforts to secure environmental clearance for the project which utilizes the preferred alignment" which will be struck from the resolution. Mr. Rasor seconded the motion. All members voted aye.

VII.

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

Mr. Shahan advised the Board that they had been given the budget for the Airport and the RMA and those had been approved by Commissioner's Court with minor changes.

Mr. Shahan updated the Board on the CIP Project.

Mr. Shahan advised the Board that they had been given the Fuel Flowage Report and the Air Traffic Control Tower Operations Report.

Mr. Shahan updated the Board on the storm damage repairs.

VIII.

Public Comments.

Mr. Price reminded everyone of the Airport Appreciation Get-Together that was being held on August 16, 2011.

Ms. Vogel reminded the Board of the U.S. National Aerobatic Championship and that Lake Texoma Jet Center would be hosting a dinner at The Library on September 29, 2011.

Mr. Miller expressed appreciation from the City of Gunter on the work that the RMA Board was doing.

IX.

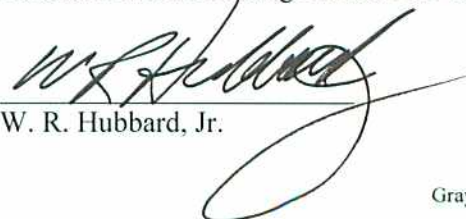
Adjourn.

There being no other business, the meeting was adjourned at 11:35a.m.

X.

Next Meeting.

The next regularly scheduled Board of Director's Meeting will be held on October 13, 2011, at 10:00a.m. in the meeting room of the GTUA, 5100 Airport Drive, Denison, Texas.


W. R. Hubbard, Jr.


Terry Morrow, Administrative Asst.