Presentation by Granbury-Hood County Delegation Washington, DC

April 21-25, 2008

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OVERVIEW

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EVACUATION & MOBILITY

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AIRPORT

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REFERENCE

Granbury-Hood County, Texas

Washington D.C. Trip Participants

Randy Thomas	Economic Development Director
Leonard Heathington	Hood County Commissioner
Andy Rash	Hood County Judge
Mickey Parson	City Councilman, City of Granbury
Harold Sandel	City Manager, City of Granbury
David Southern	Mayor, City of Granbury
Mary Ward	Economic Development Board Chair

P. O. Box 2188 ★ Granbury, Texas 76048
817-279-9991 ★ 817-573-5110 fax
www.granburyedc.com

April 8, 2008

Nuclear Regulatory Commission
One White Flint North
Rockville, Maryland 20847

Gentlemen:

On behalf of the Granbury-Hood County community, I would like to thank you for taking time out of your busy legislative schedule to visit with our delegation. As representatives from Hood County, the City of Granbury, and the Granbury-Hood County Economic Development Corporation, we have come to Washington to show our united support for issues that we believe are essential for the success and economic well being of Granbury and Hood County. Last year City and County officials met with our legislators, and this year we are requesting your ongoing support for these projects.

As a developing community on the outskirts of Fort Worth, we are experiencing unprecedented growth. Hood County has grown from 6,300 persons in 1970 to over 54,000 persons currently. We were ranked 133rd out of all 3,200 U.S. counties in population growth percentage from 1990-2005, and this growth continues.

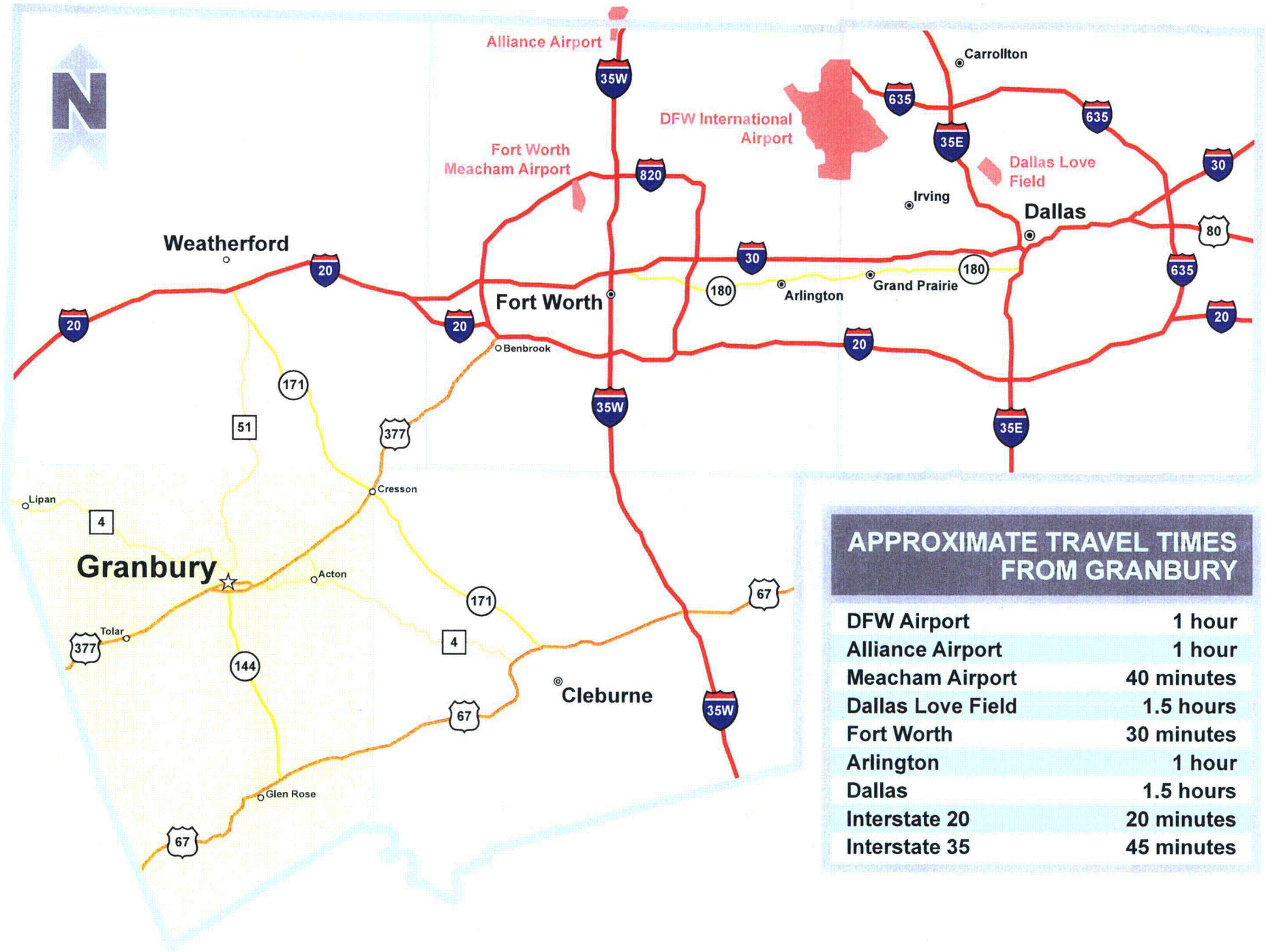
However, growth brings with it many issues and during our visit we would like to discuss our concerns regarding these infrastructure issues with you and your staff:

- Traffic congestion on Highway 377 (the main artery running through Hood County) generated by population growth and the Barnett Shale explosion, has become a major concern.
- Recent plans to expand the Comanche Peak Nuclear Power Plant in nearby Glen Rose have been proposed by Luminant Energy (formerly TXU). Although the project will bring jobs and economic growth to our region, it causes concern when considering evacuation routes that could overburden our roadways with their limited capacity should a nuclear or natural catastrophic event occur.
- Lastly, we would like to discuss plans to enhance our Granbury Regional Airport. These enhancements will increase our area's economic development potential and provide a valuable service for our growing citizenry.

We sincerely appreciate the time that you have set aside to visit with our delegation. It is our desire to address these issues, and do what is best for our community. In order to reach that end, your support and expertise are vital to our efforts. We look forward to meeting with you and your staff.

Best Regards,

Randy Thomas
Director of Economic Development



APPROXIMATE TRAVEL TIMES FROM GRANBURY

DFW Airport	1 hour
Alliance Airport	1 hour
Meacham Airport	40 minutes
Dallas Love Field	1.5 hours
Fort Worth	30 minutes
Arlington	1 hour
Dallas	1.5 hours
Interstate 20	20 minutes
Interstate 35	45 minutes

Granbury-Hood County Mobility and Evacuation Overview

Traffic congestion in Hood County has become a major issue. An influx of activity has contributed to this problem which is largely attributed to:

- Truck traffic related to the Barnett Shale, the fastest growing natural gas field in the United States. (According to Ray Perryman, nationally recognized economist, its economic impact increased over 51% over last year).
- Rapid population growth due to retirees, 2nd homeowners, and commuters (Hood County has grown from 6,300 at the 1970 census, to over 54,000 in 2007).
- Tourism traffic, including weekenders and boaters
- Besides Hood County, the population of surrounding counties such as Johnson, Parker, Erath and Somervell funnel traffic Highway 377 to travel to Fort Worth, which runs through the heart of Hood County

In 2002, the Granbury Hood County Intergovernmental Coalition sent a letter to former Congressman Charles Stenholm concerning the need for a study to address issues regarding growth and mobility in and around the City of Granbury and Hood County, as well as evacuation issues in relation to the Comanche Peak Nuclear Power Plant. Congressman Stenholm helped secure monies to fund this feasibility study.

Although the Comanche Peak Steam Electric Station has an identified evacuation plan, enhancement of the highway infrastructure needs to be addressed, due to the voluminous in-migration of people into Hood County. The study sought to identify a plan for the safe, effective, and efficient movement of traffic within and through Granbury-Hood County. The TXDOT recommended plan is included following this overview.

Understandably, there is a sense of urgency on the part of community leaders to see this plan to fruition as soon as possible. We realize that a nuclear power plant is a source of great economic benefit, however it can also be a potential target of terrorists or be damaged by natural calamity. And with plans on the table to double the Comanche Peak plant, this concern is even more real. It is not our intent to cause a public scare; rather, we want to be fully prepared in the unfortunate case of a nuclear emergency. At the

time original stakeholder meetings related to this study were held, expansion plans were not a part of the discussion, nor was the recent influx in population.

Even though the community has had several meetings with TXDOT, funding for this project has not been secured.

Highway 377 Project

TXDOT has also studied the feasibility of expanding Highway 377 from four to six lanes. Highway 377 serves as a major east/west connection to the Dallas/Fort Worth Metroplex and carries 50,000+ vehicles per day. As Hood County's entire population is less than 55,000, Highway 377 is a major commercial corridor supporting surrounding commumities in addition to the Granbury area:

- The expansion would run from the intersection of SH 144 to FM 167 south (a ten mile stretch).
- It would run from the intersection of SH 144 and Business 377, and would include the widening of the north half of the Lake Granbury Bridge.
- In addition to the highway widening, the project will include drainage structures, synchronization of traffic signals, bridge widening, pavement markings and signage.
- The project is not scheduled until at least 2012. As such improvements are not scheduled for five more years; the City has implemented initiatives to relieve Highway 377 by designing parallel facilities that may be used as detour routes as well as synchronizing traffic signals to platoon vehicles through intersections. However these are only temporary remedies to the congestion and needed roadway expansion.

The U.S. 377 reconstruction project is not funded at this time. It is still in environmental review and preliminary design. After the environmental document and geometric schematic are further refined, they will be reviewed by TXDOT and the Federal Highway Administration (FHWA). Once approval for further processing is received from the FHWA, a public hearing will be scheduled.

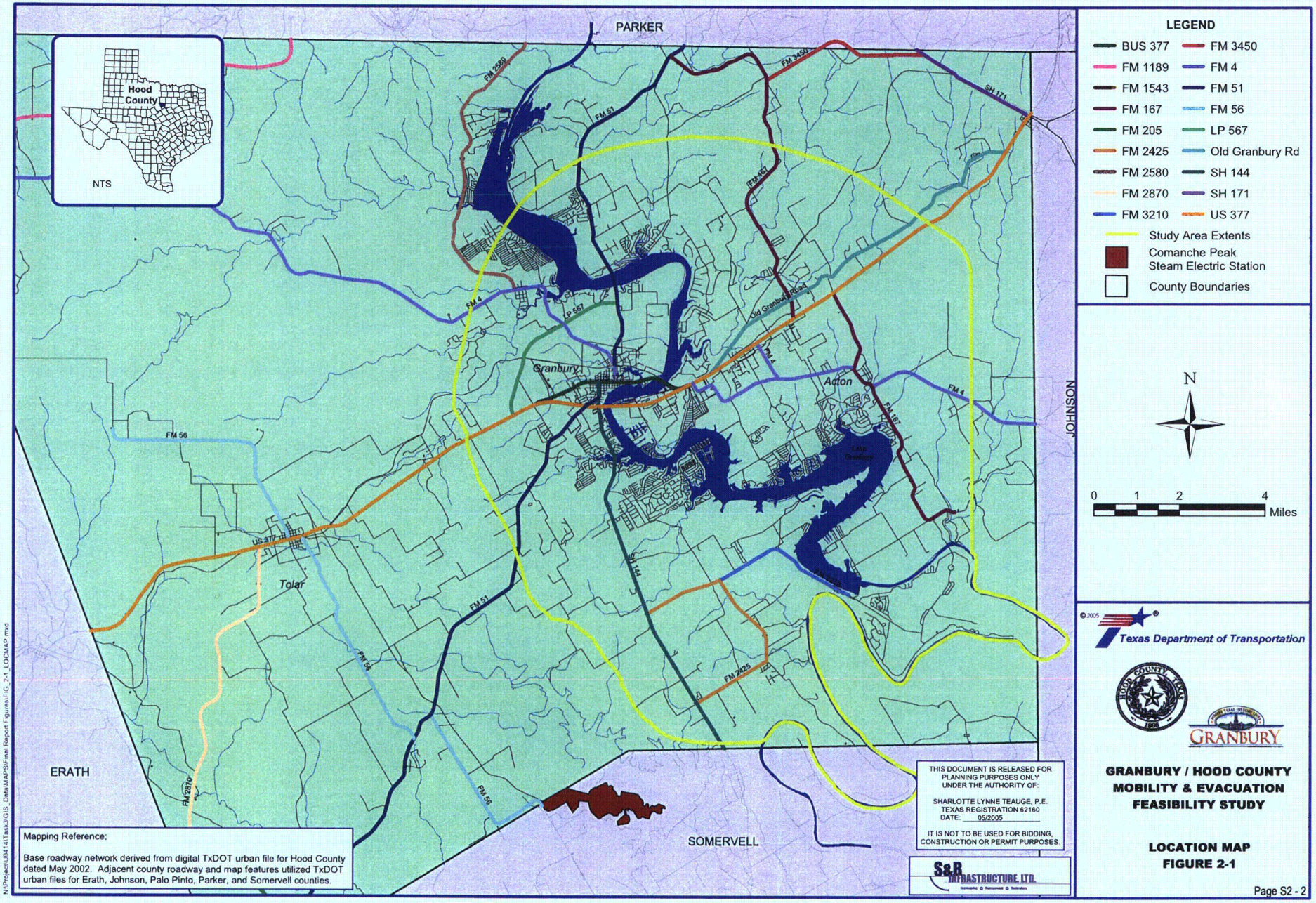
Congressman Chet Edwards of the 17th Texas congressional district secured $3 million in the 2006 transportation authorization bill and $500,000 in the 2007 transportation appropriations bill for this project (for the section from

SH 144 to the old FM 4-Acton Highway). Most recent cost estimates from the east end of the Brazos River bridge to FM167 is over $34 million for the widening of Highway 377.

Traffic counts have soared on Highway 377 over the past several years, rising to 42,000-50,000 VPD in certain places (a high number for a non-interstate or freeway). With current growth trends, activity related to the Barnett Shale gas field, and other projects, this number is expected to escalate rapidly over the coming years. Adding a lane on either side of Highway 377 would also improve evacuation traffic flow in the event of a nuclear emergency at Comanche Peak Nuclear Power Plant or natural disaster.

Our primary goal is secure additional federal funding so that we can make these projects a reality. It is important to note that the preliminary evacuation plan came well before much of the population growth in Hood County. Hood County had a population of 6,300 in 1970 compared to over 54,000 currently (this does not include second homeowners, tourist and truck traffic associated with Barnett Shale).

Your support and assistance in helping us make these projects a reality is critical to future and economic growth of Granbury and Hopkins County.


PARKER
JOHNSON
ERATH
SOMERVELL
Hood County
NTS
Granbury
Acton
Tolar
FM 2580
FM 51
FM 3450
SH 171
FM 167
FM 4
LP 567
Old Granbury Road
FM 56
US 377
SH 144
FM 2425
FM 2870
FM 58
LEGEND
BUS 377
FM 1189
FM 1543
FM 167
FM 205
FM 2425
FM 2580
FM 2870
FM 3210
FM 3450
FM 4
FM 51
FM 56
LP 567
Old Granbury Rd
SH 144
SH 171
US 377
Study Area Extents
Comanche Peak Steam Electric Station
County Boundaries
N
0 1 2 4 Miles
Mapping Reference:
Base roadway network derived from digital TxDOT urban file for Hood County dated May 2002. Adjacent county roadway and map features utilized TxDOT urban files for Erath, Johnson, Palo Pinto, Parker, and Somervell counties.
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Texas Department of Transportation
GRANBURY
GRANBURY / HOOD COUNTY MOBILITY & EVACUATION FEASIBILITY STUDY
LOCATION MAP
FIGURE 2-1
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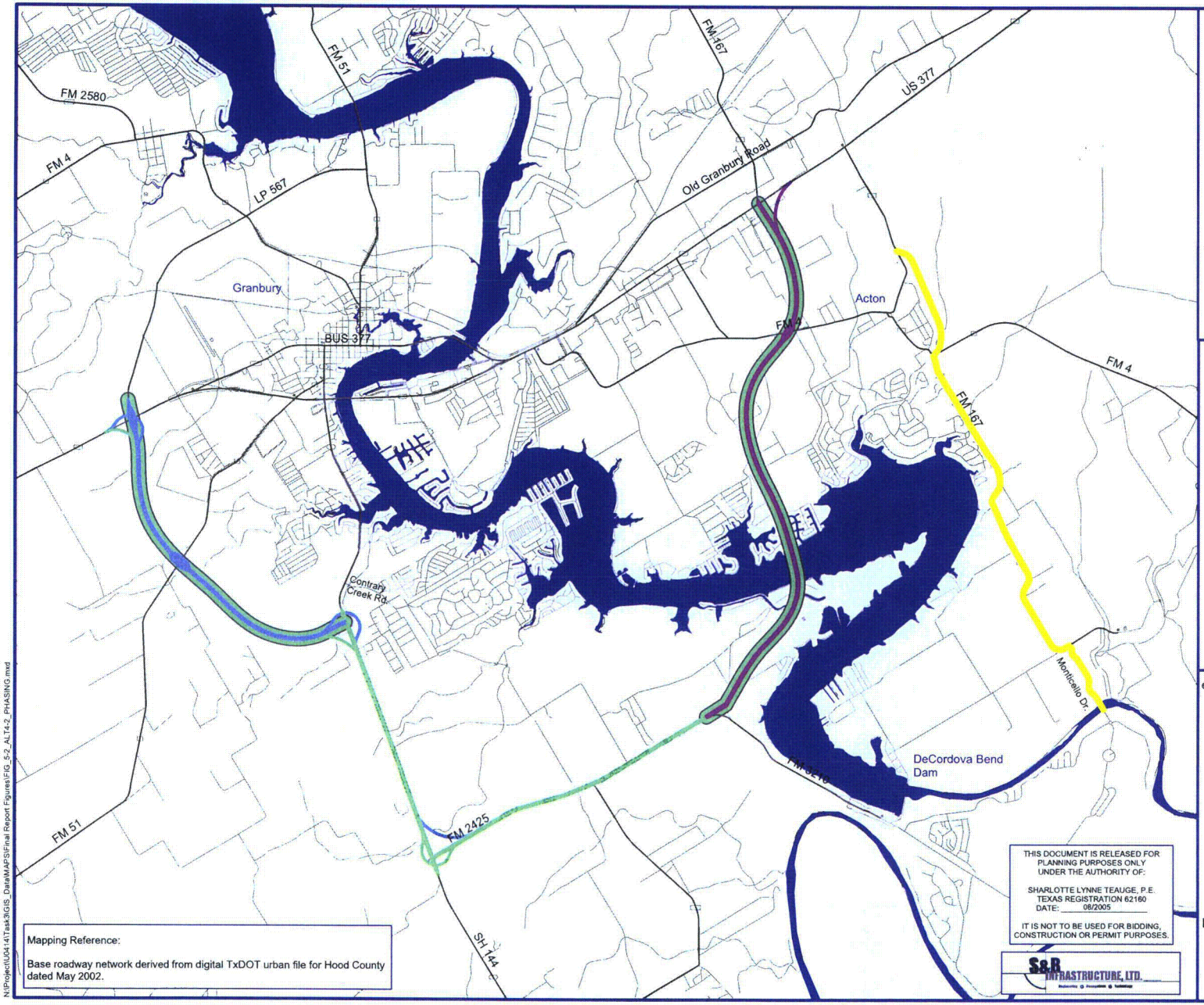

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LEGEND

- Phase I
  2-lane, undivided roadway
  overpasses at FM 167 and FM 4
  east bound direct connector at US 377
- Phase IA
  add 10-foot shoulders, bridge widening, Acton Bypass
- Phase II
  2-lane, undivided roadway
  overpasses at US 377 and FM 51
  outbound direct connectors
- Phase III
  existing 2-lane, undivided to 4-lane, divided roadways
  remaining direct connectors
- Phase III
  previously phased 2-lane, undivided to 4-lane, divided roadways
- Base Roadway Network (Hood Co)
- Minor / External Roadways
- Brazos River / Lake Granbury

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HOOD COUNTY TEXAS 1866

GRANBURY

GRANBURY / HOOD COUNTY MOBILITY & EVACUATION FEASIBILITY STUDY

RECOMMENDED ALTERNATIVE 4-2 PHASED IMPLEMENTATION FIGURE 5-2

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5.0 Conclusions and Recommendations

5.1 Summary of Evaluation of Alternatives

The alternatives under consideration in this study were evaluated from a mobility and evacuation perspective. Additionally, an economic impact analysis provided measures for travel efficiency and economic development.

Measures of network performance were determined from the project study's TRANPLAN Travel Demand Model. **Table 5-1** presents a ranking of the alternatives based upon their vehicle hour performance.

Rank	Viable Alternative	Vehicle Hours	Reduction in Vehicle Hours (to 2030 No-Build)
1	4-2	892,813	-35,960
2	4	908,283	-20,490
3	5	912,827	-15,946
4	6	918,528	-10,245
5	1	920,028	-8,745
6	3	923,764	-5,010
7	2	941,688	+12,915

Table 5-1: Alternatives Vehicle Hour Performance Ranking

The configuration of each alternative provides potential for improving mobility within the project study area. Alternative 4-2 exhibited the greatest reduction in vehicle hours when compared to the No-build scenario. On the other end of the spectrum, as vehicle hours are a function of the travel time along a particular route, the increase in vehicle hours for Alternative 2 is caused by the fact that Alternative 2 traverses the longest distance (route), and this greater distance also increases the number of TAZ being assigned to Alternative 2. Alternative 6 is somewhat limited to providing improvement for thru-traffic mobility only, and does not address circulation issues in the project study area associated with evacuations. Alternatives 1 through 4 and Alternative 4-2 enhance the existing evacuation plan infrastructure by improving circulation through the developing south, southeastern and extreme southern portion of the project study area.

5.2 Benefits and Costs

As previously discussed in **Section 4.5.5**, B/C methodology was used to determine if the alternatives are economically feasible; benefits derived from a particular alternative outweigh the costs of that alternative. Project benefits and project costs are quantified. A project is considered feasible when the ratio of its benefits to its costs equals or exceeds one; project benefits outweigh project costs. Feasible projects are then ranked by determining those that possess the greatest net benefits (project benefits minus project costs). The economic impact analysis examined the travel efficiency and economic development benefits for all the alternatives under consideration. Travel efficiency benefits included estimating travel time cost savings, vehicle operating cost savings and

accident cost savings. Potential economic development benefits were derived with the application of RIMS II economic modeling techniques. Total project estimated costs for each alternative included construction, maintenance and right-of-way costs.

The initial test for economic feasibility involved identifying a B/C ratio greater than one (1); estimated benefits outweigh estimated project costs. Upon determination of a B/C ratio greater than one (1), the alternative with the greatest net benefits, total benefits minus total costs, was identified. All of the viable alternatives demonstrated a B/C ration greater than 1. **Table 5-2** presents each alternative ranked in order of greatest net benefits.

Rank	Viable Alternative	Total Present Value of Costs	Total Present Value of Benefits	Net Present Value (Millions)	B/C Ratio
1	6	109.9	586.9	477.0	5.34
2	4-2	125.0	380.8	255.8	3.05
3	4	153.1	360.3	207.3	2.35
4	1	164.6	350.3	185.8	2.13
5	5	136.9	278.9	142.0	2.04
6	3	193.6	290.3	96.8	1.50
7	2	155.2	248.5	93.3	1.60

Table 5-2: Alternatives Net Benefit Ranking

Economic development impacts provided an assessment of magnitude of economic activity associated with each alternative. The RIMS II model provided the basis to determine the inter-industry relationships between economic sectors related to roadway construction expenditures. The indicators measuring the impacts included output, wages and jobs. **Table 5-3** provides a summary of the results.

Viable Alternative	Viable Alternative Description	Output (Millions $)	Wages (Millions $)	Jobs Generated
1	SW2-SE2-NE1	270.6	77.0	1964
2	SW2-SE7-NE2	258.9	73.7	1879
3	SW2-SE6-NE3	320.5	91.2	2326
4	SW1-SE3	252.5	71.9	1833
5	Thoroughfare Plan	224.0	63.8	1626
6	US 377 to Freeway	183.7	52.3	1333
4-2	Alt 4 SW + Alt 2 SE	205.4	58.5	1491

Table 5-3: Alternatives Net Benefit Ranking

5.3 Recommendations

Selection of preferred alternative was based on both travel demand model and economic performance. In addition, the overall goals of the study, mobility and evacuation, were taken under consideration along with input taken from stakeholder and public meetings.

In terms of travel demand model performance, Alternative 4-2 and Alternative 4 ranked first and second, respectively. On the basis of economic performance, Alternative 6 ranked highest, followed by Alternative 4-2 and 4. However, as Alternative 6 fails to meet the evacuation criteria, it was removed from further consideration. Alternative 4 and 4-2 meet both the mobility and evacuation criteria within a close margin. Therefore, **this study recommends consideration of two alternatives; Viable Alternative 4 and Alternative 4-2.**

Both alternatives exhibit positive economic development impacts. Alternative 4 yields an estimated $252.5 million dollars in output, $71.9 million dollars in wages and 1833 jobs. Alternative 4-2 returns $205.4 million dollars in output, 58.5 million dollars in wages and 1491 jobs.

5.3.1 Phasing Plan for the Recommended Alternatives. As it is likely that funding for the recommended alternatives would not be available all at once, a plan for phased construction was developed for Alternative 4 and Alternative 4-2. The proposed phasing plan focuses on an initial primary phase, constructing two (2) lanes of the ultimate four-lane (4-lane) facility along the new location segments of the alternative within prioritized quadrants. The final phase of the proposed plan would result in the construction of an ultimate 4-lane facility, upgrading existing roadway and previously-phased construction segments. The plan is prioritized to address:

- Increased mobility and enhanced evacuation for residents of extreme southern Hood County,
- Increased mobility and enhanced evacuation for residents of southwest Hood County and continuation of existing NW LP 567, and
- Implementation of a fully functional loop.

The proposed phasing plan assumes all necessary right-of-way has been secured.

5.3.2 Recommended Alternative (Viable Alternative 4). The following is the proposed phasing plan for Alternative 4. **Figure 5-1** on page S5-5 illustrates the phasing plan for this recommended alternative.

5.3.2(a) Phase I. Phase I would involve the construction of a 2-lane, undivided roadway segment beginning at approximately 1.5-miles east of the intersection of FM 3210 and FM 2425 and continuing northeast to the intersection of US 377 and S FM 167. This phase would also include the construction of a new bridge crossing Lake Granbury approximately 2.6-miles upstream of DeCordova Bend Dam. Additional elements would include overpasses at FM 167, FM 4 and an east bound at-grade direct connector to US 377. The estimated cost for Phase I construction is $47.6 million.

5.3.2(b) Phase IA. Phase IA focuses on addressing the concerns expressed at the public forums with regard to the existing condition of FM 167 and its function as a safe and efficient evacuation route. This phase would include the addition of 10-foot shoulders to FM 167 from Monticello Drive to its proposed intersection with the recommended alternative. Additionally, the shoulder

improvements would include Monticello Drive from its intersection at FM 167 to the Monticello Drive bridge crossing at the Brazos River, approximately 2.5-miles downstream of the DeCordova Bend Dam. Phase IA would also incorporate widening of the Monticello Drive bridge to accommodate the proposed 10-foot shoulders. The estimated cost for Phase IA construction is $2.2 million.

5.3.2(c) Phase II. Phase II would involve the construction of a 2-lane, undivided roadway segment beginning at the intersection of US 377 and LP 567 and extending southeast to SH 144, approximately 0.5-miles south of the intersection of SH 144 and Contrary Creek Road. Construction would also include overpasses at US 377 and FM 51 and direct connectors, allowing for outbound traffic movements, at US 377, SH 144 and the intersection of FM 2425 and SH 144. In addition to providing a continuation of LP 567, Phase II completes the entire length of the recommended alternative. The estimated cost for Phase II construction is $41.7 million.

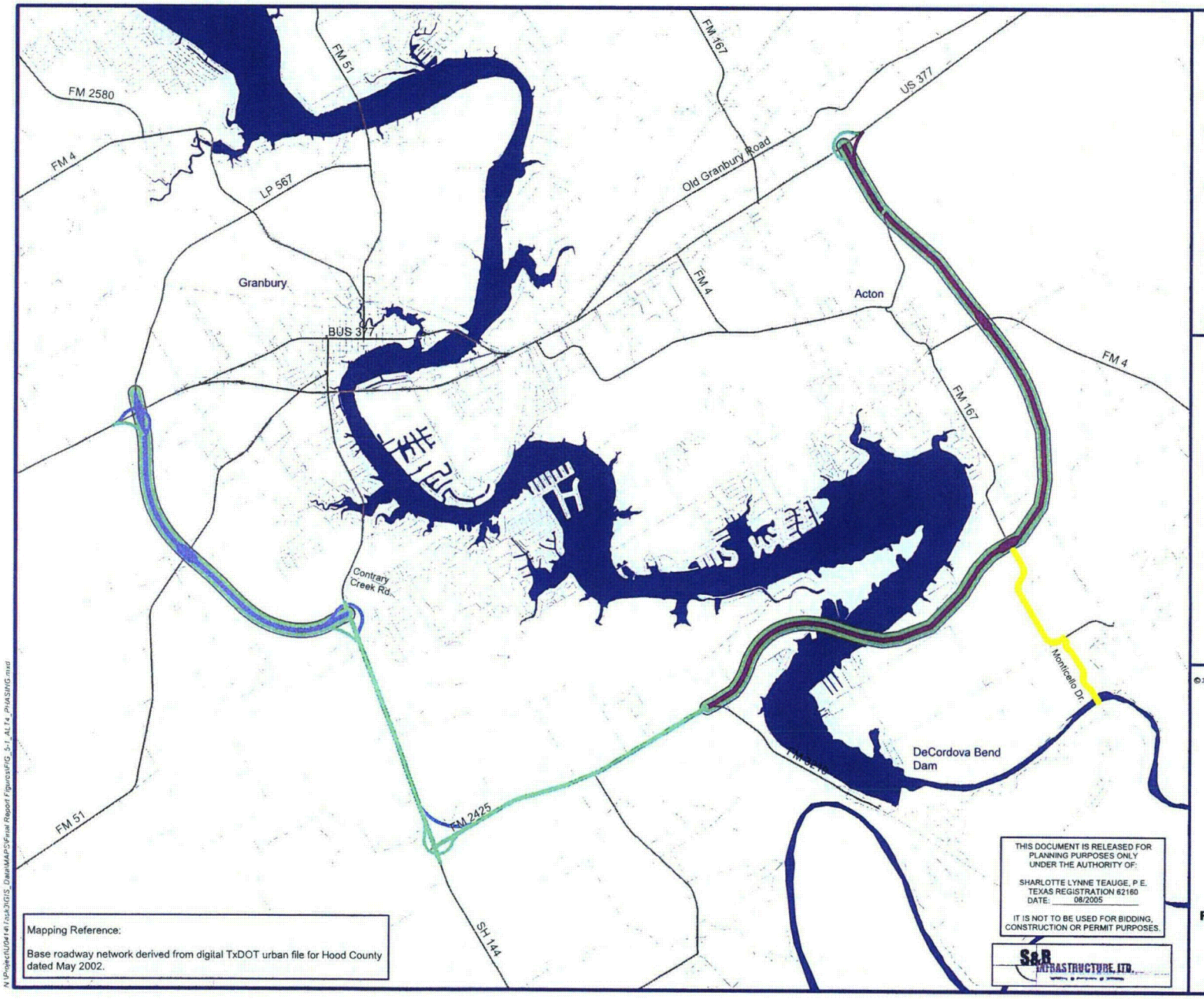
5.3.2(d) Phase III. Phase III would involve upgrading the existing roadway segments being utilized along the alternative alignment and previously phased segments (Phase I & II) from 2-lane, undivided to 4-lane, divided facilities. This phase would incorporate the planned TxDOT improvements along SH144 from Contrary Creek to south of FM 2425. Phase III would also include similar improvements to FM 2425 from its intersection at SH 144 to the Phase I extents, approximately 1.5 miles east of the intersection of FM 2425 and FM 3210. The construction of the remaining direct connectors at US 377, SH 144 and FM 2425 would complete the phase. The estimated cost for Phase III construction is $51.6 million.

Phase	Construction Cost (millions $)
I	47.6
IA	2.2
II	41.7
III	51.6

Table 5-4: Estimated Costs by Phase – Alternative 4

5.3.3 Recommended Alternative (Alternative 4-2). The following is the proposed phasing plan for Alternative 4-2. **Figure 5-2** on page S5-7 illustrates the phasing plan for this recommended alternative.

5.3.3(a) Phase I. Phase I would involve the construction of a 2-lane, undivided roadway segment beginning at approximately 1.5-miles east of the intersection of FM 3210 and FM 2425 and continuing northeast to the intersection of US 377 and N FM 167. This phase would also include the construction of a new bridge crossing Lake Granbury approximately 6.3-miles upstream of DeCordova Bend Dam. Additional elements would include an overpasses at FM 4 and an east bound at-grade direct connector to US 377. The estimated cost for Phase I construction is $30.4 million.



Mapping Reference:

Base roadway network derived from digital TxDOT urban file for Hood County dated May 2002.

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  add 10-foot shoulders, bridge widening
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GRANBURY / HOOD COUNTY MOBILITY & EVACUATION FEASIBILITY STUDY

RECOMMENDED ALTERNATIVE 4 PHASED IMPLEMENTATION FIGURE 5-1

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5.3.3(b) Phase IA. As with the recommended alternative, Phase IA focuses on addressing the function of S FM 167 as an evacuation route. However, as Alternative 4-2 does not extend into southeastern Hood County, proposed improvements extend for much of FM 167 and also include the addition of a bypass around the community of Acton. Phase IA would include the addition of 10-foot shoulders to FM 167 from Monticello Drive to its intersection with FM 4. A proposed 2-lane, 10-foot shoulder configuration would be introduced as new construction to bypass the congested Acton area. Shoulder improvements would also include Monticello Drive from its intersection at FM 167 to the Monticello Drive bridge crossing at the Brazos River, approximately 2.5-miles downstream of the DeCordova Bend Dam. Phase IA would also incorporate widening of the Monticello Drive bridge to accommodate the proposed 10-foot shoulders. The estimated cost for Phase IA construction is $4.7 million.

5.3.3(c) Phase II. Phase II would involve the construction of a 2-lane, undivided roadway segment beginning at the intersection of US 377 and LP 567 and extending southeast to SH 144, approximately 0.5-miles south of the intersection of SH 144 and Contrary Creek Road. Construction would also include overpasses at US 377 and FM 51 and direct connectors, allowing for outbound traffic movements, at US 377, SH 144 and the intersection of FM 2425 and SH 144. In addition to providing a continuation of LP 567, Phase II completes the entire length of the recommended alternative. The estimated cost for Phase II construction is $41.4 million.

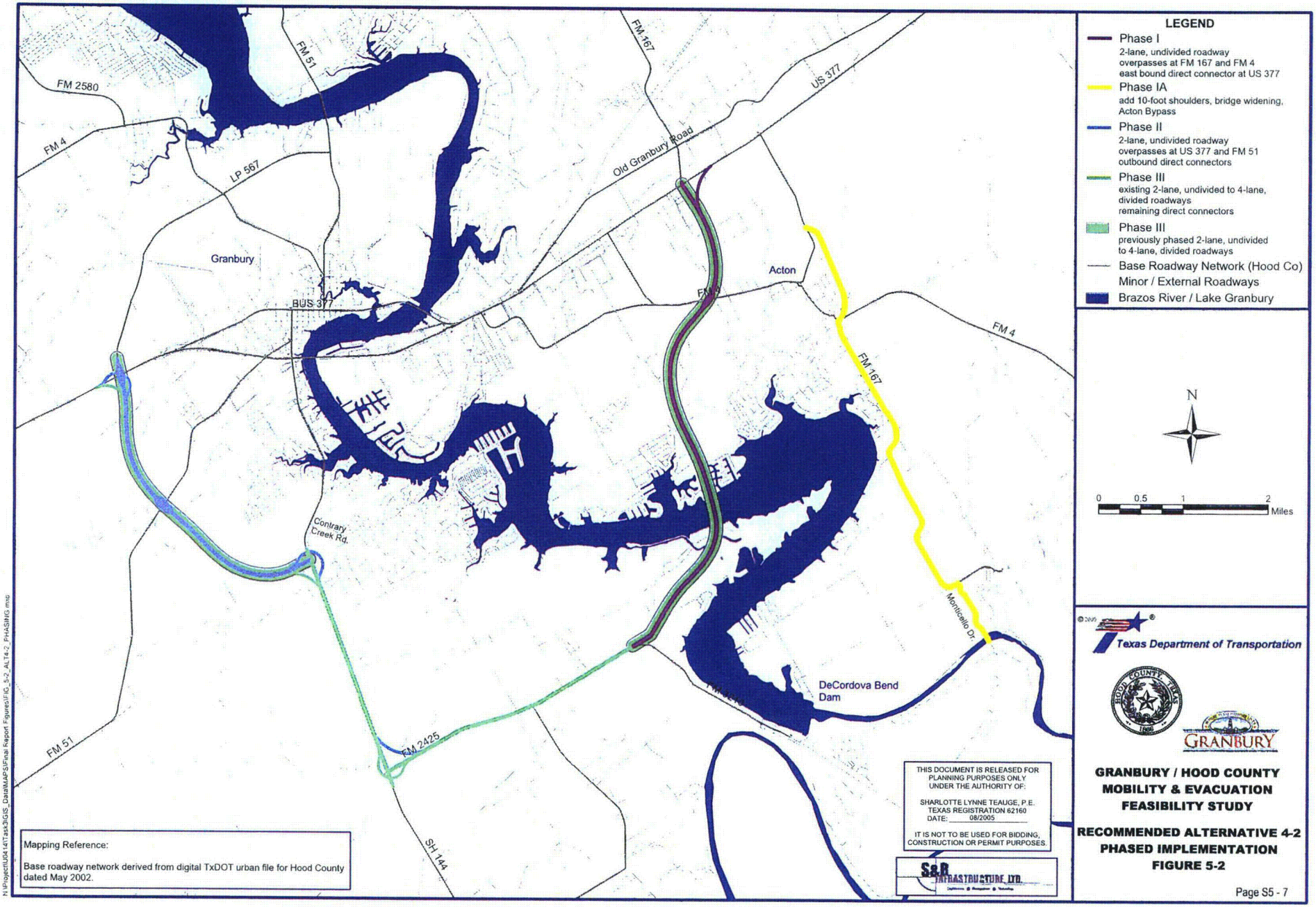
5.3.3(d) Phase III. Phase III would involve upgrading the existing roadway segments being utilized along the alternative alignment and previously phased segments (Phase I & II) from 2-lane, undivided to 4-lane, divided facilities. This phase would incorporate the planned TxDOT improvements along SH144 from Contrary Creek to south of FM 2425. Phase III would also include similar improvements to FM 2425 from its intersection at SH 144 to the Phase I extents, approximately 1.5 miles east of the intersection of FM 2425 and FM 3210. The construction of the remaining direct connectors at US 377, SH 144 and FM 2425 would complete the phase. The estimated cost for Phase III construction is $42.4 million.

Phase	Construction Cost (millions $)
I	30.4
IA	4.7
II	41.4
III	42.4

Table 5-5: Estimated Costs by Phase – Alternative 4-2

5.4 Locally-Preferred Alternative

This study presents two alternatives, Alternative 4 and Alternative 4-2 for further consideration by stakeholders and the communities of Hood County.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DeCordova Bend Dam
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RECOMMENDED ALTERNATIVE 4-2
PHASED IMPLEMENTATION
FIGURE 5-2
Page S5 - 7
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Texas Department of Transportation

Granbury 377 Update

FALL, 2005

VOLUME I, NUMBER 1

DESIGN PROCESS IS UNDERWAY

U.S. 377 improvements to improve mobility in Hood County

U.S. 377, the main transportation corridor through Hood County, will be reconstructed and widened through Granbury from SH 114 to FM 167 South.

The Texas Department of Transportation (TxDOT) has developed schematics which show two possible alternatives for the purchase of right-of-way (ROW). Detailed roadway design is expected to begin this fall with construction estimated to start in late 2008, subject to the availability of funding.

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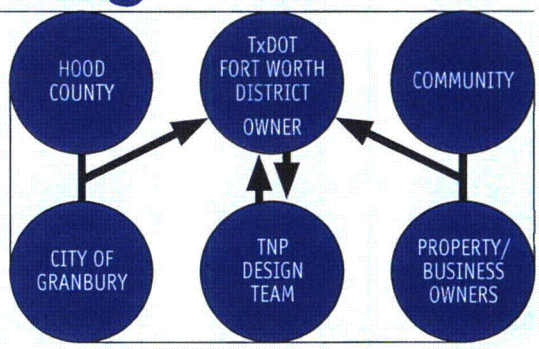
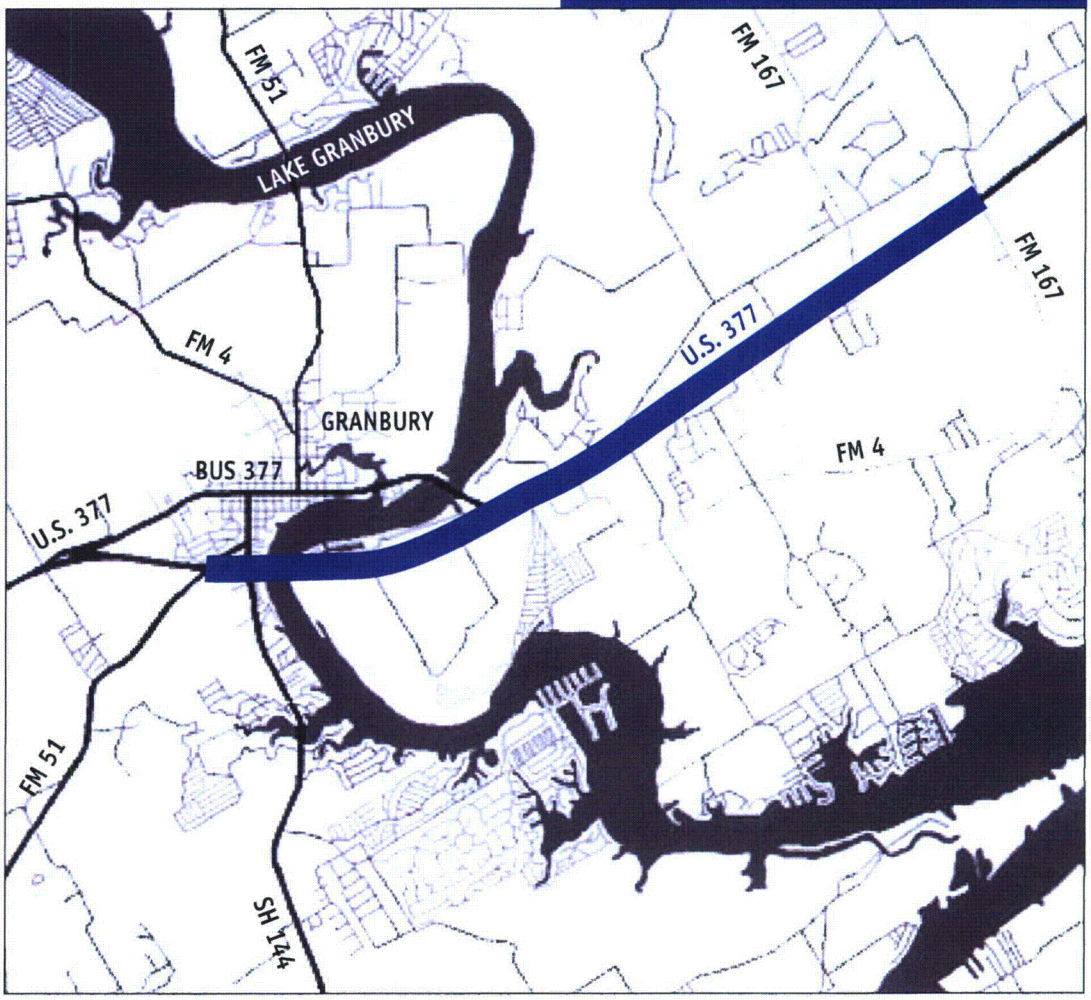


IMPROVEMENTS WILL BE MADE ON U.S. 377 FROM LAKE GRANBURY BRIDGE TO FM 167 SOUTH.



Two new lanes and raised medians to make roadway safer

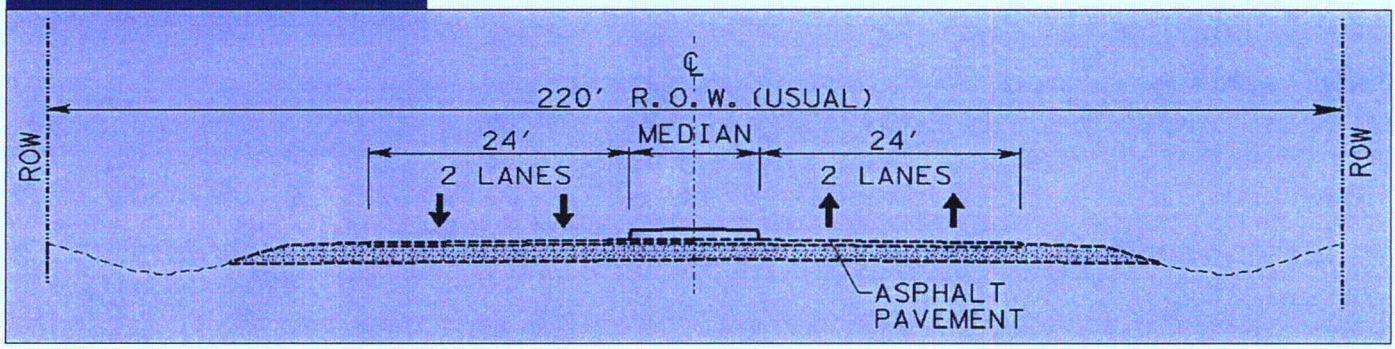
The U.S. 377 project will include two additional traffic lanes, curb and gutter, and a raised median, all of which will improve mobility and safety for travelers.

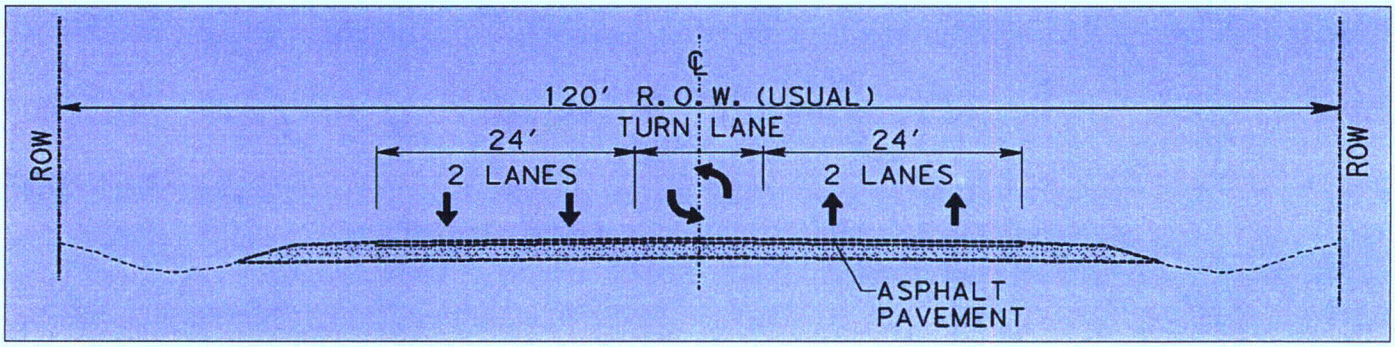
Currently, the roadway carries a lot of traffic on the two existing lanes in each direction with a center, two-way, left-hand turn lane. In some limited areas, a raised median has been constructed in place of the continuous turn lane.

The widened roadway will have three lanes in each direction separated by a raised median. Medians significantly contribute towards TxDOT's goals of safety, mobility and quality access by limiting contact points and reducing the potential for vehicle accidents.

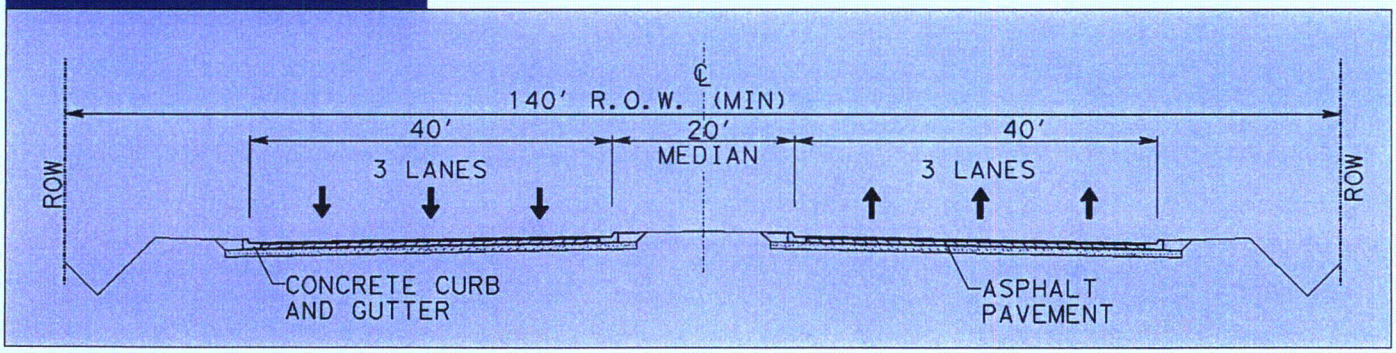
The new roadway will have curbs and gutters with a portion of the drainage being carried in a newly constructed underground system. It will require a minimum right-of-way width of 140 ft. ■

EXISTING TYPICAL SECTIONS





PROPOSED TYPICAL SECTION



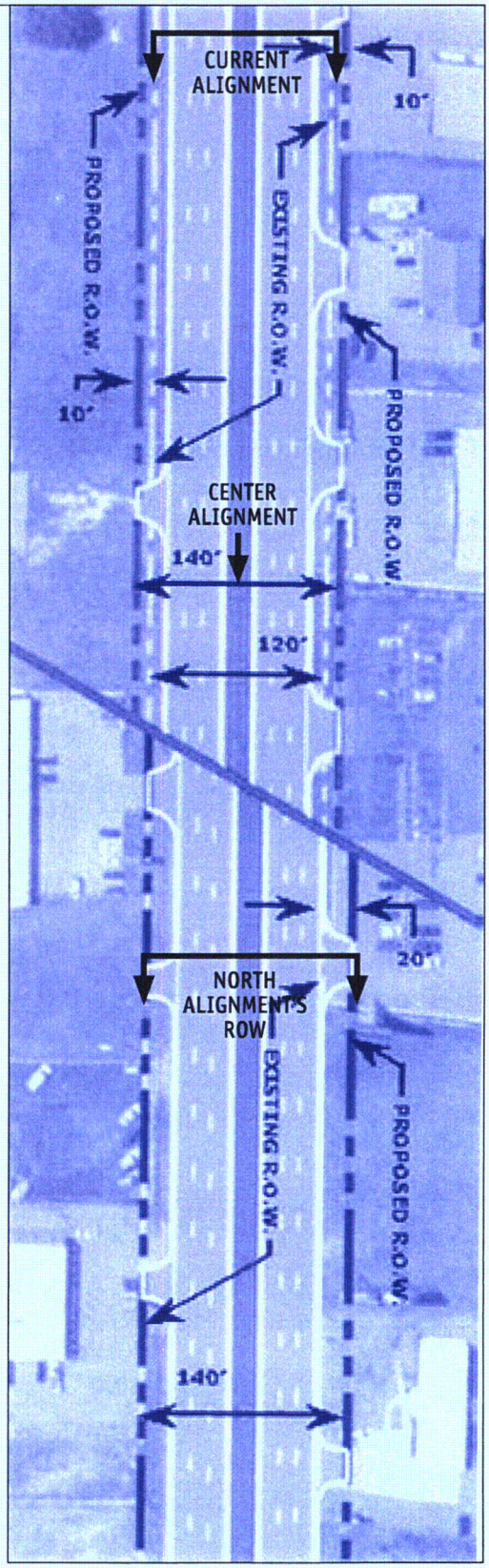
Alignment alternatives analyzed, right-of-way needs considered.

U.S. 377's improvements will require additional right-of-way (ROW) in order to provide for improved safety, mobility and access to businesses and residences. Additional ROW will generally be required between Business 377 and FM 167 South.

Over the past months, TxDOT has been studying three alignment alternatives, evaluating costs and benefits to each. One alternative, known as the South Alignment, would take all new ROW that is required from the south side of the highway. This alternative has been dropped from further study because land acquisition costs would be approximately $7 million more than the other two alternatives.

One alternative that is deemed viable is called the Center Alignment. This alternative would require approximately 10 ft. of additional ROW from both the north and south side of the roadway.

The second alternative being studied is called the North Alignment. There are several benefits to the North Alignment. Fewer properties would be affected by ROW acquisition as it would require approximately 20 ft. of additional property from the north side of the roadway and nothing from the south. Fewer underground utilities will require relocation. Additionally, this alignment would make it easier to maintain traffic flow during construction. ■



U.S. 377 improvements to improve mobility in Hood County

CONTINUED FROM PAGE 1

The project is a cooperative effort between TxDOT, the City of Granbury, Hood County and the public. Through meetings with local officials, public meetings, periodic newsletters, and a project website, TxDOT is seeking input from the people who use and rely on this highway.

The portion of U.S. 377 that stretches through Granbury is classified as a principal arterial, which means that it is intended to function primarily as a transportation conduit for the region. It also serves as the primary access for numerous businesses and several residences located on the highway.

The purpose of widening U.S. 377 is threefold; (1) to improve safety for the traveling public; (2) to increase mobility for the region; and (3) to provide better quality of access to adjacent properties.

With the traffic on the highway continuing to increase in the coming years, the reconstruction and widening is necessary. Projected traffic volumes for U.S. 377 in the future are growing. From 2010 to 2030, average daily traffic from SH 144 to Acton Hwy. can be expected to increase from 54,400 vehicles to 81,600 vehicles; from Acton Hwy. to FM 4, 44,600 to 68,800; and from FM 4 to FM 167, 30,800 to 46,600. ■

Other improvement needs recognized by TxDOT

In addition to widening U.S. 377 from four to six lanes, the schematic depicts several major improvements, although not all of them are slated for detailed design during this funding cycle for TxDOT projects.

Currently FM 51 does not connect directly to U.S. 377. Recognizing the benefits of connecting FM 51 to U.S. 377, TxDOT has prepared a schematic drawing depicting two alternatives for connecting the roadways. As traffic demands continue to increase in the area, TxDOT will monitor the feasibility of building such a connection.

Like the FM 51 connection, the SH 144 interchange is currently only included in the schematic phase of the project, which means it will not be a part of the roadway design or construction phase of the project.

In anticipation of future traffic volumes, the SH 144 bridge will be widened sometime in the future. In addition, the access ramps leading to and from U.S. 377 will be redesigned. The new ramps will include additional lanes and will align where they intersect SH 144.

Another improvement for which the need is recognized is the widening of the bridges over Lake Granbury. Each bridge will eventually be widened to three lanes of through traffic with an additional lane for vehicles entering and exiting U.S. 377 and SH 144.

Important to Granbury's retail and commercial base is the development of a U.S. 377 Business interchange. Four alternatives are being considered, and a traffic study is in progress to help TxDOT determine the most beneficial direction to take. ■

For more information, go to: www.377granbury.com

Or contact:
Jerry Hunter
Stephenville Area Office
Texas Department of Transportation
1881 E. Washington (BU 377)
Stephenville, TX 76401
phone 254-965-3511
fax 254-965-4441
email: jhunte1@dot.state.tx.us

Teague Nall and Perkins, Inc.
Granbury 377 Update
1100 Macon Street
Fort Worth, TX 76102
www.377granbury.com

Strd Prst Mail
US Postage
PAID
Permit #214
Fort Worth, TX

Granbury Regional Airport Expansion Overview

Current Situation

- Runway is 3,600 feet.
- Runway flight pattern leads aircraft towards the Comanche Peak Nuclear Power Plant, Granbury High School, and the Lake Granbury Regional Medical Center.
- Many business jets that land cannot refuel because of strength and existing runway length limitations.

Airport Improvements

- The new runway will be 5,300' x 75' with 30,000 pound pavement strength—large enough to handle most corporate jet aircraft.
- The longer runway will also provide more safety, as pilots will have additional pavement to land or take off during bad weather and high winds.
- Airport has many letters of support and N numbers from aircraft needing at least 5,000 feet of runway to land larger aircraft safely.
- The new runway will have a true north/south orientation.
- Expansion will provide better services to existing business jets and attract new aircraft owners.
- This project will also provide land for additional aircraft hangars to be constructed for new aircraft, as the demand is very high.
- The full-length parallel taxiway will link to the existing runway and taxiway system to obtain fuel and services at the existing terminal building and hangar area.
- The new location is ideal for an industrial park, as two state highways and a railroad surround it.
- Expansion will also boost economic development opportunities. The expansion will accommodate corporate jets which are critical to Granbury's economic development.

Texas Department of Transportation

- Has allocated $7.8 million toward this project.
- The additional $9.9 million of needed funding must come from discretionary funds allocated solely for the Granbury Regional Airport.
- In April 2008 David Fulton, TxDOT Aviation Director, sent a supplemental request to the FAA for $2.5 million in FY2010 and $2.5 in FY 2011 for the construction of the runway.
- A new airport layout plan (ALP) has been approved and reviewed by TxDOT Aviation, and is now awaiting final FAA approval.

City of Granbury

- Has $2.2 million allocated for this project.
- Will be responsible for all monies above the TxDOT allocation.
- Has already paid for TxDOT Aviation to perform an environmental assessment on the +/- 400 acres of land needed for the expansion project.

Current Project Costs:

Land	$5,080,500
Electric Relocation	4,522,980
Construction	8,571,280
Engineering & Surveying	343,000
Contingency (at 8%)	1,481,421
Total Cost	$19,999,181

Total Funds to Date:

TxDOT Aviation	$7,800,000
City of Granbury	$2,200,000
Total Funds	$10,000,000

Total Dollar Amount Requested: $9,999,181

Originally Proposed Project Schedule:

Complete Airport Master Plan	April 2007
FAA approval of ALA	May 2007
Begin Land Acquisition	July 2007
Design for Construction/Relocations	January 2008
Construction Begins	July 2008
Project Completion	September 2009

"Economic prosperity won't be coming to Granbury on a Greyhound Bus..... It will be coming through our local airport".

- TxDOT Aviation Director

Airport Master Plan
Initial Public Meeting

On behalf of the City of Granbury

Presented by Weldon Scrivner, P.E.
Enprotec/Hibbs & Todd, Inc.

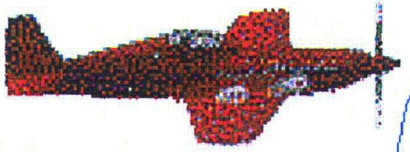
AGENDA

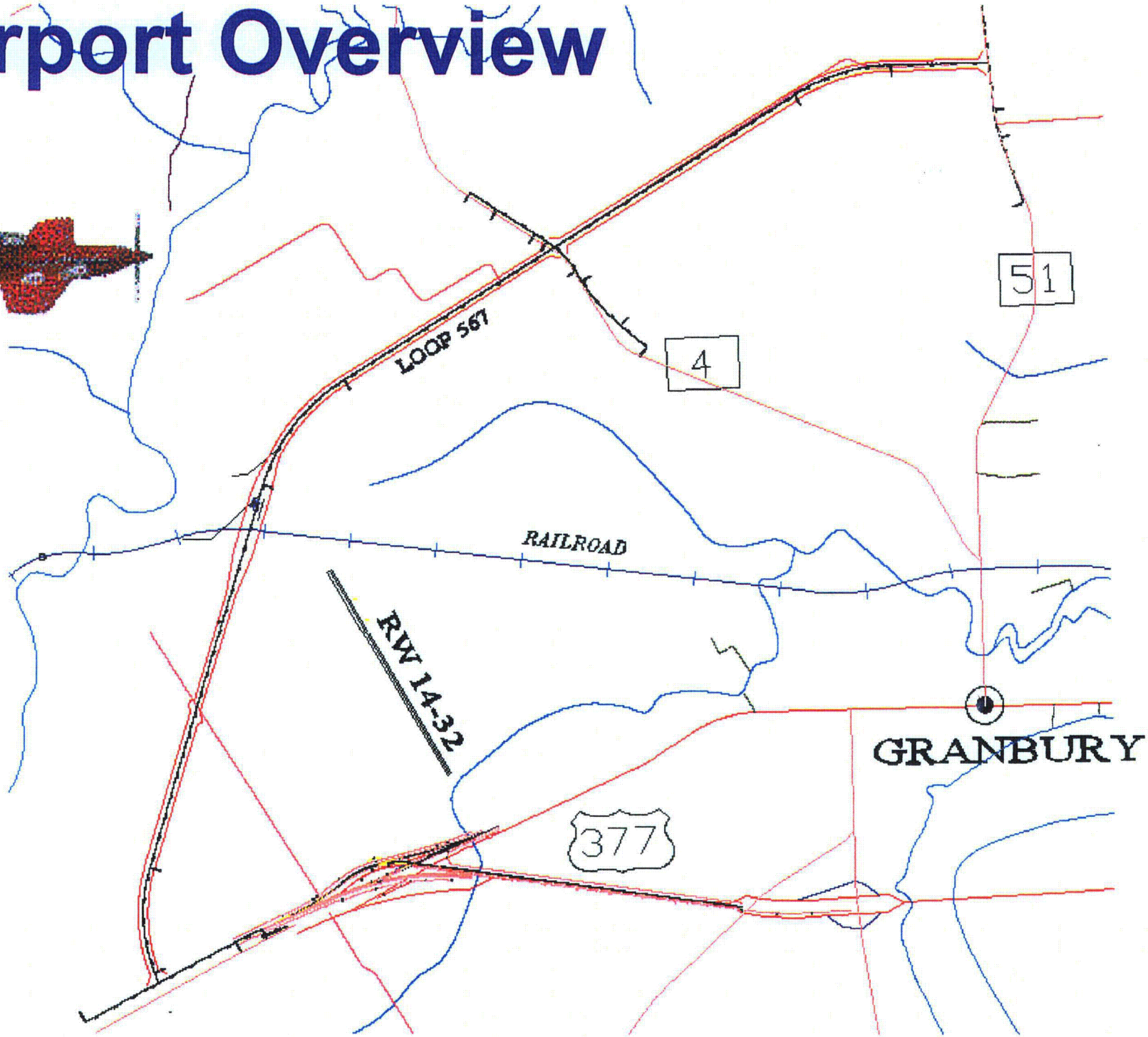
- Description of Master Plan Study
- Airport Overview
- Aviation Demands
- Alternatives – Input from Public / Pilots

Master Plan Study
FAA AC 150/5070-6B

- Inventory of Current Facilities
- FAA Terminal Area Forecasts (TAF's)
- Alternatives to best meet demands
- Benefits/Costs; Environmental Issues

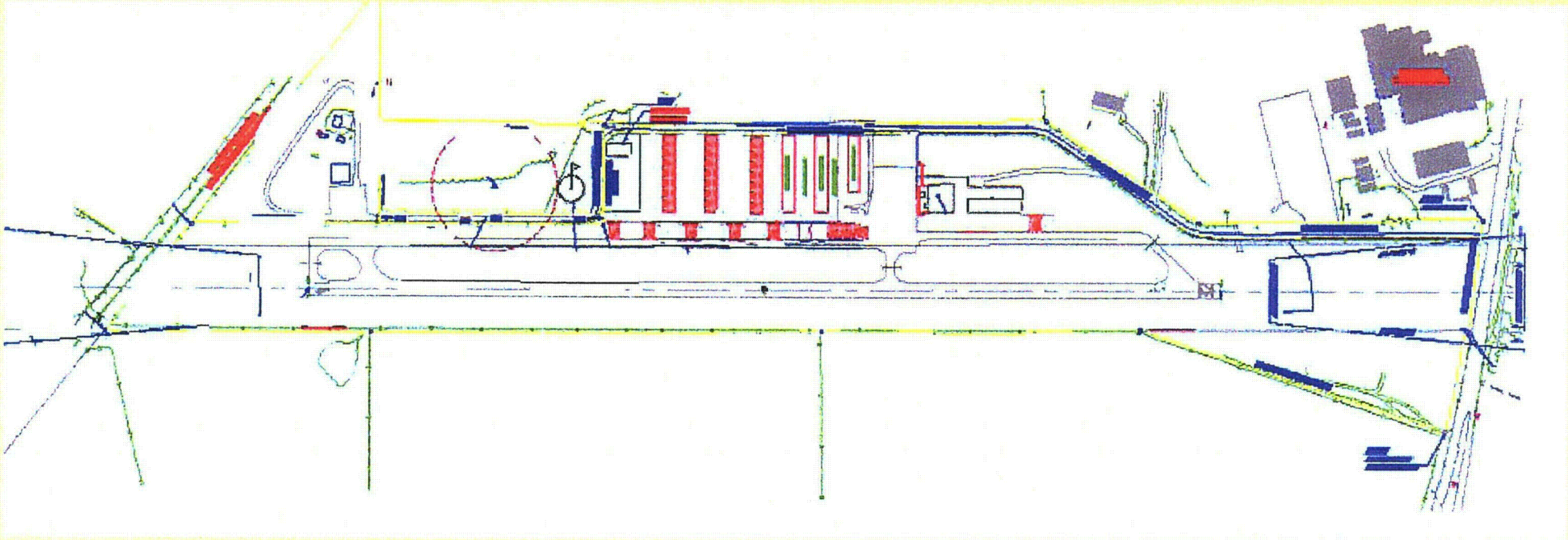
Airport Overview





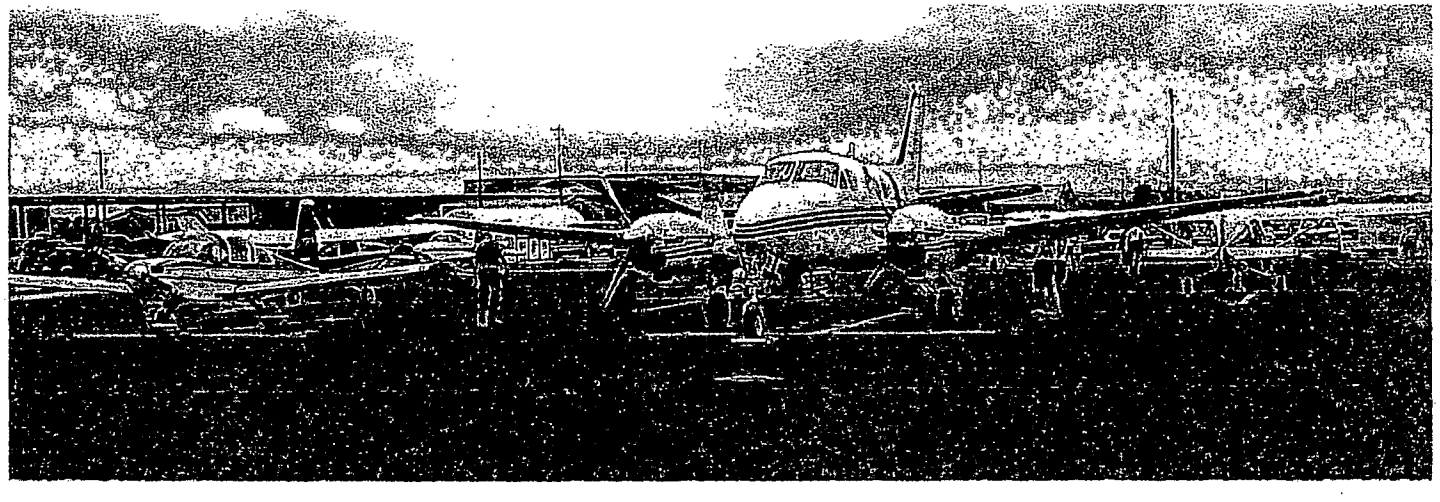
Airport Overview

Runway 14-32 is a 3,602' x 60' 12,500# asphalt runway w/ parallel taxiway



Airport Overview

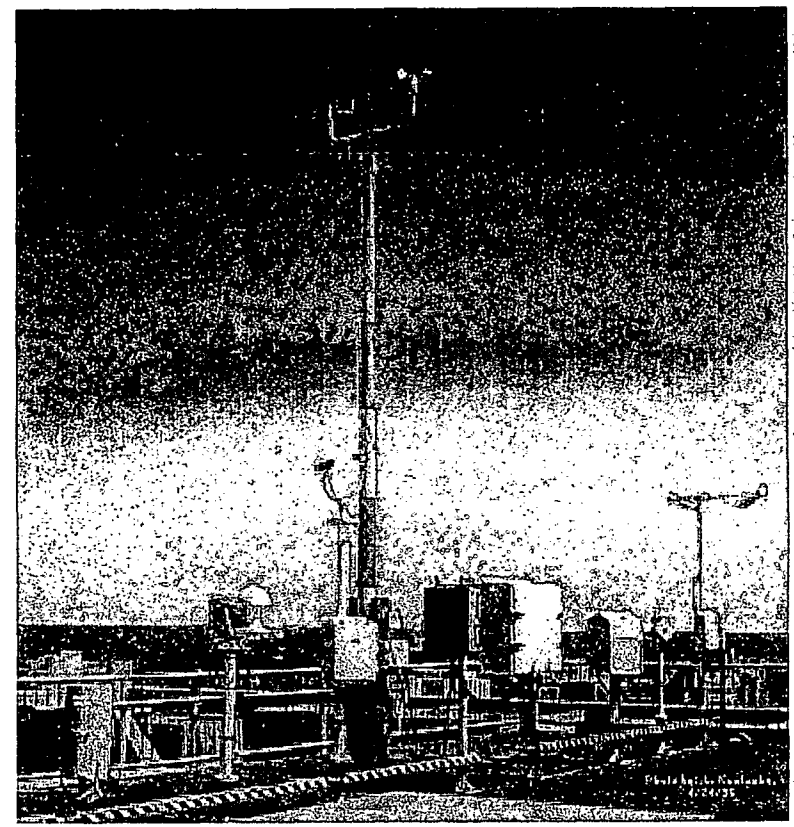
- ✓ 90 Based Aircraft
- ✓ 12,100 Annual Ops: 7,800 Local (65%)
- ✓ GPS Approach to RW 14
- ✓ Parachuting
- ✓ Fly-In's



Airport Overview

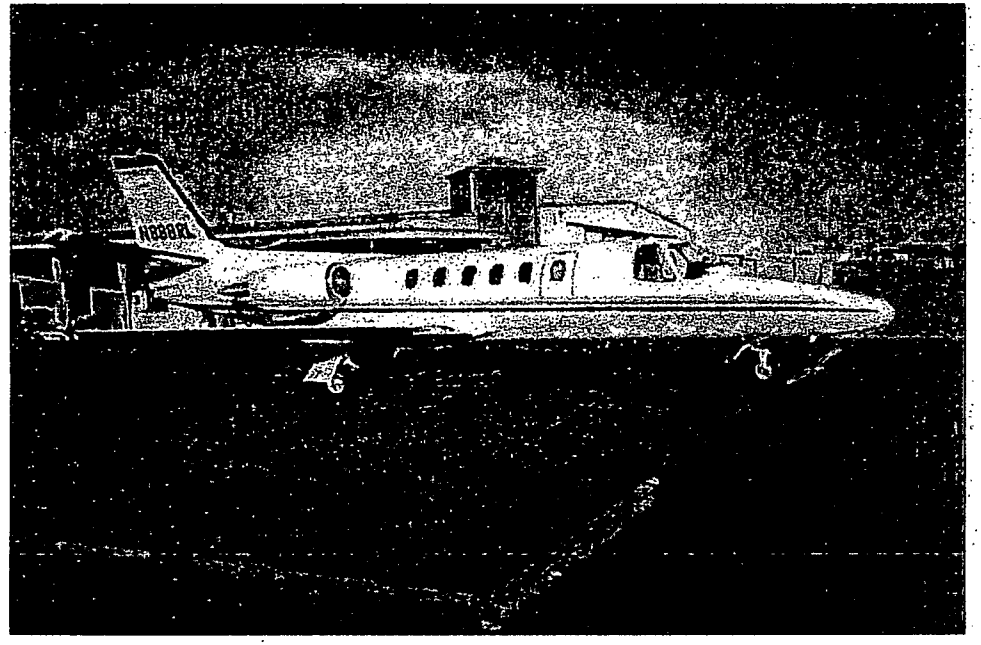
Recent Projects:

- ✓ 3 – 13 Unit T-Hgrs (2005)
- ✓ New Beacon and PAPI's
- ✓ Jet A Fuel (2003)
- ✓ AWOS (2003)
- ✓ Terminal Bldg (2001)
- ✓ Apron Expansion (2000)



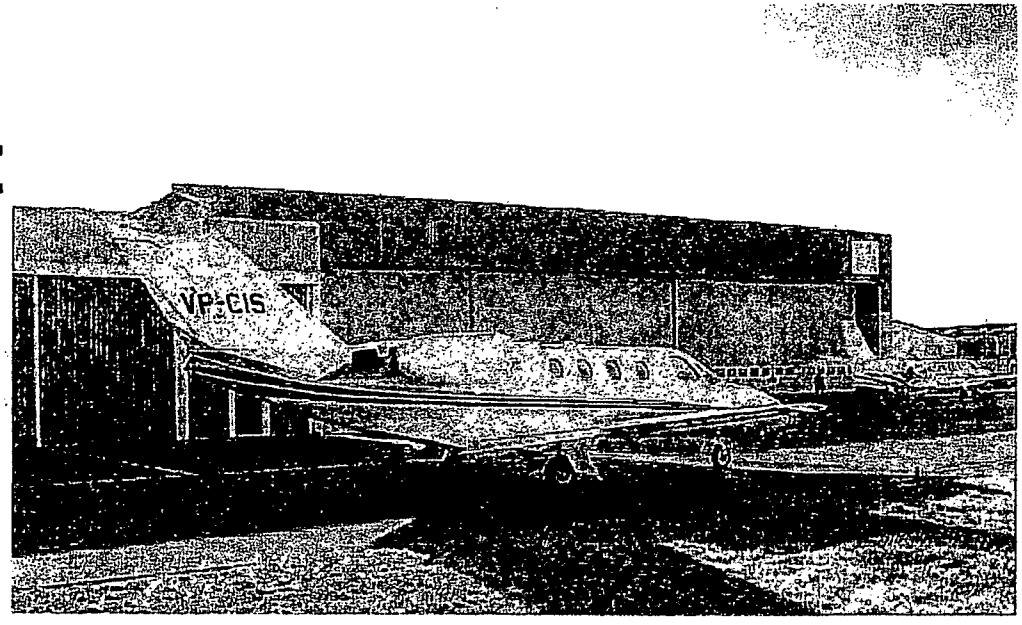
Additional Needs

- New T-Hangars Needed; 40 Awaiting Hangar Space
- Business Jet Migration from D/FW Class B
- New Private Hangars Planned or Under Construction
- MEDIVAC Helicopter
- Texas Forestry Service
- New FBO's



Additional Needs

- ✓ Business jets must leave light-loaded due to short runway length
- ✓ Runway is not rated for aircraft heavier than 12,500 pounds
- ✓ Need N-S RW



Additional Needs

- ✓ April 2002: Discussed with TxDOT Aviation
- ✓ June 2002 and February 2003: Letters sent in from pilots, businesses, etc. to justify need for longer, stronger runway with a N-S wind orientation
- ✓ Est. annual operations: 978 > 500 required

Letters Received – Individual Aircraft

Date: February 17, 2003

To: Mr. John R. Holt
Airport Manager
Granbury Municipal Airport
P. O. Box 969
Granbury, Texas 76048

Re: Proposed Airport Runway Extension

This correspondence is to assist you in the documentation of the use of your facility by my aircraft and to provide further support for the City of Granbury's endeavors to provide the above referenced 5200-foot runway. The additional length and strength will allow operation of my aircraft into and out of the airport and will allow my aircraft to further destinations without unnecessary fuel stops. The extra length will also provide additional safety for aircraft operations during wet or inclement weather.

The aircraft listed below has enjoyed the use of the Granbury Municipal Airport this date:

	Aircraft Make	Aircraft Model	Aircraft 'N' number
1)	CESSNA	CITATION	N491PT

Your consideration of these improvements is appreciated. Please contact me at the address and/or phone number listed below if I can be of further assistance.

P.S. MY BRAKES ARE SMOKING!

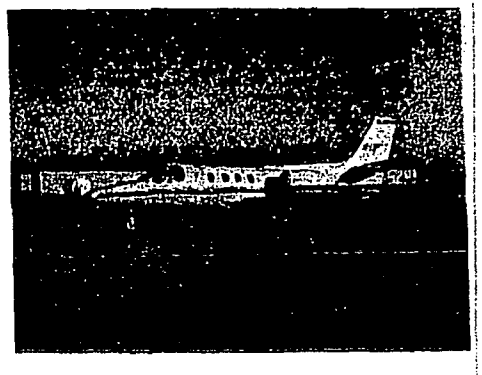
Sincerely,

Mike Bare (MIKE BARE)

Address 18860 GREENHAM LN.
OLATHE, KS 66062
SKIP N' CLIP HAIRCUT SHOPS, INC.

Phone and/or e-mail address

MIKEBARE@EARTHLINK.NET



Approximately number of landing per year 24

Letters Received – Multiple Aircraft

John Gronemeyer
Nassau Bay Airpark
3616 Carla Court
Granbury, Texas 76049
817-326-2260

February 10, 2003

Texas Department of Transportation
Aviation Division
Granbury Airport
400 Howard Clemmons Road
Granbury, Texas 76048

On behalf of the Dallas-Fort Worth Wing of the Commemorative Air Force (CAF), I would like to express our desire to host an annual fly day at the Granbury municipal airport. The result of this fly day will promote aviation and aviation education within the Granbury community and provide visibility to the surround communities. Secondly, with a primary theme of historical importance, we will promote these great World War II aircraft of the CAF and the remembrance of the heroes and veterans who fought and died during World War II.

The aircraft include:

Douglas R4D	N151ZE	Gross Weight-26,200 lbs.	10 landings and departures
Douglas A26	N626SH	Gross Weight-35,000 lbs.	10 landings and departures
North American B25	N9643C	Gross Weight-35,000 lbs.	10 landings and departures
North American P51	N61429	Gross Weight-11,600 lbs.	10 landings and departures
Republic P-47	N47TB	Gross Weight-12,000 lbs.	10 landings and departures
Vought F4U	N43RW	Gross Weight-13,120 lbs.	10 landings and departures
Stinson L5E-1	N7618B	Gross Weight-2,250 lbs.	10 landings and departures
Vultee BT15	N69605	Gross Weight- 4500 lbs.	10 landings and departures
Boeing Stearman	N7058Q	Gross Weight- 3300 lbs.	10 landings and departures
Fairchild PT19	N50481	Gross Weight- 2900 lbs.	10 landings and departures
Stinson V-77	N60634	Gross Weight- 4500 lbs.	10 landings and departures
North American T6	N2JC	Gross Weight- lbs.	10 landings and departures

Additionally, the average combined total takeoff and landing count is approximately 120.

Granbury's airport Manager, Mr. John Holt and I have only discussed this as a preliminary idea. The current airport plan may not have the room for the R4D or other such large aircraft. The city engineers could evaluate the airport and runway space and runway weight limitations. Furthermore, I can provide any additional information as to aircraft dimensions, aircraft weights and tire footprints of those large aircraft.

Please call me with any questions that you have.

John Gronemeyer

Letters Received – TXU

TXU

TXU Business Services
Aviation Services

Texas Department of Transportation
Aviation Division
Granbury Airport
400 Howard Clemmons Road
Grandbury, Texas 76048

To Whom It May Concern:

Beginning in the early 1970's with the construction of the Comanche Peak Nuclear Power Plant near Glen Rose, TXU has relied heavily on the municipal airport at Granbury for both construction and operational support for the nuclear power plant. Through the years both company and vendor aircraft have utilized the airport often times on a daily basis. Presently we fly only two of our three jet aircraft into the Granbury airport about 75 times each year in support of the nuclear plant operations.

The changes in the airport through the years have been very welcomed and needed. The support of the city of Granbury has been outstanding. The improvements in the past few years have made the airport a quality recreational and general aviation airport for the area. But with the advancements in new business aircraft models and the expanding global economy, some additional improvements would make it a much needed and quality business airport. The needs to support our nuclear operations in a national environment requires expanded range capabilities to cities such as Washington D.C., New York, Atlanta and other cities. With our present aircraft fleet this is not possible from the Granbury airport due to airport fuel and runway limitations, especially during out hot Texas summers.

The items listed below are some improvements that would allow greater utilization of the airport from a business support perspective.

- Runway Improvements: The runway needs to be lengthened to as long as practical for the present location of the airport. A length of 5,000 feet would be minimum for summertime operations and a weight bearing capacity of 80,000 pounds. Widen and strengthen taxiways.

Letters Received – Kerr-McGee

KERR-McGEE CORPORATION

Joe B. Sasser
Manager/Chief Pilot

AVIATION DEPARTMENT
6230 S. AIR CARGO ROAD
OKLAHOMA CITY, OK 73159
405-685-4472
FAX: 405 685 4600

Mr. John R. Holt
Airport Manager
Granbury Municipal Airport
400 Howard Clemmons Road
Granbury, Texas 76048

Dear John,

The airport looks great and your improvements in the condition of the ramp and new terminal building is much appreciated.

Kerr McGee operates three business jets, a Citation III, Falcon 50, and a Falcon 900EX. Each of these airplanes has some limitations when operating out of a 3600-foot runway such as yours. These limitations can cause unnecessary landings, especially when the runway is wet. As you know these expensive aircraft are 24/7, business tools which must operate in all weather conditions, day and night. When we have business in the Granbury area, both our executives and customers prefer to use the Granbury Airport rather than landing at Fort Worth and driving to the Granbury Area.

We have at least a couple of diversions and unplanned fuel stops each year due to the short length of the runways at Granbury Airport. The drive from Fort Worth is excessive when we need to be in Granbury. Enroute fuel stops are both expensive in time and money when we could easily complete the trip when 5000 feet of runway is available.

I would encourage you to investigate with the Texas Department of Transportation and the Federal Aviation Administration the possibility of at least a 5000 foot all weather runway at Granbury. This would help us extend the capability and more importantly the safety of our aircraft. Keep in mind these aircraft are operating at less than full capability due to the current short runway.

Thanks for your time and attention.

Sincerely,

Joe Sasser
Aviation Manager/Chief Pilot
6230 Air Cargo Rd.
Oklahoma City, OK 73159

per month

Letters Received – Texas A&M

The Texas A&M University System
System Aircraft
Easterwood Airport/A&M Hangar · 1660 George Bush Drive West · College Station, Texas 77845-4757
Phone (979) 845-8181 · Fax (979) 862-2336 · Campus Mailstop 1589 · http://tamusystem.tamu.edu

March 20, 2002

Mr. John Holt
Airport Manager
Granbury Municipal Airport
400 Howard Clemmons Road
Granbury, TX 76048

Dear Mr. Holt:

The Texas A&M University System operates two King Air B200's, and on several occasions during the past few weeks these aircraft have landed at your airport.

I have learned that the City of Granbury is planning to construct a new runway. With our recent trips in mind, I would encourage the city planners to build this new runway to a minimum length of 5,000 feet.

When our aircraft are fully loaded with passengers and the temperatures begin to warm, we require that length of runway to meet our safety standards. Additionally, I feel that a 5,000-foot-long runway will meet the safety requirements for most aircraft in today's corporate fleet.

Sincerely,

Robert W. McCreight

Robert W. McCreight
Director/Chief Pilot

RWM/dh
Aircraft No. N1553M

Letters Received – TX Forest Service

TEXAS FOREST SERVICE
The Texas A&M University System

Texas Department of Transportation
Aviation Division
c/o Grandbury Municipal Airport
400 Howard Clemmons Road
Grandbury, Texas 76048

To whom it may concern:

The Texas Forest Service has used the Grandbury airport in the past for a base of operations on two occasions. Because, of the limited runway length and weight restrictions we were only able to operate out single engine fixed wing aircraft for detection, our twin engine tactical supervisors aircraft, and two Call When Needed medium helicopters. Some of these aircraft were Beech Barrons such as 58CK, 119AB, 1825W, Cessnas 901Q, 41BG, 30F, 78Z and Aero Commander 900RA. The helicopters included 143MD, 407PB, 398EH, 902CH, 97HJ.

The single engine aircraft made 54 landings and take off, the twin engine aircraft made 22 landings and take off. The helicopters only made 8 landings and take off.

Some years are heavy fire load years and the take off and landings could go higher. Some years have light fire activity and the number could be lower. The airport at Grandbury is in a very good location for our operations, because of its location to Ft. Worth and south of DFW airport.

If the runway were to be increased to 5000 feet the Texas Forest Service would be able to base the single engine air tankers (SEATs) out of this airport. The runway and ramps would have to be able to support 12,500 pounds for a single axle aircraft or 90-psi. In order for us to consider using heavy air tankers the runway would have to be 6,000 feet in length and support 165,000 pounds for dual wheel aircraft at 90- psi. These would be aircraft like the AT-802 N9190G, Dromader M-18 N70678, N52768, or Trush S2R N440AT, N6125.

By basing our SEAT operations out of the Grandbury airport the take off and landings would increase the total above by an average of 80 per year.

Sincerely,

Charles "Boo" Walker
Aviation Management Officer

Letters Received – New FBO's

GRANBURY AERO
BUSINESS PLAN

OVERVIEW:

Granbury Aero, a Texas C Corporation, proposes to conduct business at the Granbury Regional Airport as a full service FBO, specializing in a number of services primarily targeted toward corporate aircraft users. Granbury Aero expects to offer including Gulfstream G4s and G5s, fuel services, maintenance, temporary and short-term office facilities and other ancillary services to such corporate aircraft users. Additionally, the company plans to begin to offer FAR 135 charter services during its initial year of operation. As a full service FBO serving corporate aviation, the Company expects to operate from 6:00 a.m. to 9:00 p.m. weekdays and 8:00 a.m. to 5:00 p.m. on weekends 365 days per year and at other times as necessary to serve our clients.

LAND AND BUILDING SPACE:

Granbury Aero proposes to lease the area previously discussed at the Granbury Regional Airport. The company initially intends to construct two hanger facilities comprising, in aggregate, 43,200 square feet with capacity for up to 25 aircraft, a terminal facility of approximately 8,000 square feet to include reception areas, pilot's lounge, flight planning facility, temporary office space and storage space for aircraft owners based at Granbury Aero. Additionally, we expect to construct a covered parking aria of approximately 2,400 square feet as a client convenience. A floor plan of the company's proposed facility will be submitted.

PROJECTED BUSINESS VOLUMES AND MARKETING EFFORTS:

As indicated in the attached financial projections, the primary source of the company's revenues are projected to result from base client as well as transient fuel sales and hanger rental fees derive from corporate aircraft based at Granbury Aero. Based on preliminary discussions with aircraft owners, the company expects to have at least fifteen (15) corporate aircraft based at Granbury Aero by the end of the company's first full year of operation. Granbury Aero's hangars are being designed as "state of the art" corporate aircraft facilities with a high level of automated security systems and high speed Internet ready corporate offices for aircraft owners as well as other amenities targeted toward corporate aviation clients. Hangars will be designed to accommodate large corporate aircraft whose fuel needs will exceed the minimum hangar client fuel purchase level presently established at 1,500 gallons for month.

The Company's research indicates that there are no available facilities of nature within 50 miles and it will be further served by it's Carolina Parent Company and the clients generated by that Company. The Company also expects its clients to include fractional share operators, locally owned aircraft currently based at other airports, and current and prior clients of Dove Air, Inc. as well as Dove Air's aircraft inventory (presently seven aircraft).

The Company intends to begin providing FAR 135 charter services as a line of business. No such service is now based nor operates routinely in this area utilizing the type aircraft contemplated by Granbury Aero. The Company initially anticipates utilizing a single Cessna Citation for this service and adding additional aircraft as demand increases. We believe the Company can capture latent demand for this service within its market area and stimulate demand through marketing efforts to local and regional businesses. Additionally, once this service is established, the Company expects to provide overflow capacity to fractional share operators throughout the Midwest.

Mountain Aero
Business Plan

Overview

Mountain Aero, a North Carolina S Corporation, proposes to conduct business at the Asheville Regional Airport as a full service FBO, specializing in a number of services primarily targeted toward corporate aircraft users. Mountain Aero expects to offer hangar rental facilities designed to accommodate larger corporate aircraft up to and including Gulfstream G4s and G5s, fuel services, maintenance, temporary and short-term office facilities and other ancillary services to such corporate aircraft users. Additionally, the company plans to begin to offer FAR 135 charter services during its initial year of operation. As a full service FBO serving corporate aviation, the Company expects to operate from 6 a.m. to 9:00 p.m. weekdays and 8:00 a.m. to 5:00 p.m. on weekends 365 days per year and at other times as necessary to serve our clients.

Land and Building Space

Mountain Aero proposes to lease the north ramp of the general aviation facility of the Asheville Regional Airport. The company initially intends to construct two hangar facilities comprising, in aggregate, 43,200 square feet with capacity for up to 25 aircraft, a terminal facility of approximately 8,000 square feet to include reception areas, pilot's lounge, flight planning facility, temporary office space and storage space for aircraft owners based at Mountain Aero. Additionally, we expect to construct a covered parking area of approximately 2,400 square feet as a client convenience. A floor plan of the company's proposed facility has already been submitted.

Projected Business Volumes and Marketing Efforts

As indicated in the attached financial projections, the primary source of the company's revenues are projected to result from base client as well as transient fuel sales and hanger rental fees derived from corporate aircraft based at Mountain Aero. Based on preliminary discussions with aircraft owners, the company expects to have at least fifteen (15) corporate aircraft based at Mountain Aero by the end of the company's first full year of operation. Mountain Aero's hangars are being designed as "state of the art" corporate aircraft facilities with a high level of automated security systems and high speed Internet ready corporate offices for aircraft owners as well as other amenities targeted toward corporate aviation clients. Hangars will be designed to accommodate large corporate aircraft whose fuel needs will exceed the minimum hangar client fuel purchase level presently established at 1,500 gallons for month.

The Company's research indicates that there are no available facilities of this nature within western North Carolina, upstate South Carolina or eastern Tennessee.

Alternatives – Upgrade Existing RW

- Does not meet N-S orientation
- Runway not long enough (3,602 feet) (Need 5,000+ feet)
- Expensive to strengthen runway to 30,000 pounds

Alternatives – Construct New RW

- Must use dominant N-S winds
- Must provide a longer runway (>5,000 ft)
- Must be 30,000 pound strength
- Must use existing facilities

- Will Provide Additional Safety in Bad Weather For Other Smaller Aircraft

Master Plan Study

- Solicit Public Input (Now)
- Evaluate Aviation Demands
- Evaluate Alternatives

90 days for Master Plan completion

Questions / Comments

To provide input, contact:

Keith Callahan, Director
of City Services
Ph: 817-573-7030

or:

Weldon Scrivner, P.E.

Enprotec/Hibbs & Todd, Inc.

Ph: 325-698-5560

Texas Department of Transportation

AVIATION DIVISION
125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • 512/416-4500 • FAX 512/416-4510

April 21, 2008

The Honorable David Southern
Mayor of the City of Granbury
P.O. Box 969
Granbury, Texas 76048-0969

Re: Granbury Municipal Airport
Funding for Construction of Runway 1/19

Dear Mayor Southern:

Following our meeting in Granbury February 26, 2008 we have discussed with the FAA additional funding possibilities to support the construction of Runway 1/19.

As a result of those discussions, a request for supplemental discretionary funding has been sent to the FAA. The request is for $2.5 M in FY 2010 and $ 2.5 M in FY 2011 for the construction of the runway. This is the maximum amount that is reasonably attainable in the competition for these limited funds.

The current TxDOT Aviation CIP reflects our programmed commitment of $7.8 M of AIP funding in FY '08 and '09 for this project. Expenditure of these funds requires the availability of federal funds and Texas Transportation Commission approval.

The commitment of $4 M of local funds combined with requested FAA supplemental discretionary funds and programmed TxDOT funds accounts for $16.8 M of the $20 M current project estimate.

Although the City has made a $4.87 M request to the Rural Cooperative to fund the costs of the power line relocation, we have been cautioned that this process has its own set of challenges and uncertainties. In the event this funding is not realized, the project may lack funding commitments of $3.2 M.

Continuing cost escalation and possible funding shortfalls make the identification of additional funding strategies critical. Construction phasing options being developed by Weldon Scrivner, P. E. will also provide alternatives to make the most prudent use of funding as it becomes available.

As details develop concerning funding and phasing alternatives or if we can be of any assistance, please contact me or Sandra Braden.

Sincerely,

David S. Fulton
Director

Enclosure

C: Harold Sandel, City Manager
Keith Callahan, Director of Community Services
Victoria Sykes, Field Representative for Congressman Chet Edwards
Sandra Braden, Planner

Granbury Regional Airport
Expansion Costs Funds Request

Land Costs	
Fee Simple Land	$3,576,000.00
Aviation Easement	$1,071,000.00
Transmission Line Easements	$333,500.00
Land Acquisition Costs	$100,000.00
Total	$5,080,500.00
Electric Relocation Costs	
Construct New West Substation	$2,784,300.00
Reroute Transmission Lines & Remove Existing Lin	$622,300.00
Modification of Friendship Substation	$300,000.00
Salvage Value of Friendship Substation Transformer	-$323,300.00
Construct New Undergroudn 25KvTransmission Lin	$799,680.00
Install Underground Conduits Under Highways	$240,000.00
Other Relocations	$100,000.00
Total	$4,522,980.00
Construction Costs	$8,571,280.00
Engineering & Surveying	$343,000.00
8% Contingency	$1,481,421.00
Total	$10,395,701.00
Total Project Cost	**$19,999,181.00**
Total Funds to Date:	
TxDOT Aviation	-$7,800,000.00
City of Granbury	-$2,200,000.00
Total Dollar Amount Requested	**$9,999,181.00**

FEDERAL & STATE FY 2007 *Federal FY 2007 (October 2006 - September 2007)/State FY 2007 (September 2006 - August 2007)*

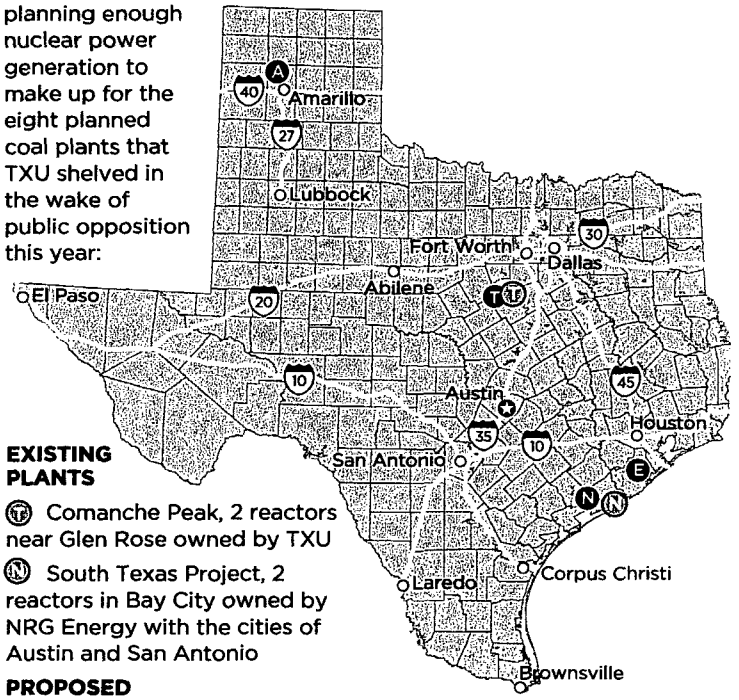
City & Airport	Project Description		Project Costs Total	Federal	State	Local
GOLDTHWAITE						
MILLS COUNTY (NEW)						
	Acquire land for RW S end avigation easement (7.0 ac.)		15,000	0	13,500	1,500
	Acquire land for RW N end avigation easement (4.2 ac.)		15,000	0	13,500	1,500
		Project Totals:	**$ 30,000**	**$ 0**	**$ 27,000**	**$ 3,000**
GRAFORD						
POSSUM KINGDOM						
	Engineering/design for FY 2008 construction project		93,000	0	83,700	9,300
		Project Totals:	**$ 93,000**	**$ 0**	**$ 83,700**	**$ 9,300**
GRANBURY						
GRANBURY MUNI						
	Land acquisition for new RW 18-36 (200 ac)		1,500,000	1,350,000	0	150,000
		Project Totals:	**$ 1,500,000**	**$ 1,350,000**	**$ 0**	**$ 150,000**
GRANBURY						
GRANBURY MUNI						
	Engineering/design for FY 2009 construction		500,000	450,000	0	50,000
		Project Totals:	**$ 500,000**	**$ 450,000**	**$ 0**	**$ 50,000**
GRAND PRAIRIE						
GRAND PRAIRIE MUNI						
	Airport drainage improvements		2,000,000	400,000	0	1,600,000
		Project Totals:	**$ 2,000,000**	**$ 400,000**	**$ 0**	**$ 1,600,000**
GRAND PRAIRIE						
GRAND PRAIRIE MUNI						
	Construct concrete TW to new hangar development (540 x 40)		340,000	306,000	0	34,000
	Engineering/design for FY 2007 construction project		60,000	54,000	0	6,000
		Project Totals:	**$ 400,000**	**$ 360,000**	**$ 0**	**$ 40,000**
GREENVILLE						
MAJORS						
	Mark & light parallel TW as a temporary RW		40,000	36,000	0	4,000
	Mark RW 17-35 (118,606 sf)		100,000	90,000	0	10,000

FEDERAL & STATE FY 2009 *Federal FY 2009 (October 2008 - September 2009)/State FY 2009 (September 2008 - August 2009)*

City & Airport	Project Description		Project Costs Total	Federal	State	Local
GRAFORD						
POSSUM KINGDOM						
	Update Airport Layout Plan		50,000	0	45,000	5,000
		Project Totals:	**$ 50,000**	**$ 0**	**$ 45,000**	**$ 5,000**
GRANBURY						
GRANBURY MUNI						
	Earthwork		500,000	450,000	0	50,000
	Construct parallel TW to RW 1-19 (5,600 x 35)		1,600,000	1,440,000	0	160,000
	Install erosion/sedimentation controls		80,000	72,000	0	8,000
	Relocate powerlines (1 single phase & 1 three phase)		1,200,000	1,080,000	0	120,000
	Install MIRL RW 1-19 (5,000 lf) w/ displaced threshold RW 19		300,000	270,000	0	30,000
	Construct new RW 1-19 (5,000 x 75)		3,000,000	2,700,000	0	300,000
	Mark RW 1-19 (25,400 sf) w/ displaced threshold RW 19		20,000	18,000	0	2,000
		Project Totals:	**$ 6,700,000**	**$ 6,030,000**	**$ 0**	**$ 670,000**
GRAND PRAIRIE						
GRAND PRAIRIE MUNI						
	Consrtuct new terminal building		550,000	0	275,000	275,000
		Project Totals:	**$ 550,000**	**$ 0**	**$ 275,000**	**$ 275,000**
GRAND PRAIRIE						
GRAND PRAIRIE MUNI						
	Engineering/design for FY 10 construction project		200,000	180,000	0	20,000
		Project Totals:	**$ 200,000**	**$ 180,000**	**$ 0**	**$ 20,000**
HONDO						
HONDO MUNI						
	Mark RW 13-31 (53,600 sf)		65,000	0	58,500	6,500
	Reconstruct taxilane for RW 17L-35R (6100 x 50)		1,144,737	0	1,030,263	114,474
	Rehabilitate RW 13-31 (6045 x 150)		370,000	0	333,000	37,000
	Mark RW 17L-35R (55,100 sf)		65,000	0	58,500	6,500
	Reconstruct apron terminal area (200 x 200)		1,501,318	0	1,351,186	150,132
	Reconstruct RW 17L-35R (5500 x 100) 30,000 lbs.		2,064,330	0	1,857,897	206,433

NUCLEAR PLANTS IN TEXAS

The number of nuclear power reactors in Texas could rise dramatically in the next couple of decades. Power companies are planning enough nuclear power generation to make up for the eight planned coal plants that TXU shelved in the wake of public opposition this year:



EXISTING PLANTS

(T) Comanche Peak, 2 reactors near Glen Rose owned by TXU

(N) South Texas Project, 2 reactors in Bay City owned by NRG Energy with the cities of Austin and San Antonio

PROPOSED

(A) Amarillo Power plans at least one reactor near Amarillo

(T) TXU plans two more reactors at its Comanche Peak plant

(E) Exelon plans at least one reactor at a plant in southeast Texas south of Houston (it hasn't disclosed the exact location)

(N) NRG plans two more reactors at the South Texas Project

SOURCES: Nuclear Energy Institute; *Dallas Morning News* research

Staff graphic

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Fort Worth Star-Telegram (TX)
2007-01-30
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Page: A4

Crash-proof reactors unfeasible, agency says

H. JOSEF HEBERT The Associated Press

WASHINGTON — Making nuclear power plants crash-proof to an airliner attack by **terrorists** is impracticable and it's up to the military to avert such an assault, the government said Monday. The Nuclear Regulatory Commission, in a revised security policy, directed nuclear plant operators to focus on preventing radiation from escaping in case of such an attack and to improve evacuation plans to protect public health and safety.

"The active protection against airborne threats is addressed by other federal organizations, including the military," the NRC said in a statement.

Texas has four nuclear power reactors — two at **Comanche Peak** near Glen Rose and two at the South Texas Nuclear Project near Bay City.

The NRC rejected calls by some nuclear watchdog groups for the government to establish firm no-fly zones near reactors, for plant operators to build "lattice-like" barriers to protect reactors, or to them to be required to position anti-aircraft weapons on site to shoot down an incoming plane.

The NRC, in a summary of the mostly secret security plan, said it examined such proposals, but concluded that the "active protection" against a threat from the air rests with organizations such as the military or the Federal Aviation Administration.

It said various mitigation strategies required of plant operators — such as radiation protection measures and evacuation plans — "are sufficient to ensure adequate protection of the public health and safety" in case of an air attack.

The commission unanimously approved the plan, which has been the subject of internal discussions for 15 months, in a 5-0 vote at a brief meeting without discussion.

"Nuclear power plants are inherently robust structures that our studies show provide adequate protection in a hypothetical attack by an airplane," NRC Chairman Dale Klein said in a statement, adding that plant operators already must be able to manage large fires or explosions, no matter the cause.

Klein called the new rule "only one piece" of an effort to enhance reactor security and said the NRC will continue to examine and discuss the issue of airborne threats and take additional actions if found to be necessary.

The defense plan, formally known as the Design Basis Threat, spells out the attack forces that might be used to target a commercial power reactor and the defensive capabilities that operators must possess.

Although details are sketchy because of security concerns, the plan requires defense against a relatively small force, perhaps no more than a half-dozen attackers, but one that could come from multiple directions, including by water, and incorporate suicide teams.

Some members of Congress and nuclear watchdog groups have argued that the requirements fall short of needs, given the lessons of 9-11.

These critics have argued that reactor defenders should be ready to face up to 19 attackers — as was the case on Sept. 11 — and expect them to wield rocket-propelled grenades, so-called "platter" explosive charges and .50-caliber armor-piercing ammunition.

The NRC does not assume such weapons being used and rejected the idea of a 19-member attack force, maintaining that the 9-11 attacks involved four separate teams, each with four or five **terrorists**.

Sen. Barbara Boxer, D-Calif., said the NRC appears not to have followed the direction of Congress "to ensure that our nuclear power plants are protected from air- or land-based **terrorist** threats" of the magnitude demonstrated on 9-11.

Daniel Hirsch, president of the Community to Bridge the Gap, a nuclear watchdog group that had urged the NRC

to require physical barriers to keep planes from hitting reactors, called the security measures "irresponsible to the extreme."

ONLINE: Nuclear Regulatory Commission, www.nrc.gov

Nuclear Energy Institute, www.nei.org

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TXU moves ahead with reactor plans

Mitsubishi to design 2 reactors for Comanche Peak expansion

12:00 AM CDT on Thursday, March 15, 2007

By SUDEEP REDDY / The Dallas Morning News
sreddy@dallasnews.com

TXU Corp., after backtracking on its coal plant expansion, is moving ahead with plans to build new nuclear reactors in Texas.

The company said Wednesday that it selected a design by Mitsubishi Heavy Industries Ltd. of Japan for at least two new reactors to expand its Comanche Peak nuclear power plant southwest of Dallas.

TXU said it has signed a nonbinding agreement to use Mitsubishi's technology. The Dallas-based company said it has not placed an order for the reactors, which Japanese news reports said would be about $5.2 billion combined.

If TXU proceeds, the expansion would mark some of the first new reactor orders in the U.S. since the 1979 partial meltdown at Pennsylvania's Three Mile Island crippled the industry. Comanche Peak, completed in 1993 after years of delays and cost overruns, was the second-to-last plant built in the U.S.

Mitsubishi has built 23 similar pressurized-water reactors in Japan, but the TXU agreement would mark the design's introduction in the U.S. TXU said it considered six technologies over the last year before choosing Mitsubishi.

"They have a strong safety and operating record," TXU spokesman Tom Kleckner said. "They're very efficient. They know how to do this."

TXU told the Nuclear Regulatory Commission in a letter last Friday that it had selected Mitsubishi for the potential development of up to five reactors, making up as much as 6 gigawatts of new nuclear capacity.

Comanche Peak now has two reactors totaling 2,300 megawatts, or about 3 percent of the electric-generating capacity on Texas' primary power grid. The new units would each have a net capacity of 1,600 megawatts.

TXU announced in August that it would start planning for the facilities, which would come online between 2015 and 2020, and has held discussions with other power companies to consider partnering on the new reactors.

The company had planned to build 11 coal-fired power plants to meet nearer-term demand in the state. Facing intense opposition from politicians and environmental groups, TXU last month canceled plans

for eight of those plants as part of a $45 billion buyout agreement with private-equity firms.

Many lawmakers and some environmental groups are promoting nuclear power as part of the solution to the nation's growing dependence on foreign oil and worries about global warming.

Unlike coal and natural gas plants, nuclear plants do not release carbon dioxide and other heat-trapping gases that are blamed for climate change.

The 2005 Energy Policy Act provided for $6 billion in tax credits, plus risk insurance and loan guarantees, for companies to develop applications and build new plants. It's part of an effort to help the companies show Wall Street that new reactors can be developed without the delays and overruns of an earlier era.

The industry and the Bush administration are still wrangling over the size and structure of loan guarantees for new reactors. They've also struggled to find a politically acceptable solution to finding a permanent storage space for radioactive waste from nuclear plants.

Nuclear power today generates about 20 percent of the nation's electricity. Even though new reactors haven't been completed in a decade, existing plants have raised output consistently while reducing costs.

Critics say nuclear technology remains susceptible to disastrous accidents. But with a friendlier political and regulatory environment, power companies have announced their interest in building more than 30 reactors around the nation.

Most of those would be at existing sites. NRG Energy is planning to add two reactors to its nuclear plant in South Texas. TXU says it hasn't determined where it would build the other reactors.

The Nuclear Regulatory Commission has been adding staff to prepare for the onslaught of applications. Still, lawmakers and companies remain cautious about the prospects for a wave of development. Public opinion has become more favorable, they say, but the barriers remain high.

"That is really going to be an adventure," said Michelle Michot Foss, head of the Center for Energy Economics at the University of Texas at Austin. "Ultimately, this all has to go into some sort of a market test. ... The cost structure is still stiff. We're a long way from getting new units installed and up and running."

Mitsubishi said in a news release that it would prepare through the end of this year for its application for the NRC to certify its design.

TXU plans to file its applications for a construction and operating license by the end of 2008, with its first approvals expected by 2011.

dallasnews.com
The Dallas Morning News

Plans for new Texas nuclear power plants advance

07:49 AM CST on Tuesday, January 8, 2008

By ELIZABETH SOUDER / The Dallas Morning News
esouder@dallasnews.com

North Texas came one step closer to getting new nuclear power plants Monday when a key manufacturer asked regulators to certify a standard plant design that Energy Future Holdings might use here.

Mitsubishi Heavy Industries Ltd. applied to the Nuclear Regulatory Commission for a so-called standard design certification for its US-APWR nuclear plant. That's the type of plant that Energy Future, formerly TXU Corp., is considering using to expand its Comanche Peak facility in Glen Rose.

Mitsubishi said Monday in a news release that it will also help Energy Future prepare its application for the new plant.

Last year, TXU told the NRC it would file the application in mid-2008. Since then, the power company has been purchased by private equity companies and changed its name.

Energy Future spokesman Tom Kleckner said the company isn't ready to give a more exact date for submitting the application.

He added that Energy Future hopes to have two new 1,700-megawatt reactors online around 2020.

The NRC has encouraged manufacturers to apply for standard design certification to speed the process of building reactors.

That way, when a power company chooses a standard design, the NRC can skip reviewing the design itself and concentrate on the location of the plant and the operations.

In the past, the U.S. nuclear industry had no standard designs, and the NRC's process of certifying a plant took years.

NEWS RELEASE

08.31.06

TXU Corp. Announces Plan for Additional Nuclear Power
DALLAS, TX -

To help meet Texas' need for power beginning in the latter part of the next decade, TXU Corp. **(NYSE: TXU)** announced today that it plans to develop applications to file with the U.S. Nuclear Regulatory Commission (NRC) for combined Construction and Operating Licenses (COLs) for two to six gigawatts (GW) of new nuclear-fueled power generation capacity at one to three sites. TXU expects to submit the COL applications in 2008, which would facilitate bringing the new capacity on line between 2015 and 2020. Combined with its previously announced 9.1 GW of coal power generation capacity that is expected to be on line by 2010, the nuclear power generation capacity would allow TXU to continue to deliver the dependable energy supply, low prices and cleaner environment its Texas consumers demand.

"While new nuclear generation cannot come on line in time to meet the growing power needs of Texas for the next 10 years, TXU continues to aspire to be a leader in the commercialization of the next generation of low-cost, clean technology," said C. John Wilder, TXU Corp. chairman and CEO. "Nuclear generation offers the potential to deliver our customers lower, stable prices and continue to reduce Texas' over-reliance on natural gas. Based on top decile performance at our Comanche Peak nuclear power facility and strong knowledge of the Texas market and customers, TXU is uniquely positioned to commercialize this technology in Texas." TXU Power's Comanche Peak is an industry leader in nuclear operations and is a recipient of the "Clean Texas, Cleaner World – National Leader Award" from the Texas Commission on Environmental Quality and the U.S. Environmental Protection Agency for its efforts above and beyond compliance in environmental excellence and overall environmental stewardship.

TXU plans to partner with others to take full advantage of the benefits of scale while sharing the risk of such large investments with long-term investors. TXU has had preliminary discussions with the Lower Colorado River Authority and the City of San Antonio's CPS Energy, and will also invite other electric cooperatives and municipalities to partner in the plan.

TXU's recently announced 9.1 GW of new coal-fueled power generation capacity is needed to meet near-term demand. By 2013 further demand growth is expected to absorb the proposed new coal-fueled capacity and reserve margins could again approach levels the Electric Reliability Council of Texas considers insufficient to maintain reliability. This growth and Texas' heavy reliance on natural gas make nuclear power a logical long-term solution. The proposed new nuclear units could give Texas consumers the added fuel diversity necessary for a low-cost, efficient supply of safe, reliable power. In addition, nuclear power is the lowest emission source of baseload power generation available.

TXU's plan includes using its existing asset base where possible to bring on the new capacity, including adding over two GW of new capacity at its Comanche Peak nuclear facility. The combination of geology, hydrology, property and community support make it an ideal site for expansion. TXU is reviewing its inventory of sites that were identified for nuclear power development over the last 30 years along with potential new sites in Texas and in other states.

TXU is currently working with GE, Westinghouse, AREVA and other nuclear suppliers to select a preferred technology incorporating the newest designs and safety features. The new generation of reactors employs advanced and passive safety systems that further enhance already safe existing plants. In addition, they are designed for quick and efficient refueling outages to provide maximum production of low-cost power for customers.

Today, nuclear power generation capital costs are not competitive with other technologies. However, TXU believes there is a strong opportunity for improvement. The same project management, lean design, and global supply chain expertise that is helping to drive at least 30 percent improvement in the TXU coal power generation development program versus industry benchmarks should translate to the nuclear power generation development as well. TXU intends to employ a technical and economic feasibility process with nuclear original equipment manufacturers (OEMs) to design the optimal solution for Texas consumers. TXU's objective is to design and construct a safe and reliable generation facility, while driving down capital costs by 30 to 40 percent from average public industry estimates of approximately $2,100 per kW. TXU will also look to partner with suppliers to share some of the risks and rewards of the program. After a complete examination and optimization of each design, TXU will select its final design.

"TXU recognizes that industry leadership requires excellence across a portfolio of technologies," said Wilder. "The option to deliver our customers the most efficient power across both coal- and nuclear-fueled power generation moves us one step closer to this goal."

By filing for a COL before December 31, 2008, TXU expects to participate in nuclear production tax credits, nuclear risk insurance and federal loan guarantees specified in the 2005 Energy Policy Act. Such credits available to the industry are estimated to total $6 billion and would be allocated among qualifying facilities. The estimated costs of preparing and filing COLs for up to six GW are estimated to be $50 million to $150 million.

Additional details will be provided periodically. Table 1 shows the current high-level milestones.

Table 1: High-level milestones

06E-11E

#	Milestone	Date
1	Kickoff technical and economic feasibility process with nuclear OEMs	Q3 06
2	Enlist partners for Texas nuclear consortium	On-going
3	Select design technology for COL application	Q4 06
4	Identify potential sites	Q4 06
5	File COL applications with NRC	Q4 08
6	Receive first approved COLs from NRC	2010-2011

As previously announced, on Wednesday, September 6, 2006, C. John Wilder, chairman and CEO of TXU Corp., will speak with investors and financial analysts at the Lehman Brothers CEO Energy/Power Conference in New York. The presentation is expected to start at 7:45 a.m. (Eastern), and will include a discussion of the company's business strategy and power generation development program. A live web cast of the presentation will be available on TXU Corp.'s website at http://www.txucorp.com/investres/default.aspx in the Investor Resources section.

TXU Corp., a Dallas-based energy company, manages a portfolio of competitive and regulated energy businesses primarily in Texas. In the competitive TXU Energy Holdings segment (comprised of electricity generation, wholesale marketing and retailing), TXU Energy provides electricity and related services to more than 2.2 million competitive electricity customers in Texas, more customers than any other retail electric provider in the state. TXU Power has over 18,300 megawatts of generation in Texas, including 2,300 MW of nuclear and 5,837 MW of lignite/coal-fired generation capacity. TXU Wholesale optimizes the purchases and sales of energy for TXU Energy and TXU Power and provides related services to other market participants. TXU Wholesale and its affiliate, TXU Renew, are the largest purchasers of wind-generated electricity in Texas and fifth largest in the United States. TXU Corp.'s regulated segment, TXU Electric Delivery, is an electric distribution and transmission business that complements the competitive operations, using superior asset management skills to provide reliable electricity delivery to consumers. TXU Electric Delivery operates the largest distribution and transmission system in Texas, providing power to three million electric delivery points over more than 100,000 miles of distribution and 14,000 miles of transmission lines. Visit www.txucorp.com for more information about TXU Corp.

This release contains forward-looking statements, which are subject to various risks and uncertainties. Discussion of risks and uncertainties that could cause actual results to differ materially from management's current projections, forecasts, estimates and expectations is contained in the company's SEC filings. In addition to the risks and uncertainties set forth in the company's SEC filings, the forward-looking statements in this release could be affected by, among other things, the company's ability achieve sufficient cost savings to develop nuclear facilities economically; delays in, or failure to receive, approvals for licenses and other permits necessary to develop and operate nuclear generation facilities; regulatory or other impediments to construction of new nuclear generation facilities; the ability of the company to identify partners willing to invest in new nuclear generation; the ability of the company to raise capital necessary to fund the construction of new nuclear generation facilities; unavailability of appropriate disposal facilities for spent nuclear fuel; availability of sites that provide adequate access to water and meet the geotechnical and geological requirements for nuclear facilities; changes in ERCOT and other competitive electricity market rules; changes in environmental laws or regulations; changes in electric generation and emissions control technologies that make technologies other than nuclear more advantageous; incidents or changes in the operations of existing nuclear generation units that affect the regulation or permitting of nuclear generation facilities; changes in projected demand for electricity in Texas; inability to obtain the benefits provided for new nuclear generation by the Energy Policy Act of 2005; and changes in wholesale electricity prices or energy commodity prices.

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Tim Hogan
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Bill Huber
214-812-2480

Steve Oakley
214-812-2220

Back to the News Releases Index

TXU Energy (REP Certificate No. 10004) and Luminant are not the same company as Oncor Electric Delivery and are not regulated by the Public Utility Commission of Texas, and you do not have to buy TXU Energy's or Luminant's products to continue to receive quality regulated services from Oncor Electric Delivery.

Lake Granbury Medical Center

February 23, 2007

Dear Sir or Madam,

Hood County and Granbury, Texas have a strong need for improved transportation infrastructure. Funds to both build new roadways and improve existing roadways in our community are critical for the health and safety of our residents. Likewise, these crucial roadway issues will also ensure our continued economic viability, as well as provide safe passage throughout the county in case of disaster.

Today, the need for improved roadways and alternate routes has started to affect daily living, even without disaster conditions in play. Many times congestion on Hwy. 377 impedes residents' travel at peak travel times. Lately, the exploration of the Barnett Shale combined with our growing population, has presented additional traffic concerns. Highway 377 is a main artery, heavily populated by retail establishments and nearby residential subdivisions. It not only serves as the primary pathway through Granbury but it is also the major route from surrounding counties to the Metroplex. Put simply, 377 is a ***bottleneck*** that is choking the community's growth. Increased congestion, limited access to alternate roadways and an inadequate number of bridges over the lake present major challenges. It may soon affect the overall growth of our city and county, if it hasn't already.

Our community is also strongly supportive of the nuclear power facility at Comanche Peak. However, our current highway structure would require that major areas of the county and city would be required to evacuate by first heading ***toward*** Comanche Peak, and approach it very closely. Based on our current traffic patterns, it might even be difficult for the majority of residents to leave the county based on recommended evacuation plans. In the case of natural disasters, (flooding, wild fires, tornadoes, etc...) there might be thousands of residents in the city and county that could not escape impending doom, receive medical attention (except by air) or even reach safe haven dependent upon "where" the event occurs. Alternate routes are required.

The group visiting with you today represents their constituents well. I ask that you consider their requests carefully. Swift and corrective action will benefit the community and potentially save valuable minutes in cases of emergency. It will also ensure that Hood County and Granbury continue to be economically viable in the future. Thank you for your support.

Sincerely,

David K. Orcutt, Chief Executive Officer

1310 Paluxy Road ■ Granbury, Texas 76048 ■ 817-573-CARE (2273)

LOCAL NEWS

Senator: New airport terminal to help city grow

11:02 AM CDT on Saturday, March 22, 2008

By Lowell Brown / Staff Writer

A new million-dollar terminal building at Denton Municipal Airport will help drive the city's economic engine for years to come, U.S. Sen. Kay Bailey Hutchison said Friday.

Hutchison, R-Texas, joined other dignitaries and area residents at the airport Friday morning to ceremonially open the $1.36 million, 4,600-square-foot terminal building.

"This is going to make a huge difference in economic development and new opportunities for Denton," Hutchison said, with several aircraft positioned just outside the building's windows as her backdrop.

Mayor Perry McNeill introduced the senator as a champion of the airport in west Denton, pointing to $6 million in federal earmarks he said she secured for it since 2003.

"I'm proud that I've been able to help make this day happen," Hutchison said. "It took a lot of effort — from the state, from the federal government and from the local community as well."

The terminal building, which opened for business Dec. 10, includes a conference room, lobby, flight planning area and administration offices. It replaced the former 1,300-square-foot terminal built in 1964 and demolished in 2006.

"I think it provides a visible sign of commitment on the part of the community," said Rick Woolfolk, chairman of the airport's advisory board. "It provides a place for people to come in and have a quick meeting, which we didn't have before."

Denton secured $150,000 in federal funds and $400,000 in Texas Department of Transportation grants to aid the project, said Mark Nelson, the city's chief transportation officer.

David Fulton, director of the state transportation department's aviation division, stressed the project's potential to spur economic expansion.

"Business aviation is going to grow substantially in the years to come, and I think you're positioned so well to make that happen," Fulton said.

The terminal building is part of a wider effort to enhance the growing reliever airport, which city leaders view as a vital economic development tool. A new parallel taxiway opened last year, and future plans include a 7,000-foot runway extension, security perimeter fencing, a radar system and a new taxiway on the airport's southeast side.

The terminal building project got off to a turbulent start in 2006 when City Council members rejected construction bids they believed were too expensive. A new round of bids proved even more costly, which drew criticism from some who had feared re-bidding the project would backfire.

McNeill didn't address that controversy in his statements Friday but said council members were determined to construct a building that would "make a statement" about Denton.

Fulton said officials achieved that goal.

"It has been said for a long time in general aviation that the airport is the front door to your community," Fulton said. "And now you have a wonderful front door."

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They also wrote that the best thing for the deal might be to delay the closing to give the credit markets time to recover.

"TXU and its intended suitors earlier this year put a full-court press on lawmakers in Austin to avoid having their buyout laundered, pressed, and folded ... by Texas utility regulators," Wachovia said. "Be careful what you wish for. A regulatory pause ... might be just the thing right now."