



SHERMAN-DENISON 2040 Metropolitan Transportation Plan

SHERMAN-DENISON MPO
METROPOLITAN PLANNING ORGANIZATION
INTERMODAL URBAN TRANSPORTATION PLANNING

TABLE 1 – 2040 MTP PROJECT LIST AS AMENDED

FY 2015-2017

Funding Agency	Funding Source	Project Name	From	To	Project Description	Project Length (in miles)	# of Lanes	Total Cost
MPO /TxDOT	Cat 2U, 11	US 75	Loy Lake Road	US 82	Add weaving lane	0.27	1	\$579,502
TxDOT	Cat 1, 11	FM 121	3.03 mi E of SH 289	1.7 mi W of FM 3356	Upgrade to non-freeway standards	1.54	4	\$1,466,021
MPO /TxDOT	Cat 1 & 2U	US 75	at FM 120		Ramp Reversals/Widen Bridge		0	\$2,216,120
MPO /TxDOT	Cat 2U & 4	US 82	Frisco Road	FM 1417 East	Construct new freeway	1.81	4	\$12,500,127
Local /TxDOT	Cat 9	SH 56	Walnut St	Throckmorton St	Shared Use Path	0.39	0	\$498,450
MPO /TxDOT	Cat 2U & Cat 11	US 75	Crawford St	FM 120	Ramp Reversals/U-turn		0	\$3,690,000



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FY 2018-2020

Funding Agency	Funding Source	Project Name	From	To	Project Description	Project Length (in miles)	# of Lanes	Total Cost
Local /TxDOT	Cat 9	SH 5	0.34 mi N of FM 121	1.1 mi N of FM 121	Shared Use Path	0.76	0	\$682,600
TxDOT /Local	Cat 9	VA	Highland, Pine & Sears	On FM 151 From S Sears To Benedict	Pedestrian Sidewalks & Curb Ramps, 6' & 10' Sidewalk & ADA Construction		0	\$1,332,679
MPO	Cat 2U	SH289	Meadowbrook	Fountain Creek	Drainage Improvements		0	\$150,000
Local, MPO /TxDOT	Cat 1, 2U, 3LC, 4, 8 & 11	FM 1417	US 82	SH 56	Widen from 2 lane to 4 lane with median	3.03	4	\$26,640,000
MPO /TxDOT	Cat 1, 2U & 4	FM 691	SB US 75	Loy Lake Rd	Widen from 2 lane to 4 lane with median	0.72	4	\$4,206,400
MPO /TxDOT	Cat 1, 2U & 11	FM 121	Jim Jones Road	FM 3356	Widen from 2 lane to 4 lane with median	2.08	4	\$11,053,024
MPO /LOCAL	Cat 2U & 3LC	US 75	At Spur 503		Ramp Reversal & Construct New Exit Ramp			\$7,000,000
MPO /TxDOT	Cat 1, 2U & 11	VA	FM 121	County Line	Construct new 2 lane non-freeway	4.36	2	\$8,000,000
Local, MPO /TxDOT	Cat 2U, 3LC, 4(3c) & 12	US 75	0.6 Mi S of Center St	FM 1417	Widen freeway from 4 lanes to 6 lanes	1.80	6	\$68,612,922



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FY 2018-2020 (Cont.)

Funding Agency	Funding Source	Project Name	From	To	Project Description	Project Length (in miles)	# of Lanes	Total Cost
Local, MPO /TxDOT	Cat 2U, 3LC, 4(3c) & 12	US 75	SH 91 (Sherman)	0.6 Mi S of Center St	Widen freeway from 4 lanes to 6 lanes	2.20	6	\$71,410,438
Local, MPO /TxDOT	Cat 4(3c)	US 75	At US 82		Widen Frontage Roads From 2 Lane To 3 Lane & Reconfigure Ramps		3	\$21,700,000



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FY 2021-2025

Funding Agency	Funding Source	Project Name	From	To	Project Description	Project length (in miles)	# of Lanes	Total Cost
Local /TxDOT	Cat 1 & 3LC	FM 691	Theresa Drive	SH 91	Widen from 2 lane to 4 lane with median	0.40	4	\$950,000
Local /TxDOT	Cat 1 & 3LC	FM 131	Seymore Bradley	FM 691	Widen from 2 Lane to 4 Lane with median	1.1	4	\$5,030,000
Local /TxDOT	Cat 1 & 3LC	SH 289	FM 120	Spur 316	Widen from 2 lane to 4 lane with median	0.59	4	\$3,480,000
Local /MPO	Cat 2U & 3LC	FM 121	SH 289	Block Road	Construct 2 lane segment of FM 121 Bypass	1.23	2	\$3,600,000
Local /MPO	Cat 2U & 3LC	FM 121	US 75	Cates Road	Construct 2 lane segment of FM 121 Bypass	1.52	2	\$4,400,000
Local /MPO	Cat 2U & 3LC	FM 902	US 75	Bennett Road	Construct 2 lane segment of FM 902 Bypass	1.52	2	\$4,440,000
Local /MPO	Cat 2U & 3LC	FM 902	Joe Bob Lane	SH 11	Construct 2 lane segment of FM 902 Bypass	0.61	2	\$1,800,000
Local /MPO	Cat 2U & 3LC	US 82	US 377	Shawnee Trail	Construct 2 Lane Frontage Road & Reverse Ramps	0.56	2	\$2,200,000
Local, MPO /TxDOT	Cat 2U, 3LC, 4(3c) & 12	US 75	US 82	SH 91 (Sherman)	Widen freeway from 4 lanes to 6 lanes	1.39	6	\$52,680,000
Local, MPO /TxDOT	Cat 2U, 3LC, 4(3c) & 12	US 75	Loy Lake (Denison)	US 82	Widen freeway from 4 lanes to 6 lanes	4.16	6	\$71,000,000



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FY 2026-2030

Funding Agency	Funding Source	Project Name	From	To	Project Description	Project Length (in miles)	# of Lanes	Total Cost
Local, MPO /TxDOT	Cat 2U, 3LC,4(3c) & 12	US 75	FM 1417	FM 902	Widen freeway from 4 lanes to 6 lanes	4.60	6	\$44,800,000
MPO	2U	SH 289	Spur 316	Cemetery Road	Widen from 2 lane to 4 lane with median	1.04	4	\$6,070,000
Local, MPO /TxDOT	Cat 2U, 3LC,4(3c) & 12	US 75	FM 902	County Line Road	Widen freeway from 4 lanes to 6 lanes	4.16	6	\$47,100,000
MPO	Cat 2U	SH 5	Spence Rd	Baldwin St	Widen from 2 lane to 4 lane with median	0.6	4	\$3,003,100
Grayson County RMA	RMA	Dallas North Tollway Ext.	Grayson County Line	FM 121	Construct tollway		6	\$221,018,822



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FY 2031-2035

Funding Agency	Funding Source	Project Name	From	To	Project Description	Project Length (in miles)	# of Lanes	Total Cost
MPO	Cat 2U	FM 131	Lamberth St	Taylor St	Widen from 2 lane to 4 lane	0.50	4	\$2,693,081
MPO	Cat 2U	FM 131	US 82	Lamberth St	Widen from 2 lane to 4 lane	0.60	4	\$3,544,248
MPO	Cat 2U	FM 120	N York Ave	Juanita Dr	Reconstruct Roadway and Construct Traffic Calming Elements with Improved Signalization	0.77	4	\$4,201,900
MPO	Cat 2U	SH 5	Baldwin St.	Hynds St.	Widen from 2 lane to 4 lane with median	0.9	4	\$4,820,000
MPO	Cat 2U	FM 120	Juanita Dr	Maurice	Reconstruct Roadway and Construct Traffic Calming Elements with Improved Signalization	0.39	4	\$2,129,500
MPO	Cat 2U	FM 131	at US 82		Reconstruct Interchange	0.90	6	\$3,239,100
MPO	Cat 2U	FM 131	Taylor St.	US 75	Widen from 2 lane to 4 lane	0.70	2	\$3,950,000
MPO	Cat 2U	FM 131	Seymore Bradley	Davy Ln	Reconstruct Roadway and Construct Traffic Calming Elements with Improved Signalization	0.89	4	\$4,400,970
MPO	Cat 2U	FM 691	SH 91	Dripping Springs	Construct 2-Ln Segment of FM 691	2.4	2	\$5,933,900
MPO	Cat 2U	FM 691	Plainview	FM 1417	Construct 2-Ln Segment of FM 691	1.5	2	\$3,708,700
MPO	Cat 2U	SH 5	Hynds St.	County Line	Widen from 2 lane to 4 lane with median	1.1	4	\$5,720,600



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FY 2036-2040

Funding Agency	Funding Source	Project Name	From	To	Project Description	Project Length (in miles)	# of Lanes	Total Cost
MPO	Cat 2U	FM 131	Davy Ln	Crawford Ln	Reconstruct Roadway and Construct Traffic Calming Elements with Improved Signalization	0.63	4	\$3,239,900
MPO	Cat 2U	FM 1417	US 82	Dripping Springs	Construct New 2 Lane Segment of FM 1417	1.9	2	\$4,885,600
MPO	Cat 2U	FM 691	SH 289	Plainview	Construct New 2 Lane Segment of FM 691	1.6	2	\$4,114,200
MPO	Cat 2U	FM 121	0.85 mi W of FM 3356	FM 3356	Reconstruct and add two lanes	0.85	4	\$4,500,000
MPO	Cat 2U	FM 131	US 82	North Creek	Widen Existing Roadway	0.60	2	\$1,318,800

APPENDIX C – FAST ACT COMPLIANCE

Performance Measures

State DOTs are required to measure performance, establish targets, assess progress toward these targets, and report on performance measure targets. At this time, MPOs can establish their own performance measure targets or support the State DOT’s statewide target. The MPO, TxDOT, and TAPS have executed a Memorandum of Understanding (MOA) outlining a process toward attainment of these performance measures targets for the region of the MPO and the collection of data for the State asset management plan. There are three different sets of performance measures that the State DOTs and MPOs must comply with. They include safety targets (PM1), pavement/bridge targets (PM2), and system performance targets (PM3). These different types of targets have different deadlines as shown in Table 1.

Table 1: Implementation Timeline

Final Rule	Effective Date	States Set Target By	MPOs Set Target By	LRSTP, MTP, STIP and TIP Inclusion
Safety Performance Measures (PM1)	April 14, 2016	Aug. 31, 2017	Up to 180 days after the State sets targets, but not later than February 27, 2018	Updates or amendments on or after May 27, 2018
Pavement/ Bridge Performance Measures (PM2)	May 20, 2017	May 20, 2018	No later than 180 days after the State sets targets	Updates or amendments on or after May 20, 2019
System Performance Measures (PM3)	May 20, 2017	May 20, 2018	No later than 180 days after the State sets targets	Updates or amendments on or after May 20, 2019

Safety (PM I)

Compliance safety performance based planning requirements begins May 27, 2018 for MPOs. Rather than setting its own FY 2018-2023 safety targets, the PB passed a resolution on January 22, 2018 adopting the safety targets established by TxDOT as published in TxDOT’s Highway Safety Improvement Program 2017 Annual Report. The targets are based on five-year rolling averages for the five safety performance measures and can be found in Table 2. These targets were developed using a data-driven,



collaborative process and are aligned with the state’s Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP). They reflect a two percent (2%) reduction from the original trend line projection for 2022. When a trend line is decreasing, the target mirrors that projection.

Table 2: TxDOT Safety Targets

Performance Measure	2018 Statewide Target (Expressed as Five-Year 2014-2018 Average)
Total number of traffic related fatalities on all public roads	3,703.80
Rate of traffic related fatalities on all public roads per 100 million VMT	1.432
Total number of traffic related serious injuries on all public roads	17,565.40
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.740
Total number of non-motorized fatalities and serious injuries on all public roads	2,150.60

Working in partnership with local agencies, TxDOT safety investments were identified and programmed into the HSIP. Projects chosen for HSIP investments are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. These projects will construct effective countermeasures to reduce traffic fatalities and serious injuries. The MPO supports the state’s safety targets by reviewing and programming all HSIP projects within the MPO boundary that are included in TxDOT’s Transportation Improvement Program. For project selection, safety is one of the criteria where technical points are awarded. Many projects adopted in the TIP support achieving these targets established for safety. Additionally, the PB supports the planning and programming of projects that contribute to the achievement of these targets. Staff will monitor the established targets and report achievements to the PB in fall 2018.

Pavement and Bridge (PM II)

Compliance with the PM II performance based planning requirements begins on May 20th, 2019 for MPOs. TxDOT is currently working on setting its pavement and bridge targets.



System Performance and Freight (PM III)

Compliance with the PM III performance based planning requirements begins on May 20th, 2019. TxDOT is currently working on setting its system performance and freight targets.

Transit

MAP-21 and later the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. TAM's main objective is that of enhancing safety, reducing maintenance costs, increasing reliability, and improving performance. Under the Transit Asset Management (TAM) Final Rule, the FTA established four (4) performance measures to approximate the State of Good Repair for the four (4) categories of capital assets. These performance measures will help the Texoma Area Paratransit System (TAPS) quantify the condition of their assets and help facilitate target setting that supports local funding prioritization. Compliance with TAM performance based planning requirements began October 1, 2018. TAPS has adopted the following targets:

1. Equipment State of Good Repair: rehab or replace equipment based on the TAPS Board of Directors approved capital plan to maintain an overall state of good repair of all vehicles and facilities;
2. Rolling Stock State of Good Repair: by 2022, replace 4 fixed route buses with an age of 5 years or greater in the event that fixed route operations are launched during this time and replace 6 demand response busses with an age of 5 years or greater;
3. Infrastructure State of Good Repair: not applicable, no passenger rail infrastructure; and
4. Facilities State of Good Repair: rehab facilities based on the TAPS Board of Directors approved capital plan to maintain an overall state of good repair.

On June 20, 2017, the PB adopted TAPS's performance measurement targets. The PB commits to supporting, planning and programming projects that contribute to the accomplishments of said targets.

Public transit capital projects included in the TIP align with the TAM planning and targets setting processes undertaken by TAPS in conjunction with the Sherman-Denison MPO. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. TxDOT allocates funding for transit rolling stock in accordance with the Public Transit Management System process. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit section of the TIP. TAPS determines the uses of these sources for capital and operating expenses based on their needs.



Public Participation Process

The Sherman-Denison MPO recognizes that public participation and public involvement is essential to the success of transportation planning. For this reason and to be compliant with the FAST Act, the Sherman-Denison MPO has adopted a PPP. The PPP is the MPO's official policy for the provision of meaningful, active public participation and involvement in transportation planning and related activities. It is designed to educate the public on transportation planning, to seek out and provide opportunity for interested parties to comment on transportation ideas and proposals, and to actively contribute to the transportation policy and decision-making process. The intent of the PPP is to provide guidance for a proactive and comprehensive process to reach out to the community and encourage input from citizens, affected public agencies, freight shippers, providers of freight transportation services, agencies and officials involved with tourism and natural disaster risk reduction, representatives of users of public transportation including pedestrian walkways and bicycle facilities, representatives of low income areas, representatives of the disabled, and other interested parties. Comments and feedback from these parties provide the MPO with information about where the transportation needs and priorities are greatest. From project identification to project prioritization, the public plays an important role in shaping the local transportation system. By sharing information between the citizens, stakeholders, board members and staff, the MPO is able to develop plans that best meet the future transportation needs.

The PB approved a revision to the PPP on October 7, 2015 to be compliant with the FAST Act, 23 CFR 450.316(a), and to insure that the public has ample opportunity to provide feedback. Since there are no public ports or private providers of transportation located within the MPA, the PPP did not address these topics.

The procedures outlined in the PPP include posting the public meetings on our website at www.sdmpo.org, advertising in local communication media and maintaining a current mailing list of those persons who are interested in the transportation process. The PPP is available for review at the MPO and can be found on our website. Additionally, MPO staff is available to answer stakeholders' questions and requests for information. In accordance with the PPP, all meetings of the TAC and PB are advertised and are open to the public and include a public comment period prior to the conclusion of the meetings. To foster an atmosphere of public cooperation and in the spirit of the FAST Act, the MPO staff actively participates in various public organizations. A mailing list of those who have expressed interest is maintained.

Additional information about the MPO's TIP and PPP can be found on the MPO website at www.sdmpo.org. The site also contains downloadable copies of current and past plans and programs including the TIP, notices of meeting dates, and MPO contact information. This site is designed to ensure that the public is informed about transportation issues and to allow adequate opportunities to discuss projects. Links to public documents and agencies such as the latest Federal Transportation Law (FAST Act), FHWA, FTA, TxDOT, cities, and county governments may also be found on the MPO website.



Citizens are encouraged to contact the MPO staff with their questions, comments, and concerns on any metropolitan transportation issue by mail, e-mail, phone call, visiting our office or contacting staff at any of our meetings, and also to join our mail or e-mail lists for notification about upcoming meetings and events.

The public was afforded the opportunity to review and comment on the proposed amendment. Public comments were accepted during the TAC meetings, which were held on July 11, 2018 and August 22, 2018, and at the PB meetings which were held on July 18, 2018 and September 5, 2018. Additionally, a public notice was published in the July 20, 2018 copy of the Herald Democrat announcing that the draft amendment would be available for the public to review and comment at a public meeting held on August 15, 2018 and at the TAC meeting on August 22, 2018. The notice stated that comments would be received through September 3, 2018 until 5:00 pm. This information was also posted on the MPO website at www.sdmpo.org, providing the public with the opportunity to attend the TAC or PB meeting and/or to contact the MPO with any questions, comments, or concerns. The notice was sent via email to members of the media, area chambers of commerce, area economic development corporations, the Tourism/Main Street Manager for the City of Sherman, the Main Street Director for the City of Denison, and others that have expressed an interest in the transportation planning process.

In addition to the TAC, PB and public meetings, a meeting was held with the Director of the Grayson County Office of Emergency Management on July 19, 2018. The meeting entailed soliciting input on the draft TIP in order to reduce the risk of natural disasters, improve the resiliency and reliability of the transportation system, and reduce or mitigate storm-water impacts of surface transportation.

In accordance with the FAST Act and with the aim of enhancing the travel and tourism components of our economy, staff consulted with the Tourism/Main Street Manager for the City of Sherman and the Main Street Director for the City of Denison about the draft TIP and how it could be utilized to enhance travel and tourism in our region.

The PB is anticipated to take action on the amendment at the September 5, 2018 meeting. As of the September 3, 2018 deadline, [REDACTED] comments were received.