

Sherman – Denison Metropolitan Planning Organization (MPO)

**POLICY BOARD**

**AGENDA**

Wednesday, July 18, 2018 @ 8:00 am  
Grayson County Courthouse,  
Commissioners Court  
100 W. Houston St., Sherman, Texas

Please visit our MPO website [www.sdmpo.org](http://www.sdmpo.org) for background materials under the “Committees/Meetings” link or under “News and Announcements” at our home page.

- I. Call to order
- II. Acknowledgment of Quorum by Chairman

**Action Items:**

- III. [Consider approval of the minutes of the MPO Policy Board meeting of May 25, 2018](#)
- IV. [Present a proclamation supporting Professional Engineers Day](#)
- V. [Review an Amendment to the 2040 Metropolitan Transportation Plan \(MTP\) and approve that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment](#)
- VI. [Review an Amendment to the 2019 – 2022 Transportation Improvement Program \(TIP\) and approve that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment](#)

**Information/Presentation Items:**

- VII. [Update on the Category 2 Funding Distribution Formula](#)
- VIII. Announcements  
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
  - TAC Next meeting date August 22, 2018
  - MPO Policy Board Next meeting date September 5, 2018
  - Freight Advisory Committee Next meeting date September 12, 2018
- IX. Public Comment Period
- X. Adjournment


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**PUBLIC COMMENT PERIOD** - At the conclusion of all other agenda items, the MPO Policy Board (PB) will allow for a public comment period, not to exceed fifteen minutes, to receive public comment on any other matter that is under the jurisdiction of the PB. No action will be taken. Each speaker will be allowed a maximum of three minutes. The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the PB on a single matter, the Chairman may decrease the amount of time available to each person who wishes to address the PB. Speakers must be signed up prior to the beginning of the public comment period.

All meetings of the Sherman-Denison Metropolitan Planning Organization (MPO) are open to the public. The MPO is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact Julie Lollar at the County Judge's Office at 903.813.4228 at least 24 hours in advance if accommodation is needed.

*The above notice was posted at the Grayson County Courthouse in a place readily accessible to the public and made available to the Grayson County Clerk on or before July 13, 2018.*

NOTE: The MPO Policy Board (PB) agenda/packet is only distributed digitally, no paper copies will be sent. If you need a printed copy please contact MPO staff.



Clay Barnett, P.E.

The MPO Policy Board may retire into **EXECUTIVE SESSION** pursuant to the Texas Government Code, Chapter 551, Subchapter D, to discuss any item posted on this agenda and take appropriate action as necessary.

1 SHERMAN-DENISON MPO  
2 POLICY BOARD  
3 Grayson County Courthouse  
4 Commissioners Courtroom  
5 May 25, 2018 8:00 a.m.  
6

7 **Board Members Present:**

8 Mayor David Plyler, Chairman City of Sherman  
9 Judge William Magers Grayson County  
10 Mayor Janet Gott City of Denison  
11 Mayor Frank Budra Small Cities Representative (Pottsboro)  
12 Noel Paramanantham, P.E. TxDOT Paris District Engineer

13  
14 **Board Members Absent:**

15 None

16  
17 **Ex-Officio Members Present:**

18 Josh Walker Texoma Area Paratransit System

19  
20 **Ex-Officio Members Absent:**

21 Bob Torti North Texas Regional Airport-Perrin Field

22  
23 **Non-Voting Members Present:**

24 None

25  
26 **Non-Voting Members Absent:**

27 Nick Page TxDOT TPP Division  
28 Barbara Maley Federal Highway Administration (FHWA)  
29 Lynn Hayes Federal Transit Administration (FTA)

30  
31 **Technical Advisory Committee Members Present:**

32 Clint Philpott, P.E. City of Sherman  
33 Judson Rex, AICP City of Denison

34  
35 **Staff Present:**

36 Clay Barnett, P.E. Sherman-Denison MPO

37  
38 **Guests Present:**

39 Michael Hutchins Herald Democrat  
40 Eric Greenman, P.E. Lamb-Star  
41 Jill van Hoewyk Lamb-Star

42  
43 **I. Call to Order**

44  
45 Chairman Plyler called the meeting to order at 8:00 a.m.

1 **II. Acknowledgment of Quorum by Chair**

2  
3 Chairman Plyler declared a quorum of the Policy Board present. Chairman Plyler welcomed  
4 Janet Gott, the new mayor of the City of Denison.

5  
6 **III. Review and Approval of the Minutes of the May 2, 2018 Policy Board meeting**

7  
8 Motion to approve was made by Judge Magers, seconded by Mayor Budra. Motion carried.  
9

10 **IV. Approval of the 2019 – 2022 Transportation Improvement Program (TIP)**

11  
12 Mr. Barnett spoke to the Board stating that this item was the final approval of the 2019-2022  
13 TIP. He stated that it was released for public comment by the Policy Board on May 2, a public  
14 meeting was held on May 7, and was recommend for approval at the May 16 TAC meeting. He  
15 stated that we did not receive any public comments. He stated that there are no new projects in  
16 the funding tables at this time.

17  
18 Mayor Gott pointed out that there was a lot of discussion in the minutes about Spur 503 and its  
19 need to be added. She stated that she read in the minutes that it needed to be added to the August  
20 2019 STIP. Mr. Barnett stated that if the minutes state August 2019, they need to be corrected.  
21 The goal was to let the project prior to August 2019, in which case the project would need to be  
22 include in the STIP earlier than August. Mr. Barnett stated that the process would begin in the  
23 next couple months and that we would have to amend our MTP at the same time in order to add  
24 those projects. He stated that amending the MTP requires a series of public meetings and a more  
25 robust public comment period. He stated that that the goal would be to include it in the  
26 November 2018 STIP amendment. Judge Magers stated that there are some financial constraints  
27 on some of these projects and because of timing issues we have not been able to sit down with  
28 Mayor Gott and show her the list of proposed projects. Mayor Gott stated that the City of  
29 Denison stands ready to participate. Judge Magers asked Mayor Gott if she had seen the list.  
30 Mayor Gott responded that she had seen the list. Judge Magers asked if the list is what would be  
31 proposed to the TAC. Mr. Barnett stated that it was. Judge Magers stated that it was the goal to  
32 start construction on the Spur 503 project as early as April 2019.  
33

34 Judge Magers amended his motion to correct the minutes to accurately reflect that the STIP  
35 update year is 2018, seconded by Mayor Gott. Motion carried.

36  
37 Motion to approve the 2019-2022 TIP was made by Judge Magers, seconded by Mayor Gott.  
38 Motion carried.  
39

40 **V. Update on the Category 2 Funding Distribution Formula**

41  
42 Mr. Barnett stated that there was a TEMPO meeting last Monday to discuss the CAT 2 formula.  
43 He stated that two hours was spent discussing moving to a population only formula, which would  
44 take us from roughly \$6.7 million back to around \$5.3 million per year. Mr. Barnett stated that  
45 he was fighting that proposal and that he had some assistance from HGAC (Houston-Galveston  
46 Area Council), which shut the conversation down. Mr. Barnett stated that the current proposal is

1 still on the table. He stated that Brownsville wanted to look at a scenario that placing 50% on  
2 population. Mr. Barnett stated that he will continue to battle for our region and that there was  
3 another TEMPO meeting scheduled for June 6. He stated that this was one of the reasons for  
4 holding the meeting today and that the Policy Board would not meet on June 6. Judge Magers  
5 asked Mr. Barnett where he thought TEMPO was headed. Mr. Barnett stated that he thinks they  
6 will stick with the current formula, but that they may look at something that places more  
7 emphasis on population. Mr. Barnett stated that he is looking into submitting something that has  
8 a huge negative impact on large population regions in order to convince them to stick with the  
9 majority consensus. He stated that it is his hope that we will continue with the majority  
10 consensus even though it cuts us down from \$6.7 million to roughly \$6.3 million per year. He  
11 stated that they will move away from the current formula and that he could not stop it, but that he  
12 could attempt to minimize the impact and that is his goal.

13  
14 No action required.

15  
16 **VI. Grayson County Freight Mobility Plan Update**

17  
18 Mr. Barnett reported that we had a very productive meeting last week at the TxDOT Sherman  
19 Area Office. He stated that we had a number of our industry folks there. He stated that it was  
20 well represented by our TxDOT and FHWA partners, including Ms. Caroline Mayes from  
21 TxDOT Freight Division, and Ms. Georgi Jasenovec from the freight division of FHWA. He  
22 stated that the EDC folks from Sherman and Denison attended and thanked them for their  
23 attendance. He stated that the consultants left with a lot of information for our region. Mr.  
24 Barnett stated that the highlight of the meeting was when Ms. Jasenovec stated that the Sherman-  
25 Denison MPO is leading the way for freight planning in Texas. He stated that he really  
26 appreciated the compliment and their recognition of our efforts to study freight in Grayson  
27 County.

28  
29 No action required.

30  
31 **VII. Announcements**

32  
33 Mr. Barnett gave a brief update on the Texas Demographic Conference. He stated that the  
34 population growth in the state is very interesting. He stated that he had the opportunity to visit  
35 with the state demographer, Dr. Lloyd Potter about growth in Grayson County. Mr. Barnett  
36 asked Dr. Potter if he anticipated growth in Grayson County and that Dr. Potter confirmed that  
37 he anticipates the growth to continue. He further stated that there are a number of new homes in  
38 Grayson County and that he believes that the growth of North Texas would continue into  
39 Grayson County. Mr. Barnett stated that it was nice to hear the state demographer recognize that  
40 Grayson County is in the North Texas growth pattern and that we will continue to see new  
41 homes built in Grayson County.

42  
43 Mr. Barnett stated that the next TAC meeting in June falls the same week he will be at the TSPE  
44 conference, so that we would need to find a different date. He stated that the next regularly  
45 scheduled Policy Board meeting would fall on July 4<sup>th</sup>, so it would need to be moved as well.

1 Judge Magers asked if the TAC would review the proposed projects at their next meeting. Mr.  
2 Barnett confirmed that it would. Judge Magers asked if it would be presented at the following  
3 meeting. Mr. Barnett stated that it would be presented to be released for public comment by the  
4 Policy Board at their next meeting. He reminded the Policy Board that the public comment  
5 period would be much more extended for the MTP than for the TIP. Judge Magers asked if it  
6 would be on the next agenda to approve the projects. Mr. Barnett stated that the next step was to  
7 release it for public comment and that the Policy Board would need to meet after the public  
8 comment period for approval and that it would be late August and that we would have a TAC  
9 meeting and a couple of public hearings in the interim. Judge Magers confirmed that it would be  
10 late August before the list of projects would be approved. Mr. Barnett confirmed that it would  
11 be late August before they were approved and that it would be submitted to the state for their  
12 November 2018 STIP revision. Mr. Barnett stated that out MTP must be updated next year and  
13 that during the process we would likely be working on a new MTP as well.

14  
15 Mr. Barnett thanked the Policy Board for their willingness to meet the day before a holiday  
16 weekend. He stated that the TIP deadline in the FAST Act was May 27<sup>th</sup> and that the TIP needed  
17 to be passed prior to this deadline in order to avoid a substantial number of new requirements.

18  
19 **VII. Public Comment Period**

20  
21 None

22  
23 **VIII. Adjournment**

24  
25 Having no further business to discuss on motion by Mayor Budra, seconded by Noel  
26 Paramanatham the meeting adjourned at 8:15 a.m.

27  
28  
29  
30 

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David Plyler, Chairman, SDMPO Policy Board

SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION (MPO)  
POLICY BOARD (PB)  
AGENDA ITEM IV  
ACTION ITEM

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July 18, 2018

Present a proclamation supporting Professional Engineers Day

**BACKGROUND:**

August 1, 2018, has been declared PROFESSIONAL ENGINEERS DAY by the Texas Society of Professional Engineers in conjunction with the National Society of Professional Engineers and have requested that the Sherman-Denison MPO present this proclamation.

**ACTION REQUESTED:**

*Present a proclamation supporting Professional Engineers Day*

**ATTACHMENTS:** *click underlined items for attachment*

- [Proclamation](#)



## Proclamation

WHEREAS, Licensed professional engineers are dedicated to applying scientific knowledge, mathematics, and ingenuity to develop solutions for technical, societal, and commercial problems while holding paramount the public health, safety, and welfare; and

WHEREAS, licensed professional engineers have made significant contributions on a local and national scale; and

WHEREAS, the Sherman-Denison Metropolitan Planning Area's economy has grown, in part, because its licensed professional engineers are instrumental to our community; and

WHEREAS, August 1, 2018, has been declared PROFESSIONAL ENGINEERS DAY by the Texas Society of Professional Engineers in conjunction with the National Society of Professional Engineers, an organization founded in 1934 that represents the interests of more than 31,000 licensed professional engineers and those on the path to licensure, who show the highest level of dedication to their profession in all 50 states and US territories;

NOW, THEREFORE, I, David Plyler, Chairman, Sherman-Denison Metropolitan Planning Organization, by the authority vested in me, hereby proclaim August 1, 2018 as

### PROFESSIONAL ENGINEERS DAY

in the Sherman-Denison Metropolitan Planning Area, and call upon all citizens to join me in this special observance.

Unanimously adopted this 18<sup>th</sup> day of July, 2018 at a regular meeting of the Sherman-Denison Metropolitan Planning Organization Policy Board.

\_\_\_\_\_  
David Plyler, Chairman, Sherman-Denison MPO

Attest: \_\_\_\_\_  
Clay Barnett, P.E., Executive  
Director, Sherman-Denison MPO

SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION (MPO)  
POLICY BOARD (PB)  
AGENDA ITEM V  
ACTION ITEM

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July 18, 2018

Review an Amendment to the 2040 Metropolitan Transportation Plan (MTP) and approve that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment

**BACKGROUND:**

This is the fifth amendment to the 2040 MTP and it supersedes the tables included in the original document, and Amendments 1-4. Additionally, it adds Appendix C – FAST Act Compliance Documentation. The proposed amendment will be released for public comment in accordance with the SDMPO Public Participation Plan.

The 2040 MTP is set to expire on September 30, 2019. The 2045 MTP must be approved at or before the October 2, 2019 Policy Board Meeting and will provide the opportunity to include an additional five (5) years of projects into the MTP.

The Amendment to the 2040 MTP was recommended to be submitted to TxDOT and FHWA/FTA and released to the public for review and comment by the Technical Advisory Committee on July 11, 2018.

**ACTION REQUESTED:**

*Approve that the Amendment to the 2040 Metropolitan Transportation Plan (MTP) be submitted to TxDOT and FHWA/FTA and released to the public for review and comment*

**ATTACHMENTS:** *click underlined items for attachment*

- [\*Draft Amendment to the projects included in the 2040 MTP and Appendix C – FAST Act Compliance Documentation\*](#)
- [\*Projects included in the 2040 MTP as amended on July 21, 2017\*](#)





# 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



# SHERMAN-DENISON 2040 Metropolitan Transportation Plan

SHERMAN-DENISON MPO  
METROPOLITAN PLANNING ORGANIZATION  
INTERMODAL URBAN TRANSPORTATION PLANNING

## 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



# SHERMAN-DENISON 2040 Metropolitan Transportation Plan

SHERMAN-DENISON MPO  
METROPOLITAN PLANNING ORGANIZATION  
INTERMODAL URBAN TRANSPORTATION PLANNING

## 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



# SHERMAN-DENISON 2040 Metropolitan Transportation Plan

SHERMAN-DENISON MPO  
METROPOLITAN PLANNING ORGANIZATION  
INTERMODAL URBAN TRANSPORTATION PLANNING

## 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



# SHERMAN - DENISON

## 2040 Metropolitan Transportation Plan



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



# SHERMAN-DENISON 2040 Metropolitan Transportation Plan

SHERMAN-DENISON MPO  
METROPOLITAN PLANNING ORGANIZATION  
INTERMODAL URBAN TRANSPORTATION PLANNING

## 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



# SHERMAN-DENISON

## 2040 Metropolitan Transportation Plan

SHERMAN-DENISON MPO  
METROPOLITAN PLANNING ORGANIZATION  
INTERMODAL URBAN TRANSPORTATION PLANNING

### 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](http://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](http://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](http://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.

**TABLE 1 – 2040 MTP PROJECT LIST AS AMENDED**

**FY 2015-2017**

<b>Funding Agency</b>	<b>Funding Source</b>	<b>Project Name</b>	<b>From</b>	<b>To</b>	<b>Project Description</b>	<b>Project Length (in miles)</b>	<b># of Lanes</b>	<b>Total Cost</b>
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			\$2,216,120
MPO /TxDOT	Cat 2U & 4	US 82	Frisco Road	FM 1417 East	Widen non-freeway	1.81	4	\$12,500,127
Local /TxDOT	Local, 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			\$3,690,000

# SHERMAN - DENISON

## 2040 Metropolitan Transportation Plan

SHERMAN-DENISON MPO  
METROPOLITAN PLANNING ORGANIZATION  
INTERMODAL URBAN TRANSPORTATION PLANNING

### FY 2018-2020

Funding Agency	Funding Source	Project Name	From	To	Project Description	Project Length (in miles)	# of Lanes	Total Cost
Local /TxDOT	Local, 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
MPO	Cat 2U	SH289	Meadowbrook	Fountain Creek	Drainage Improvements			\$150,000
Local, MPO /TxDOT	Local, Cat 1, 2U, 4, 8 & 11	FM 1417	US 82	SH 56	Widen non-freeway	3.03	4	\$26,640,000
MPO /TxDOT	Cat 1, 2U & 4	FM 691	SB US 75	Loy Lake Rd	Widen non-freeway	0.72	4	\$4,206,400
MPO /TxDOT	Cat 1, 2U & 11	FM 121	Jim Jones Road	FM 3356	Widen non-freeway	2.08	4	\$11,053,024
MPO /TxDOT	Cat 1, 2U & 11	New FM Road	FM 121	County Line	Construct new non-freeway	4.36	2	\$8,000,000
Local, MPO /TxDOT	Local, Cat 2U, 4(3c) & 12	US 75	0.6 Mi S of Center St	FM 1417	Widen freeway	1.80	6	\$57,500,000
Local, MPO /TxDOT	Local, Cat 2U, 4(3c) & 12	US 75	SH 91 (Sherman)	0.6 Mi S of Center St	Widen freeway	2.20	6	\$70,000,000



**FY 2021-2025**

<b>Funding Agency</b>	<b>Funding Source</b>	<b>Project Name</b>	<b>From</b>	<b>To</b>	<b>Project Description</b>	<b>Project length (in miles)</b>	<b># of Lanes</b>	<b>Total Cost</b>
Local, MPO /TxDOT	Local, Cat 2U, 4(3c) & 12	US 75	US 82	SH 91 (Sherman)	Widen freeway	1.39	6	\$52,680,000
Local, MPO /TxDOT	Local, Cat 2U, 4(3c) & 12	US 75	Loy Lake (Denison)	US 82	Widen freeway	4.16	6	\$71,000,000

**FY 2026-2030**

Funding Agency	Funding Source	Project Name	From	To	Project Description	Project Length (in miles)	# of Lanes	Total Cost
Local, MPO /TxDOT	Local, Cat 2U, 4(3c) & 12	US 75	FM 1417	FM 902	Widen freeway	4.60	6	\$44,800,000
MPO	2U	SH 289	Boundary	FM 120	Widen non-freeway	6.90	4	\$6,420,000
Local, MPO /TxDOT	Local, Cat 2U, 4(3c) & 12	US 75	FM 902	County Line Road	Widen freeway	4.16	6	\$47,100,000
MPO	Cat 2U	FM 131	FM 691	Seymore Bradley Theresa Dr	Widen non-freeway	1.1	4	\$5,030,000
MPO	Cat 2U	FM 691	US 91	Baldwin	Widen non-freeway	0.40	4	\$950,000
MPO	Cat 2U	SH 5	Spence Rd	St	Reconstruct and add two lanes	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



**FY 2031-2035**

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



**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 Roadway	1.9	2	\$4,885,600
MPO	Cat 2U	FM 691	SH 289	Plainview	Construct New Roadway	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

SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION (MPO)  
POLICY BOARD (PB)  
AGENDA ITEM VI  
ACTION ITEM

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July 18, 2018

Review an Amendment to the 2019 – 2022 Transportation Improvement Program (TIP) and approve that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment

**BACKGROUND:**

The Policy Board approved the 2019 – 2022 Transportation Improvement Program (TIP) on May 25, 2018. This is the first amendment to the 2019 – 2022 TIP and it supersedes the original Funded Highway Projects tables for FY 2019 and FY 2022. The proposed amendment will be released for public comment in accordance with the SDMPO Public Participation Plan.

The Amendment to the 2019 – 2022 TIP was recommended to be submitted to TxDOT and FHWA/FTA and released to the public for review and comment by the Technical Advisory Committee on July 11, 2018.

**ACTION REQUESTED:**

*Approve that the Amendment to the 2019 – 2022 Transportation Improvement Program (TIP) be submitted to TxDOT and FHWA/FTA and released to the public for review and comment*

**ATTACHMENTS:** *click underlined items for attachment*

- [Proposed Amendment to the 2019 – 2022 TIP](#)

Fiscal Year	CSJ	Project #	Facility	Limits		Description	1 - Preventive Maintenance	2U - Urban Mobility	3LC - Local Contribution	4 - Congestion, Connectivity, Corridor Projects Prop 7 (4 3C)	6 - Structures Replacement and Rehabilitation	9- Trans. Enhancements	11 - District Discretionary	12 - Commission Discretionary	Total
				From	To										
<b>2019</b>															
	0901-19-193	SDTAP2019-01	VA	DAY ST (ON ABANDONED U.P. RAILWAY)	LOY LAKE ROAD	12-FOOT WIDE SHARED USE PATH ON AN ABANDONED UNION PACIFIC RAILWAY						\$1,149,892			\$1,149,892
	0901-19-194	SDTAP2019-02	VA	ON W HIGHLAND, W PINE & S SEARS	ON FM 151 FROM S SEARS TO BENEDICT	PEDESTRIAN SIDEWALKS & CURB RAMPS, 6-FOOT AND 10-FOOT SIDEWALK AND ADA CONSTRUCTION						\$1,332,679			\$1,332,679
	2455-01-031	SD2018-2A	FM 1417	US 82	TAYLOR STREET	WIDEN FROM 2-LN TO 4-LN	\$14,196,102	\$940,000	\$2,000,000				\$500,000		\$17,636,102
	2455-01-034	SD2018-2B	FM 1417	TAYLOR STREET	SH 56	WIDEN FROM 2-LN TO 4-LN; RECONST INTERCHANGE AT SH 56; REPLACE BRIDGE AT SAND CREEK	\$9,003,858								\$9,003,858
	0729-01-039	SDHWY086	FM 121	1200 FT W OF FM 3356	JIM JONES ROAD	WIDEN NON-FREEWAY FROM 2-LN TO 4-LN	\$9,553,024						\$2,000,000		\$11,553,024
	0047-18-????	SD2019-01	US 75	AT SPUR 503		RAMP REVERSAL AND CONSTRUCT NEW EXIT RAMP		\$1,286,022	\$5,713,978						\$7,000,000
														2019 Total	\$47,675,555
<b>2020</b>															
	0901-19-187	SD2019-2	VA	FM 121	GRAYSON COUNTY LINE	CONSTRUCT NEW 2-LANE HIGHWAY		\$4,000,000					\$4,000,000		\$8,000,000
	0047-02-150	US75-GAP2	US 75	SH 91 (SHERMAN)	0.651 MI S OF CENTER STREET	RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN		\$14,553,938	\$7,000,000	\$16,433,000	\$9,367,000			\$24,056,500	\$71,410,438
	0047-03-087	US75-GAP1	US 75	0.651 MI S OF CENTER STREET	FM 1417	RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN		\$12,506,062	\$5,750,000	\$13,750,000	\$6,563,360			\$30,043,500	\$68,612,922
	0047-18-083	US75-US82	US 75	AT US 82		WIDEN FRONTAGE ROADS FROM 2-LN TO 3-LN AND RECONFIGURE RAMPS				\$21,700,000					\$21,700,000
														2020 Total	\$169,723,360
<b>2021</b>															
	No projects at this time														
														2021 Total	\$0

2022															
	0666-01-????	SD2022-01	FM 691	THERESA DRIVE	SH 91	WIDEN FROM 2 LANE TO 4 LANE WITH MEDIAN	\$902,500		\$47,500					\$950,000	
	2454-01-????	SD2022-02	FM 131	SEYMORE BRADLEY ROAD	FM 691	WIDEN FROM 2 LANE TO 4 LANE WITH MEDIAN	\$4,778,500		\$251,500					\$5,030,000	
	0091-01-????	SD2022-03	SH 289	SPUR 316	FM 120	WIDEN FROM 2 LANE TO 4 LANE WITH MEDIAN	\$3,306,000		\$174,000					\$3,480,000	
	0729-01-????	SD2022-04	FM 121	SH 289	BLOCK ROAD	CONSTRUCT 2 LANE SEGMENT OF FM 121 BYPASS		\$1,533,600	\$2,066,400					\$3,600,000	
	0729-01-????	SD2022-05	FM 121	US 75	CATES ROAD	CONSTRUCT 2 LANE SEGMENT OF FM 121 BYPASS		\$1,874,400	\$2,525,600					\$4,400,000	
	0510-02-????	SD2022-06	FM 902	US 75	BENNETT ROAD	CONSTRUCT 2 LANE SEGMENT OF FM 902 BYPASS		\$1,891,440	\$2,548,560					\$4,440,000	
	0510-02-????	SD2022-07	FM 902	JOE BOB LANE	SH 11	CONSTRUCT 2 LANE SEGMENT OF FM 902 BYPASS		\$776,800	\$1,023,200					\$1,800,000	
	0045-18-????	SD2022-08	US 82	US 377	SHAWNEE TRAIL	CONSTRUCT NEW 2 LANE FRONTAGE ROAD AND REVERSE RAMPS		\$937,200	\$1,262,800					\$2,200,000	
													2022 Total	\$25,900,000	
Total							\$41,739,984	\$40,299,462	\$30,363,538	\$51,883,000	\$15,930,360	\$2,482,571	\$6,500,000	\$54,100,000	\$243,298,915

SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION (MPO)  
POLICY BOARD (PB)  
AGENDA ITEM VII  
INFORMATION/PRESENTATION ITEM

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July 18, 2018

Update on the Category 2 Funding Distribution Formula

**BACKGROUND:**

The Sherman-Denison Metropolitan Planning Organization/Grayson County is currently slated in the 2018 Unified Transportation Program (UTP) to receive roughly \$77.9 million over ten (10) years in Category 2 – Urban Mobility Funding.

On October 4, 2016, TEMPO voted to give eighty-seven (87%) of the Category 2 funding to the six (6) largest MPOs in the state. The percentage was calculated by summing the population within the six (6) largest MPOs and dividing it by the sum of the population within all MPOs. The remaining thirteen percent (13%) is being divided amongst the remaining MPOs.

The Sherman-Denison MPO would receive roughly \$61.4 million over ten (10) years under this new distribution. However, these changes will not take effect this year due to the length of time it took to develop the formula. Staff has visited with TEMPO about the increase in our boundaries and if the increase in population is included in these figures. They stated that their estimates do not include the population increase and that any increases in population would be reflected in the final figures produced by the distribution formula prior to the final vote by the Texas Transportation Commission.

Staff will give an update on the TEMPO meeting held on June 5, 2018.

**ACTION REQUESTED:**

*None at this time*

**ATTACHMENTS:** *click underlined items for attachment*

*None*