

Sherman – Denison Metropolitan Planning Organization (MPO)  
**TECHNICAL ADVISORY COMMITTEE**  
**AGENDA**

Wednesday, July 11, 2018 @ 9:00 am  
Texas Department of Transportation  
3904 US 75, 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 TAC meeting of May 16, 2018](#)
- IV. [Review the Amendment to the 2040 Metropolitan Transportation Plan \(MTP\) and recommend to the Policy Board that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment](#)
- V. [Review the Amendment to the 2019 – 2022 Transportation Improvement Program \(TIP\) and recommend to the Policy Board that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment](#)

**Information/Presentation Items:**

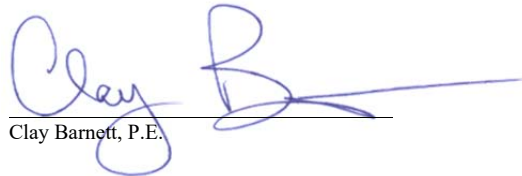
- VI. Announcements  
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
  - MPO Policy Board                      Next meeting July 18, 2018
  - TAC    Next meeting August 22, 2018
  - Freight Advisory Committee      Next meeting September 12, 2018
- VII. Public Comment Period
- VIII. Adjournment

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All meetings of the Sherman-Denison Metropolitan Planning Organization (MPO) and Technical Advisory Committee 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 6, 2018.*

NOTE: The TAC 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.

1 TECHNICAL ADVISORY COMMITTEE  
2 SHERMAN-DENISON MPO  
3 Conference Room  
4 Texas Department of Transportation  
5 3904 US 75  
6 Sherman, TX 75090  
7 May 16, 2018 8:30 a.m.  
8

9 **Committee Members Present:**

10 Clay Barnett, P.E., Chairman	Sherman-Denison MPO
11 Clint Philpott, P.E.	City of Sherman
12 Kevin Farley	Small Cities Representative (Pottsboro)
13 Aaron Bloom, P.E.	TxDOT Sherman Area Engineer
14 Bill Benton	Grayson County
15 Judson Rex, AICP	City of Denison

16  
17 **Committee Members Absent:**

18 None  
19

20 **Policy Board Members Present:**

21 Noel Paramanatham, P.E.	TxDOT Paris District Engineer
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22  
23 **Non-Voting Members Present:**

24 Barbara Maley	Federal Highway Administration (FHWA)
25 Josh Walker	Texoma Area Paratransit System (TAPS)

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

28 Nick Page	TxDOT TPP Division
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29  
30 **Guests Present:**

31 Len McManus, P.E.	McManus & Johnson
32 Lee Lawrence	City of Gunter
33 Michael Schmitz	Antero Group
34 Jill van Hoewyh	Lamb-Star Engineering
35 Eric Greenman, P.E.	Lamb-Star Engineering
36 Alberto Flores	LAN

37  
38 **I. Call to Order**

39  
40 Mr. Barnett called the meeting to order at 8:30 a.m.  
41

42 **II. Acknowledgement of Quorum by Chairman**

43  
44 Mr. Barnett declared a quorum of the Technical Advisory Committee present. Mr. Barnett

1 thanked the Technical Advisory Committee for meeting thirty (30) minutes early to  
2 accommodate the Freight Advisory Committee meeting to be held at 10:00 am and gave a brief  
3 summary of what the meeting would entail.  
4

5 **III. Review and Approval of Meeting Notes for April 27, 2018 meeting**  
6

7 Mr. Benton clarified that Page 3, Line 46 and Page 4, Line 5 were intended to be questions. Mr.  
8 Barnett noted the corrections.  
9

10 Motion to approve the corrected minutes was made by Mr. Benton, seconded by Mr. Philpott.  
11 Motion carried unanimously.  
12

13 **V. Recommend Approval of the Draft 2019 – 2022 Transportation Improvement**  
14 **Program (TIP) to the Policy Board**  
15

16 Mr. Barnett stated that the Public Meeting was held on May 7<sup>th</sup> and we have a few folks in  
17 attendance, but no comments made on the draft TIP. He stated that it was released for public  
18 comment on May 2<sup>nd</sup> by the Policy Board and that the public comment period would end on May  
19 21<sup>st</sup> and that it would be on the May 25<sup>th</sup> Policy Board agenda for approval.  
20

21 Mr. Barnett stated that the document was vastly different from our past documents in order to  
22 meet the requirements of the FAST Act. Mr. Barnett stated that there were no projects for FY  
23 2021 and 2022. He stated that there are no funds available for FY 2021 and that we were  
24 working to identify some projects for FY 2022. He added that we would come back in June and  
25 look at these projects along with the update to our Metropolitan Transportation Plan.  
26

27 Mr. Rex stated that the document was thorough and looked very good.  
28

29 Motion to Recommend Approval of the Draft 2019 – 2022 Transportation Improvement Program  
30 (TIP) to the Policy Board was made by Mr. Benton, seconded by Mr. Rex. Motion carried  
31 unanimously.  
32

33 **IV. Highway Funding Workshop**  
34

35 Mr. Barnett stated that there was a lot of discussion throughout the county about local  
36 participation in roadways. Mr. Barnett stated that Mr. Paramanatham has some information  
37 about state funding that he would like to share.  
38

39 Mr. Paramanatham stated that TxDOT's original funding source was the gas tax, which was  
40 passed in the early 1990s. The gas tax is 38.4¢, with 20¢ going to the federal government, of  
41 which we receive approximately 90% back, and \$18.4¢ going to the State of Texas. Diesel tax is  
42 44.4¢, with 20¢ going to the federal government, of which we receive approximately 90% back,  
43 and \$24.4¢ going to the State of Texas. Mr. Paramanatham stated that this provides  
44 approximately \$35-\$40 Billion over ten years, but TxDOT's needs are about \$105 billion for the  
45 same period. He stated that in 2014, the Texas voters passed Proposition 1, which is based on oil  
46 and gas revenues. He continued that in 2015 passed Proposition 7, which dedicates up to \$2.5

1 billion for each \$1 billion over \$28 billion in state sales tax revenues to TxDOT. He stated that  
2 in 2020, TxDOT would receive 35% of the \$5 billion that the state receives in motor vehicle  
3 taxes. All these sources added together provide about \$70 billion in state transportation funding  
4 in the next ten years with \$105 billion in needs. He stated that the state legislature passed HB 20  
5 in order rank projects. He stated that HB 20 specifies a number of ranking criteria, such as safety  
6 and mobility, but that third party funding was also included as a ranking criteria. Mr.  
7 Paramanatham stated that the Paris District receives \$40 million in Category 1-Maintenance  
8 funding for nine (9) counties, which include 3,700 miles of roads and that all of the funds are  
9 used in maintaining these roadways. He stated that other categories include CAT-4 and CAT-12,  
10 which is the Commission Discretionary. He stated that when we compete for these funds, it was  
11 critical that we have some local participation. He stated that US 75 has the highest traffic counts  
12 in the Paris District and that the US 75/US 82 interchange has the highest traffic counts in the  
13 district. He stated that we formed a team under the leadership of Judge Magers and made a  
14 request to the Texas Transportation Commission to fund the US 75 projects. He stated that the  
15 \$12.75 million local contribution went a long way in communicating to the commission the local  
16 interest in this project. He stated that Judge Magers's, Mr. Barnett's and his attendance at the  
17 Commission meeting and Judge Magers speaking with the commission about the project  
18 encouraged the commission to select the US 75 projects for funding. He stated that the  
19 commission needs to see this level of interest when you have a \$35 billion funding gap. Mr.  
20 Paramanatham gave another example in Delta County, where SH 24 was being funded in part  
21 by Lamar County even though it is not in their county because it was identified as critical to their  
22 county. He gave another example where Hunt County passed a \$24 million bond program to  
23 help fund state roads and were able to secure \$180 million in funding. He clarified that \$72  
24 million came from NCTCOG, but the remaining \$84 million came from the commission. He  
25 summarized that the new rules to acquire funding required local participation. He reiterated that  
26 the only way to get these projects funded today was with local participation.

27  
28 Ms. Maley asked what the \$70 billion represented. Mr. Paramanathan stated that the \$70  
29 million was combination of the federal funds TxDOT receives along with Prop 1 and Prop 7.  
30 Ms. Maley asked how many miles the Paris District maintains. Mr. Paramanatham stated that  
31 the district maintains approximately 3,700 miles.

32  
33 Mr. Barnett asked if it was correct to say that the legislature gave TxDOT \$70 billion in funding,  
34 but removed toll roads as a way to pay for new roadways. Mr. Paramanathan stated that this is  
35 correct. Mr. Paramanatham added that a large portion of the \$70 billion was also carved out for  
36 Texas Clear Lanes, which is not available for our region. He stated that these further reduced the  
37 pie to a smaller amount. He stated that local participation can push us to the top of the list. He  
38 stated that US 75 was a great example in that it met all of the HB 20 criteria, such as it is on the  
39 Texas Freight Corridor, and it is a 1950 design so it is not designed to the current standards  
40 included ramp geometries. He stated that he prepared a schematic to fix this section 18 years  
41 ago, and it is Prop 1, Prop 7, and the commitment of the local leadership with some local funds  
42 that has made this project possible. Mr. Paramanatham stated that we used \$12.75 million in  
43 local funding to obtain a \$161 million project that would not have been selected without the local  
44 funds and that we are reconstructing a 1950s roadway to interstate standards.

45  
46 Mr. Barnett asked if the legislature diverted funds out of the \$30 billion TxDOT received from

1 Prop 1 and Prop 7 to pay for past bond programs. Mr. Paramanatham stated that \$600 million  
2 was diverted to pay for old bonds, but that it did not affect his CAT 1 funds. He stated that he  
3 could not use CAT 1 funds to pay for capacity improvements. He stated that the traditional  
4 method of waiting for this was no longer valid and that we needed local participation in order to  
5 obtain these funds. Mr. Barnett stated that the Paris District did not see a funding cut, but that  
6 the Sherman-Denison MPO did. He stated that the funding for the Sherman-Denison MPO  
7 dropped from \$81 million over ten years to roughly \$67 million over 10 years. Mr. Barnett  
8 stated that funding from Prop 1 and Prop 7 is totally up to the legislature. He stated that they can  
9 completely stop funding it at any point in time. Mr. Paramanatham stated that there was a big  
10 debate in the last legislative session about cutting it last year and that it was not guaranteed. He  
11 stated that the current projections show it at \$70 billion. He stated that it could go up, but that it  
12 could also go down based upon sales tax. Mr. Barnett stated that his bigger concern was not with  
13 sales tax revenues, but with the legislature. He stated that they meet every two years and that  
14 they will meet next year and that their primary concern is hot topics, which currently do not  
15 include transportation. He stated that they could choose to divert the sales tax to another need.  
16 He stated that the Texas Transportation Commission has discretion on how the funds are  
17 distributed and could decide that MPOs do not need any funding. He stated that this is in line  
18 with a vast number of other states. He stated that we are fortunate in Texas that the commission  
19 recognizes that MPOs are partners and gives them an allocation, but this is not the case in many  
20 other states.

21  
22 Mr. Barnett stated that at the TEMPO meeting on Monday, there was a lot of discussion about  
23 the 90% that we receive back from gas and diesel taxes. He stated that we are not receiving  
24 100% because the population numbers being used for the distribution by the federal government  
25 are based on the 2000 census as required by the FAST Act. He stated that we need to be calling  
26 our federal representatives in order to lobby for our fair share of federal gas and diesel taxes.

27  
28 Mr. Rex asked if interstate status for US 75 would provide additional funding. Mr.  
29 Paramanatham stated that there are some additional maintenance funds that we could tap into,  
30 but that HB 20 did not differentiate between interstate and non-interstate for other funding  
31 categories and that US 75 scored well because of the traffic volumes, the fact that it is on the  
32 freight network and the safety issues that we experience due to the out of date design. He stated  
33 that we do not rank well against the large metro areas, but that we rank well against other rural  
34 areas and that the local participation gave us a competitive edge. Mr. Paramanatham stated that  
35 there is a commercial aspect to it in that there is a lot of commercial businesses are more  
36 attracted to interstates, but that we would not qualify for additional funding if it were designated  
37 as an interstate. He stated that interstate status does carry a lot of weight with the commission  
38 and that we would receive some additional maintenance funding. He stated that we also need to  
39 focus on the metrics, safety, congestion, and that if we showed the need we should be able to get  
40 the funding. Mr. Rex asked if it would give us some additional maintenance funding, but  
41 nothing additional. Mr. Paramanatham stated that we had to work really hard as a region to get  
42 US 75 on designated as a freight corridor, which it would have received automatically as an  
43 interstate. Mr. Barnett stated that it is always an uphill battle when competing against interstates  
44 even when the interstate has less traffic, such as on IH 30 and IH 35. He continued that just the  
45 fact that US 75 is not an interstate makes it an uphill battle.

46

1 Mr. Barnett stated that there has been a lot of discussion about funding for FM sized roads and  
2 the Grayson County Commissioners Court has held a workshop where they are looking at  
3 bonding roughly 52%, the MPO roughly 42% and the local municipalities picking up 5%. Mr.  
4 Barnett stated that the projects include constructing a FM 121 bypass around Van Alstyne and  
5 Gunter, a FM 902 bypass around Howe and Tom Bean. He stated that those types of projects  
6 cannot be funded with CAT 1 funds. He asked how likely the Texas Transportation Commission  
7 is to fund these types of projects. Mr. Paramanatham stated that with high metrics, the lower  
8 the local participation would need to be. He continued that the converse is true in that the lower  
9 the metrics, the higher the local participation would need to be all the way up to 100%. An  
10 example would be a FM road that we are looking to widen that does not have very much traffic  
11 would not score well compared to other projects across the state. He stated that the only way to  
12 move this project forward is to increase the local participation probably to the point where it is  
13 funded at the local level. Mr. Paramanatham gave the example of the US 75 project where we  
14 were able to use an 8% local contribution to get the project. He stated that HB 20 requires that  
15 we have the metrics in order to qualify for the funds and the only way to move it up is with local  
16 funding. He stated that if it is 100% local funded, he can let the project. Mr. Barnett asked for  
17 the projects where we are relocating the roadway how likely is it that we could access other  
18 funding categories. Mr. Paramanatham stated that the odds were very low, because the metrics  
19 would not rank them very high and that it is very unlikely that those would be funded.

20  
21 Mr. Barnett stated that Mr. Paramanatham mentioned the Hunt County bond where they  
22 leveraged \$24.4 million to get \$180 million in funding. He continued that Kaufman County had  
23 a \$32 million issuance and leveraged \$200 million. Mr. Barnett stated that the City of Sherman  
24 has caught the vision and has put \$8 million on US 75 and has received a \$161 million project  
25 and \$2 million on FM 1417 to get a \$26.6 million project. Mr. Barnett stated that there is a myth  
26 that Grayson County is the only county looking at these kinds of investments. He continued that  
27 he gets emails on transportation issues and cited an article he read last week titled “Booming  
28 Collin County Texas calls for a \$750 million bond vote.” He stated that the article details  
29 constructing a new major north-south highway east of US 75, building an outer loop and  
30 widening US 380. He stated that this is an obvious example of where Collin County is putting a  
31 significant amount of funding toward US 380. He cited another article titled “Galveston County  
32 Commissioners Move Forward With a \$91 million Pelican Island Bridge Proposal.” He stated  
33 that the article details how Galveston County is putting in \$5 million, \$8 million from HGAC  
34 and that the remainder is coming from TxDOT. He stated that this is an example of where  
35 Galveston County was able to make a \$5 million investment and leverage \$91 million in  
36 improvements. Mr. Barnett stated that in 2003 he designed FM 720 through downtown Frisco  
37 from DNT to SH 289. He stated that he was working for Hunter Associates and that the City of  
38 Frisco was the client. He stated that the City of Frisco was paying for the design. He stated that  
39 they were under contract to assist the city in acquiring the needed right-of-way and utility  
40 relocations. He stated that the City of Frisco paid for the construction of the project. He stated  
41 that this was not a new concept and that it had been around a number of years. Mr. Barnett  
42 stated that Mr. McManus worked for the City of Richardson and that he could share some similar  
43 stories of where the local communities stepped up and funded TxDOT roadways through their  
44 region in the interest of their region.

45  
46 Mr. Barnett stated that he asked Ms. Peggy Thurin with TxDOT-TPP to send a breakdown of the

1 amount of local contributions is estimated to be included in the 10 year 2019 Unified  
2 Transportation Program (UTP). He stated that the chart she sent indicates that the state  
3 anticipates receiving \$6.5 billion over the next ten year period. This represents \$6.5 billion that  
4 local communities are putting back into TxDOT roads in their local communities. Mr. Barnett  
5 reiterated that the thought that Grayson County is the only county that it looking at making  
6 investment on TxDOT roadways and partnering with the state on state roads is woefully  
7 incorrect.

8  
9 Mr. McManus stated that we are experiencing roughly 3.4-3.5% growth in our region, but the  
10 state shows us growing at roughly 1%, so we do not realize the benefit of the growth until the  
11 next census. Mr. Paramanatham agreed. Mr. McManus asked how TxDOT accounts for this.  
12 Mr. Paramanatham replied that with a \$35 billion shortfall, TxDOT is focusing on those areas  
13 that are already congested. He continued that should the state meet the \$35 billion shortfall, they  
14 will begin to address needs in growing areas. He stated however that they do not have enough  
15 funds currently to meet current needs. He stated that the priority right now is on addressing the  
16 roadways that are already congested or have some safety issue and that once those are fixed they  
17 will begin being more proactive. Mr. McManus pointed out that under the current situation;  
18 TxDOT is always going to be looking in arrears. Mr. Paramanatham stated that we can identify  
19 these needs and that it would be added to the \$105 billion in needs already identified, but that we  
20 only have \$70 billion. He stated that we need to take care of the most critical ones right now, but  
21 he agreed that they are more reactive at this point than proactive. Mr. Barnett stated that if you  
22 look at how the state is spending its funds, it is almost 100% reactive and that they are not  
23 receiving enough funds to be proactive.

24  
25 Mr. McManus stated that we need to make sure that the metrics are accurate. Mr. Barnett stated  
26 that he is talking with the state about the growth rates. He stated that the state shows us growing  
27 at between 0.5% and 1%, which is where we have traditionally grown since the 1900s. He stated  
28 that he is going to the state demographics conference next week and encouraged others to go. He  
29 stated that without someone there to represent us, they have no idea how much we are growing  
30 until the next census. He stated that if we had not gone more than once, repeatedly, to the state  
31 pointing out how much freight was on US 75, it would not have received the designation as a  
32 freight corridor.

33  
34 **VI. Announcements**

35  
36 Mr. Barnett stated that the next Policy Board meeting is May 25<sup>th</sup>. He stated that the 2019-2022  
37 TIP would be on the agenda for final approval. He stated that the next TAC meeting will be  
38 announced.

39  
40 **VII. Public Comment Period**

41  
42 Mr. McManus stated that the growth is coming and is now here and that Van Alstyne has a  
43 preliminary plat on the agenda for tonight that has 415 lots, which puts them over 1,100 for this  
44 fiscal year. He stated that there have been over 200 building permits in the fiscal year and that  
45 the 1% will not work and that the growth is here. Mr. Barnett stated that there is no doubt that  
46 there is a need, but that the Paris District gets nothing for mobility enhancements and that the

1 MPO only gets \$6.7 million per year, so there is a giant gap and that we need to identify a way to  
2 creative ways to fund it such as the Grayson County bond program.

3

4 **VIII. Adjournment**

5

6 Having no further business, Mr. Barnett adjourned the meeting at 9:26 am.

7

8

9

10 Clay Barnett, P.E., Chairman, SDMPO Technical Advisory Committee



SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION (MPO)  
TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA ITEM IV  
ACTION ITEM

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July 11, 2018

Review the Amendment to the 2040 Metropolitan Transportation Plan (MTP) and recommend to the Policy Board 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.

**ACTION REQUESTED:**

*Recommend to the Policy Board that the Amendment to the 2045 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](#)

**STAFF CONTACT:** Clay Barnett, P.E., 903.813.5275, [barnettc@co.grayson.tx.us](mailto:barnettc@co.grayson.tx.us)



# 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

SHERMAN-DENISON MPO  
METROPOLITAN PLANNING ORGANIZATION  
INTERMODAL URBAN TRANSPORTATION PLANNING

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	St Lamberth	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



**FY 2018-2020**

<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>Local /TxDOT</b>	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
<b>MPO</b>	Cat 2U	SH289	Meadowbrook	Fountain Creek	Drainage Improvements			\$150,000
<b>Local, MPO /TxDOT</b>	Local, Cat 1, 2U, 4, 8 & 11	FM 1417	US 82	SH 56	Widen non-freeway	3.03	4	\$26,640,000
<b>MPO /TxDOT</b>	Cat 1, 2U & 4	FM 691	SB US 75	Loy Lake Rd	Widen non-freeway	0.72	4	\$4,206,400
<b>MPO /TxDOT</b>	Cat 1, 2U & 11	FM 121	Jim Jones Road	FM 3356	Widen non-freeway	2.08	4	\$11,053,024
<b>MPO /TxDOT</b>	Cat 1, 2U & 11	New FM Road	FM 121	County Line	Construct new non-freeway	4.36	2	\$8,000,000
<b>Local, MPO /TxDOT</b>	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
<b>Local, MPO /TxDOT</b>	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**

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 non-freeway	0.50	4	\$2,693,081
MPO	Cat 2U	FM 131	US 82	Lamberth St	Widen non-freeway	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.	Reconstruct and add two lanes	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 Existing Roadway	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 New Roadway	2.4	2	\$5,933,900
MPO	Cat 2U	FM 691	Plainview	FM 1417	Construct New Roadway	1.5	2	\$3,708,700
MPO	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)  
TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA ITEM V  
ACTION ITEM

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July 11, 2018

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

**BACKGROUND:**

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.

**ACTION REQUESTED:**

*Recommend to the Policy Board 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*

- [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