

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

Wednesday, May 19, 2021 @ 9:00 am

<https://zoom.us/j/97041406595?pwd=QmpVeit3TzRCVGRid1E2anNPL1o1QT09>

Meeting ID: 970 4140 6595

Passcode: 822353

Please visit our MPO website 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
- III. Public Comment Period

Action Items:

- IV. [Consider approval of the minutes of the MPO TAC meeting of January 20, 2021](#)
- V. [Review and Recommend Approval to the Policy Board a Resolution Adopting the Public Participation Plan \(PPP\), Title VI/Nondiscrimination Plan, Limited English Proficiency \(LEP\) Plan](#)
- VI. [Review and Recommend Approval to the Policy Board a Resolution Amending the 2021-2024 Transportation Improvement Program \(TIP\)](#)
- VII. [Review the 2022-2023 Unified Planning Work Program \(UPWP\) and Recommend Approval to the Policy Board](#)

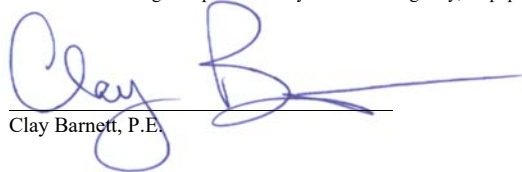
Information/Presentation Items:

- VIII. Announcements
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
 - MPO Policy Board Next meeting June 23, 2021
 - TAC Next meeting September 15, 2021
 - Freight Advisory Committee Next meeting TBD
- IX. Adjournment

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 May 14, 2021.

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 Sherman-Denison Metropolitan Planning Organization (MPO)
2 TECHNICAL ADVISORY COMMITTEE
3 SHERMAN-DENISON MPO

4 <https://zoom.us/j/99851013511?pwd=UWYwWFIJSmc5OVU4dTIjZXUrV3FFdz09>

5 Meeting ID: 998 5101 3511

6 Password: 464798

7 January 20, 2021 9:00 a.m.

8
9 **Committee Members Present:**

10 Clay Barnett, P.E., Chairman	Sherman-Denison MPO
11 Rob Rae, AICP	City of Sherman
12 John Webb, AICP	City of Denison
13 Aaron Bloom, P.E.	TxDOT Sherman Area Engineer
14 Bill Benton	Grayson County
15 Len McManus, P.E.	City of Van Alstyne

16
17 **Committee Members Absent:**

18 None

19
20 **Non-Voting Members Present:**

21 None

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

24 Josh Walker	Texoma Area Paratransit System (TAPS)
25 Barbara Maley	Federal Highway Administration (FHWA)
26 Nick Page	TxDOT TPP Division
27 Melissa Foreman	Federal Transit Administration (FTA)

28
29 **Guests Present:**

30 Kelly Selman, P.E.	EST, Inc.
31 Michael Carlisle, P.E.	Kimley-Horn
32 Eric Greenman, P.E.	Lamb-Star

33
34 **I. Call to Order**

35
36 Mr. Barnett called the meeting to order at 9:00 a.m.

37
38 **II. Acknowledgement of Quorum by Chairman**

39
40 Mr. Barnett declared a quorum of the Technical Advisory Committee present.

41
42 **III. Public Comment Period**

43
44 No public comment

1 **IV. Consider approval of the minutes of the MPO TAC meeting of November 4, 2020**

2
3 Motion to approve the minutes was made by Mr. Rae seconded by Mr. McManus. Motion
4 carried unanimously.

5
6 **V. Review and Recommend Approval to the Policy Board a Resolution Reaffirming**
7 **Pavement and Bridge Condition Performance Measures (PM2) for Fiscal Year 2019-2022**
8 **As Established by the Texas Department of Transportation**
9

10 Mr. Barnett stated in accordance with Moving Ahead for Progress in the 21st Century (MAP-21)
11 and Fixing America’s Surface Transportation (FAST) Act, the Federal Highway Administration
12 (FHWA) published a Final Rule on May 20, 2017 that requires the state to adopt performance
13 measures and targets on or before May 20, 2018. Mr. Barnett gave a presentation on the FAST
14 Act – Performance Measures & Target Setting that is attached and incorporated herein.

- 15
16 - Safety (PM1) – Adopted annually. The Policy Board last adopted on June 3, 2020.
17 The State is currently working on targets and; are taking steps toward zero fatalities
18 on roadways by 2050. The results of the study will be discussed at the TAC Meeting
19 May 2021.
- 20 - Pavement/Bridge Condition (PM2) – Four-Year Performance Period. The Policy
21 Board adopted last on December 5, 2018. The State changed the target setting
22 deadline on October 1, 2020 and the Policy Board has until March 30, 2021 to adopt
23 the performance measures.
- 24 - System Performance (PM3) – Four-Year Performance Periods. The Policy Board
25 adopted last on December 5, 2018 and no need at this time to revise.
- 26 - Public Transportation Safety Plan (PTASP) – Adopted Annually. Policy Board last
27 adopted on September 2, 2020.
- 28 - Transit Asset Management (TAM) – Adopted annually. The Policy Board last
29 adopted on December 2, 2020.

30
31 Mr. Barnett stated the Mid- Performance Period due October 1, 2020. The State did submit
32 revisions and the MPO has 180 days to either reaffirm support for adjusted targets, or set new
33 regional targets. The Statewide versus Regional Data/Targets for the State of Texas pavement
34 conditions list Grayson County with 50.8% in “good” condition with 9.0% in “poor” condition.
35 Mr. Barnett stated he has talked to Mr. Paramanatham in the past regarding the “poor” road
36 condition and majority is due to the section of US 75 between SH 91 and FM 120 in Denison.
37 The Bridge Analysis Statewide Data/Target percentages have been decreased due to
38 approximately 1,000 people move to Texas daily which makes it harder to maintain roads. A
39 motion to Recommend Approval to the Resolution to the Policy Board Reaffirming Pavement
40 and Bridge Condition Performance Measures (PM2) for Fiscal Year 2019-2022 as Established by
41 Texas Department of Transportation was made by Mr. McManus, seconded by Mr. Webb.
42 Motion carried unanimously.

1 **VI. Review and Recommend Approval to the Policy Board a Memorandum of**
2 **Understanding (MOU) Between the Texoma Council of Governments and the Sherman-**
3 **Denison MPO**
4

5 Mr. Barnett stated every five years all planning regions must complete a Regionally Coordinated
6 Transportation Plan (RCTP) in order to qualify for federal transit funding. The RCTP is a plan
7 by which we work with citizens that are regular users of the mobility plan. Grayson County,
8 along with Cooke and Fannin Counties are Planning Region 22. The RCTP for Planning Region
9 22 expires on February 28, 2022. A motion to Recommend Approval of the Memorandum of
10 Understanding (MOU) Between Texoma Council of Governments and the Sherman-Denison
11 MPO was made by Mr. Benton, seconded by Mr. Rae. Motion carried unanimously.
12

13 **VII. Review and Recommend Approval to the Policy Board a Resolution Amending the**
14 **2021-2024 Transportation Improvement Program (TIP)**
15

16 Mr. Barnett stated this is the first amendment to the 2021-2024 TIP and it supersedes the
17 original. The TIP contains a listing of projects which the Sherman-Denison MPO intends to
18 pursue over the four year period. Mr. Barnett continued by saying the amendment has been
19 requested by TxDOT and the legislature has to cut one billion dollars out of the transportation
20 section of the States funding. The projects that have been removed are not removed from future
21 consideration.
22

23 The amendment at the request of TxDOT for the following projects:
24

- 25 - Removal of FM 691 from SH 91 to Theresa Drive,
- 26 - Removal of FM 131 from FM 691 to Seymore Bradley Road,
- 27 - Removal of SH 289 from FM 120 to Spur 316,
- 28 - Removal of FM 121 from SH 289 to Block Road,
- 29 - Push construction of the FM 902 Bypass from US 75 to Bennett Road from FY 2022
30 to FY 2024,
- 31 - Push construction of the FM 902 Bypass from SH 11 to Joe Bob Lane from FY 2022
32 to FY 2024,
- 33 - Push construction of the US 82 frontage roads from US 377 to Shawnee Trail from
34 FY 2022 to FY 2024
35

36 The significant projects still in consideration are US 75 from the Collin County Line to FM 902
37 in Howe which is a \$50,000,000 project, and US 75 from US 82 to Loy Lake in Denison
38 including the Spur 503 reconfiguration which is scheduled for FY 2027. A motion to
39 Recommend Approval to the Policy Board the Resolution Amending the 2021-2024
40 Transportation Improvement Program (TIP) was made by Mr. Webb, seconded by Mr.
41 McManus. Motion carried unanimously.
42

43 **VIII. EXECUTIVE SESSION:**
44

45 No Executive Session
46

1 **IX. Recommend to the Policy Board Entering into a Contract with the Highest Ranked**
2 **Consulting Team for the Project Prioritization Improvement Project**
3

4 Mr. Barnett stated in December 2020 he presented a modification to the Policy Board for the
5 UPWP that allocated approximately \$40,000 for a Project Prioritization Improvement Project.
6 The goal of the project is to enter all of the State maintained roadways in Grayson County and
7 enter them into DecisionLens. This will ensure that project descriptions and inputs are consistent
8 with state priorities and performance measures. The RFP for the Project Prioritization
9 Improvement Project was issued on December 3, 2020 with a closing date of January 12, 2021
10 when one proposal was received from Alliance Transportation Group. Alliance Transportation
11 Group is very familiar with DecisionLens and how the State ranks projects. A motion to
12 recommend to the Policy Board Entering into a Contract with Alliance Transportation Group
13 (ATG) for the Project Prioritization Improvement Project was made by Mr. McManus, seconded
14 by Mr. Webb. Motion carried unanimously.
15

16 **X. Announcements**
17

18 Mr. Barnett stated the Policy Board meeting will be March 3, 2021, the March 17, 2021 TAC
19 meeting is still TBD. Another Policy Board meeting will be held April 7, 2021 with the next
20 TAC meeting held May 19, 2021. The Freight Advisory Committee meeting to be held in the
21 spring and fall.
22

23 **XI. Adjournment**
24

25 Having no further business, Mr. Barnett adjourned the meeting at 9:30AM.
26
27
28

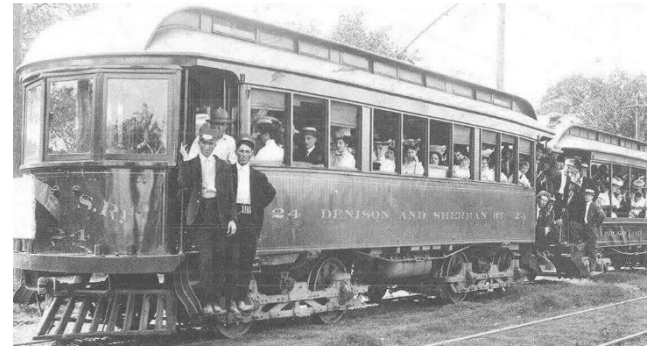
29

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

SHERMAN-DENISON MPO

FHWA Pavement/Bridge Condition (PM2) Target Reaffirmation

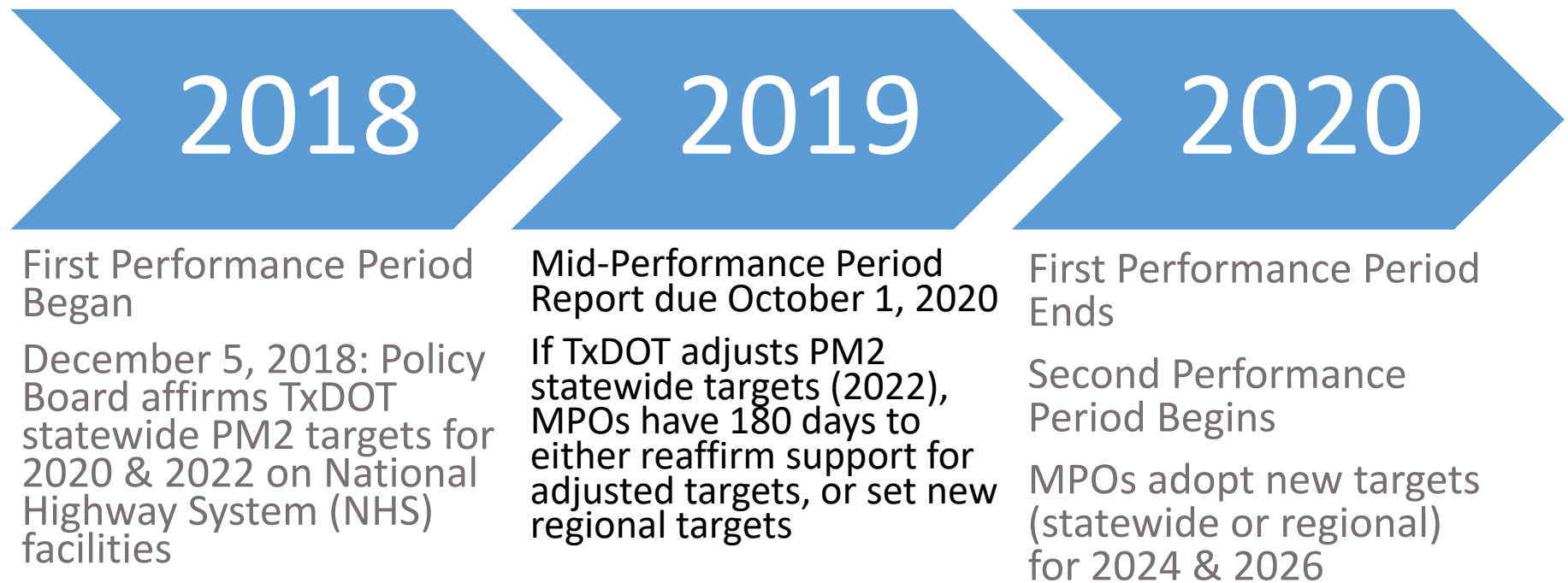
Presented to:
Technical Advisory Committee
On
January 20, 2021



FAST Act – Performance Measures & Target Setting

Complete	Rulemaking	Number of Measures	DOT/Provider Target Setting Deadline	MPO Target Setting Deadline	Reporting Period	Reporting Schedule	Policy Board Latest Adopted
Yes	Safety (PM1)	5	8/31/2020	2/27/2021	Annually	Annually	6/03/2020
Now	Pavement/Bridge Condition (PM2)	6	10/01/2020	3/30/2021	Four-Year Performance Periods (starting 2019-2022)	Biennially (beginning, middle & end of performance periods)	12/05/2018
Yes	System Performance (PM3)	1	10/01/2020	N/A	Four-Year Performance Periods (starting 2019-2022)	Biennially (beginning, middle & end of performance periods)	12/05/2018
Yes	Public Transportation Safety Plan (PTASP)	7	12/31/2020	6/29/2021	Annually	Annually	9/02/2020
Yes	Transit Asset Management (TAM)	4	1/01/2021	6/30/2021	Annually	Annually	12/02/2020

PM2 Performance Period Schedule





NHS PM2
Pavement
Analysis
Statewide vs.
Regional
Data/Targets

Federal Performance Measure	Desired Improvement Trend	2018 Baseline	2020 Condition (New)	2022 Target (Original)	2022 Target (Updated)
State of Texas					
Pavement on Interstate National Highway System (NHS)					
% in "good" condition	↑	66.8%	66.6%	66.4%	66.5%
% in "poor" condition	↓	0.3%	0.2%	0.3%	0.2%
Pavement on Non-NHS					
% in "good" condition	↑	54.4%	55.2%	52.3%	54.1%
% in "poor" condition	↓	13.8%	14.2%	14.3%	14.2%
Grayson County					
Pavement on Non-Interstate National Highway System (NHS)					
% in "good" condition	↑		50.8%		
% in "poor" condition	↓		9.0%		

NHS PM2 Bridge Analysis

Statewide Data/Targets

Federal Performance Measure	Desired Improvement Trend	2018 Baseline	2020 Condition (New)	2022 Target (Original)	2022 Target (Updated)
State of Texas					
NHS Bridge Deck Condition					
% in "good" condition		50.7%	50.7%	50.4%	50.4%
% in "poor" condition		0.9%	1.3%	0.8%	1.5%

Schedule

October 1, 2020	TxDOT Submits Mid-Performance Period (MPP) Progress Report to FHWA (adjustments to 5 out of 6 PM2 targets; restarts 180 day MPO review.
January 20, 2021	TAC Information/Recommendation
February 3, 2021	Policy Board Action
March 30, 2021	Deadline for MPOs to Report to State DOTs Whether they will: <ul style="list-style-type: none">• Agree to plan/program projects contributing to adjusted state targets, or• Commit to new quantifiable targets for the Metropolitan Planning Area (MPA)

Questions



East Side of the Square, 1890

By 1890, Denison was the 8th largest and Sherman was the 10th largest cities in the State of Texas. In 1880 Grayson County's population was higher than any other Texas county and in 1890 it was second only to Dallas County.

“Good fortune is what happens when opportunity meets with planning.”

- Thomas A. Edison

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

May 19, 2021

Review and Recommend Approval to the Policy Board a Resolution Adopting the Public Participation Plan (PPP), Title VI/Nondiscrimination Plan, Limited English Proficiency (LEP) Plan

BACKGROUND:

The current Public Participation Plan was adopted by the Policy Board on October 7, 2015. Since that time, comments were provided by FHWA and FTA on some needed revisions to the PPP. Additionally, it was brought to staff's attention that a Title VI/Nondiscrimination Plan and Limited English Proficiency Plan was needed as well. This document will address those needs.

ACTION REQUESTED:

Recommend Approval to the Policy Board a Resolution Adopting the Public Participation Plan (PPP), Title VI/Nondiscrimination Plan, Limited English Proficiency (LEP) Plan

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2021-04](#)

RESOLUTION NO. 2021-04

A RESOLUTION OF THE POLICY BOARD OF THE SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION, ADOPTING THE PUBLIC PARTICIPATION PLAN (PPP) TITLE VI/NONDISCRIMINATION PLAN, LIMITED ENGLISH PROFICIENCY (LEP) PLAN

WHEREAS, the Sherman-Denison Metropolitan Planning Organization, which is the metropolitan planning organization (MPO) for the Sherman-Denison Metropolitan Area, has the responsibility under the provisions of Fixing America’s Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and,

WHEREAS, the Sherman-Denison MPO has developed the Public Participation Plan, Title VI/Nondiscrimination Plan, Limited English Proficiency Plan to ensure an open transportation planning process that supports early and continued involvement, timely public notice, and full public access to information regarding key transportation decisions ; and

WHEREAS, the Public Participation Plan, Title VI/Nondiscrimination Plan, Limited English Proficiency Plan is intended as a guide for the public, policy-makers, and staff that outlines strategies for disseminating information and responding to public comment; and

WHEREAS, the Sherman-Denison MPO initiated a forty-five (45) day public comment period on March 23, 2021 and ending on May 12, 2021 with a public meeting held on April 7, 2021.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION, that the Public Participation Plan, Title VI/Nondiscrimination Plan, Limited English Proficiency Plan is hereby adopted in accordance with Exhibit “A” attached hereto and incorporated herein.

ADOPTED in Regular Session on this the 23rd day of June, 2021.

SHERMAN-DENISON MPO

BY: _____
BILL MAGERS, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Sherman-Denison Metropolitan Planning Organization in regular session on June 23, 2021.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR

RESOLUTION NO. 2021-04

EXHIBIT "A"



**PUBLIC PARTICIPATION PLAN
TITLE VI/NONDISCRIMINATION PLAN
LIMITED ENGLISH PROFICIENCY PLAN**

FOR THE

SHERMAN-DENISON METROPOLITAN AREA



Prepared by the Sherman-Denison Metropolitan Planning Organization
in cooperation with the
Texas Department of Transportation and the U.S. Department of
Transportation, Federal Highway Administration and Federal Transit Administration

Opportunities for Public Comment

Posting Date
March 23, 2021

Public Hearing
April 7, 2021

Technical Advisory Committee Meeting
Action: May 19, 2021

Policy Board Meeting
Action: TBD

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I. INTRODUCTION

A. Background

1. Historical

"Prior to 1836 the inhabitants of Grayson County were the Indians, the Spaniards, and the Frenchmen who passed through the county without leaving permanent distinguishing features. The first English speaking white man to look upon the area, which was later to be known as Preston Bend, was probably John Hart. Hart was a trapper, with headquarters in Fort Smith, Arkansas Territory, and he was known to be in the area in 1822. Holland Coffee came to the Preston Bend area in 1836. Indian troubles multiplied in the late 1830's which caused Fort Johnson and Fort Preston to be built in 1840.

The creation of Grayson County in 1846 called for the location of the county seat within four miles of the geographic center of the new county. The county seat was named for Sidney Sherman, one of Sam Houston's staunchest political and personal foes. Sherman was probably one of the most versatile of the leaders of the Republic. He was born in Massachusetts in 1803 and died in Galveston in 1873. To Sherman is due the credit for originating the famous cry of the San Jacinto warriors, "Remember the Alamo; Remember Goliad." The only worthy monument to the memory of Sidney Sherman is the naming of the county seat of Grayson County, a town which he never visited. The naming was a political compromise which brought together the names of Grayson, the pro-Houston Democrat, and Sherman, the anti-Houston Whig. Grayson County was named for Peter W. Grayson, born in Bardstown, Kentucky in 1788. He held various offices of honor and trust under the Republic including the office of Attorney General under President David G. Burnet and Sam Houston, whom he actively supported. In 1838 he campaigned for the Presidency of the Republic. Before the election could be determined, Grayson committed suicide.

*In 1872 the people of Grayson County were given the opportunity of voting a \$150,000 subsidy to the Missouri-Kansas and Texas Railroad. The appropriation of the subsidy would have insured the completion of the tracks to Sherman, and would indeed have been quickly repaid in profit for the whole area and for Sherman in particular. But most people thought the threat of the Katy not to come was idle, and the issue failed. A town was laid out in 1872, north of Sherman, and named for George Denison, Vice President of the Katy. Denison's competition from Red River City was swept away with the flooding of the Red River. **By 1890, Denison was the 8th largest and Sherman was the 10th largest cities in the State of Texas. In 1880 Grayson County's population was higher than any other Texas county and in 1890 it was second only to Dallas County.**"*

- Excerpt from Sherman-Denison Transportation Plan Annual Report 1978-79

2. Organization

The Federal-Aid Highway Act of 1962 states that after July 1, 1965, in any urban area of more than fifty thousand population, highway projects must be based on a comprehensive, cooperatively developed and continuing planning process. In order to conform to this directive, the State of Texas, Cities of Sherman and Denison, and the County of Grayson entered into an agreement on the 27th day of September, 1968, for a complete and comprehensive transportation study of the Sherman-Denison Study Area.

To assure that the "continuing" requirements of the Act would be met, the same parties entered into a Continuing Phase Agreement on June 29, 1972, which outlined the organization of the study, scope of the continuing phase, responsibilities of the study members, operation of the continuing study, and financial responsibilities of the participating governmental agencies. A subsequent agreement entered into by these parties on May 10, 1973, made revisions in the organizations of committees.

On April 24, 1974, Governor Dolph Briscoe designated the Texoma Regional Planning Commission as the Metropolitan Planning Organization (MPO) for the Sherman-Denison Urbanized Area. The designation, as planning partners of the State, received the concurrence of the Cities of Sherman and Denison and Grayson County. A continuing phase agreement addendum, of October 11, 1979, recognized the Texoma Regional Planning Commission as a party to the transportation planning process. The MPO designation was extended to August 31, 1981 when it became continuous.

On June 30, 2011, the Texas Transportation Commission with authority from Governor James Richard (Rick) Perry authorized Minute Order 112728 to redesignate the MPO by separating the MPO from the Texoma Regional Planning Commission (name changed to Texoma Council of Governments in 1992) and designated Grayson County as the fiscal agent. Since that time, policy directive for transportation planning within the Sherman-Denison Urban Area has been carried out under the direction and guidance of the Sherman-Denison MPO Policy Board (PB), which was established by agreement between the State, Grayson County and the cities of Denison and Sherman. Acting through the PB, the MPO, in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), administers the transportation planning process in the Sherman-Denison urbanized area.

The PB has five voting members representing the following governments:

- County Judge, Grayson County
- Mayor, City of Sherman
- Mayor, City of Denison
- Mayor, Small Cities Representative (rotating)
- Texas Department of Transportation (TxDOT), Paris District Engineer

They work collaboratively to plan for the transportation network in Grayson County. The PB performs its duties in accordance with state & federal laws and is organized under its published By-Laws. All meetings held by the PB are in accordance with the Open Meetings Act.

The Sherman-Denison MPO also has a Technical Advisory Committee (TAC) whose membership consists of technical staff from the member local governments. The TAC is responsible for advising the PB on all urban transportation planning matters and to help guide the metropolitan planning process. Additionally, this committee advises on issues of a technical nature and provides recommendations of MPO policy issues, provides input regarding the development of all of the MPO's planning documents, any special studies that may arise, and has developed a project selection process.

3. Transportation Planning Partners

As the designated MPO of the Sherman-Denison Study Area, the Sherman-Denison MPO (SDMPO) has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Several other agencies, however, also play key roles in the transportation planning process.

The Texas Department of Transportation (TxDOT) works cooperatively with the SDMPO in carrying out all of its transportation planning activities. TxDOT representatives serve on all transportation related committees. TxDOT is responsible for a number of activities that affect the metropolitan transportation planning process. It is charged with the development of a statewide long-range plan, which will include the Metropolitan Transportation Plan (MTP) developed by the SDMPO. TxDOT also develops a Statewide Transportation Improvement Program (STIP) which must include the Transportation Improvement Plan (TIP) developed by the SDMPO. Accordingly, TxDOT participates actively in the process by which projects are prioritized and included in the SDMPO's TIP. TxDOT also serves as the primary intermediary between the SDMPO and federal transportation agencies: Federal Highways Administration (FHWA) and Federal Transit Administration (FTA).

Texoma Area Paratransit System (TAPS) provides public transit service in the study area. This agency is responsible for both the capital and service needs in its service area. It is the principal source for identifying transit projects for inclusion in the transit portion of SDMPO's MTP and TIP. It also carries out many of the public transit planning activities, both funded through SDMPO's regional planning program and through other sources. Because of the strong link between TAPS and the SDMPO, the input garnered through public outreach is shared between the two entities. TAPS relies on the public participation process of the SDMPO in order to satisfy grantor requirements under various programs, including but not limited to Section 5307.

B. Definition of Area

The Metropolitan Planning Area (MPA) is the geographic area in which the metropolitan transportation planning process required by 23 United States Code (USC) 134 and Section 5307 of the Federal Transit Act (FTA) must be carried out. Each metropolitan planning area encompasses the census boundary, the urbanized boundary, and the Metropolitan Urban Area Boundary.

The Sherman - Denison MPA is located in the north central portion of the State of Texas, sharing the northern boundary with the Red River/Oklahoma border and touches Lake Texoma, Eisenhower State Park and the Hagerman National Wildlife Refuge. The southern, eastern and western boundaries extend to the limits of Grayson County and are shared with Collin and Denton Counties to the south, Fannin County to the east, and Cooke County to the west. US Highway 75 running North/South basically splits the area in half and US 82 running East/West intersects US 75 and splits the urban area into quadrants. The SDMPO is comprised of the following cities: Sherman, Denison, Howe, Gunter, Pottsboro, Van Alstyne, Bells, Collinsville, Dorchester, Pilot Point, Sadler, Southmayd, Tioga, Tom Bean, Whitesboro, and Whitewright. The SDMPO is also comprised of unincorporated areas of Grayson County, which are likely to become urbanized in the next 20 years. A map of the study area is included in Appendix A. The population of the urbanized area is 61,900 and the MPA is 120,877 according to the 2010 U.S. Census.

II. PUBLIC PARTICIATION PLAN

The SDMPO is committed to involving the public in the transportation planning process for the Sherman-Denison Study Area. To achieve this, the SDMPO has created a Public Participation Plan to ensure that every Sherman-Denison Study Area resident is given the opportunity to participate in the development of transportation policies, programs, and projects being proposed within our study area. By formally documenting our public participation process, we will be able to review what we are currently doing, see what we're missing, and make improvements. This is a dynamic plan that needs to adapt to meet the changing needs of all sectors of the public. Therefore this plan will be updated as needed.

The Public Participation Plan (PPP) for the SDMPO is built on the following principles established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA):

- Early and continuous involvement;
- Reasonable public availability of technical data and other information;
- Collaborative input on alternatives, evaluation criteria, and mitigation needs;
- Open public meetings where matters related to transportation policies, programs, and projects are being considered; and
- Open access to the decision making process prior to closure.

A. PUBLIC PARTICIPATION OPPORTUNITIES AT MEETINGS

All meetings are held in conformance with the Texas Open Meetings Act and are open to the public. The meeting agenda is prepared and posted a minimum of seventy-two (72) hours in advance of the meeting on the Grayson County Courthouse Bulletin Board. Documentation to support the posting will be retained in the SDMPO study office for a minimum of five (5) years.

An announcement of the meeting that includes a link to the agenda packet will be emailed in advance to the Interested Parties List. Meeting cancelations, when needed, are emailed to the Interested Parties List.

Meeting location and times will be displayed under the "Upcoming Events" and "Calendar" portion of the SDMPO website at www.sdmpo.org and will include a link to the agenda packet if applicable.

Citizens, elected officials, transit providers, and staff have opportunity to speak on transportation issues at every meeting under the item "Public Comment Period". Additionally, Comment Cards are available at all meetings that are not held virtually.

All meetings are recorded and minutes are drafted. These are available for public review upon request and available on the SDMPO's website.

1. Policy Board (PB)

Although emergency meetings may be called as needed, typically the PB meets the 1st Wednesday of every even numbered month (February, April, etc.). The meetings are typically scheduled at 8:00 am, but are subject to change when necessary. Meetings are typically held at the Grayson County Courthouse Commissioners Courtroom. Meeting location is subject to change and can be held virtually when necessary. Attendees should consult the SDMPO website or the meeting agenda to verify meeting time and location.

2. Technical Advisory Committee (TAC)

Although emergency meetings may be called as needed, typically the TAC meets the 3rd Wednesday of every odd numbered month (January, March, etc.). The meetings are typically scheduled at 9:00 am, but are subject to change when necessary. Meetings are typically held at the TxDOT Sherman Area Office on US 75. Meeting location is subject to change and can be held virtually when necessary. Attendees should consult the SDMPO website or the meeting agenda to verify meeting time and location.

3. Public Meetings

Public meetings can be scheduled when needed. All public meetings are held at convenient and accessible locations and times, and can be held virtually when necessary. Attendees should consult the SDMPO website to verify meeting time and location.

B. OUTREACH TECHNIQUES

Information concerning transportation planning may be disseminated in a variety of ways to reach as many people as possible. As technology and other methods change, new approaches will be evaluated and implemented. Examples of current communication methods include:

1. Public Appearances

The SDMPO makes every effort to comply with requests from civic, professional, and other groups, organizations, or committees to present or discuss information related to the work of the SDMPO. Organizations should contact the SD MPO and allow ample time for the SDMPO to make arrangements to attend.

2. Website

The SDMPO maintains an independent internet site (www.sdmipo.org). The site includes formally adopted documents such as the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Uniform Planning Work Program (UPWP), and the Public Participation Plan (PPP). The site also contains PB and TAC agendas, minutes, and public meeting information. The homepage includes announcements, recent news, upcoming events, and feeds from our social media accounts and local weather as well as a "Give Us Your Input" button. Public transportation surveys and/or other features may be incorporated as needed.

3. Social Media

The SDMPO maintains a Facebook and Twitter account to post information about meetings and transportation related topics.

4. Visualization Techniques

The SDMPO is aware that different people interpret and analyze documents differently and will do everything possible to make information available in different formats. When appropriate, visualization techniques are used to display information at meetings, hearings, on the website or any place information

is being disseminated. These include: visual presentations, flip charts, maps, photographs, signs, posters, flyers and brochures.

5. Comment Card

A Comment Card, included in Appendix B, for comments and questions can be completed at any SDMPO meeting, upon request to SDMPO staff, coming to the SDMPO office, by mail or email, or by using the “Give Us Your Input” button on the website.

6. Interested Parties List

The SDMPO maintains a list of those that receive notification of public meetings and other SDMPO planning processes. The list includes representatives from Grayson County, the Cities of Sherman, Denison, Gunter, Howe, Van Alstyne and Pottsboro, representatives of TxDOT, FHWA, FTA, TAPS, Regional Mobility Authority (RMA), and the local newspaper. Other organizations and individuals can be added to the list by notifying staff of their interest at any SDMPO meeting or coming to the SDMPO office, by mail, email, or by using the “Give Us Your Input” button on the website. These other organizations and individuals once added to the list remain in the list until either they request to be removed or the email returns as undeliverable.

C. PUBLIC PARTICIPATION OPPORTUNITIES DURING DEVELOPMENT OF PLANNING DOCUMENTS

The SDMPO is responsible for numerous documents that define the transportation planning process.

1. Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan (MTP) is adopted at least every five (5) years. It contains goals and objectives for Sherman-Denison Study Area’s transportation system and identifies the improvements, studies, and strategies that must be implemented to reach those goals and objectives. It includes a list of all the transportation improvements scheduled for funding over the next twenty (20) years.

Activity	Procedure
Initial Public Meeting	The Initial Public Meeting will be required during the initial stages of plan development. The Initial Public Meeting is not required for an amendment. When and where the Initial Public Meeting will be held shall be sent to the Interested Parties List, local TV news media (KTEN and KXII), Chambers of Commerce, local emergency response agencies, local tourism departments (City of Sherman Tourism/Main Street Manager and City of Denison Main Street Director), private providers of transportation (Greyhound), and Texoma Council of Governments (TCOG). Visualization techniques shall be employed as needed. A summary of the meeting will be incorporated in the MTP and a roster of those in attendance will be kept on file in the SDMPO office. Comment Cards will be available at the Initial Public Meeting. Citizens will also have an opportunity to provide written comments from the time of the Initial Public Meeting until at least ten (10) days after the Final Public Meeting.

Public Notice	At least twenty-one (21) days prior to adoption or amendment of a MTP, the SDMPO shall make the draft document available via the SDMPO website and SDMPO Office. Additionally, a Public Notice shall be posted on the Grayson County Courthouse Bulletin Board and sent to the Interested Parties List, local TV news media (KTEN and KXII), Chambers of Commerce, local emergency response agencies, local tourism departments (City of Sherman Tourism/Main Street Manager and City of Denison Main Street Director), private providers of transportation (Greyhound), and TCOG notifying them that the MTP is available for review on the SDMPO website, information on when and where the Final Public Meeting will be held, a request for comments, and notifying them that comments will be received for at least ten (10) days after the Final Public Meeting. Documentation to support the posting and press release will be incorporated into the MTP as an appendix.
Final Public Meeting	The Final Public Meeting will be held at least ten (10) days after the Public Notice to obtain input on the draft plan or amendment. Visualization techniques shall be employed as needed. A summary of the meeting will be incorporated in the MTP and a roster of those in attendance will be kept on file in the SDMPO office. Comment Cards will be available at the Final Public Meeting. Citizens will also have an opportunity to provide written comments prior to and for at least ten (10) days after the Final Public Meeting.

2. Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is adopted at least every two (2) years. The TIP is a four (4) year program that lists all regionally significant and federally funded projects and services in the study area, such as highway projects, bridge replacements, major corridor studies, and transportation enhancements. Projects that are included in the TIP must be consistent with and come from an approved MTP.

Activity	Procedure
Public Notice	At least fourteen (14) days prior to adoption or amendment of a TIP, the SDMPO shall make the draft document available via the SDMPO website and SDMPO Office. Additionally, a Public Notice shall be posted on the Grayson County Courthouse Bulletin Board and sent to the Interested Parties List, local TV news media (KTEN and KXII), Chambers of Commerce, local emergency response agencies, local tourism departments (City of Sherman Tourism/Main Street Manager and City of Denison Main Street Director), private providers of transportation (Greyhound), and TCOG notifying them that the TIP is available for review on the SDMPO website, information on when and where the Public Meeting will be held, a request for comments, and notifying them that comments will be received for at least ten (10) days after the Public Meeting. Documentation to support the posting and press release will be incorporated into the TIP as an appendix. In order to satisfy the FTA requirement for a Program of Projects (POP) the following statement will be published: “The public involvement/comment period for the draft TIP will also satisfy TAPS’s public participation requirement for the Program of Projects (Section 5307 Funds).”
Public Meeting	The Public Meeting will be held at least three (3) days after the Public Notice to obtain input on the draft plan or amendment. Visualization techniques shall be

	employed as needed. A summary of the meeting will be incorporated in the TIP and a roster of those in attendance will be kept on file in the SDMPO office. Comment Cards will be available at the Public Meeting. Citizens will also have an opportunity to provide written comments prior to and for at least ten (10) days after the Public Meeting.
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3. Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) is adopted at least every two (2) years. It describes all transportation and transportation related planning activities within the study area for a two (2) year period. The UPWP includes a budget that shows the federal, state, and local funds that are committed to the completion of the planning activities.

Activity	Procedure
Public Notice	At least three (3) days prior to adoption or amendment of a UPWP, the SDMPO shall make the draft document available via the SDMPO website and SDMPO office.
Public Hearing	A Public Hearing will be held during a scheduled PB meeting prior to PB action. A summary of the Public Hearing will be included in the meeting minutes and a roster of those in attendance will be kept on file in the SDMPO office. Comment Cards will be available at the PB meeting.

4. Public Participation Plan (PPP)

The Public Participation Plan (PPP) outlines the strategies utilized to provide and receive information from the public on transportation planning and programming process including funding for projects, studies, plans, and committee actions.

Activity	Procedure
Public Notice	At least forty-five (45) days prior to adoption or amendment of a PPP, the SDMPO shall make the draft document available via the SDMPO website and the SDMPO office. Additionally, a Public Notice shall be posted on the Grayson County Courthouse Bulletin Board and sent to the local newspaper notifying them that the PPP is available for review on the SDMPO website, information on when and where the Public Hearing will be held, a request for comments, and notifying them that comments will be received for at least ten (10) days after the Public Hearing. Documentation to support the posting and press release will be incorporated into the PPP as an appendix.
Public Hearing	The Public Hearing will be held at a TAC meeting at least thirty (30) days after the Public Notice to obtain input on the draft plan or amendment. A summary of the meeting will be included in the meeting minutes and a roster of those in attendance will be kept on file in the SDMPO office. Comment Cards will be available at the TAC meeting. Citizens will also have an opportunity to provide written comments prior to and for at least ten (10) days after the Public Hearing.

5. Annual Listing of Obligated Projects (ALOP) and Annual Performance and Expenditure Report (APER)

The Annual Listing of Obligated Projects (ALOP) provides a record of the projects, including investments in pedestrian walkways and bicycle transportation facilities, for which funds were obligated in the preceding program year. This listing is a cooperative effort by TxDOT, TAPS and the SDMPPO and includes funding categories consistent with those identified in the TIP.

The Annual Performance and Expenditures Report (APER) is a document that is produced each year in order to list all work performed and deliverables produced by SDMPPO staff during the specified fiscal year.

Both the ALOP and APER for the prior fiscal year are available via the SDMPPO website and SDMPPO Office at the conclusion of the calendar year.

D. CONSULTATION WITH INDIAN TRIBAL GOVERNMENTS

The goals of Tribal consultation include:

- Promote Tribal involvement in the SDMPPO planning process;
- Create durable relationships between the Tribes and the SDMPPO based on a mutual respect that promotes coordinated transportation partnerships in service to all of our citizens; and
- For the SDMPPO to take a proactive approach to consultation by ensuring Tribal participation in the MPO planning process that may affect the Tribal governments, Tribal programs and Tribal citizens.

1. Definitions

Collaboration – A process in which two or more parties work together to achieve a common set of goals. Collaboration is the timely communication and joint effort that lays the groundwork for mutually beneficial relationships, including identifying issues and problems, identifying solutions and providing follow-up as needed.

Communication – Verbal, electronic or written exchange of information between the SDMPPO and the Tribe. Generally, posting information on a website or in the newspaper does not constitute communication. Written correspondence, whether electronic or letter/postal format, should generally be sent to the Tribe Chair with a copy to staff, requesting review and comment on specific plans or projects that will affect a Tribe. While Tribal review may occur concurrently with public review, Tribes are not considered the “public” for purposes of such communication.

Consultation – The meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties’ cultural values, and where feasible, seeking agreement.

Tribal Sovereignty – A unique, political relationship between American Indians and the United States government that recognizes that Tribes are sovereign nations with recognized powers of self-government.

2. Tribal Governments

Although the Sherman-Denison Metropolitan Planning Area (MPA) does not currently contain any federally recognized Tribes with land holdings, there are two located within ten (10) miles of the MPA. They are as follows:

- The Chickasaw Nation, represented by the Governor and Tribal Legislature
Mailing Address:
520 E. Arlington
Ada, Oklahoma 74820
(580) 436-2603
- The Choctaw Nation, represented by the Chief, Assistant Chief and Tribal Council
Mailing Address:
1802 Chukka Hina
Durant, Oklahoma 74701
(800) 522-6170

3. Consultation Process

The SDMPO wishes to establish a Government-to-Government relationship and consultation process in recognition of the principle of Tribal sovereignty. Additionally, the SDMPO recognizes that good faith, mutual respect, and trust are fundamental to meaningful collaboration and communication between governmental entities.

The SDMPO intends to consult with Tribal governments on activities that may impact their communities. As such, the SDMPO will make every effort to review all proposed plans, policies, rulemaking actions or other aspects of the transportation planning process that may affect or impact Tribal resources and determine whether Tribal consultation or collaboration may assist in the process. If determined to be warranted, contact should be initiated at the appropriate time in the planning phase and preceding the public participation process. Consultation will be initiated by formal, written request. Consultation requests should include a clear statement of purpose, explaining the reason for the request and declaring the importance of the Tribe's participation in the planning process. The request should specify the location of the area of potential effect addressed by the proposal. Sufficient time should be provided in a request for consultation in order to allow the Tribal government to take official action. Formal consultation may not be required in all situations or interactions. Therefore, Tribal officials have the discretion whether to engage in the consultation process. Consultation should be done face-to-face whenever possible.

All formal consultation shall take place between the SDMPO PB Chairman and the elected representatives from the Tribal governments identified in Section II.D.2. Informal communications may occur between SDMPO staff and designated Tribal staff members when needed. Upon request by Tribal staff members or representatives, the SDMPO will include them on email distribution lists to receive notifications of all upcoming SDMPO Policy Board and/or Technical Advisory Committee meeting agendas. SDMPO Staff will provide convenient access to all Policy Board and Technical Advisory Committee meeting agendas for review through the SDMPO website and be available to answer questions.

Consultation is a process, not a single event, and communication should continue until the project or plan is complete. Development of mutually agreed upon protocols may result in more effective consultation efforts with individual Tribes. All aspects of the consultation process should be documented, including how the lead agency reaches a final decision.

More than one Tribe may have an affiliation with the area of consideration. Individual consultation may be necessary if a combined consultation format is not preferred by the Tribal governments. Determining the degree and adequacy of consultation will vary depending on a number of factors including the scope of proposed activities, whether the activity is short-term or long-term, the cultural or political sensitivity of the issue at hand, and the number of potential stakeholders.

Although consultation is not mandated for non-federally recognized Tribes, this does not preclude the SDMPO from consulting with local Tribes when plans or activities might impact cultural values or the community.

E. EVALUATION PROCEDURES FOR PUBLIC PARTICIPATION

It is important that the SDMPO continuously evaluate the effectiveness of the public participation techniques in the planning process for each plan or project. SDMPO should consider the following when evaluating the effectiveness of the public participation plan:

- Are there many people participating in the techniques with good ideas and suggestions?
- Are targeted stakeholders participating in the application of the techniques? Consider asking participants, "Who else should be in attendance?"
- Is the general public getting enough information and in a timely manner?
- Rather than assume non-participants are "not interested", consider contacting participants missing from the process to determine the reasons for their lack of interest or inability to participate in the planning process.
- Should an evaluation form be given to participants to see if they feel the technique is effective and useful?
- Are the results and input from the public able to be incorporated in the decision-making process? If not, what changes need to be made?

III. TITLE VI/NONDISCRIMINATION PLAN

The SDMPO works diligently to operate in a fair and nondiscriminatory way. As a sub recipient of federal financial assistance from the FHWA, the SDMPO is required to comply with Title VI of the Civil Rights Act of 1964, which provides:

“No person in the United States, on the ground of race, color, or national origin, shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

Title VI served as the model for subsequent nondiscrimination laws based on receipt of federal funding, including the Federal-Aid Highway Act of 1973 and Section 504 of the Rehabilitation Act of 1973 (disability). However, each of these laws is accompanied by its own regulations and requirements and is not interchangeable with the regulations of Title VI.

The U.S. Department of Justice (DOJ), as the federal government’s coordinating agency for Title VI, implemented its Title VI program in 28 Code of Federal Regulations (C.F.R.) Part 42 and issued guidance in two main documents: The Title VI Legal Manual and the Complaint Investigation Procedures Handbook.

Title VI authorizes and directs federal agencies to enact “rules, regulations, or orders of general applicability” to achieve the statute’s objectives. The U.S. Department of Transportation (DOT) implemented its Title VI program in 49 C.F.R. Part 21. FHWA’s implementing regulations can be found in 23 C.F.R. Part 200.

Title VI is further defined by Executive Orders 12898 (Environmental Justice or EJ) and Executive Order 13166 (Limited English Proficiency or LEP):

- Executive Order 12898 - Federal action that identifies and addresses disproportionately high and adverse human health and environmental effects of programs or activities on minority and low-income populations, with the goal of achieving environmental protection for all communities.
- Executive Order 13166 - Improving access to services for persons with Limited English Proficiency (LEP).

A. Discrimination under Title VI

As staff of the SD MPO, it is everyone’s responsibility to prevent, minimize & eradicate any form of discrimination. There are two types of discrimination prohibited under Title VI and its related statutes: (1) disparate treatment (i.e. intentional discrimination) and (2) disparate impact/effects. An intent claim alleges that similarly situated persons are treated differently because of their race, color, or national origin. The second type of discrimination is disparate impact or disparate effects. This type of discrimination occurs when a facially neutral policy, procedure, or practice results in different or inferior services or benefits to members of a protected group. In disparate impact, the focus is on the consequences of a decision, policy, or practice rather than the intent. The SDMPO efforts to prevent such discrimination must address, but not be limited to, a program’s impacts, access, benefits, participation, services, contracting and training opportunities, investigation of complaints, allocation of funds, and prioritization of projects. It applies to programs within the SDMPO, especially those with a direct effect on the public.

Prohibited forms of discrimination:

- The denial of services, financial aid, or other benefits provided under a program;
- Distinctions in the quality, quantity, or manner in which a benefit is provided;
- Segregation or separation of persons in any part of the program;
- Restriction in the enjoyment of any advantages, privileges, or other benefits provided to others;
- Differing standards or requirements for participation;
- Methods of administration that directly or indirectly, or through contractual relationships would defeat or impair the accomplishment of effective nondiscrimination; (and/or)
- Discrimination in any activities or services related to a highway, infrastructure or facility built or repaired in whole or in part with federal funds.

B. Policy Statement

Title VI of the Civil Rights Act of 1964 prohibits discrimination on federal and federally-assisted projects and programs based on race, color, and national origin. Since 1964, additional statutes have prohibited discrimination based on sex (Federal-aid Highway Act of 1973), age (The Age Discrimination Act of 1975), and disability (Section 504 of the Rehabilitation Act of 1973 and Americans with Disabilities Act of 1990). Additionally, the Civil Rights Restoration Act of 1987 defined the word “program” to make clear that discrimination is prohibited throughout an entire agency if any part of the agency receives federal assistance.

“The Sherman-Denison MPO, as a sub recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion (where the primary objective of the financial assistance is to provide employment per 42 U.S.C. §2000d-3), color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any MPO programs or activities.”

Adopted unanimously by the PB on April 7, 2021, Resolution 2021-03 includes a nondiscrimination statement. This resolution is included as Appendix C.

C. Notification of Public Rights under Title VI

The required notice to the public that follows is posted outside the SDMPO offices, on the SDMPO website, and is included in the SDMPO plans and documents:

- I. SDMPO operates without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with SDMPO.
- II. For more information on SDMPO’s civil rights program, the procedures to file a complaint, or to file a complaint, contact (903)813-4525, Email: barnettc@co.grayson.tx.us, or visit our office at the Grayson County Courthouse, 100 W. Houston Street, Suite G1, Sherman, TX 75090. For more information, please visit www.sdmpo.org.
- III. A complaint may also be filed directly with:
 - a. Texas Department of Transportation, Attn: TxDOT-PTN, 125 E. 11th Street, Austin, TX 78701-2483, or

- b. Federal Transit Administration, Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave. SE, Washington, DC, 20590.
- IV. If information is needed in another language, contact (903)813-4524.

D. Title VI Complaint Procedure

Any person who believes he or she has been discriminated against on the basis of race, color or national origin by the SDMPO may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form. Complaint forms can be found in Appendix D.

The SDMPO investigates complaints received no more than one-hundred and eighty (180) days after the alleged incident. The SDMPO will process complaints that are complete.

Once the complaint is received, the SDMPO will review it to determine if our office has jurisdiction. A copy of each Title VI complaint received will be forwarded to TxDOT Public Transportation Coordinator within ten (10) calendar days of receipt. The complainant will receive an acknowledgement letter informing him or her whether the complaint will be investigated by our office.

The SDMPO has thirty (30) days to investigate the complaint. If more information is needed to resolve the case, SDMPO may contact the complainant.

The complainant has ten (10) business days from the date of the letter to send requested information to the Title VI Coordinator investigating the case.

If the Title VI Coordinator is not contacted by the complainant or does not receive the additional information within ten (10) business days, the SDMPO can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue the case.

After the title VI Coordinator reviews the complaint, he or she will issue one of two (2) letters to the complainant:

- A closure letter that summarizes the allegations and states that there was not a Title VI violation and that the case will be closed.
- A letter of finding that summarizes the allegations and the interviews regarding the alleged incident and explains whether any disciplinary action, additional training of the staff member or other action will occur.

If the complainant wishes to appeal the decision, he or she has ten (10) business days after the date of the letter to do so.

Title VI Complaints are to be submitted to: MPO Director, Sherman-Denison MPO, 100 W. Houston Street, Suite G1, Sherman, TX 75090.

A person may also file a complaint directly with the: Texas Department of Transportation, Attn: TxDOT-PTN, 125 E. 11th Street, Austin, TX 78701-2483, or Federal Transit Administration (FTA), Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave. SE, Washington, DC, 20590.

If information is needed in another language, then please contact (903) 813-4524.

The SDMPPO Title VI Complaint Procedure can be found at the following locations:

- SDMPPO Website: www.sdmpo.org
- Grayson County Courthouse, 100 W. Houston Street, Suite G1, Sherman, TX 75090

There are no current transit related Title VI complaints, investigations, or lawsuits involving the MPO, nor have there been any since the date of the last submission. A log of complaints will be maintained. A sample of that log appears in Appendix E.

E. Demographic Profile of the Metropolitan Area

1. Population

The following table shows the population of the entirety of Grayson County.

Table 1: Estimated Population Change from 2010-2019 for Grayson County

City / County	Census 2010	Census 2019 Est.	% Change
Sherman	38,521	44,002	14.23%
Denison	22,682	25,529	12.55%
Howe	2,600	3,346	28.69%
Gunter	1,498	1,675	11.82%
Pottsboro	2,160	2,489	15.23%
Van Alstyne	3,046	4,378	43.73%
Bells	1,392	1,515	8.84%
Collinsville	1,624	1,959	20.63%
Dorchester	148	94	-36.49%
Knollwood	226	489	116.37%
Pilot Point	3,856	4,525	17.35%
Sadler	343	383	11.66%
Southmayd	992	1,137	14.62%
Tioga	803	1,051	30.88%
Tom Bean	1,045	1,081	3.44%
Whitesboro	3,793	4,120	8.62%
Whitewright	1,607	1,721	7.09%
Grayson Co.	120,877	136,212	12.69%

2. Minority Population

Using the 2019 Census estimates, the following table shows trends amongst minority populations for the entirety of Grayson County, whose total population has grown by 12.69% since the 2010 Census. The White alone group grew by 6.73%. The Black or African American alone group showed a slight increase of 16.31%. The American Indian and Alaskan Native group showed an increase of 22.04%. The Asian group grew exponentially by 94.23%, which was the largest change in Grayson County. The Native Hawaiian and Other Pacific Islander showed a large increase of 80.00%. Persons of Two or More races

grew by 43.69%. The Hispanic or Latino group grew by 28.76%. The minority population of Grayson County continues to grow and makes up over 25% of the total population.

Table 2: Estimated Population Change Based on Race from 2010-2019 for Grayson County

	Census 2010	% of total	Census 2019 Est.	% of total	% Change from 2010-2019
Total Population	120,877	100.00%	136,212	100.00%	12.69%
White alone	95,211	78.77%	101,621	74.61%	6.73%
Black or African American alone	7,245	5.99%	8,427	6.19%	16.31%
American Indian and Alaska Native	2,060	1.70%	2,514	1.85%	22.04%
Asian	1,091	0.90%	2,119	1.56%	94.23%
Native Hawaiian and Other Pacific Islander alone	65	0.05%	117	0.09%	80.00%
Two or More races	2,637	2.18%	3,789	2.78%	43.69%
Hispanic or Latino (any race)	13,688	11.32%	17,625	12.94%	28.76%

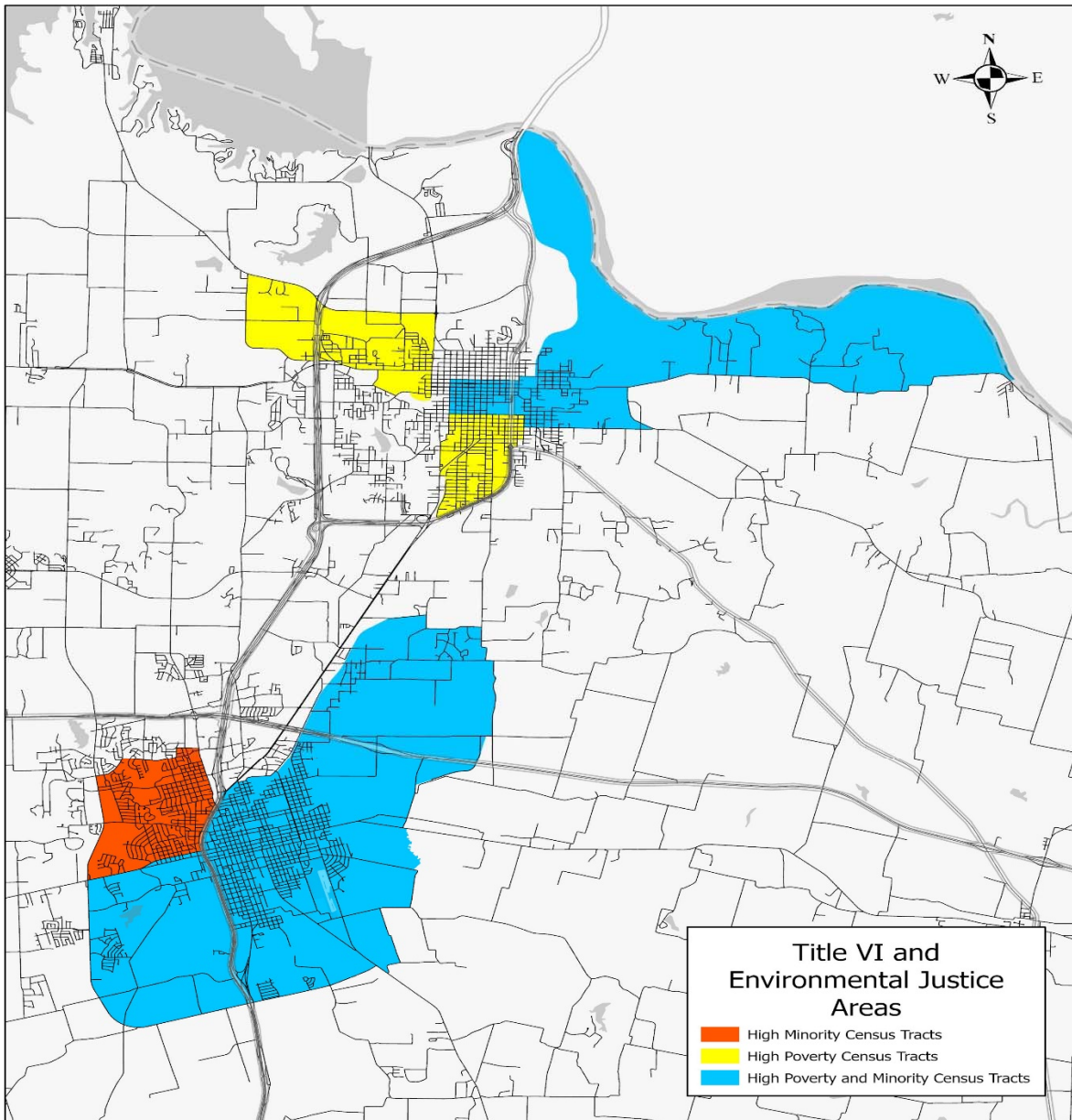
3. Low Income

Per the American Community Survey, the percentage of families and people whose income in the past 12 months is below the poverty level is 13.1% in Grayson County. The 2010 Census showed that Grayson County had a 14.4% population below poverty level. Although Grayson County saw a decrease in percentage of population below the poverty line, it is still around the national average of 13.4%.

4. Elderly Population

Per the 2019 Census estimates, 25.22% of Grayson County’s population (34,358 people) were 65 years of age or older in 2019. This is an increase from 21.94% (26,518 people) in 2010.

Figure 1: Environmental Justice and Title VI Populations Map



Data above was retrieved from the 2019: ACS 5-Year Estimates Subject Tables. High minority census tracts were found to be where minorities made up greater than 30% of the total population of the tract. High poverty tracts were found to be where greater than 15% of the population of each tract fell below the poverty level set by the Census.

F. Program Assessment

1. Minority Population Mobility Needs Assessment Procedures

In the development of the PPP, as well as other planning activities, the SDMPO sought out and considered the needs of those traditionally underserved by existing transportation systems, including minority households.

The SDMPO strives to include all the public, including protected classes, in its planning activities. The interested parties list includes many community action organizations that work with and represent minorities. Racial minorities make up more than twenty-five percent (25%) of the SDMPO population, with the majority located in the urban cores of the Cities of Sherman and Denison. The Grayson County Courthouse, where most of the SDMPO public meetings and events are held, is located in the urban core of the City of Sherman. The Policy Board includes elected officials which represent minority constituents and meet with them regularly. These members of the committees are chosen by their respective jurisdictions and not the SDMPO.

2. Disparate Impact Analysis

In recent and forthcoming years, a large share of transportation projects included in the MTP have been projects intended to increase capacity or otherwise accommodate growth where it is occurring. Similar to most American communities, the growth is occurring in the urban fringes of the Cities of Denison and Sherman. A substantial and increasing amount of growth is also occurring along Grayson County's southern boundary, which it shares with the Dallas/Fort Worth Metroplex to the south. In terms of Title VI and Environmental Justice (EJ), this reality can be viewed both positively and negatively.

3. Primary Transportation Investments

With these unique challenges in mind, transportation investments in the SDMPO have mainly focused on:

- US 75 widening and reconstruction;
- US 82 safety and frontage road improvements;
- Realignment Farm-to-Market roads to create east-west connectivity;
- Highway and Bridge rehabilitation and widening (primarily classified as "Grouped Projects," the selection and funding of which is outside the control or influence of the SDMPO);
- Transportation alternatives such as bicycle and pedestrian projects (primarily advanced by grants, the selection and funding of which is outside the control or influence of the SDMPO); and
- Transit funding (Operating and Capital investments in TAPS).

The areas described do not have a large minority population, nor a large population below 150% of the poverty level. As the projects are not occurring within these areas, EJ populations are not adversely effected nor adversely burdened by the projects, however, on the flip side, the benefits of these projects, once completed also do not accrue to these populations. They benefit only in so far as the projects serve as a benefit to the greater Sherman-Denison region.

An exception to this is the widening and reconstruction of US 75, which transects both minority and non-minority areas and serves both equally. Additionally, a detailed assessment of Environmental Justice considerations is conducted prior to construction of each segment.

There is no evidence that low income and minority populations suffer “disproportionately high and adverse human health and environmental effects, including social and economic effects” from the transportation activities of the SDMPO. The dispersion of transportation projects throughout the SDMPO area ensures that the burdens and benefits of the projects are born and reaped by all residents.

G. Other Ongoing Title VI/Environmental Justice Activities

1. Annual Report

The MPO will produce a Title VI/Nondiscrimination Annual Work Plan & Accomplishments Report modeled after that produced by TxDOT. The report will:

- Provide an overview of an MPO’s current policies, procedures, and practices to ensure nondiscrimination.
- Self-monitor programs to track, regulate, and observe their processes to ensure compliance with Title VI and maintain a record of how compliance with Title VI/Nondiscrimination requirements is maintained.

2. Contracts and Request for Proposals

Ensure nondiscrimination in the award of contracts relating to projects receiving federal financial assistance.

Contracts

The following special provisions and Title VI language will be included in contracts as appropriate:

- The clauses of Appendix A from the U.S. DOT Standard Title VI Assurances; and
- A copy of Form FHWA-1273, “Required Contract Provisions Federal-Aid Construction Contracts,” which ensures nondiscrimination in the selection of employees and subcontractors, will be physically attached to all federal-aid construction contracts of \$10,000 or more.

Request for Proposals

The following Title VI/Nondiscrimination paragraph from the U.S. DOT Standard Title VI Assurances will be included in all Request for Proposals (RFPs):

- “The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

3. Data and Analysis

The SDMPO will collect and analyze data to ensure that transportation programs, services, facilities, and projects effectively meet the needs of “all persons” without discrimination. The SDMPO will integrate Environmental Justice considerations/analysis into the evaluation of all SDMPO activities.

IV. LIMITED ENGLISH PROFICIENCY PLAN

This Limited English Proficiency Plan has been prepared to address the SDMPO's responsibilities as a recipient of federal financial assistance as they relate to the needs of individuals with limited English language skills. The plan has been prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq, and Executive Order 13166 its implementing regulations, which state that no person shall be subjected to discrimination on the basis of race, color or national origin.

Executive Order 13166, titled Improving Access to Services for Persons with Limited English Proficiency, directs each Federal agency that is subject to the requirements of Title VI to publish guidance for its respective recipients clarifying that obligation and indicates that differing treatment based upon a person's inability to speak, read, write or understand English is a type of national origin discrimination. It directs each federal agency to publish guidance for its respective recipients clarifying their obligation to ensure that such discrimination does not take place. This order applies to all federal agencies and all programs and operations of entities that receive funding from the federal government, including state agencies, local agencies and government, private and non-profit entities, and sub-recipients (such as the SDMPO).

The SDMPO is the federally recognized Metropolitan Transportation Planning Organization that serves as a forum for continuing, cooperative, and comprehensive transportation decision making by state and local governments. Staff and elected officials from State and local governments and area transportation agencies serve on the SDMPO's Policy Board and Technical Advisory Committee and provide technical review, comments, recommendations, and policy decisions on the SDMPO's work products and plans.

A. Plan Summary

Limited English Proficiency individuals are those who do not speak English as their primary language and have a limited ability to read, write, speak, or understand English as a result of their national origin. These individuals may be entitled to language assistance with respect to a particular type of service, benefit, or encounter.

The SDMPO has developed this Limited English Proficiency (LEP) Plan to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to SDMPO services as required by Executive Order 13166.

In developing the plan, while determining the SDMPOs extent of obligation to provide LEP services, the SDMPO undertook a U.S. Department of Transportation four factor LEP analysis which considers the following:

1. The number or proportion of LEP individuals eligible to be served or likely encountered by the SDMPO program, activity or service;
2. The frequency with which LEP individuals come in contact with the SDMPO program, activity or service;
3. The nature and importance of the program, activity or service provided by the SDMPO; and
4. The resources available to the SDMPO and overall costs.

A brief description of the above considerations is provided in the following section.

FACTOR 1: The number or proportion of LEP persons eligible to be served or likely encountered by the SDMPO program, activity or service.

The SDMPO has had very limited contact with the LEP population. Over the past ten years, there has been no contact at public meetings, through Board or Committee members, through phone contact, or by personal visit. The number and type of such encounters will be periodically analyzed to determine the breadth and scope of the language service required.

When this document was first adopted, it was determined that the estimated percentage of households that speak a language other than English is 9.9%. Of the 4,835 households, 891 households have limited English proficiency; that is, they speak English “not well” or “not at all.” This is approximately 1.8% of the total households in the SDMPO study area boundary. (U.S. Census Bureau, 2019 American Community Survey 5-Year Estimates).

The SDMPO adheres to the philosophy of affording all citizens an equal opportunity to participate in each transportation program or activity.

FACTOR 2: The frequency with which LEP individuals come into contact with the SDMPO Program:

The SDMPO staff reviewed the frequency with which the SDMPO could have contact with LEP persons. While the SDMPO has received some requests from vision-impaired and handicapped individuals in the last ten years, the SDMPO has not experienced any requests for interpreters and no requests for translated SDMPO documents. The SDMPO does keep a list of available Spanish translators that can offer assistance should the need arise.

The identified areas where a LEP person is most likely to interact with the SDMPO’s operations are:

- Public meetings
- Information Requests
- Office Staff

FACTOR 3: The nature and importance of the Program, Activity, or Service provided by the SDMPO to the LEP Community.

There is no large geographic concentration of any type of LEP individuals in the SDMPO study area boundary. The overwhelming majority of the population, 90.1% speak only English. As a result, there is a lack of social service professional and leadership organizations within the study area boundary that focuses on outreach to LEP individuals. It is the SDMPO’s intent to provide meaningful access to all participants and eligible persons, however, the availability of resources may limit the provision of language services in some instances. The majority of information that we provide is not confidential. Documents and maps represent the bulk of our communication with the public.

Services that are most likely to encounter LEP individuals are the on-demand and the paratransit services provided by TAPS. A copy of their LEP Plan may be viewed at www.tapsbus.com.

FACTOR 4: The resources available to the SDMPO and the overall costs:

The SDMPO reviewed its available resources that could be used for providing LEP assistance. Currently, the budgetary impact to the SDMPO is minimal based on past and recent experiences such as the lack of contact or requests by LEP individuals.

B. Plan for Assisting Persons of Limited English Proficiency

The following measures shall be taken to assist persons of limited English proficiency:

- Examine record requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- When SDMPO sponsored workshops or conferences are held, set up a sign-in sheet table, have a staff member greet and briefly speak to each attendee. To informally gauge the attendee's ability to speak and understand English, ask a question that requires a full sentence reply;
- Have the Census Bureau's "I Speak Cards" at the workshop or conference sign-in sheet table (while staff may not be able to provide translation assistance at this meeting, an inventory of those needs will help staff plan for language needs at a future meeting); and
- Post a notice of available language assistance outside the SDMPO office.

C. Monitoring and Updating the LEP Plan

The SDMPO will update the LEP as required by U.S. DOT. Updates will include the following:

- The number of documented LEP person contacts encountered annually;
- How the needs of LEP persons have been addressed;
- Determination of the current LEP population in the service area;
- Review of demographic data to determine whether the need for translation services has changed;
- Determine whether the SDMPOs available resources, such as technology, staff, and financial costs have changed;
- Determine if the SDMPO has fulfilled the goals of the LEP Plan; and
- Document any complaints received.

D. Outreach Techniques

The SDMPO does not have a formal practice of outreach techniques due to the lack of LEP population and resources available in the service area. However, the following are a few options that the SDMPO will incorporate when and/or if the need arises for LEP outreach:

If staff knows that they will be presenting a topic that could be of potential importance to a LEP person or if staff will be hosting a meeting or a workshop in a geographic location with a known concentration of LEP persons, meeting notices and agendas will be printed in an alternative language, based on known LEP population in the area.

The MPO will continue to keep a list of Spanish translators should the need arise for them to be utilized.

E. Staff Training

All SDMPO staff will be provided with the LEP Plan and will be educated on procedures to follow. This information will also be part of the SDMPO staff orientation process for new hires. Training topics are as follows:

- Understanding the Title VI policy and LEP responsibilities;
- What language assistance services the SDMPO offers;
- Use of LEP “I Speak Cards”;
- How to access and utilize Google Translate;
- Documentation of language assistance requests; and
- How to handle a Title VI and/or LEP complaint.

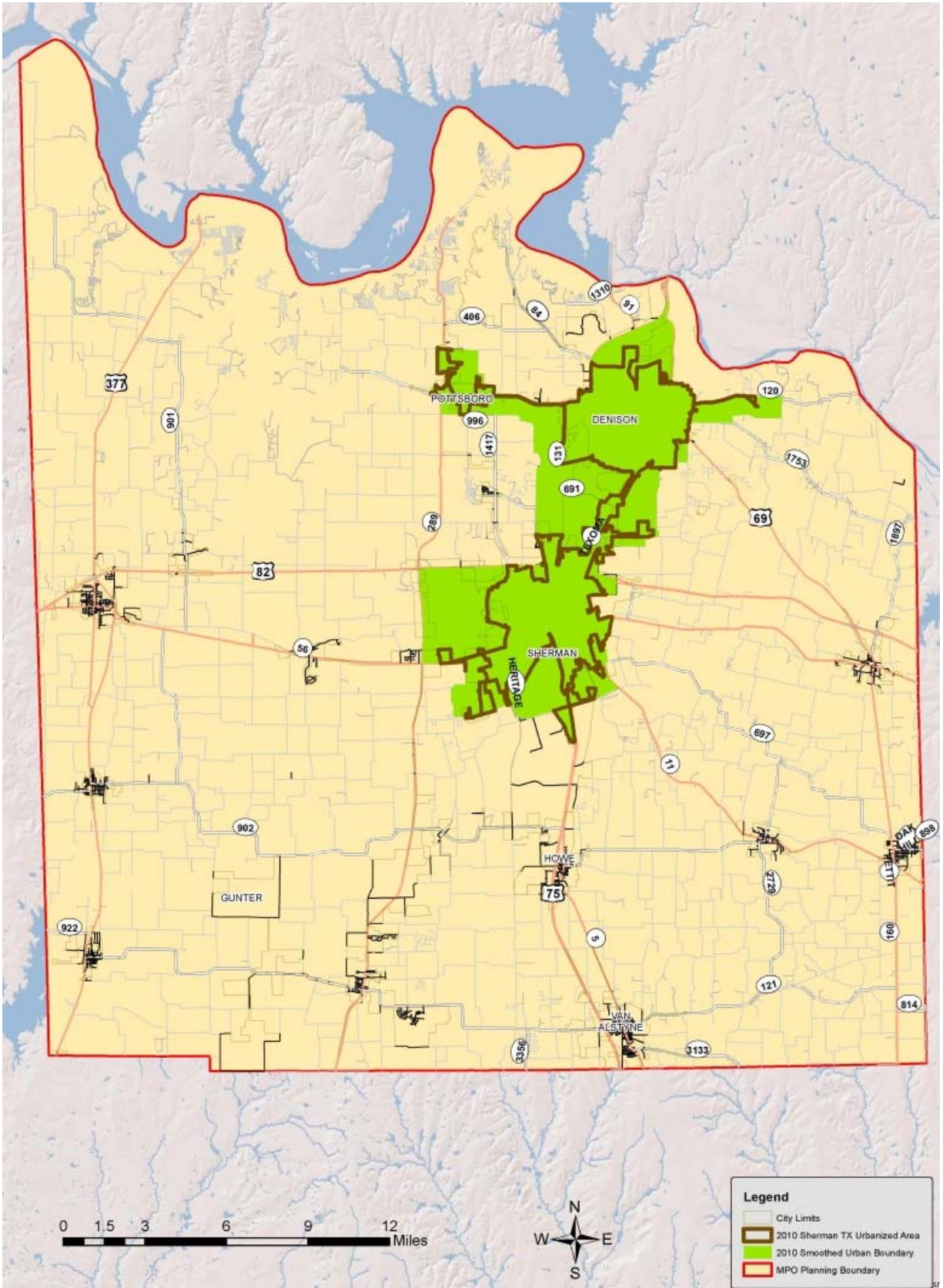
V. ACRONYMS

ADA	Americans with Disabilities Act
CFR	Code of Federal Regulations
DCIS	Design and Construction Information System
DOT	Department of Transportation
EPA	Environmental Protection Agency
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HB 20	Texas House Bill 20
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21st Century
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
PB	Policy Board
PM	Performance Measure
POP	Program of Projects
PPP	Public Participation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAPS	Texoma Area Paratransit System
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TTC	Texas Transportation Commission
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
USC	United States Code
UTP	Unified Transportation Program
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure

VI. DISCLAIMER

“The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”

APPENDIX A – SHERMAN-DENISON MPO PLANNING BOUNDARY



APPENDIX B – COMMENT CARD



Comment Card

Please provide your comments below on the _____
for the Sherman-Denison Metropolitan Planning Organization.

Comments/Questions:

Please check any that apply to you:

- I am employed by TxDOT.
- I do business with TxDOT.
- I could monetarily benefit from the projects or other items about which I am commenting on.

Texas Transportation Code, §201.811(a)(5)

Join our email list:

Name: _____

Email: _____

100 W. Houston St., Suite G1, Sherman, TX 75090
www.sdmop.org

APPENDIX C – NONDISCRIMINATION STATEMENT

Place signed resolution here.

APPENDIX D – Title VI Complaint Form



TITLE VI DISCRIMINATION COMPLAINT FORM

Mail the signed form to the Sherman-Denison Metropolitan Planning Organization, 100 W. Houston Street, Suite G1, Sherman, TX 75090

Last Name		First Name		
Mailing Address		City	State	Zip
Telephone	Alternate Telephone	E-mail Address		
Please indicate the basis of your complaint:				
<input type="checkbox"/> Race _____ <input type="checkbox"/> Age _____ <input type="checkbox"/> National Origin _____ <input type="checkbox"/> Color _____ <input type="checkbox"/> Sex _____ <input type="checkbox"/> Disability _____				
Date and place of alleged discriminatory action (s). Please include the earliest date of discrimination and the most recent date of discrimination.				
How were you discriminated against? Describe the nature of the action, decision, or conditions of the alleged discrimination. Explain as clearly as possible what happened and why you believe your protected status (basis) was a factor in the discrimination. Include how other persons were treated differently from you. (Attach additional pages, if necessary).				

The law prohibits intimidation or retaliation against anyone because he/she has either taken action, or participated in action, to secure rights protected by these laws. If you feel that you have been retaliated against, separate from the discrimination alleged above, please explain the circumstances below. Explain what action you took which you believe was the cause for the alleged retaliation. (Attach additional pages if necessary).

Names of Individuals responsible for the discriminatory action(s):

Names of Persons (witnesses, fellow employees, supervisors, or others) whom we may contact for additional information to support or clarify your complaint: (attach additional pages if necessary).

Name	Address	Telephone
		()
		()
		()
		()

Have you filed, or intend to file, a complaint regarding the matter with any of the following agencies? If yes, please provide filing dates. Check all that apply.

U.S. Department of Transportation _____
 Federal Highway Administration _____
 Federal Transit Administration _____
 Office of Federal Contract Compliance Programs _____
 U.S. Equal Employment Opportunity Commission _____
 U.S. Department of Justice _____
 Other _____

<p>Have you discussed the complaint with any Sherman-Denison MPO Representative? If yes, provide the name, position, and date of discussion.</p>	
<p>Briefly explain what remedy, or action, you are seeking for the alleged discrimination.</p>	
<p>Please provide any additional information and/or photographs, if applicable, that you believe will assist with an investigation.</p>	
<p>We cannot accept an unsigned complaint. Please print your name, sign and date the complaint form below:</p>	
<p>_____</p> <p>Complainant's Printed Name</p>	<p>_____</p> <p>Complainant's Signature</p>
<p>_____</p> <p>Date</p>	
<p style="text-align: center;">FOR OFFICE USE ONLY</p>	
<p>Date Complaint Received: _____</p>	<p>Case #: _____</p>
<p>Processed By: _____</p>	<p>Date Referred: _____</p>

APPENDIX E – RECORD OF COMPLAINTS, INVESTIGATIONS AND LAWSUITS



List of transit related Title VI Investigations, Complaints and Lawsuits for the Sherman-Denison Metropolitan Planning Organization

A list alleging discrimination on the basis of race, color or national origin containing the following:

1. Active investigations conducted by FTA and entities other than FTA;
2. Lawsuits; and
3. Complaints naming the recipient.

	Date (Month, Day, Year)	Summary: (include basis of the complaint: race, color or national origin; other pertinent information)	Status	Action(s) Taken (and date); Disposition (and date)
Investigations				
1.				
2.				
Lawsuits				
1.				
2.				
Complaints				
1.				
2.				

100 W. Houston St., Suite G1, Sherman, TX 75090
www.sdmpo.org

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

May 19, 2021

Review and Recommend Approval to the Policy Board a Resolution Amending the 2021-2024 Transportation Improvement Program (TIP)

BACKGROUND:

This is the second amendment to the 2021-2024 TIP and it supersedes the first amendment and the original. The TIP contains a listing of projects which the SDMPO intends to pursue over the four (4) year period.

This amendment comes at the request of TxDOT to revise Appendix C to include the current list of Grouped Projects.

Staff will hold a virtual public meeting on May 26, 2021 at 5:30 pm via Zoom to solicit comments from the general public regarding the amendment to the 2021-2024 TIP. Comments will be accepted until June 7, 2021.

ACTION REQUESTED:

Recommend Approval to the Policy Board the Resolution Amending the 2021-2024 Transportation Improvement Program (TIP)

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2021-05](#)

STAFF CONTACT: Clay Barnett, P.E., 903.813.5275, barnettc@co.grayson.tx.us

RESOLUTION NO. 2021-05

A RESOLUTION OF THE POLICY BOARD OF THE SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION, AMENDING THE 2021 – 2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, 23 Code of Federal Regulations (CFR) Subpart C – Metropolitan Transportation Planning and Programming requires Metropolitan Planning Organizations (MPOs) to develop a Transportation Improvement Program (TIP) that meets the requirements of 23 CFR part 450.324 related to the development and content of the TIP; and

WHEREAS, 43 Texas Administrative Code (TAC) Section 16.101 requires that the TIP be designed such that once implemented, it makes progress toward achieving the required federal performance targets and that the list of projects contained in the TIP must be prioritized by project within each funding category as described in 43 TAC 16.105(b); and

WHEREAS, federal, state, regional, and local agencies and organizations concerned with transportation planning within the MPO planning boundary have cooperatively developed the TIP to satisfy all federal planning requirements; and

WHEREAS, the amendments to the 2021-2024 TIP was made available to the public for review and comment prior to and ten (10) calendar days after the public meeting held on May 26, 2021 in accordance with the MPO’s Public Participation Plan (PPP).

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION, that the amendments to the 2021-2024 Transportation Improvement Program are hereby adopted in accordance with Exhibit “A” attached hereto and incorporated herein.

ADOPTED in Regular Session on this the 23rd day of June, 2021.

SHERMAN-DENISON MPO

BY: _____
BILL MAGERS, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Sherman-Denison Metropolitan Planning Organization in regular session on June 23, 2021.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR

**RESOLUTION NO. 2021-05
EXHIBIT "A"**



FY 2021 – 2024

**TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

**SHERMAN-DENISON
METROPOLITAN AREA**

Prepared by the Sherman-Denison Metropolitan Planning Organization
in cooperation with the
Texas Department of Transportation and the U.S. Department of
Transportation, Federal Highway Administration and Federal Transit Administration

Opportunities for Public Comment

Public Meeting
May 13, 2020

Technical Advisory Committee Meetings
Action: May 27, 2020

Policy Board Meetings
Action: June 3, 2020

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I. INTRODUCTION

A. Background

1. Historical

"Prior to 1836 the inhabitants of Grayson County were the Indians, the Spaniards, and the Frenchmen who passed through the county without leaving permanent distinguishing features. The first English speaking white man to look upon the area, which was later to be known as Preston Bend, was probably John Hart. Hart was a trapper, with headquarters in Fort Smith, Arkansas Territory, and he was known to be in the area in 1822. Holland Coffee came to the Preston Bend area in 1836. Indian troubles multiplied in the late 1830's which caused Fort Johnson and Fort Preston to be built in 1840.

The creation of Grayson County in 1846 called for the location of the county seat within four miles of the geographic center of the new county. The county seat was named for Sidney Sherman, one of Sam Houston's staunchest political and personal foes. Sherman was probably one of the most versatile of the leaders of the Republic. He was born in Massachusetts in 1803 and died in Galveston in 1873. To Sherman is due the credit for originating the famous cry of the San Jacinto warriors, "Remember the Alamo; Remember Goliad." The only worthy monument to the memory of Sidney Sherman is the naming of the county seat of Grayson County, a town which he never visited. The naming was a political compromise which brought together the names of Grayson, the pro-Houston Democrat, and Sherman, the anti-Houston Whig. Grayson County was named for Peter W. Grayson, born in Bardstown, Kentucky in 1788. He held various offices of honor and trust under the Republic including the office of Attorney General under President David G. Burnet and Sam Houston, whom he actively supported. In 1838 he campaigned for the Presidency of the Republic. Before the election could be determined, Grayson committed suicide.

*In 1872 the people of Grayson County were given the opportunity of voting a \$150,000 subsidy to the Missouri-Kansas and Texas Railroad. The appropriation of the subsidy would have insured the completion of the tracks to Sherman, and would indeed have been quickly repaid in profit for the whole area and for Sherman in particular. But most people thought the threat of the Katy not to come was idle, and the issue failed. A town was laid out in 1872, north of Sherman, and named for George Denison, Vice President of the Katy. Denison's competition from Red River City was swept away with the flooding of the Red River. **By 1890, Denison was the 8th largest and Sherman was the 10th largest cities in the State of Texas. In 1880 Grayson County's population was higher than any other Texas county and in 1890 it was second only to Dallas County.**"*

- Excerpt from Sherman-Denison Transportation Plan Annual Report 1978-79

2. Organization

The Federal-Aid Highway Act of 1962 states that after July 1, 1965, in any urban area of more than fifty thousand population, highway projects must be based on a comprehensive, cooperatively developed and continuing planning process. In order to conform to this directive, the State of Texas, Cities of Sherman and Denison, and the County of Grayson entered into an agreement on the 27th day of September, 1968, for a complete and comprehensive transportation study of the Sherman-Denison Study Area.

To assure that the "continuing" requirements of the Act would be met, the same parties entered into a Continuing Phase Agreement on June 29, 1972, which outlined the organization of the study, scope of the continuing phase, responsibilities of the study members, operation of the continuing study, and financial responsibilities of the participating governmental agencies. A subsequent agreement entered into by these parties on May 10, 1973, made revisions in the organizations of committees.

On April 24, 1974, Governor Dolph Briscoe designated the Texoma Regional Planning Commission as the Metropolitan Planning Organization (MPO) for the Sherman-Denison Urbanized Area. The designation, as planning partners of the State, received the concurrence of the Cities of Sherman and Denison and Grayson County. A continuing phase agreement addendum, of October 11, 1979, recognized the Texoma Regional Planning Commission as a party to the transportation planning process. The MPO designation was extended to August 31, 1981 when it became continuous.

On June 30, 2011, the Texas Transportation Commission with authority from Governor James Richard (Rick) Perry authorized Minute Order 112728 to redesignate the MPO by separating the MPO from the Texoma Regional Planning Commission (name changed to Texoma Council of Governments in 1992) and designated Grayson County as the fiscal agent. Since that time, policy directive for transportation planning within the Sherman-Denison Urban Area has been carried out under the direction and guidance of the Sherman-Denison MPO Policy Board (PB), which was established by agreement between the State, Grayson County and the cities of Denison and Sherman. Acting through the PB, the MPO, in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), administers the transportation planning process in the Sherman-Denison urbanized area.

The PB is the governing body of the MPO. It is comprised of elected public officials from local government and the Paris District Engineer. They work collaboratively to plan for the transportation network in Grayson County. The PB performs its duties in accordance with state & federal laws and is organized under its published By-Laws. All meetings held by the PB are in accordance with the Open Meetings Act. The Sherman-Denison MPO also has a Technical Advisory Committee (TAC) whose membership consists of technical staff from the member local governments. The TAC is responsible for advising the PB on all urban transportation planning matters and to help guide the metropolitan planning process. Additionally, this committee advises on issues of a technical nature and provides recommendations of MPO policy issues, provides input regarding the development of all of the MPO's planning documents, any special studies that may arise, and has developed a project selection process.

3. Legislation

Over the years additional legislation enforced the need for coordinated planning: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) in 2005 (the Surface Transportation Extension Act of Purpose 2012, Part II extended the time of SAFETEA-LU until September 30, 2012). SAFETEA-LU required the Metropolitan Planning Organizations provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase safety of the transportation system for motorized and non-motorized users;
3. Increase security of the transportation system for motorized and non-motorized users;

4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Moving Ahead for Progress in the 21st Century (MAP-21) took effect on October 1, 2012 and reinforced the eight planning factors listed in SAFETEA-LU. MAP-21 was a milestone for the U.S. economy and the surface transportation program through its ability to guide the system's growth and development. MAP-21 created a streamlined and performance based surface transportation program and builds on many of the highway, transit, bicycle, and pedestrian programs and policies that were established in 1991. MAP-21 originated a new set of performance measure requirements that will transform federal highway programs and provide a means to insure that federal transportation funds are invested properly by focusing on national transportation goals, increasing the accountability and transparency of the federal highway programs, and improving transportation investment decision-making through performance based planning and programming. This performance based system will establish national performance goals to achieve the following:

1. Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
2. Infrastructure condition – to maintain the highway infrastructure asset system in a state of good repair;
3. Congestion reduction – to achieve a significant reduction in congestion on the National Highway System (NHS);
4. System reliability – to improve the efficiency of the surface transportation system;
5. Freight movement and economic vitality – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
6. Environmental sustainability – to enhance the performance of the transportation system while protecting and enhancing the natural environment;
7. Reduced project delivery delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was enacted. It was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, safety, public transportation, rail, and research, technology, and statistics programs. The FAST Act improves mobility on the highways, creates jobs and supports economic growth, and accelerates project delivery and promotes innovation. The FAST Act took the eight (8) planning factors of SAFETEA-LU and added two additional ones:

9. Improve the transportation system's resiliency and reliability and reduce or mitigate storm-water impact of surface transportation; and
10. Enhance travel and tourism.

On February 17, 2017, FHWA finalized the third and last in a series of three (3) related rulemakings that established twelve (12) areas of performance measures for State Department of Transportation (State DOT) and MPOs to use as required by the FAST Act. The performance measures are as follows (23 Code of Federal Regulations (CFR) Part 490.207(a)(1-5); 23CFR Part 490.307(a)(1-4); 23CFR Part 490.407(c)(1-2); 23CFR Part 490.507(a)(1-2), 490.507(b), 490.607, 490.707(a-b), 490.807)):

1. Serious injuries per vehicle miles traveled (VMT);
2. Fatalities per VMT;
3. Number of serious injuries;
4. Number of fatalities;
5. Pavement condition on the Interstate System;
6. Pavement condition on the non-Interstate (NHS);
7. Bridge condition on the NHS;
8. Performance of the Interstate System;
9. Performance of the non-Interstate NHS;
10. Freight movement on the Interstate System;
11. Traffic congestion; and
12. On-road mobile source emissions.

Texas House Bill 20 (HB 20), which was passed during the 84th Legislature, instructs the Texas Transportation Commission (TTC) to develop and implement a performance-based planning and programming process dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining all department goals and objectives established by the legislature and the TTC. HB 20 further instructs the TTC to develop and implement performance metrics and performance measures as part of the:

1. Review of strategic planning in the Statewide Transportation Program (STIP), rural transportation plans, and the Unified Transportation Program (UTP);
2. Evaluation of decision-making on projects selected for funding in the UTP and STIP; and
3. Evaluation of project delivery for projects in the department's letting schedule.

Finally, HB 20 states that the TTC shall adopt and review performance metrics and measures to:

1. Assess how well the transportation system is performing and operating in accordance with the requirements of 23 USC Section 134 or 135;
2. Provide the department, legislature, stakeholders, and public with information to support decisions in a manner that is accessible and understandable to the public;
3. Assess the effectiveness and efficiency of transportation projects and service;
4. Demonstrate transparency and accountability; and
5. Address other issues the commission considers necessary.

In accordance to HB 20, MPOs shall develop their own project recommendation criteria, which must include consideration of:

1. Projected improvements to congestion and safety;
2. Projected effects on economic development opportunities for residents of the region;
3. Available funding;
4. Effects on the environment including air quality;
5. Socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods; and
6. Any other factors deemed appropriate by the planning organization.

4. 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 (3) different sets of performance measures that the State DOTs and MPOs must comply with. They include Safety Performance Measures (PM1), Pavement and Bridge Condition Performance Measures (PM2), and System Performance Measures (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 and Bridge Condition 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 Performance Measures (PM1)

Compliance with the PM1 performance based planning requirements began on May 27, 2018 for MPOs. Rather than setting its own targets for PM1, the PB passed resolutions on January 22, 2018 for FY 2018, December 5, 2018 for FY 2019, and December 4, 2019 for FY 2020 adopting the targets for PM1 established by TxDOT as published in TxDOT’s Highway Safety Improvement Program 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. When a trend line is decreasing, the target mirrors that projection.

Table 2: TxDOT Safety Performance Measure Targets

Performance Measure	Statewide Target (Expressed as Five-Year Average)		
	FY 2018	FY 2019	FY 2020
Total number of traffic related fatalities on all public roads	3,704	3,791	3,840
Rate of traffic related fatalities on all public roads per 100 million VMT	1.432	1.414	1.406
Total number of traffic related serious injuries on all public roads	17,565	17,751	17,394
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.740	6.550	6.286
Total number of non-motorized fatalities and serious injuries on all public roads	2,150.6	2,237.6	2,285.0

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 PM1 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. A presentation was given to the Policy Board on December 4, 2019 detailing the five year trends for FY 2018. Staff will continue to monitor the established targets and report achievements to the PB.

Pavement and Bridge Condition Performance Measures (PM2)

Compliance with the PM 2 performance based planning requirements began on May 20th, 2019 for MPOs. Rather than setting its own targets for PM2, the PB passed a resolution on December 5, 2018 adopting the PM2 targets established by TxDOT for FY 2019-2022. The targets for PM2 can be found in Table 3.

Table 3: Bridge and Pavement Performance Measure Targets

Federal Performance Measure	Baseline	2020 Target	2022 Target
Pavement on IH			
% in “good” condition			66.4%
% in “poor” condition			0.3%
Pavement on non-IH NHS			
% in “good” condition	54.4%	52.0%	52.3%
% in “poor” condition	14.0%	14.3%	14.3%
NHS Bridge Deck Condition			
% in “good” condition	50.7%	50.6%	50.4%
% in “poor” condition	0.9%	0.8%	0.8%

System Performance Measures (PM3)

Compliance with the PM3 performance based planning requirements began on May 20th, 2019 for MPOs. On June 21, 2018 the Texas Department of Transportation (TxDOT) adopted six (6) targets for System Performance Measures (PM3). Five (5) of these targets apply to interstates, excessive delay per capita in the Dallas-Fort Worth and Houston-Galveston Metropolitan Areas, and air quality goals in areas not in attainment. Since these do not apply to the Sherman-Denison MPO, the Policy Board passed a resolution on December 5, 2018 adopting one system performance measure, which is: percentage of person-miles traveled on Non-Interstate National Highway System facilities rated "reliable" (TTR Non-IH). The target for the performance measure was produced by the Texas A&M Transportation Institute and can be found in Table 4. The performance measure is currently at 99.9%, but will degrade as Grayson County grows. The current level of transportation funding is only sufficient to slow the degradation and cannot prevent it entirely.

Table 4: System Performance Measure Targets

Federal Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability Non-IH Level of Travel Time Reliability	99.9%	90.0%	85.0%

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. Since that time, the Policy Board approved resolutions on June 20, 2017 for FY 2018, December 5, 2018 for FY 2019 and December 4, 2019 for FY 2020 supporting TAPS’s performance measures. The PB commits 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.

5. Air Quality

The Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U.S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. The Environmental Protection Agency (EPA) conformity requirements, found in 10 CFR 51, require air quality in non-attainment and maintenance areas for significant projects funded with Federal Funds. These requirements do not apply to the Sherman-Denison MPO as Grayson County is currently in attainment under all categories of the National Ambient Air Quality Standards, according to the EPA classification.

6. Americans with Disabilities Act (ADA)

The ADA was designated to establish equal rights for persons with disabilities. The ADA requires the development of programs that do not discriminate against persons with disabilities solely on the basis of a physical or mental disability. The ADA addresses several areas including employment, public services, nondiscrimination in the private sector, and telecommunications access. The MPO encourages the involvement of people with disabilities in the development and improvement of transportation and para-transit plans and services by conducting all meetings in locations that are accessible to persons with mobility limitations and other aids as needed. All accommodations for the visual and/or hearing impaired individuals are provided upon request prior to all public meetings.

Many of the projects in the TIP include enhancements to make the various transportation amenities accessible to the disabled. All federally funded transportation projects will be developed in compliance with the ADA.

7. Environmental Justice

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” A 1999 Presidential Executive Order on Environmental Justice further amplified Title VI by providing that “each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Transportation projects affect the environment and the way we live. Low-income and minority populations should receive an equitable distribution of proposed transportation benefits without suffering from excessively high and difficult impacts to their quality of life. As such, the Sherman-Denison MPO in its long range plan, called the Metropolitan Transportation Plan (MTP), outlines a three step process to address this important planning component:

1. Identifying the block groups in the planning area that have high concentrations of minority and low-income residents;
2. Identifying the block groups in which planned or proposed transportation projects are located; and
3. Assessing whether minority residents and low-income residents are benefitting from a proportional share of the projects.

8. Transit

Public transportation consists of a variety of modes of transportation such as buses, commuter rail, light rail, etc. TAPS is the primary provider of public transit in the Sherman-Denison urbanized and rural areas. Buses are the primary type of service available for use by the general public through TAPS. Coordination between TAPS and the MPO is critical to meeting the needs of the general public.

As a FTA Section 5307 recipient, TAPS must follow a Public Participation Plan (PPP). The FTA allows TAPS to rely on a locally adopted public participation plan for the submittal of their projects in lieu of a separate Program of Projects (POP) if the grantee has coordinated with the MPO and ensured that the public is aware that the MPO's plan is being used to satisfy the POP public participation requirements. To comply with this requirement, it will be specifically stated in the TIP and in legal notices that "*The public involvement/comment period for the draft Transportation Improvement Program (TIP) will also satisfy TAPS's public participation requirement for the POP (Section 5307 Funds).*"

B. Purpose

Transportation is an important factor in all our lives. Getting to and from work, school, hospitals, shopping centers and recreational facilities is important to us all. The ability to travel affects our socio-economic well-being. On a larger scale, Grayson County's economy and environment depend heavily on the condition and efficient performance of our transportation system. Appropriate transportation planning, recognizing the mobility needs and identifying the available resources allow for the maintenance and improvement of our transportation system, therefore affecting our economy and quality of life.

The TIP is the programming document for transportation projects in our area. The TIP identifies those projects from the MTP that are being worked on during this time period. The TIP is mandated by the metropolitan planning requirements set forth by 23CFR, Part 450, Subpart C, §324 which states that the MPO, in cooperation with the State and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four (4) years, be updated at least every two (2) years, and be approved by the MPO and the Governor. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. TIPs from MPOs are approved at the local level and then submitted for inclusion in their respective states' STIP. The STIP is a four (4) year capital improvement program for the state, which is federally approved and is required for projects to be eligible for funding. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to FHWA and FTA.

The TIP includes capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the Sherman-Denison MPA proposed for funding. It contains a prioritized list of surface transportation improvement projects that are expected to be carried out within a four (4) year period after the adoption of the TIP. These projects are planned to develop, improve, and maintain an integrated transportation system for the Sherman-Denison Metropolitan Area. The construction and improvement of roadways and transportation facilities listed in the TIP will have a positive impact on safety, mobility, and connectivity throughout the region. Some improvements will affect conditions only within the area in which they are located, yet the impact of others will extend far beyond their immediate locations. These transportation improvement projects can be expected to decrease fatal and serious injury crashes, provide travel options, reduce congestion, improve air quality, conserve energy, enhance quality of life and maintain a transportation system beneficial to the entire region.

C. Definition of Area

The metropolitan planning area is the geographic area in which the metropolitan transportation planning process required by 23 United States Code (USC) 134 and Section 5307 of the Federal Transit Act (FTA) must be carried out. Each metropolitan planning area encompasses the census boundary, the urbanized boundary, and the Metropolitan Urban Area Boundary.

The Sherman - Denison MPA is located in the north central portion of the State of Texas, sharing the northern boundary with the Red River/Oklahoma border and touches Lake Texoma, Eisenhower State Park and the Hagerman National Wildlife Refuge. The southern, eastern and western boundaries extend to the limits of Grayson County and are shared with Collin and Denton Counties to the south, Fannin County to the east, and Cooke County to the west. US Highway 75 running North/South basically splits the area in half and US 82 running East/West intersects US 75 and splits the urban area into quadrants. The MPO is comprised of the following cities: Sherman, Denison, Howe, Gunter, Pottsboro, Van Alstyne, Bells, Collinsville, Dorchester, Pilot Point, Sadler, Southmayd, Tioga, Tom Bean, Whitesboro, and Whitewright. The MPO is also comprised of unincorporated areas of Grayson County, which are likely to become urbanized in the next 20 years. A map of the study area is included in Appendix A. The population of the urbanized area is 61,900 and the MPA is 120,877 according to the 2010 U.S. Census.

D. 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. A revision to the PPP is scheduled to be complete prior to the end of FY 2020.

The procedures outlined in the PPP include posting the public meetings on our website at www.sdmpo.org, advertising in local communication media and maintaining a current mailing list of those persons who are interested in the transportation process. The PPP is available for review at the MPO and can be found on our website. Additionally, MPO staff is available to answer stakeholders' questions and

requests for information. In accordance with the PPP, all meetings of the TAC and PB are advertised and are open to the public and include a public comment period prior to the conclusion of the meetings. To foster an atmosphere of public cooperation and in the spirit of the FAST Act, the MPO staff actively participates in various public organizations. A mailing list of those who have expressed interest is maintained.

Additional information about the MPO's TIP and PPP can be found on the MPO website at www.sdmpo.org. The site also contains downloadable copies of current and past plans and programs including the TIP, notices of meeting dates, and MPO contact information. This site is designed to ensure that the public is informed about transportation issues and to allow adequate opportunities to discuss projects. Links to public documents and agencies such as the latest Federal Transportation Law (FAST Act), FHWA, FTA, TxDOT, cities, and county governments may also be found on the MPO website. Citizens are encouraged to contact the MPO staff with their questions, comments, and concerns on any metropolitan transportation issue by mail, e-mail, phone call, visiting our office or contacting staff at any of our meetings, and also to join our mail or e-mail lists for notification about upcoming meetings and events.

The public was afforded the opportunity to review and comment on the proposed TIP. Public comments were accepted during the TAC meeting held on May 27, 2020. Additionally, a public notice was published in the May 1, 2020 copy of the Herald Democrat announcing that the draft 2021-2024 Transportation Improvement Program (TIP) would be available for the public to review and comment at a virtual public meeting held on May 13, 2020. The notice stated that comments would be received through May 27, 2020 until 5:00 pm. This information was also posted on the MPO website at www.sdmpo.org, providing the public with the opportunity to attend the TAC 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. Documentation regarding the public participation process can be found in Appendix F.

In addition to the TAC and public meeting, a meeting was held with the Director of the Grayson County Office of Emergency Management on April 28, 2020. 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 final TIP at the June 3, 2020 meeting. As of the May 27, 2020 deadline, no comments were received.

E. Project Selection Process

Another crucial component of the transportation planning process is the establishment of a project selection process. The Project Selection Process fulfills several needs in the metropolitan planning process. First, it defines a process to choose each project or idea and select the project that meets the

intended need. Second, the process helps distinguish between a viable project and an idea. While project ideas and participation are encouraged, there must be some way to decide which project to include and that project's priority compared to other current projects. Since projects can vary greatly, it is important to have a device that helps to compare projects. Often there will be a number of suggested projects but not enough resources, money or time to undertake all of the projects. For this reason, a system for evaluating projects and ideas are necessary.

Projects included in the TIP are selected from the following sources:

- From last two fiscal years' projects of the previous TIP;
- Projects that have not let for construction can also be advanced from earlier fiscal years of the previous TIP;
- Projects from the financially constrained component of the MTP;
- From TxDOT's ten-year Unified Transportation Program (UTP), including environmental and feasibility studies; and
- Additional projects from local governments, transit agencies, and other member agencies.

All selected projects must satisfy the following criteria:

- Be included in the current MTP;
- Have a committed local contribution source by the project sponsor; and
- Federal and state-funded projects must be located on a TxDOT/FHWA approved functional classification system.

The Sherman-Denison metropolitan area is among the smallest populations designated to be served by an MPO in the State of Texas. As a result, the amount of funding received for the Sherman-Denison MPO is inadequate to meet the needs of the region, and is typically only substantial enough to fund a single project. It is impossible to pick a single project that would assist the state in achieving its performance targets. Therefore it is imperative to select the project or projects that collectively make the largest impact on all of the performance targets.

In order to accomplish this, projects considered for funding by the MPO are ranked utilizing the Portfolio Objectives and associated Performance Metric Criteria and Metric Subcriteria identified in Table 5. These align with the performance measures outlined in PM1, PM2 PM3, and HB 20, and include additional Portfolio Objectives that are important to our region. These include:

- Safety (PM1),
- Preservation (PM2),
- Congestion Reduction (includes elements of PM3),
- Effect on Economic Development (includes elements of PM3),
- Effect on the Environment,
- Transportation Choices, and
- Community Support.

Projects submitted for consideration for funding will be scored utilizing Decision Lens. TxDOT selected the Decision Lens software to enable performance-based investment planning built around agency goals and objectives, priorities, and performance targets. Ranking projects in this manner will allow the MPO to build a pipeline of projects that, when funded, will allow the MPO to meet and exceed federally-mandated performance levels while satisfying requirements for objectivity, transparency, and accountability. The results from Decision Lens will be divided by the percent of TxDOT funds allocated to the project to arrive at the Final Score for the project as calculated in (1).

Table 5: Portfolio Objectives

Portfolio Objective	Performance Metric Criteria	Metric Subcriteria	Performance Measure Weight	Tier 1 Weight	Tier 2 Weight
Safety			30.75%		
	Crash Count			32.50%	
		Estimated Impact on Fatal and Incapacitating Injury Crashes			65.00%
		Estimated Impact on Total Crashes			35.00%
	Crash Rate			46.25%	
		Estimated Impact on Fatal and Incapacitating Injury Crash Rate			65.00%
		Estimated Impact on Total Crash Rate			35.00%
		Safety Project Classification			10.00%
	Societal Cost Savings			11.25%	
Preservation			21.25%		
	Bridge Condition			45.00%	
		Reduction in Structurally Deficient Deck Area			60.00%
		Deck Area Receiving Preventative Maintenance			40.00%
	Pavement Condition			55.00%	
		Reduction in Poor Lane Miles (by Ride Score)			32.50%
		Lane Miles Receiving Preventative Maintenance (by Ride Score)			18.75%
		Reduction in Poor Lane Miles (by Distress Score)			30.00%
	Lane Miles Receiving Preventative Maintenance (by Distress Score)			18.75%	
Congestion Reduction (MPO)			20.25%		
	Benefit Congestion Index - Auto			22.00%	
	Benefit Congestion Index - Truck			19.50%	
	Normalized Congestion Index - Auto			18.25%	
	Normalized Congestion Index - Truck			15.75%	
	Intermodal Connector (MPO)			9.75%	
	Miles of New Connectivity (MPO)			14.75%	

Effect on Economic Development			10.88%		
	Economic Importance			41.25%	
		National Highway System (NHS) Route			58.75%
		National Highway Freight Network (NHFN)			41.25%
	System Usage			58.75%	
		Base ADT			62.50%
		Base Percent Trucks			37.50%
Effect on the Environment			3.38%		
	Right-of-way Requirements			66.25%	
	Floodplain Impacts			33.75%	
Transportation Choices			6.38%		
	Pedestrian and Bicycle Accommodations			57.50%	
		Accesses schools, parks, large employer, multifamily or mixed-use residential, or shopping			35.00%
		Population densities in surrounding area			26.25%
		Access to transit stops			16.25%
		Serves both bicyclists and pedestrians			22.50%
		Project Included in the Bicycle and Pedestrian Plan (BPP)			42.50%
Community Support	Survey Results		7.13%		

$$Final\ Score = \frac{Result\ from\ Decision\ Lens}{1 - Local\ Contribution\ (Percent)} \quad (1)$$

Information on how the projects selected makes progress toward meeting these Performance Measures can be found in Appendix E.

F. Project Costs

1. Total Project Costs

Not all project phases may be implemented within the time-frame of the TIP/STIP. An additional line of information has been added to each Federally Funded Highway project listed by State Category within this TIP reflecting the Total Project Cost as calculated by TxDOT Connect. Information on the additional line includes: preliminary engineering (PRELIM ENG), Right-of-Way Purchase (ROW PURCH), construction (CONST COST), construction engineering (CONST ENG), contingencies (CONTING), indirect (INDIRECT) bond finance (BOND FIN), and potential change order (POT CHG ORD) costs. These estimates are based on averages and actual costs for individual projects may vary significantly.

2. Year of Expenditure (YOE)

Federal regulations stipulate that the TIP include financial plans that reflect YOE dollars for project cost estimates. For highway construction cost, historic trends are used to determine future costs and the future revenues for a project. These project funds are shown in YOE dollars. YOE dollars are dollars that are adjusted for inflation from the present time to the expected year of construction. The annual rate of inflation for cost estimates is usually four percent (4%) for project costs. Using the YOE dollars produces a more accurate cost estimate for a project, which is used for planning, programming and implementation.

Transit operation expenses by year were developed by TAPS.

G. Funding

Federal regulations and guidelines require the TIP be fiscally constrained and have a financial plan. Fiscally constrained applies to projects listed in the TIP and it means demonstrating an assurance that there will be sufficient funds (federal, state, local and private) to implement proposed transportation system improvements. This also includes any maintenance and operation costs. A financial plan is a comprehensive document that details costs associated with a project and the revenue structure that will be used to fund the project.

Developing a financially constrained program requires an open, cooperative process among the state, local and regional stakeholders and the MPO. More than a simple review and comment of each project, the necessity of financial considerations requires constant involvement by all those in the development of the estimated funds and the testing of the reasonableness of the financial projections. During the development phase of the TIP, the MPO coordinates with TxDOT to gather estimates of federal and state funds available. TxDOT works with the various transportation entities to develop the best technical method for projecting state and federal funds for several years ahead. To demonstrate that there are funds available for a project, estimates are used for anticipated revenues. The TIP shows these estimated funds in the fiscal year in which they will be received.

The TIP is the product of these estimates for all projects (highway and transit) that will be implemented during the life of the document. The federal, state and local funds shown in the TIP are consistent with the MTP. The financial constraint enables the TIP to be a meaningful document for implementing the

metropolitan transportation goals. The TIP becomes useful for community planning purposes, for meeting environmental protection laws, and for projecting economic, transportation access and mobility performance. The TIP provides a reasonable guide for highway and transit transportation spending based on the assessment of projected available resources.

Proper use of the financial constraint rationalizes and democratizes the planning process and the program, which implements the metropolitan area’s visionary goals. The region can have a proper sense of purpose and proportion through the financial constraint. By forcing us to live within our means, the TIP with a financial constraint becomes a meaningful transportation priority-setting investment plan.

Under 23 CFR 450.326(h) projects proposed for FHWA and/or FTA funding that are not considered by State and MPO of appropriate scale for individual identification in a given program are grouped together based on function, geographical area, and work type by using applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. TxDOT in cooperation with FHWA/FTA allocates lump-sums based on various funding categories to grouped projects. These projects are identified using specific CSJ numbers and are usually not determined as regionally significant. According to Title 23 USC Section 135 Statewide Planning, MPO handles grouped projects as an administrative modification as long as the lump-sum is identified and approved in the MTP. Projects which fall in this category will be identified with an asterisk (*). These grouped CSJ numbers can be found in Appendix C.

1. Highway Funding

TxDOT has twelve (12) different categories of funding in which they can assign to a project. Figure 1 below shows a brief look at the funding categories. A detailed description of the funding categories can be found in Appendix B. A project may have numerous categories attached to it depending on what is being done to the project. Not all categories of funding apply to the Sherman-Denison MPO’s planning area, such as Categories 5 and 7.

Figure 1: TxDOT Funding Sources by UTP Category

FUND DEFINITIONS	12 FUNDING CATEGORIES	FEDERAL FUNDS	STATE FUNDS	OTHER STATE & LOCAL FUNDS
<p>FEDERAL FUNDS APPROPRIATED BY CONGRESS THROUGH THE FEDERAL HIGHWAY TRUST FUND</p> <p>STATE FUNDS APPROPRIATED BY THE TEXAS LEGISLATURE THROUGH THE STATE HIGHWAY FUND</p> <p>OTHER STATE & LOCAL FUNDS INCLUDES THE TEXAS MOBILITY FUND, BOND REVENUE, CONCESSIONS AND REGIONAL TOLL REVENUE, AND LOCAL FUNDS</p>	1 PREVENTIVE MAINTENANCE AND REHABILITATION	●	●	○
	2 METRO AND URBAN AREA CORRIDORS	●	●	○
	3 NON-TRADITIONALLY FUNDED PROJECTS	○	●	●
	4 STATEWIDE CONNECTIVITY CORRIDORS	●	●	○
	5 CONGESTION MITIGATION AND AIR QUALITY*	●	○	○
	6 STRUCTURES REPLACEMENT (BRIDGES)	●	●	○
	7 METROPOLITAN MOBILITY & REHABILITATION*	●	○	○
	8 SAFETY	●	●	○
	9 TRANSPORTATION ALTERNATIVES*	●	○	○
	10 SUPPLEMENTAL TRANSPORTATION PROJECTS	●	●	○
	11 DISTRICT DISCRETIONARY	●	●	○
	12 STRATEGIC PRIORITY	●	●	○

*WHILE FUNDING IN THESE CATEGORIES IS PRIMARILY FROM FEDERAL SOURCES, STATE FUNDING MAY ALSO BE USED.

Source: TxDOT 2020 Unified Transportation Program (UTP)

2. Transit Funding

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On December 4, 2015, President Obama signed the FAST Act, reauthorizing surface transportation programs through Fiscal Year 2020. Federal funding used by the public transportation providers is based on an appropriations process. Annually, FTA apportions (divides up) the annual appropriation from Congress to fund a variety of public transit activities which require matching funds. All federal grants are awarded on a reimbursement basis, so expenses must be incurred before FTA disburses the federal funds. The public transit providers also receive State funds, which are also disbursed on a reimbursement basis and are appropriated biennially by the Texas Legislature. State funds may be used to meet the match requirements of federal grants or for any other purpose that is allowable under federal or state law and a local match is not required. Listed below are the funding categories listed in the FTA website and used by TAPS.

49 U.S.C. Chapter 53, Sections 5303, 5304 & 5305

Program Purpose: Provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and FHWA, which provides additional funding. The funding in this category is usually used to develop transportation plans and programs, plan, design and evaluate a public transportation project, and conduct technical studies related to public transportation.

As per FTA, what has changed with FAST Act:

- Increases funding levels;
- Provides new emphasis on intercity transportation, including intercity buses and intermodal facilities, as well as tourism and the reduction of risk from natural disasters;
- Clarifies the selection and role of the representative of public transportation providers on the MPO board;
- Expands the scope of the planning process to include resiliency and reliability of the transportation system;
- Highlights the need for States and MPOs to provide public ports, intercity bus operators and employer-based commuting programs with a reasonable opportunity to comment on transportation plans;
- Provides MPOs that serve transportation management areas with the option to develop a Congestion Management Plan with input from employers, private and public transit providers, transportation management associations, and organizations that provide transportation access to employment for low-income individuals; and
- Provides that the statewide transportation plan must include a description of the performance measures and performance targets and a system performance report evaluating the condition and performance of the transportation system.

49 U.S.C. Chapter 53, Sections 5307 & 5340

Program Purpose: The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance, and for transportation related planning in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

The funding in this category is usually used for planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some ADA complementary paratransit service costs are considered capital costs. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds.

As per FTA, what has changed with FAST Act:

- The Special Rule relating to operating costs for “100 bus providers” has been expanded to include demand response public transportation service operated by state or local governmental authorities, excluding ADA complementary paratransit service;
- Additionally, in determining the amount of operating assistance available for specific systems in urbanized areas under the Special Rule, public transportation systems within the urbanized area to allocate funds by a method other than by measuring vehicle revenue hours;
- Recipients may now use up to 20% of their 5307 allocation (previously 10%) for the operation of paratransit service, if certain conditions are met;
- A provision has been added that directs recipients to maintain equipment and facilities in accordance with their transit asset management plan;
- Recipients are no longer required to expend 1 percent of their funding for associated transit improvements. However, recipients are still required to submit an annual report listing projects that were carried out in the preceding fiscal year;
- Starting in FY 2019, the Small Transit Intensive Cities (STIC) tier will increase to 2 percent from 1.5 percent; and
- Grantees may use up to 0.5% of their 5307 allocation on Workforce Development activities.

Chapter 53 Section 5310

Program Purpose: To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the ADA complementary paratransit services. The funding in this category should at least 55% of program funds must be used on capital or “traditional” 5310 projects. The remaining 45% is for other “nontraditional” projects.

As per FTA, what has changed with FAST Act:

- A State or local governmental entity that operates a public transportation service and that is eligible to receive direct grants under 5311 or 5307 is now an eligible direct recipient for Section 5310 funds;
- FTA shall disseminate collection of Best Practices to public transportation stakeholders on innovation, program models, new services delivery options, performance measure findings, and transit cooperative research program reports;
- Section 3006(b): a new discretionary pilot program for innovative coordinated access and mobility – open to 5310 recipients and sub-recipients – to assist in financing innovative projects for the

transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology projects that create or increase access to community One-Call/One-Click Centers, etc.; and

- Section 3006(c): Requires the interagency transportation Coordinating Council on Access and Mobility (CCAM) to create an updated strategic plan on transportation coordination across federal agencies and develop a cost-sharing policy.

Chapter 53 Section 5339

Program Purpose: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. The funding in this category uses capital projects to replace, rehabilitate and purchase buses, vans and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

As per FTA, what has changed with FAST Act:

- State and local government entities that operate fixed route bus service and that are eligible to receive direct grants under 5307 and 5311 may now be direct recipient of Section 5339 funds, regardless of their designated recipient status;
- Two discretionary components have been added the program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures will be published in an annual Notice of Funding Availability (NOFA) as soon as possible;
- A new pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients from FY 2016 through FY 2020;
- Allows states to submit statewide applications for bus needs;
- The minimum state allocation under the formula was raised to \$1.75M from \$1.25M; the territory allocation was unchanged; and
- Grantees may use up to 0.5% of their 5339 allocation on Workforce Development activities.

Transportation Development Credits

Transportation Development Credits have been used by both public transit providers, and they are a federal transportation funding tool that can be utilized by states as a means of meeting local and state matching requirements for federal funding. State credits are accrued when capital investments are made in federally-approved tolled facilities including toll roads and bridges. These credits can then be used as a “soft match”, meaning that they do not represent an actual source of funding. Essentially, these credits reduce the amount of funding a state or local entity has to contribute and allow many programs to be funded with 100 percent federal funds as opposed to the traditional 80/20 percent split between federal and state/local funding sources. One major advantage of this is that it frees local matching funds for other projects.

H. Progress from Previous TIP (FY 2019-2022)

Table 6 lists all of the projects that were let and/or completed in the previous TIP.

Table 6: Let and/or Completed Projects from the 2019-2022 TIP

Facility	Limits		Description	Total Cost
	From	To		
VA	DAY ST (ON ABANDONED U.P. RAILWAY)	LOY LAKE RD	12-FOOT WIDE SHARED USE PATH ON AN ABANDONED UNION PACIFIC RAILWAY	\$1,149,892
FM 1417	US 82	SH 56	WIDEN FROM 2-LN TO 4-LN; RECONST INTERCHANGE AT SH 56; REPLACE BRIDGE AT SAND CREEK	\$26,639,960
FM 121	1200 FT W OF FM 3356	JIM JONES RD	WIDEN NON-FREEWAY FROM 2-LN TO 4-LN	\$11,553,024
US 75	At Spur 503		RAMP REVERSAL AND CONSTRUCT NEW EXIT RAMP	\$7,000,000
US 75	SH 91 (SHERMAN)	FM 1417	RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN	\$140,023,360
US 75	At US 82		WIDEN FRONTAGE ROADS FROM 2-LN TO 3-LN AND RECONFIGURE RAMPS	\$21,700,000

I. Revisions and Administrative Changes

Since the TIP is a four (4) year document, TIP revisions and administrative changes can occur on a quarterly basis.

During the TIP revision process, the MPO solicits input from the public. In order to provide the citizens with an opportunity to review the proposed revisions, a public review period and comment period is initiated. During this time, the MPO makes the revised document available in the office as well as online. The public review period is normally concurrent with the public comment period. Comments received during the public comment or review periods are presented to the TAC and PB. Figure 2 shows the general flow of the amendment process to the TIP. Examples of changes that require a TIP revision include:

- Adding federally funded projects;
- Adding regionally significant state or local funded projects;
- Changing the estimated cost of a project that results in a fifty percent (50%) increase in cost and a cost that exceeds \$1.5 million;
- Changes to project limits or scope of work for federally funded projects; and
- Changing the funding sources for a project from non-federal to federal funds.

Administrative changes do not require any formal action or public comment periods. Examples of changes that can be completed through an administrative change include:

- Changes to project identification numbers (such as Control-Section-Job (CSJ) numbers)
- Updating the project's let date;
- Change in the estimated cost of a project that does one, but not both, of the following: a) exceeds 50% and b) results in a cost exceeding \$1.5 million;

- Splitting or combining projects without modification to original project design concept and scope;
- Modifying the project cost estimate without altering the limits or scope;
- Moving a project from one federal funding category to another;
- Moving a project from one state funding category to another;
- Changing a project’s funding source from federal to state funding; and
- Changes to projects within the “grouped” category.

Figure 2: TIP Revision Process



II. FUNDED HIGHWAY PROJECTS

A. Fiscal Year 2021 Projects

TRANSPORTATION IMPROVEMENT PROGRAM										
SHERMAN-DENISON MPO - HIGHWAY PROJECTS										
FY 2021										
DISTRICT	MPO		COUNTY		CSJ	HWY	PHASE	CITY	YOE COST	
PARIS	SHERMAN-DENISON		GRAYSON		0901-19-187	FS 121	C,E	GUNTER	\$ 8,000,000	
LIMITS FROM: FM 121					PROJECT SPONSOR: SHERMAN-DENISON MPO					
LIMITS TO: GRAYSON COUNTY LINE					REVISION DATE: 07/2020					
PROJECT DESCR: CONSTRUCT NEW 2-LANE HIGHWAY					MPO PROJECT NUM: SD2019-2					
REMARKS P7:					FUNDING CAT(S): 2U,11					
					PROJECT HISTORY:					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$	426,656		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$	-	COST OF	2U	\$ 3,200,000	\$ 800,000	\$ -	\$ -	\$ -	\$ 4,000,000
CONST COST:	\$	8,000,000	APPROVED	11	\$ 3,200,000	\$ 800,000	\$ -	\$ -	\$ -	\$ 4,000,000
CONST ENG:	\$	426,656	PHASES	TOTAL	\$ 6,400,000	\$ 1,600,000	\$ -	\$ -	\$ -	\$ 8,000,000
CONTING:	\$	108,841	\$ 8,000,000							
INDIRECT:	\$	-								
BOND FIN:	\$	-								
POT CHG ORD:	\$	475,417								
TOTAL COST:	\$	9,437,570								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

B. Fiscal Year 2022 Projects

TRANSPORTATION IMPROVEMENT PROGRAM									
SHERMAN-DENISON MPO - HIGHWAY PROJECTS									
FY 2022									
NO PROJECTS AT THIS TIME									

C. Fiscal Year 2023 Projects

TRANSPORTATION IMPROVEMENT PROGRAM									
SHERMAN-DENISON MPO - HIGHWAY PROJECTS									
FY 2023									
NO PROJECTS AT THIS TIME									

D. Fiscal Year 2024 Projects

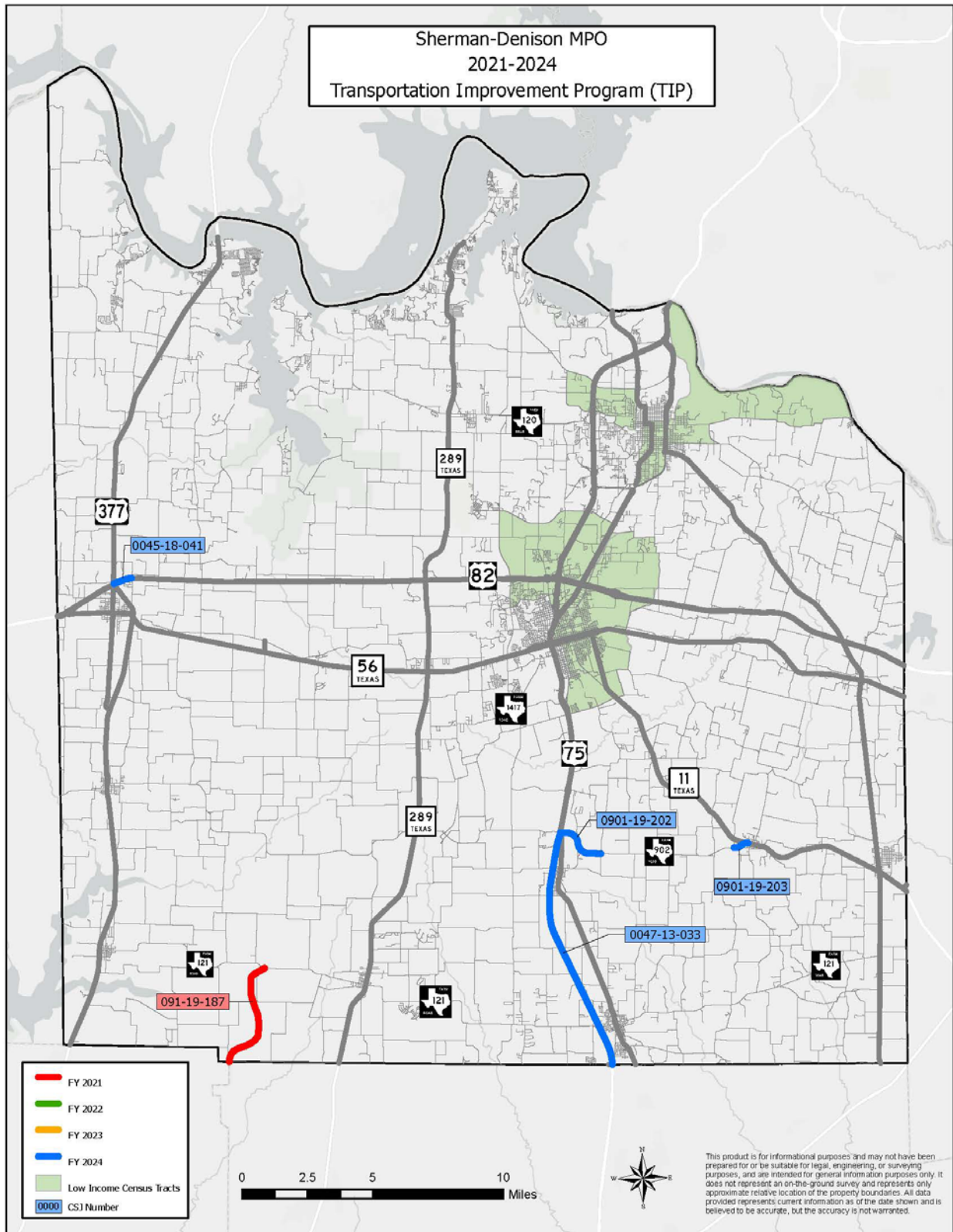
TRANSPORTATION IMPROVEMENT PROGRAM									
SHERMAN-DENISON MPO - HIGHWAY PROJECTS									
2024									
DISTRICT	MPO		COUNTY		CSJ	HWY	PHASE	CITY	YOE COST
PARIS	SHERMAN-DENISON		GRAYSON		0901-19-202	FM 902	C,E	HOWE	\$ 4,440,000
LIMITS FROM: US 75 (NEW LOCATION FM 902)					PROJECT SPONSOR: SHERMAN-DENISON MPO				
LIMITS TO: BENNETT ROAD					REVISION DATE: 07/2020				
PROJECT DESCR: NEW LOCATION 2 LANE NON-FREEWAY					MPO PROJECT NUM: SD2022-06				
REMARKS P7: CONST NEW LOCATION 2 LN HWY W/ SHOULDERS; FM 902 BYPASS AROUND HOWE					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 254,514		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$ -	COST OF	2U	\$ 1,513,152	\$ 378,288	\$ -	\$ -	\$ -	\$ 1,891,440
CONST COST:	\$ 4,440,000	APPROVED	3LC	\$ -	\$ -	\$ -	\$ -	\$ 2,548,560	\$ 2,548,560
CONST ENG:	\$ 254,514	PHASES	TOTAL	\$ 1,513,152	\$ 378,288	\$ -	\$ -	\$ 2,548,560	\$ 4,440,000
CONTING:	\$ 64,927	\$ 4,440,000							
INDIRECT:	\$ -								
BOND FIN:	\$ -								
POT CHG ORD:	\$ 283,602								
TOTAL COST:	\$ 5,297,557								
PARIS	SHERMAN-DENISON		GRAYSON		0901-19-203	FM 902	C,E	TOM BEAN	\$ 1,800,000
LIMITS FROM: JOE BOB LANE					PROJECT SPONSOR: SHERMAN-DENISON MPO				
LIMITS TO: SH 11 (NEW LOCATION FM 902)					REVISION DATE: 07/2020				
PROJECT DESCR: NEW LOCATION 2 LANE NON-FREEWAY					MPO PROJECT NUM: SD2022-07				
REMARKS P7: CONST NEW LOCATION 2 LN HWY W/ SHOULDERS; FM 902 BYPASS AROUND TOM BEAN					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 103,506		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$ -	COST OF	2U	\$ 621,440	\$ 155,360	\$ -	\$ -	\$ -	\$ 776,800
CONST COST:	\$ 1,800,000	APPROVED	3LC	\$ -	\$ -	\$ -	\$ -	\$ 1,023,200	\$ 1,023,200
CONST ENG:	\$ 103,506	PHASES	TOTAL	\$ 621,440	\$ 155,360	\$ -	\$ -	\$ 1,023,200	\$ 1,800,000
CONTING:	\$ 26,405	\$ 1,800,000							
INDIRECT:	\$ -								
BOND FIN:	\$ -								
POT CHG ORD:	\$ 115,335								
TOTAL COST:	\$ 2,148,752								
PARIS	SHERMAN-DENISON		GRAYSON		0047-13-033	US 75	C,E,R	VAN ALSTYNE	\$ 49,540,000
LIMITS FROM: FM 902					PROJECT SPONSOR: SHERMAN-DENISON MPO				
LIMITS TO: COLLIN COUNTY LINE (MPO BOUNDARY)					REVISION DATE: 07/2020				
PROJECT DESCR: WIDEN FROM 4 LANE TO 6 LANE					MPO PROJECT NUM: SD2024-01				
REMARKS P7:					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 2,429,910		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$ -	COST OF	2U	\$ 11,040,000	\$ 2,760,000	\$ -	\$ -	\$ -	\$ 13,800,000
CONST COST:	\$ 49,540,000	APPROVED	4	\$ 2,128,000	\$ 532,000	\$ -	\$ -	\$ -	\$ 2,660,000
CONST ENG:	\$ 2,361,757	PHASES	12	\$ 22,216,000	\$ 5,554,000	\$ -	\$ -	\$ -	\$ 27,770,000
CONTING:	\$ 991,800	\$ 49,540,000	3LC	\$ -	\$ -	\$ -	\$ -	\$ 4,710,000	\$ 4,710,000
INDIRECT:	\$ 1,581,777		11	\$ 480,000	\$ 120,000	\$ -	\$ -	\$ -	\$ 600,000
BOND FIN:	\$ -		TOTAL	\$ 35,864,000	\$ 8,966,000	\$ -	\$ -	\$ 4,710,000	\$ 49,540,000
POT CHG ORD:	\$ 3,962,241								
TOTAL COST:	\$ 60,867,485								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

TRANSPORTATION IMPROVEMENT PROGRAM									
SHERMAN-DENISON MPO - HIGHWAY PROJECTS									
FY 2024									
DISTRICT	MPO	COUNTY	CSJ	HWY	PHASE	CITY	YOE COST		
PARIS	SHERMAN-DENISON	GRAYSON	0045-18-041	US 82	C,E	WHITESBORO	\$ 2,200,000		
LIMITS FROM: US 377					PROJECT SPONSOR: SHERMAN-DENISON MPO				
LIMITS TO: SHAWNEE TRAIL					REVISION DATE: 07/2020				
PROJECT DESCR: NEW LOCATION 2 LANE NON-FREEWAY					MPO PROJECT NUM: SD2022-08				
					FUNDING CAT(S): 2U,3LC				
REMARKS P7: CONSTRUCT NEW FRONTAGE ROAD AND RAMPS					PROJECT HISTORY:				
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$	126,507	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH:	\$	-	2U	\$ 749,760	\$ 187,440	\$ -	\$ -	\$ -	\$ 937,200
CONST COST:	\$	2,200,000	3LC	\$ -	\$ -	\$ -	\$ -	\$ 1,262,800	\$ 1,262,800
CONST ENG:	\$	126,507	TOTAL	\$ 749,760	\$ 187,440	\$ -	\$ -	\$ 1,262,800	\$ 2,200,000
CONTING:	\$	32,272							
INDIRECT:									
BOND FIN:	\$	-							
POT CHG ORD:	\$	140,965							
TOTAL COST:	\$	2,626,251							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

E. Map of Funded Highway Projects



III. FUNDED TRANSIT PROJECTS

A. Fiscal Year 2021 Projects

FY 2021 TRANSIT PROJECT DESCRIPTIONS			
SHERMAN-DENISON MPO TRANSPORTATION IMPROVEMENT PROGRAM			
			YOE = Year of Expenditure
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS21	Federal (FTA) Funds	\$64,151
		State Funds from TxDOT	\$0
		Other Funds	\$16,038
Apportionment Year	2021	Fiscal Year Cost	\$80,189
Project Phase	N/A		
Brief Project Description	Planning (80/20)	Total Project Cost	\$16,038
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS21	Federal (FTA) Funds	\$324,895
		State Funds from TxDOT	\$260,735
		Other Funds	\$64,160
Apportionment Year	2021	Fiscal Year Cost	\$649,790
Project Phase	N/A		
Brief Project Description	Operating (50/50)	Total Project Cost	\$64,160
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS21	Federal (FTA) Funds	\$173,350
		State Funds from TxDOT	\$0
		Other Funds	\$43,338
Apportionment Year	2021	Fiscal Year Cost	\$216,688
Project Phase	N/A		
Brief Project Description	Preventative Maintenance (80/20)	Total Project Cost	\$43,338
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2021 TRANSIT PROJECT DESCRIPTIONS			
SHERMAN-DENISON MPO TRANSPORTATION IMPROVEMENT PROGRAM			
		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	21SDHBUS21	Federal (FTA) Funds	\$70,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2021	Fiscal Year Cost	\$70,000
Project Phase	N/A		
Brief Project Description	Bus Acquisition or Bus Facility (80/20)	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$14,000
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

B. Fiscal Year 2022 Projects

FY 2022 TRANSIT PROJECT DESCRIPTIONS			
SHERMAN-DENISON MPO TRANSPORTATION IMPROVEMENT PROGRAM			
		YOE = Year of Expenditure	
General Project Information		Funding Information (YOE)	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS22	Federal (FTA) Funds	\$64,215
		State Funds from TxDOT	\$0
		Other Funds	\$16,054
Apportionment Year	2022	Fiscal Year Cost	\$80,269
Project Phase	N/A		
Brief Project Description	Planning (80/20)	Total Project Cost	\$16,054
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS22	Federal (FTA) Funds	\$329,768
		State Funds from TxDOT	\$214,096
		Other Funds	\$115,672
Apportionment Year	2022	Fiscal Year Cost	\$659,536
Project Phase	N/A		
Brief Project Description	Operating (50/50)	Total Project Cost	\$115,672
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS22	Federal (FTA) Funds	\$175,950
		State Funds from TxDOT	\$0
		Other Funds	\$43,988
Apportionment Year	2022	Fiscal Year Cost	\$219,938
Project Phase	N/A		
Brief Project Description	Preventative Maintenance (80/20)	Total Project Cost	\$43,988
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FY 2022 TRANSIT PROJECT DESCRIPTIONS			
SHERMAN-DENISON MPO TRANSPORTATION IMPROVEMENT PROGRAM			
		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	21SDHBUS22	Federal (FTA) Funds	\$80,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2022	Fiscal Year Cost	\$80,000
Project Phase	N/A		
Brief Project Description	Bus Acquisition or Bus Facility (80/20)	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$16,000
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

C. Fiscal Year 2023 Projects

FY 2023 TRANSIT PROJECT DESCRIPTIONS			
SHERMAN-DENISON MPO TRANSPORTATION IMPROVEMENT PROGRAM			
		YOE = Year of Expenditure	
General Project Information		Funding Information (YOE)	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS23	Federal (FTA) Funds	\$64,279
		State Funds from TxDOT	\$0
		Other Funds	\$16,070
Apportionment Year	2023	Fiscal Year Cost	\$80,349
Project Phase	N/A		
Brief Project Description	Planning (80/20)	Total Project Cost	\$16,070
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS23	Federal (FTA) Funds	\$334,715
		State Funds from TxDOT	\$214,310
		Other Funds	\$120,405
Apportionment Year	2023	Fiscal Year Cost	\$669,430
Project Phase	N/A		
Brief Project Description	Operating (50/50)	Total Project Cost	\$120,405
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
General Project Information		Funding Information (YOE)	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS23	Federal (FTA) Funds	\$178,590
		State Funds from TxDOT	\$0
		Other Funds	\$44,648
Apportionment Year	2023	Fiscal Year Cost	\$223,238
Project Phase	N/A		
Brief Project Description	Preventative Maintenance (80/20)	Total Project Cost	\$44,648
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FY 2023 TRANSIT PROJECT DESCRIPTIONS			
SHERMAN-DENISON MPO TRANSPORTATION IMPROVEMENT PROGRAM			
		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	21SDHBUS23	Federal (FTA) Funds	\$150,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2023	Fiscal Year Cost	\$150,000
Project Phase	N/A		
Brief Project Description	Bus Acquisition or Bus Facility (80/20)	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$30,000
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

D. Fiscal Year 2024 Projects

FY 2024 TRANSIT PROJECT DESCRIPTIONS			
SHERMAN-DENISON MPO TRANSPORTATION IMPROVEMENT PROGRAM			
		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS24	Federal (FTA) Funds	\$64,344
		State Funds from TxDOT	\$0
		Other Funds	\$16,086
Apportionment Year	2024	Fiscal Year Cost	\$80,430
Project Phase	N/A		
Brief Project Description	Planning (80/20)	Total Project Cost	\$16,086
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS24	Federal (FTA) Funds	\$339,736
		State Funds from TxDOT	\$214,524
		Other Funds	\$125,212
Apportionment Year	2024	Fiscal Year Cost	\$679,472
Project Phase	N/A		
Brief Project Description	Operating (50/50)	Total Project Cost	\$125,212
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS24	Federal (FTA) Funds	\$181,268
		State Funds from TxDOT	\$0
		Other Funds	\$45,317
Apportionment Year	2024	Fiscal Year Cost	\$226,585
Project Phase	N/A		
Brief Project Description	Preventative Maintenance (80/20)	Total Project Cost	\$45,317
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5309 ID Number			
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS			
SHERMAN-DENISON MPO TRANSPORTATION IMPROVEMENT PROGRAM			
		YOE = Year of Expenditure	
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	21SDHBUS24	Federal (FTA) Funds	\$175,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2024	Fiscal Year Cost	\$175,000
Project Phase	N/A		
Brief Project Description	Bus Acquisition or Bus Facility (80/20)	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$35,000
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

IV. FINANCIAL SUMMARY
A. Highway Financial Summary

Sherman-Denison MPO											
Initial FY 2021 - 2024 Transportation Improvement Program											
Funding by Category											
Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$17,405,440	\$17,405,440	\$21,405,440	\$21,405,440
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$9,544,560	\$9,544,560	\$9,544,560	\$9,544,560
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$2,660,000	\$2,660,000	\$2,660,000	\$2,660,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$0	\$600,000	\$600,000	\$4,600,000	\$4,600,000
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$27,770,000	\$27,770,000	\$27,770,000	\$27,770,000
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$8,000,000	\$8,000,000	\$0	\$0	\$0	\$0	\$57,980,000	\$57,980,000	\$65,980,000	\$65,980,000

Funding Participation Source					
Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$6,400,000	\$0	\$0	\$38,748,352	\$45,148,352
State	\$1,600,000	\$0	\$0	\$9,687,088	\$11,287,088
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$9,544,560	\$9,544,560
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$8,000,000	\$0	\$0	\$57,980,000	\$65,980,000

Annotations

- *Local Match should be a percent of participation on a specific category of funding except non-traditional funding.
- The TIP financial summary should be a total of all projects currently within your TIP, excluding grouped projects.
- You can add / delete funding source rows as needed.
- All non-traditional programmed amount should equal all non-traditional (CAT 3) funding source amounts

Fiscal Year	CSJ	Project #	Facility	Limits		Description	2U - Urban Mobility	3LC - Local Contribution	4 - Congestion, Connectivity, Corridor Projects Prop 7 (4 3C)	11 - District Discretionary	12 - Commission Discretionary	Total
				From	To							
2021												
	0901-19-187	SD2019-2	FS 121	FM 121	GRAYSON COUNTY LINE	CONSTRUCT NEW 2-LANE HIGHWAY	\$4,000,000				\$4,000,000	\$8,000,000
											2021 Total	\$8,000,000
2022												
	No projects at this time											
											2022 Total	\$0
2023												
	No projects at this time											
											2023 Total	\$0
2024												
	0901-19-202	SD2022-06	FM 902	US 75 (NEW LOCATION FM 902)	BENNETT ROAD	CONSTRUCT NEW 2 LANE FM 902 BYPASS AROUND HOWE	\$1,891,440	\$2,548,560				\$4,440,000
	0901-19-203	SD2022-07	FM 902	JOE BOB LANE	SH 11 (NEW LOCATION FM 902)	CONSTRUCT NEW 2 LANE FM 902 BYPASS AROUND TOM BEAN	\$776,800	\$1,023,200				\$1,800,000
	0047-13-033	SD2024-01	US 75	FM 902	COLLIN COUNTY LINE (MPO BOUNDARY)	WIDEN FROM 4 TO 6 LANE	\$13,800,000	\$4,710,000	\$2,660,000	\$600,000	\$27,770,000	\$49,540,000
	0045-18-041	SD2022-08	US 82	US 377	SHAWNEE TRAIL	CONSTRUCT NEW 2 LANE FRONTAGE ROAD AND RAMPS	\$937,200	\$1,262,800				\$2,200,000
											2024 Total	\$57,980,000
Total							\$21,405,440	\$9,544,560	\$2,660,000	\$4,600,000	\$27,770,000	\$65,980,000

B. Transit Financial Summary

Transit Financial Summary									
Sherman-Denison Metropolitan Planning Organization									
FY 2021- 2024 Transportation Improvement Program									
All Figures in Year of Expenditure (YOE) Dollars							Current as of 04/20/2020		
Transit Program	FY 2021			FY 2022			FY 2023		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$562,396	\$384,269	\$946,665	\$569,933	\$389,810	\$959,743	\$577,944	\$395,433	\$973,377
3 Sec. 5309 - Discretionary			\$0			\$0			\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6 Sec. 5316 - JARC >200K			\$0			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12 Other FTA	\$70,000	\$14,000	\$84,000	\$80,000	\$16,000	\$96,000	\$150,000	\$30,000	\$180,000
13 Regionally Significant or Other			\$0			\$0			\$0
Total Funds	\$632,396	\$398,269	\$1,030,665	\$649,933	\$405,810	\$1,055,743	\$727,944	\$425,433	\$1,153,377
Transportation Development Credits									
Requested		\$14,000	\$14,000		\$16,000	\$16,000		\$30,000	\$30,000
Awarded			\$0			\$0			\$0
All Figures in Year of Expenditure (YOE) Dollars									
Transit Programs	FY 2024			FY 2021-2024 Total					
	Federal	State/Other	Total	Federal	State/Other	Total			
1 Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0			
2 Sec. 5307 - Urbanized Formula <200K	\$585,348	\$401,139	\$986,487	\$2,295,621	\$1,570,651	\$3,866,272			
3 Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0			
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0			
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0			
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0			
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0			
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0			
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0			
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0			
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0			
12 Other FTA	\$175,000	\$35,000	\$210,000	\$475,000	\$95,000	\$570,000			
13 Regionally Significant or Other			\$0	\$0	\$0	\$0			
Total Funds	\$760,348	\$436,139	\$1,196,487	\$2,770,621	\$1,665,651	\$4,436,272			
Transportation Development Credits									
Requested		\$35,000	\$35,000		\$95,000	\$95,000			
Awarded			\$0			\$0			

V. LOCALLY FUNDED PROJECTS

There are no locally funded, regionally significant projects at this time.

VI. GLOSSARY

A. Definitions

PROJECT CODE	DEFINITION	EXPLANATION
CSJ	Control Section Job Number	TXDOT – assigned number for projects entered into the Unified Transportation Plan (UTP)
PROJ ID	Project Identification	Code assigned by the MPO for local tracking/identification; used to relate projects to the Metropolitan Transportation Plan
F. CLASS	Federal Functional Classification	Federal classification of streets and highways into functional operating characteristics. Categories: <ul style="list-style-type: none"> • INTERSTATE - Interstate • FWY/EXP - Other Urban Freeways and Expressways • PRIN ART - Other Principal Arterials • MINOR ART - Minor Arterials • COLLECTOR - Urban Collectors and Rural Major Collectors • MINOR COLLECTOR - Rural Minor Collectors • LOCAL - Urban and Rural Local Streets and Roads
FED PROG	Federal Funding Category	Major categories of Federal funding were established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), continued through to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and have been modified in the previous transportation bill, known as the Moving Ahead for Progress in the 21s Century (MAP-21) and again in the current FAST Act. Categories are: <ul style="list-style-type: none"> • IC - Interstate Construction • IM - Interstate Maintenance • NHS - National Highway System • STP - Surface Transportation Program • CMAQ - Congestion & Mitigation Air Quality Funds • BRIDGE - On/Off System Bridge Rehabilitation • DSB - Donor State Bonus Funds • MA - Minimum Allocation Funds • FLHP - Federal Land Highway Program • FTA - Federal Transit Administration Funding
PHASE	Project Phase for Federal Funding	C – Construction E – Preliminary Engineering R – Right of Way Acquisition T – Transfers

B. Acronyms

ADA	Americans with Disabilities Act
CFR	Code of Federal Regulations
DCIS	Design and Construction Information System
DOT	Department of Transportation
EPA	Environmental Protection Agency
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HB 20	Texas House Bill 20
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21st Century
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
PB	Policy Board
PM	Performance Measure
POP	Program of Projects
PPP	Public Participation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAPS	Texoma Area Paratransit System
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TTC	Texas Transportation Commission
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
USC	United States Code
UTP	Unified Transportation Program
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure

VII. DISCLAIMER

“The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”

APPENDIX B – UTP PROGRAMMING GUIDANCE

Funding Category	General Guidance	Project Selection / Approval	Project Scoring / Ranking	Programming POC
Category 1 Preventive Maintenance & Rehabilitation	Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. The category can be used to supplement mobility project funding as an open funding line.	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. Selections are made in accordance with each district's Pavement Management Plan.	District Scoring/Ranking Methodologies	Districts coordinate with FIN-Letting management (FIN-LM)
Category 2 Metropolitan & Urban Area Corridor Projects	Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, traffic safety, and roadway maintenance or rehabilitation. Projects must be located on the state highway system.	MPOs, in consultation with TxDOT districts, select projects within the constraint of their Category 2 10-year planning targets. MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission through the annual UTP adoption.	For each project submitted for Category 2 funding in the UTP Project Call, districts must provide a project score to TPP to demonstrate performance-based selection. MPOs must also submit their project scoring methodology to TPP. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.	MPOs coordinate with districts to submit projects for approval or administrative revision to TPP-UTP.
Category 3 Non-Traditionally Funded Transportation Projects	Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding. Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.	Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.		Districts coordinate with FIN-LM and forecasting
Category 3 Design-Build	Category 3 Design-Build addresses non-construction costs associated with Design-Build projects fully funded, approved for contract, and within the constraints of project development IAR approval. These costs include those associated with design, utilities and other development costs approved in the Design Build Guidance Document.	Projects selected for Design-Build are evaluated by PFD, selected and recommended by Administration. Once a project has been designated for Design-Build and is listed on the approved 2-year Design-Build schedule, it is eligible for Cat 3 Design-Build funds. Design-Build development fund sources are approved through FIN Forecasting (Silvia Morales)	Scored and ranked by PFD Design-Build selection criteria	Districts submit projects for approval/administrative revision to TPP and FINLM.
Category 4 Urban Connectivity	Category 4 Urban addresses mobility on major state highway system corridors, which provide connectivity in urban areas. Projects must be located within the MPO boundaries on the designated highway connectivity network that includes: - The Texas Trunk System - National Highway System (NHS) - Connections to major sea ports or border crossings - National Freight Network - Hurricane evacuation routes	Districts select projects within the constraint of their Category 4U 10-year planning targets. Districts submit projects to TPP during the UTP Project Call. Projects are considered for approval by the Commission.	For each project submitted for Category 4U funding in the UTP Project Call, districts must provide a project score to TPP to demonstrate performance-based selection. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.	Districts submit projects for approval/administrative revision to TPP-UTP.
Category 4 Regional Connectivity	Category 4 Regional addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located outside of the MPO boundaries on the designated highway connectivity network that includes: - The Texas Trunk System - National Highway System (NHS) - Connections to major sea ports or border crossings - National Freight Network - Hurricane evacuation routes	Districts submit candidate projects to TPP through the annual UTP Project Call. Projects are recommended by TPP leadership and approved by the TTC.	For each project submitted for Category 4R funding in the UTP Project Call, districts must provide a project score to demonstrate performance-based selection at the district level. TPP additionally scores Category 4R candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.	Districts submit projects for approval/administrative revision to TPP-UTP.
Category 5 CMAQ	Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.	MPOs select the project in coordination with the districts	Local Scoring/Ranking Methodologies	MPOs coordinate with TxDOT districts who then submit program funding to FIN-Letting Management

Funding Category	General Guidance	Project Selection / Approval	Project Scoring / Ranking	Programming POC
<p>Category 6 Structures Replacement and Rehabilitation (Bridge)</p>	<p>Category 6 addresses bridge improvements through the following sub-programs: Highway Bridge Program: For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehab of off-system bridges. Railroad Grade Separation: For replacement elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehab or replacement of deficient railroad underpasses on the state highway system. Bridge Maintenance and Improvement Program (BMIP): For rehab of eligible bridges on the state highway system.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide based on district submissions in the bridge project call.</p>	<p>Bridge Division scores projects based on the following: Highway Bridge projects are ranked first by deficiency categorization (e.g. structurally deficient) and then by sufficiency ratings. Railroad Grade Separation projects are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Projects in the BMIP are selected statewide based on identified bridge maintenance/improvement needs.</p>	<p>Districts submit projects for approval/administrative revision to BRG.</p>
<p>Category 7 Metropolitan Mobility and Rehabilitation</p>	<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector (FC 6 or 7). Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>MPOs select the project in coordination with the districts</p>	<p>Local Scoring/Ranking Methodologies</p>	<p>MPOs coordinate with TxDOT districts who then submit program funding to FIN-Letting Management</p>
<p>Category 8 Safety</p>	<p>Category 8 addresses highway safety improvements through the following sub-programs. Highway Safety Improvement Program (HSIP): Safety-related projects on and off the state highway system. High Risk Rural Roads projects previously authorized remain in Category 8. Safe Routes to School projects previously authorized remain in Category 8. Future Safe Routes to School projects will be managed under Category 9. Safety Bond Program: All allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis. Systemic Widening Program: Roadway widening projects on the state highway system. Federal Railway Set-Aside: Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and crashes at public at-grade crossings. Road to Zero: Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide based on district submissions in the safety project call</p>	<p>Highway Safety Improvement Program: Projects are evaluated using three years of crash data and ranked by safety improvement index. Safety Bond Program: Projects are evaluated using the safety improvement index, roadway safety characteristics, and anticipated time required to complete a candidate project. Systemic Widening Program: Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. Federal Railway Set-Aside: Projects are evaluated using the railroad crossing index. Road to Zero: Projects are evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors are directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>	<p>Districts submit projects for approval/administrative revision to TRF.</p>
<p>Category 9 Transportation Alternatives Set-Aside Program</p>	<p>Category 9 includes the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities: - Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. - Construction of infrastructure-related projects that provide safe routes for non-drivers - Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users - Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school.</p>	<p>TxDOT allocates 50% of Category 9 funds to MPOs designated as TMAs (areas with a population over 200,000). The other 50% is designated for statewide flexible use under other federal programs. For TMAs, MPOs select projects in consultation with TxDOT districts. In small urban areas (with populations below 200,000) and rural areas, funds are administered by TxDOT's Public Transportation Division through a competitive process.</p>	<p>Local scoring/ranking methodologies</p>	<p>MPOs coordinate with TxDOT districts who then submit program funding to FIN-Letting Management</p>

Funding Category	General Guidance	Project Selection / Approval	Project Scoring / Ranking	Programming POC
<p>Category 10 Supplemental Transportation Programs</p>	<p>Category 10 addresses a variety of transportation improvements through the following sub-programs: Federal Lands Access Program (FLAP): Addresses transportation facilities that are located on, are adjacent to, or provide access to federal lands. Texas Parks and Wildlife Department (TPWD): Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD. Green Ribbon Program: Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties. Curb Ramp Program: Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities. Landscape Incentive Awards: Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program. The awards recognize participating cities’ or communities’ efforts in litter control, quality of life issues, and beautification programs and projects. Railroad Grade Crossing and Replanking Program: Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Railroad Signal Maintenance Program: Financial contributions to each railroad company in the state for signal maintenance.</p>	<p>In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP. Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts. Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties and managed by the TxDOT Design Division. Curb Ramp Program projects are selected based on conditions of curb ramps or locations of intersections without ramps and are managed by Design Division. Landscape Incentive Awards are managed by the TxDOT Design Division. TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects.</p>		<p>Districts coordinate with FIN-Letting Management</p>
<p>Category 10 Coordinated Border Infrastructure</p>	<p>Category 10 Coordinated Border Infrastructure (CBI) addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. Awarded to the El Paso, Laredo and Pharr Districts for projects within 50 miles of the international border.</p>	<p>CBI projects selected by districts with FHWA review and approval. Cat 10 CBI projects must be listed in the UTP. FHWA approved Cat 10 CBI projects must be submitted in the UTP Project Call, then approved by the TTC during UTP adoption.</p>	<p>Federal Railway Set-Aside: Projects are evaluated using the railroad crossing index.</p>	<p>Districts submit projects for approval/administrative revision to TPP-Freight & International Trade. Projects must be approved in the UTP prior to programming</p>
<p>Category 11 District Discretionary</p>	<p>Category 11 addresses district transportation needs at the discretion of each TxDOT District. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition. Common Category 11 project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway). The program can be used to supplement mobility project funding.</p>	<p>Districts select projects.</p>	<p>District scoring/ranking methodologies</p>	<p>Districts coordinate directly with FIN-Letting Management</p>
<p>Category 11 Energy Sector</p>	<p>Category 11 Energy Sector funds address safety and maintenance work on state highways impacted by the energy sector. These funds generally are programmed on the designated Energy Sector Corridor network. This program should be reviewed on a quarterly basis to ensure funding is programmed to meet the needs of each energy play.</p>	<p>Districts select projects on energy sector corridors (see Statewide Planning Map) and within their Category 11ES planning targets. Projects must be vetted through the Energy Sector Program Manager, a role that may rotate among members of TxDOT division or district leadership as assigned by ADM. See TPP-UTP for the current program manager. Districts must submit projects to TPP for approval by ADM.</p>	<p>Scored and ranked by districts and Energy Sector Committee/Program Manager</p>	<p>Districts coordinate with FIN-LM (once approved by Energy Sector Program Manager and TPP)</p>
<p>Category 12 TexasClearLanes</p>	<p>The Category 12 TexasClearLanes subprogram is dedicated to large congestion projects in the five metropolitan TxDOT districts (AUS, DAL, FTW, HOU, SAT). These projects must be vetted through the Congestion Task Force and are selected at the Texas Transportation Commission’s discretion.</p>	<p>Projects must be presented and vetted through the Congestion Task Force. Once vetted, districts submit projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.</p>	<p>For each project submitted for Category 12 funding in the UTP Project Call, districts must provide a project score to demonstrate performance-based selection at the district level. TPP additionally scores Category 12 candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.</p>	<p>Districts submit projects for approval to TPP-UTP.</p>

Funding Category	General Guidance	Project Selection / Approval	Project Scoring / Ranking	Programming POC
<p>Category 12 Strategic Priority</p>	<p>Category 12 addresses projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), including those that improve:</p> <ul style="list-style-type: none"> - Congestion and connectivity - Economic opportunity - Energy sector access - Border and port connectivity - Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report- The ability to respond to both man-made and natural emergencies <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.</p>	<p>For each project submitted for Category 12 funding in the UTP Project Call, districts must provide a project score to demonstrate performance-based selection at the district level. TPP additionally scores Category 12 candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.</p>	<p>Districts submit projects for approval to TPP-UTP.</p>
<p>CANDPA</p>	<p>Candidate Projects are not authorized for development activities (non-chargeable). These projects should be programmed outside of the 10-year UTP development window if not considered for an open project call. These projects were commonly referred to as "-900" CSJs in DCIS.</p>	<p>CANDPA projects are selected by the District TP&D.</p>	<p>District scoring methodology</p>	<p>District</p>
<p>PLAN</p>	<p>Administratively approved for Large Strategic Projects and Future Statewide Initiatives, designated for development outside of the 10-year UTP window. These projects are approved for feasibility studies or initial schematic and environmental work. ROW may be acquired for a project in PLAN if the project is listed in a fiscally constrained plan (specifically, an MTP).</p>	<p>Districts select PLAN projects with approval from TPP leadership</p>	<p>District scoring methodology</p>	<p>Districts coordinate with TPP-Corridor Planning</p>
<p>DA</p>	<p>DA funds represent the balance of the UTP that has not yet been programmed on specific projects. A district's DA target is equivalent to the amount of the district's non-programmed balance across allocated UTP categories. District DA targets are managed by TPP-UTP. DA projects are authorized for early development activities, including schematic approval, environmental clearance, right of way acquisition, and the start of PS&E. These projects must be programmed within Years 5-10 of the UTP. DA projects are divided into 6DA, 8DA, District DA (DDA), and Statewide DA (SWDA). 6DA is used for bridge projects, 8DA for safety projects, DDA for mobility projects chosen by the district, and SWDA for regionally significant projects likely to compete for statewide funding.</p>	<p>Districts have discretion to program DDA within the targets set by TPP-UTP. DDA projects are eligible for eventual funding from any of the 12 categories but are primarily expected to be candidates for Categories 2 and 4U. SWDA projects are located on statewide connectivity corridors and are likely to compete for Category 4 Regional or Category 12 funding. SWDA programming is approved by TPP-leadership. Districts must submit 6DA projects to BRG for eventual Category 6 funding and 8DA projects to TRF for eventual Category 8 funding.</p>	<p>District scoring methodology</p>	<p>Districts coordinate directly with FIN-Letting Management for DDA, 6D</p>

2020 - 2021 UTP AUTHORITY GUIDELINES

Work Program	Terminology	Approval	Estimated Let Date	Authorized Activities	End Point	Project Types / Comments
CANDPA	Candidate/Proposed Projects	District	Estimated let date outside the current UTP 10-year window	None. For planning purposes only.No resources can be assigned and no expenditures can be made. These projects were formerly classified as "900" CSJs in DCIS.	Project is prioritized to move to Develop Authority and initiate development activities	Any proposed project,
PLAN	Planned Projects	TPP leadership, for large strategic projects and future statewide initiatives	Estimated let date outside the current UTP 10-year window	Early-stage activities. Preliminary engineering for schematics, preliminary ENV studies for corridors, initial overall cost estimate for construction. ROW may be acquired for a project in PLAN if the project is listed in a fiscally constrained plan (specifically, an MTP).	Project is prioritized to move to Develop Authority and continue development activities	For future major projects requiring long-term development. Candidates should be submitted through TPP.
	Feasibility Studies			Activities within the scope of the feasibility study	Completion of feasibility study	
DDA	District Develop Authority	District	Estimated let date within Years 5-10 of the current UTP	Preliminary engineering, schematic approval, environmental clearance, right of way acquisition, and the start of PS&E	Project is fully funded and ready to move to Construct Authority based o	DA funds represent the balance of the UTP that has not yet been programmed on specific projects. Districts may collectively program DA up to the amount of the current DA projects may be eligible for eventual funding from any UTP category but should not be maintenance projects. Any DA projects no longer in active development should be moved to CANDPA.
6DA	Bridge Develop Authority	Bridge Division				
8DA	Safety Develop Authority	Traffic Division				
SWDA	Statewide Develop Authority	TPP leadership, for large strategic projects and future statewide initiatives				
UTP Categories 1-12	Construct Authority	Commission authorization for Categories 2, 4, and 12. District decides other category programming	Estimated let date within Years 1-4 of the current UTP	Completion of all project development activities needed for letting, including ENV clearance, ROW acquisition, utility adjustments, and PS&E activities. Under Construct Authority, projects are finalizing Federal/state requirements in anticipation of letting (CBI, CMAQ, FPAA, railroad agreements, AFA).	All development activities are complete and project goes to letting	Includes all 12 UTP Categories. Must be fully funded. No DDA/SWDA/etc. or partially funded projects. Projects on the 2-year Letting Schedule must be ready to let (RTL) or projected to be RTL by the scheduled letting date. Projects with Construct authority must also be approved within the 4-year STIP.

NOTE: Projects that do not have construct authority cannot be listed in the STIP for construction.

APPENDIX C – GROUPED PROJECT CSJs

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

APPENDIX D – MPO SELF CERTIFICATION

TEXAS DEPARTMENT OF TRANSPORTATION MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America’s Surface Transportation Act (FAST Act); the Texas Department of Transportation, and the Sherman-Denison Metropolitan Planning Organization for the Sherman-Denison urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
3. [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. [23 CFR part 230](#), regarding the implementation of an [equal employment opportunity program](#) on Federal and Federal-aid [highway](#) construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37](#), and [38](#);
7. The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

Noel Paramanatham, P.E.

District
Texas Department of Transportation

Bill Magers

Metropolitan Planning Organization
Policy Board Chairman

District Engineer

Chairperson

June 3, 2020
Date

June 3, 2020
Date

APPENDIX E – PROGRESS TOWARD MEETING PERFORMANCE TARGETS

Reference Section I.E. Project Selection Process for detailed information on how the following projects were selected:

Project Number: **SD2019-2**

- **Project Description:** Construct a new two (2) lane highway between the Grayson County Line and FM 121
- **System Improvements:** The new highway will align with the northbound service road of the Dallas North Tollway. Without this roadway, drivers are forced to drive a considerable distance out of the way in order to get on the service road of the Dallas North Tollway. Constructing this new highway will eliminate this detour and improve system performance.

Project Number: **SD2022-06**

- **Project Description:** Construct a two (2) lane bypass for FM 902 around the City of Howe from US 75 to Bennett Road.
- **Safety Improvements:** The existing alignment of FM 902 has a moderate crash rating due in part to two (2) very sharp curves. The relocated section of FM 902 will eliminate the sharp curves, thus improving safety. Additionally, relocating FM 902 around downtown Howe will improve pedestrian safety.
- **Pavement and Bridge Condition Improvements:** The existing alignment of FM 902 is in very poor condition. When the new alignment of FM 902 is constructed, the old alignment will be turned over to the City of Howe for maintenance. The new alignment will have a condition score class of very good, thus improving pavement conditions on the Non-Interstate NHS.
- **System Improvements:** The existing alignment of FM 902 is constricted through the City of Howe. Providing east-west connectivity is recommended in the Grayson County Thoroughfare Plan and the Grayson County Freight Mobility Plan. Constructing the bypass around Howe will allow the roadway to be widened in the future. The bypass will avoid the downtown Howe area where cars are more prone to stop for turning movements, parking, and/or pedestrians crossing. Avoiding these stops will increase mobility and improve system performance.

Project Number: **SD2022-07**

- **Project Description:** Construct a two (2) lane bypass for FM 902 around the City of Tom Bean from Joe Bob Lane to SH 11.
- **Safety Improvements:** The existing alignment of FM 902 has a moderate crash rating due in part to the fact that it runs through the downtown Tom Bean area. The relocated section of FM 902 will eliminate going through downtown Tom Bean, thus improving safety. Additionally, relocating FM 902 around downtown Tom Bean will improve pedestrian safety.
- **Pavement and Bridge Condition Improvements:** The existing alignment of FM 902 is in poor condition. When the new alignment of FM 902 is constructed, the old alignment will be turned over to the City of Tom Bean for maintenance. The new alignment will have a condition score class of very good, thus improving pavement conditions on the Non-Interstate NHS.
- **System Improvements:** The existing alignment of FM 902 is constricted through the City of Tom Bean. Providing east-west connectivity is recommended in the Grayson County Thoroughfare Plan and the Grayson County Freight Mobility Plan. Constructing the bypass around Tom Bean will allow the roadway to be widened in the future. The bypass will avoid the downtown Tom

Bean area where cars are more prone to stop for turning movements, parking, and/or pedestrians crossing. Avoiding these stops will increase mobility and improve system performance.

Project Number: **SD2024-01**

- **Project Description:** Reconstruct and widen US 75 from FM 902 to the Collin County Line/MPO Boundary from four (4) lane to six (6) lane.
- **Safety Improvements:** This eight (8) mile long section has had six (6) fatal and several incapacitating injury accidents over the past five (5) years. This project will reconstruct the roadway to current interstate standards and greatly improve safety.
- **Pavement and Bridge Condition Improvements:** This section of US 75 currently has a condition score class of fair. These improvements are anticipated to increase the condition score class to very good, thus greatly improving pavement conditions on the Non-Interstate NHS.
- **System Performance:** This section of US 75, which is designated as a Critical Rural Freight Corridor, has more vehicles per day traveling on it than IH 35 in Cooke County or IH 30 in Hunt County and has more commercial vehicles per day traveling on it than IH 35 in Cooke County. It is anticipated to be congested by 2038. Increasing the capacity of the roadway by adding two (2) lanes will greatly increase the system performance.

Project Number: **SD2022-08**

- **Project Description:** Construct a new two (2) lane frontage road along US 82 from US 377 to Shawnee Trail.
- **Safety Improvements:** US 82, the primary east/west corridor through Grayson County, between US 377 and US 75 had approximately ten (10) commercial vehicle involved crashes per year from 2014-2016 and was the location of one commercial vehicle involved fatality. US 82 was ranked as the 26th most dangerous highway in the United States according to a study conducted by Mr. David Ascienzo of ValuePenguin dated October 21, 2018. The Grayson County Freight Mobility Plan attributes these accidents in part to the lack of frontage roads. Without frontage roads, passenger vehicles must stop in the main lanes of the roadway in order to make a turning movement. Passenger vehicles can stop much more rapidly than commercial vehicles, resulting in rear end collisions. The Grayson County Freight Mobility Plan recommends continuous frontage roads in order to mitigate this dangerous situation. This project is the first project in the effort to add continuous frontage roads along US 82 in Grayson County and is anticipated to greatly increase safety.
- **System Improvements:** Construction of frontage roads along US 82 is recommended in the Grayson County Freight Mobility Plan, because they offer an alternate route in the event of a traffic incident on the highway main lanes. The ability to utilize this frontage road as an alternate route increases system performance.

APPENDIX F – PUBLIC INVOLVEMENT DOCUMENTATION

Sherman-Denison Metropolitan Planning Organization



Welcome to transportation planning within the Sherman - Denison, Texas urban area. We are located 70 miles north of Dallas along the Red River which separates Texas and Oklahoma. Home to beautiful Lake Texoma and Hagerman National Wildlife Refuge.

UPCOMING
EVENTS

Draft 2021-2024 Transportation Improvement

<http://www.sdmpo.org/page/homepage>[4/23/2020 2:08:50 PM]

Click on a highlighted date to see events for that day.

April, 2020

S	M	T	W	T	F	S
29	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	1	2

Program Released for Public Comment

The Sherman-Denison Metropolitan Planning Organization (SDMPO) is the organization charged with transportation planning for the greater Sherman-Denison Urbanized Area, which includes Grayson County, and is the recipient of federal planning funds.

The SDMPO is releasing the draft 2021-2024 TIP for public review and comment. The TIP contains a listing of projects which the SDMPO intends to pursue over the four (4) year period. The draft 2021-2024 TIP can be found by clicking [HERE](#). The public involvement/comment period for the draft TIP will also satisfy TAPS's public participation requirement for the Program of Projects (Section 5307 Funds).

In addition, the SDMPO will host a virtual public meeting on May 13, 2020 at 5:30 pm via:

Join Zoom Meeting
<https://zoom.us/j/93024656592?pwd=bGhTNG9OeFO0VkNrd3JuWWFTaUMwOT09>
 Meeting ID: 930 2465 6592
 Password: 4XWjbs

Comments may be submitted by email to: barnettc@co.grayson.tx.us. All comments must be received by 5:00 pm on May 27, 2020 to be included in the public record. The draft 2021-2024 TIP will be placed before the SDMPO Policy Board at its Wednesday, June 3, 2020 meeting for approval.

The SDMPO staff looks forward to hearing from you!

FACEBOOK FEED

[Sherman-Denison Metropolitan Planning Organization](#)

TWITTER FEED

[Sherman-Denison MPO Tweets by SDMPO](#)

CURRENT WEATHER - NOAA

REPORTS, ARTICLES AND TOPICAL DATA OF INTEREST

- 10/02/2019 [SDMPO revises bylaws regarding representative requirements](#)
- 10/29/2019 [Grayson County gives nod to Grayson Parkway Project, future toll service road](#)
- 11/06/2019 [BRIDGING THE US 75 GAP: \\$163 million project awarded, start date set](#)
- 11/07/2019 [Officials say October strongest month for housing permits in modern history](#)
- 11/12/2019 [The 12 Texas cities everyone in the country is moving to](#)
- 11/14/2019 [FM 1417 improvements coming: TxDOT prioritizes plans](#)
- 11/25/2019 [TxDOT seeking feedback on Hwy 82 safety](#)
- 12/03/2019 [Denison ISD added 400 students in last five years](#)

Sherman-Denison Metropolitan Planning Organization

- 12/03/2019 [CLOSING THE GAP: US 75 improvements to break ground after 25 years of discussions](#)
- 12/04/2019 [Ceremony marks start of Grayson County highway project](#)
- 12/04/2019 [Highway 75 and 82 gap project construction planned for January](#)
- 12/04/2019 [TxDOT asks the public suggestions on increasing safety to HWY 82](#)
- 12/05/2019 [FM 1417 improvements slated for 2030 start](#)
- 12/05/2019 [\\$300M US 82 safety plans discussed by TxDOT](#)
- 12/05/2019 [TxDOT gives timeline of US 75 Gap project](#)
- 01/14/2020 [US 75 expansion project begins next week](#)

GIVE US YOUR INPUT!

Note: the MPO is governed by a public body of directors (organization) and operates all programs and projects without regard to race, color and national origin. The Public Participation Plan describes these objectives along with the procedures to file any complaints in accordance with Title VI.

Sherman - Denison MPO | 100 W. Houston St., Suite G1 | Sherman, Texas 75090 | 903-813-4524 | Fax: 903-870-4087 | Disclaimer

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MEDIA RELEASE

For Immediate Release:
April 23, 2020

For More Information Contact:
Clay Barnett, 903-813-4524

SHERMAN-DENISON MPO RELEASES THE DRAFT 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC REVIEW AND COMMENT

SHERMAN, TX (April 23, 2020) – The Sherman-Denison Metropolitan Planning Organization (SDMPO) is the organization charged with transportation planning for the greater Sherman-Denison Urbanized Area, which includes Grayson County, and is the recipient of federal planning funds.

The SDMPO is releasing the draft 2021-2024 TIP for public review and comment. The TIP contains a listing of projects which the SDMPO intends to pursue over the four (4) year period. The draft 2021-2024 TIP can be found on the front page of the SDMPO's website at www.sdmpo.org. The public involvement/comment period for the draft TIP will also satisfy TAPS's public participation requirement for the Program of Projects (Section 5307 Funds).

In addition, the SDMPO will host a virtual public meeting on May 13, 2020 at 5:30 pm via www.zoom.us. Instructions on how to connect to the Virtual Public Meeting can also be found at www.sdmpo.org.

Comments may be submitted by email to: barnettc@co.grayson.tx.us. All comments must be received by 5:00 pm on May 27, 2020 to be included in the public record. The draft 2021-2024 TIP will be placed before the SDMPO Policy Board at its Wednesday, June 3, 2020 meeting for approval.

The SDMPO staff looks forward to hearing from you!

100 W. Houston St., Suite G1, Sherman, TX 75090
www.sdmpo.org



PUBLIC NOTICE

Do not remove until:
May 27, 2020

For More Information Contact:
Clay Barnett, 903-813-4524

SHERMAN-DENISON MPO RELEASES THE DRAFT 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC REVIEW AND COMMENT

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The SDMPO is releasing the draft 2021-2024 TIP for public review and comment. The TIP contains a listing of projects which the SDMPO intends to pursue over the four (4) year period. The draft 2021-2024 TIP can be found on the front page of the SDMPO's website at www.sdmpo.org. The public involvement/comment period for the draft TIP will also satisfy TAPS's public participation requirement for the Program of Projects (Section 5307 Funds).

In addition, the SDMPO will host a virtual public meeting on May 13, 2020 at 5:30 pm via www.zoom.us. Instructions on how to connect to the Virtual Public Meeting can also be found at www.sdmpo.org.

Comments may be submitted by email to: barnettc@co.grayson.tx.us. All comments must be received by 5:00 pm on May 27, 2020 to be included in the public record. The draft 2021-2024 TIP will be placed before the SDMPO Policy Board at its Wednesday, June 3, 2020 meeting for approval.

The SDMPO staff looks forward to hearing from you!

FILED FOR RECORD

2020 APR 23 PM 1: 33

WILMA BUSH
COUNTY CLERK
GRAYSON COUNTY, TX

100 W. Houston St., Suite G1, Sherman, TX 75090
www.sdmpo.org

Affidavit of Publication

STATE OF TEXAS)
COUNTY OF GRAYSON) SS:

SHERMAN-DENISON MPO, WALLY JOHNSON
100 W. HOUSTON, SUITE G-2
SHERMAN TX 75090

Account # 85764
Ad Number 0001335289

Jeanine Sewell, being 1st duly sworn, deposes and says: That (s)he is the Legal Clerk for the Herald Democrat, a daily newspaper regularly issued, published and circulated in the City of Sherman, County of Grayson, State of Texas, and that the advertisement,

Notice of Virtual Public Meeting Sherman-Denison MPO 2021-2024 TIP Sherman, TX - The Sherman-Denison Metropolitan Planning Organization (MPO) will conduct a vir

a true copy attached for, was published in said Herald Democrat in 1 edition(s) of said newspaper issued from 04/24/2020 to 04/24/2020, on the following days:

04 / 24 / 20

Legal Notices

Notice of Virtual Public Meeting Sherman-Denison MPO 2021-2024 TIP
Sherman, TX - The Sherman-Denison Metropolitan Planning Organization (MPO) will conduct a virtual public meeting to be held via www.zoom.us on Monday, May 13, 2020 at 5:30pm. The purpose of the meeting is to offer the public an opportunity to review and comment on the draft 2021-2024 Transportation Improvement Program (TIP). The TIP contains a listing of projects which the MPO intends to pursue over the four year period. The proposed draft TIP is being made available for public review and comment and can be found on the front page of the MPO's website at www.sdmpo.org. Instructions on how to connect to the Virtual Public Meeting can also be found at www.sdmpo.org. The public involvement/comment period for the draft TIP will also satisfy TAPS's public participation requirement for the Program of Projects (Section 5307 Funds). Comments may be presented at the meeting or submitted by U.S. mail to:

SDMPO
100 W. Houston St., Suite G1
Sherman, TX 75090

Comments may also be submitted by email to: barnette@co.grayson.tx.us. All comments must be received by 5:00 pm on May 27, 2020 to be included in the public record.

ISI Jeanine Sewell
LEGAL ADVERTISEMENT REPRESENTATIVE

Subscribed and sworn to before me on this 27th day of April, 2020

Notary Michelle Henderson



Sherman – Denison Metropolitan Planning Organization (MPO)

VIRTUAL PUBLIC MEETING

MEETING SIGN-IN SHEET

Date: May 13, 2020 Time: 5:30 PM

Location: <https://zoom.us/j/93024656592?pwd=bGhTNG9OeFQ0VkJNrd3JuWWFTaUMwQT09>; Meeting ID: 930 2465 6592; Password: 4XWjbs

	NAME	ADDRESS	PHONE	EMAIL	AFFILIATION
1	DAVID GALLAGHER				GUNTER
2	CLINT PHILPOTT				SHERMAN
3	NOEL PARAMANATHAN				TXDOT
4	MARK MEUER				GUNTER
5	BARBARA MALEY				FHWA
6	MAHLON ?				
7	DUANE GOOD				TXDOT
8	MONTE WALKER				HOWE
9	BILL MAGERS				GRAYSON COUNTY
10	JOHN WALKER				TAPS
11	BILL BENTON				
12	DAN PERRY				TXDOT
13	JANET GOTT				DENISON
14	AARON BLOOM				TXDOT
15					
16					
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18					
19					
20					



Welcome to transportation planning within the Sherman - Denison, Texas urban area. We are located 70 miles north of Dallas along the Red River which separates Texas and Oklahoma. Home to beautiful Lake Texoma and Hagerman National Wildlife Refuge.

UPCOMING EVENTS

Click on a highlighted date to see events for that day.

◀ January, 2021 ▶

S	M	T	W	T	F	S
27	28	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	1	2	3	4	5	6

WEDNESDAY, January 06, 2021
 ▶ Virtual Public Meeting - 05:30PM - 06:00PM

WEDNESDAY, January 20, 2021
 ▶ Technical Advisory Committee Meeting - 09:00AM - 10:00AM

FACEBOOK FEED

Proposed Amendments to the 2021-2024 Transportation Improvement Program Released for Public Comment

The Sherman-Denison Metropolitan Planning Organization (SDMPO) is the organization charged with transportation planning for the greater Sherman-Denison Urbanized Area, which includes Grayson County, and is the recipient of federal planning funds.

The SDMPO is releasing proposed amendments to the 2021-2024 TIP for public review and comment. The TIP contains a listing of projects which the SDMPO intends to pursue over the four (4) year period. The proposed amendments to the 2021-2024 TIP can be found by clicking [HERE](#).

In addition, the SDMPO will host a virtual public meeting on January 6, 2021 at 5:30 pm via:

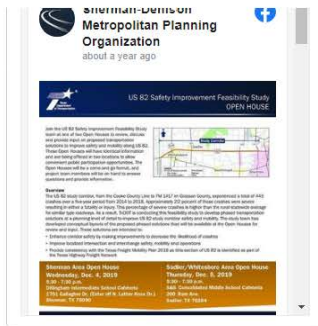
Join Zoom Meeting
<https://zoom.us/j/97613123231?pwd=VEp6TUhBYjJTSkc4WEpTTTdkZ1p2QT09>
 Meeting ID: 976 1312 3231
 Passcode: 621935

Comments may be submitted by email to: barnette@co.grayson.tx.us. All comments must be received by 8:00 am on January 18, 2021 to be included in the public record. The proposed amendments to the 2021-2024 TIP will be placed before the SDMPO Policy Board at its Wednesday, February 3, 2021 meeting for approval.

Request for Proposal (RFP) for Project Prioritization Improvements

By order of Sherman-Denison Metropolitan Planning Organization (MPO) Policy Board, Grayson County, Texas, the Executive Director is authorized to advertise to receive SEALED REQUEST FOR PROPOSAL (RFP) for **PROJECT PRIORITIZATION IMPROVEMENTS**.

The RFP can be found by clicking [HERE](#).



CURRENT WEATHER - NOAA

[Clear and 55 F at Sherman/Denison, Grayson County Airport, TX](#)

Winds are Southeast at 10.4 MPH (9 KT). The humidity is 51%. The wind chill is 52.

RFP for furnishing the services described herein will be received until **2:00 P.M. (CST) on January 12, 2021** at which time the RFP will be publicly opened and acknowledged.

RETURN RFP TO:

SHERMAN-DENISON MPO
100 W HOUSTON ST, SUITE G1
SHERMAN, TX 75090
ATTN: CLAY BARNETT, P.E.

Grayson County reserves the right to accept or reject any and all RFP, and to award based on the lump sum price. Payment will be made from current budgeted funds.

Amendment 1 can be found by clicking [HERE](#).

Responses to inquiries can be found below:

Question No.	Date Received	Question/Comment	Response
1	12/23/2020	Would it be permissible to include a cover letter? If so, would the cover letter be page limited?	The cover letter can be included, but it would have to be included in the page count.
2	12/23/2020	Would it be permissible to include a table of contents?	Table of Contents cannot be included.
3	12/23/2020	Should bidders include Form 1295 (Certificate of Interested Parties) with our proposals, or is this only required post award?	Form 1295 must be included with the Proposal per Section 9.1.6 and our Purchasing Department.
4	12/23/2020	Due to the COVID-19 pandemic, our offices remain closed and our staff are working remotely. This situation makes it difficult to obtain original signatures on documents, to collect hard copies and original signatures from subcontractors who may also be working remotely, and to print and sign large volumes of documentation. Given the important public health concerns, and the current remote working environment for many consultants, would the MPO consider 1) waiving the original signatures requirement, and 2) allowing proposers to submit 1 electronic copy of our proposal on a flash drive in place of the 6 hard copies?	We will issue an amendment removing the requirement to submit one original.
5	12/30/2020	Is the Sherman-Denison MPO open to a vendor using a different, but functionally equivalent, multi-criteria decision support application that also uses the Analytic Hierarchy Process to deliver the consulting services?	The State of Texas has adopted the use of Decision Lens. Two of the primary goals of this project are to: 1) optimize regional projects in the Decision Lens environment that the State of Texas uses to rank projects, and 2) compare regional projects against statewide projects to determine where grants/funds may be available for high scoring projects. Utilizing any software other than Decision Lens would make these goals impossible to achieve.

REPORTS, ARTICLES AND TOPICAL DATA OF INTEREST

- 10/02/2019 [SDMPO revises bylaws regarding representative requirements](#)
- 10/29/2019 [Grayson County gives nod to Grayson Parkway Project future toll service road](#)
- 11/06/2019 [BRIDGING THE US 75 GAP: \\$163 million project awarded, start date set](#)
- 11/07/2019 [Officials say October strongest month for housing permits in modern history](#)
- 11/12/2019 [The 12 Texas cities everyone in the country is moving to](#)
- 11/14/2019 [FM 1417 improvements coming; TxDOT prioritizes plans](#)
- 11/25/2019 [TxDOT seeking feedback on Hwy 82 safety](#)
- 12/03/2019 [Denison ISD added 400 students in last five years](#)
- 12/03/2019 [CLOSING THE GAP: US 75 improvements to break ground after 25 years of discussions](#)
- 12/04/2019 [Ceremony marks start of Grayson County highway project](#)
- 12/04/2019 [Highway 75 and 82 gap project construction planned for January](#)
- 12/04/2019 [TxDOT asks the public suggestions on increasing safety to HWY 82](#)
- 12/05/2019 [FM 1417 improvements slated for 2030 start](#)
- 12/05/2019 [\\$300M US 82 safety plans discussed by TxDOT](#)
- 12/05/2019 [TxDOT gives timeline of US 75 Gap project](#)

Last Updated on Jan 5 2021, 10:50
am CST.

01/14/2020 [US 75 expansion project begins next week](#)
04/24/2020 [SDMPO eyes \\$51.37 million U.S. 75 project in 2024](#)
07/01/2020 [Report Finds Some States Diverting Large Portions of Gas Tax from Roads, Bridges](#)
11/06/2020 [SDMPO talks consultant for growth](#)
11/10/2020 [Sherman highway upgrade is work in progress](#)
12/23/2020 [SDMPO cuts scope of 4-year plan by \\$16.66M amid state crunch](#)

GIVE US YOUR INPUT!

Note: the MPO is governed by a public body of directors (organization) and operates all programs and projects without regard to race, color and national origin. The Public Participation Plan describes these objectives along with the procedures to file any complaints in accordance with Title VI.

Sherman - Denison MPO | 100 W. Houston St., Suite G1 | Sherman, Texas 75090 | 903-813-4524 | Fax: 903-870-4087 | Disclaimer

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MEDIA RELEASE

For Immediate Release:
December 22, 2020

For More Information Contact:
Clay Barnett, 903-813-4524

SHERMAN-DENISON MPO RELEASES PROPOSED AMENDMENTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC REVIEW AND COMMENT

SHERMAN, TX (December 22, 2020) – The Sherman-Denison Metropolitan Planning Organization (SDMPO) is the organization charged with transportation planning for the greater Sherman-Denison Urbanized Area, which includes Grayson County, and is the recipient of federal planning funds.

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The SDMPO staff looks forward to hearing from you!

100 W. Houston St., Suite G1, Sherman, TX 75090
www.sdmpo.org



PUBLIC NOTICE

Do not remove until:
January 18, 2021

For More Information Contact:
Clay Barnett, 903-813-4524

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The SDMPO staff looks forward to hearing from you!

FILED FOR RECORD

2020 DEC 22 PM 1:57

WILMA BUSH
COUNTY CLERK
GRAYSON COUNTY, TX

100 W. Houston St., Suite G1, Sherman, TX 75090
www.sdmpo.org

Affidavit of Publication

STATE OF TEXAS)
COUNTY OF GRAYSON) SS:

SHERMAN-DENISON MPO, WALLY JOHNSON
100 W. HOUSTON, SUITE G-2
SHERMAN TX 75090

Account # 85764
Ad Number 0001384172

Heidi Berge, being 1st duly sworn, deposes and says: That (s)he is the Legal Clerk for the Herald Democrat, a daily newspaper regularly issued, published and circulated in the City of Sherman, County of Grayson, State of Texas, and that the advertisement,

Notice of Virtual Public Meeting Sherman-Denison MPO 2021-2024 TIP Sherman, TX - The Sherman-Denison Metropolitan Planning Organization (MPO) will conduct a vir

a true copy attached for, was published in said Herald Democrat in 1 edition(s) of said newspaper issued from 12/24/2020 to 12/24/2020, on the following days:
12 / 24 / 20

Legal Notices

Legal Notices

Notice of Virtual Public Meeting

Sherman-Denison MPO 2021-2024 TIP

Sherman, TX - The Sherman-Denison Metropolitan Planning Organization (MPO) will conduct a virtual public meeting to be held via www.zoom.us on Wednesday, January 6, 2021 at 5:30pm. The purpose of the meeting is to offer the public an opportunity to review and comment on the proposed amendments to the 2021-2024 Transportation Improvement Program (TIP). The TIP contains a listing of projects which the MPO intends to pursue over the four year period. The proposed amendments to the TIP are being made available for public review and comment and can be found on the front page of the MPO's website at www.sdmpo.org. Instructions on how to connect to the Virtual Public Meeting can also be found at www.sdmpo.org. Comments may be presented at the meeting or submitted by U.S. mail to:

SDMPO
100 W. Houston St., Suite G1
Sherman, TX 75090

Comments may also be submitted by email to: barnette@co.grayson.tx.us. All comments must be received by 8:00 am on January 18, 2021 to be included in the public record.

IS/ Heidi Berge
LEGAL ADVERTISEMENT REPRESENTATIVE

Subscribed and sworn to before me on this 28th day of December, 2020

Notary Michelle Henderson



Sherman – Denison Metropolitan Planning Organization (MPO)

VIRTUAL PUBLIC MEETING

MEETING SIGN-IN SHEET

Date: **January 6, 2021** Time: **5:30 PM**

Location: <https://zoom.us/j/97613123231?pwd=VEp6TUhBY3JTSkc4WEpTTTdkZlP2Q0T09>; Meeting ID: 976 1312 3231; Password: 621935

	NAME	ADDRESS	PHONE	EMAIL	AFFILIATION
1	T HERESA HUTCHINSON				CITY OF SHERMAN
2	CARRIE JONES				CITY OF DENISON
3	RECK CHAFFIN				CITY OF GUNTER
4	BILL MAGERS				GRAYSON COUNTY
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PUBLIC NOTICE

Do not remove until:
June 7, 2021

For More Information Contact:
Clay Barnett, 903-813-4524

SHERMAN-DENISON MPO RELEASES PROPOSED AMENDMENTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC REVIEW AND COMMENT

SHERMAN, TX (May 11, 2021) – The Sherman-Denison Metropolitan Planning Organization (SDMPO) is the organization charged with transportation planning for the greater Sherman-Denison Urbanized Area, which includes Grayson County, and is the recipient of federal planning funds.

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In addition, the SDMPO will host a virtual public meeting on May 26, 2021 at 5:30 pm via www.zoom.us. Instructions on how to connect to the Virtual Public Meeting can also be found at www.sdmpo.org.

Comments may be submitted by email to: barnettc@co.grayson.tx.us. All comments must be received by 8:00 am on June 7, 2021 to be included in the public record. The proposed amendments to the 2021-2024 TIP will be placed before the SDMPO Policy Board at its Wednesday, June 23, 2021 meeting for approval.

The SDMPO staff looks forward to hearing from you!

FILED FOR RECORD
2021 MAY 11 PM 3:53

DEANA PATTERSON
COUNTY CLERK
GRAYSON COUNTY, TX

100 W. Houston St., Suite G1, Sherman, TX 75090
www.sdmpo.org



MEDIA RELEASE

For Immediate Release:
May 11, 2021

For More Information Contact:
Clay Barnett, 903-813-4524

SHERMAN-DENISON MPO RELEASES PROPOSED AMENDMENTS TO THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC REVIEW AND COMMENT

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The SDMPO staff looks forward to hearing from you!

100 W. Houston St., Suite G1, Sherman, TX 75090
www.sdmpo.org

APPENDIX G – DETAILS OF REVISIONS AND ADMINISTRATIVE CHANGES

Revisions approved on February 3, 2020, include: 1) revised the Funded Highway Projects list and Highway Financial Summary, 2) added “Map of Funded Highway Projects,” 3) updated “Appendix E – Progress Toward Meeting Performance Targets” to reflect the changes in the Funded Highway Projects list, and 4) updated “Appendix F – Public Involvement Documentation” to include the public involvement documentation from this revision.

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

May 19, 2021

Review the Draft 2022-2023 Unified Planning Work Program (UPWP) and recommend to the Policy Board that it be approved

BACKGROUND:

The Unified Planning Work Program (UPWP) is the federally-required document that identifies transportation planning work tasks to be completed within the Sherman-Denison Metropolitan Planning Area. The UPWP covers a two-year period and follows the Federal Fiscal Calendar that runs from October 1 to September 30 on any given year. The UPWP is broken down into five specific tasks: Administration and Management, Data Development and Maintenance, Short Range Planning, Metropolitan Transportation Plan and Special Studies. It consists of transportation planning projects for which federal assistance is sought for FY 2022-2023. The UPWP is required to have annual Compliance Certifications.

The proposed changes are intended to focus on the emphasis areas for the next two fiscal years.

The draft FY 2022-2023 UPWP was posted on the MPO's website at www.sdmpo.org. The draft UPWP was also forwarded to our State and Federal partners for their review. A public hearing will be held at the Policy Board meeting on June 23, 2021 prior to being considered for approval.

ACTION REQUESTED:

Recommend to the Policy Board that the Draft 2022-2023 UPWP be approved

ATTACHMENTS: *click underlined items for attachment*

- [Draft 2022-2023 UPWP](#)



UNIFIED PLANNING WORK PROGRAM

FISCAL YEARS 2022 - 2023

DRAFT

Prepared by:

SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION

SPONSORING AGENCIES:

CITIES OF: SHERMAN and DENISON in cooperation with urban area small cities

COUNTY OF: GRAYSON

TEXAS DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH:

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL TRANSIT ADMINISTRATION

"The preparation of this report was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation."

UNIFIED PLANNING WORK PROGRAM

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I. INTRODUCTION

The Governor of the State of Texas has designated Grayson County as the fiscal agent for the Sherman-Denison Metropolitan Planning Organization (MPO). Acting through its Policy Board, the MPO, in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), administers the transportation planning process in the Sherman-Denison urbanized area. The **Unified Planning Work Program (UPWP)** for the MPO describes the transportation planning process and MPO activities for the period of October 1, 2021 through September 30, 2023. The program documents each project's funding by source (federal, state, and local), explains how funds will be expended (type of project), and assigns responsibility for each work task. Federal Planning Rules for MPOs are described in Title 23, United States Code, Section 134 (The Urban Transportation Planning Process), and further regulated by Title 23 Code of Federal Regulations 420 and 450. Key federal legislation that further refines the planning processes was brought about by the Fixing America's Surface Transportation (FAST) Act and previous federal transportation legislation, such as ISTEA, TEA-21, SAFETEA-LU, and MAP-21. The FY 2022-2023 UPWP was developed in accordance with regulations set forth in the FAST Act, which was signed into law on December 4, 2015. The MPO is responsible, together with the State of Texas, for carrying out the provisions of the FAST Act.

A. PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)

The UPWP is a two (2) year planning budget, which outlines those planning activities to be undertaken by the MPO, which are funded by federal, state, and local sources. The UPWP work elements were developed using a performance-based approach to meet the goals, planning factors, and planning emphasis areas of the FAST Act, which are continued from MAP-21. Additionally, these planning factors will continue to be utilized throughout the transportation decision-making process. The planning factors included in the FAST Act are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency,
2. Increase the safety of the transportation system for motorized and non-motorized users,
3. Increase the security of the transportation system for motorized and non-motorized users,
4. Increase the accessibility and mobility of people and for freight,
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns,
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
7. Promote efficient system management and operation,
8. Emphasize the preservation of the existing transportation system,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation, and

10. Enhance travel and tourism.

The UPWP work elements were specifically selected to meet the seven national goals of the FAST Act. These goals, as listed in 23 USC §150, are as follows:

1. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads,
2. Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair,
3. Congestion reduction: To achieve a significant reduction in congestion on the National Highway System,
4. System reliability: To improve the efficiency of the surface transportation system,
5. Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development,
6. Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment, and
7. Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The latest version of the Public Participation Plan (PPP) for the MPO was approved on June 23, 2021. These procedures include posting on our web site www.sdmpo.org, 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. All meetings are advertised and are open to the public. 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.

The American with Disabilities Act (ADA) of 1990 encourages the involvement of people with disabilities in the development and improvement of transportation and para-transit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO take place in locations that are accessible to persons with mobility limitations and other aids as needed.

The MPO website, www.sdmpo.org, provides additional opportunities for public involvement. Stakeholders may view and download MPO publications, as well as send e-mail to MPO staff with any questions regarding transportation planning. The website contains transportation planning information, and public transportation planning information. 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 web site.

B. DEFINITION OF AREA

The Sherman - Denison Metropolitan Planning Area is located in the north central portion of the State of Texas, sharing the northern boundary with the Red River/Oklahoma border and touches Lake Texoma, Eisenhower State Park and the Hagerman National Wildlife Refuge. The southern, eastern and western boundaries extend to the limits of Grayson County and are shared with Collin and Denton Counties to the south, Fannin County to the east, and Cooke County to the west. US 75 running North/South splits the area in half and US 82 running East/West intersects US 75 and splits the urban area into quadrants. The MPO is comprised of the following cities: Sherman, Denison, Howe, Gunter, Pottsboro, Van Alstyne, Bells, Collinsville, Dorchester, Pilot Point, Sadler, Southmayd, Tioga, Tom Bean, Whitesboro, and Whitewright. The MPO is also comprised of unincorporated areas of Grayson County, which is likely to become urbanized in the next 20 years. A map depicts the area in Appendix A.

C. ORGANIZATION

The Sherman-Denison MPO Policy Board (PB) is the governing body of the MPO, performs its duties in accordance with state & federal laws, and is organized under its published By-Laws. The Sherman-Denison MPO also has a Technical Advisory Committee (TAC) whose membership consists of technical staff from the member local governments. The TAC is responsible for advising the PB on all urban transportation planning matters and to help guide the metropolitan planning process. Additionally, this committee advises on issues of a technical nature and provides recommendations of MPO policy issues, provides input regarding the development of all of the MPO's planning documents, any special studies that may arise, and has developed a project selection process that has been adopted by the PB as part of the development of the 2045 MTP. The Sherman-Denison MPO, its staff and its fiscal agent, are responsible along with the State, for carrying out this work program. The voting members of the PB and TAC are found in Appendix B. The UPWP is reviewed and approved by the PB.

D. PRIVATE SECTOR INVOLVEMENT

The MPO encourages the participation of both public and private organizations. Since the technology required to properly plan for the future transportation network is both complicated and constantly changing, the MPO from time to time hires private consultants to accomplish part of the planning process. The MPO has also strived to do its part by purchasing equipment from a Historically Underutilized Business (HUB) when possible and Disadvantaged Business Enterprises (DBE) are actively solicited for each contract.

E. PLANNING ISSUES AND EMPHASIS AREAS

The UPWP emphasizes Federal requirements for transportation, especially those included in the FAST Act. Along with those requirements, the MPO has identified planning issues and emphasis areas, which illustrate the key highway and transit planning issues facing the MPO. These are listed in the following subcategories:

Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan is the MPO's long-range plan that has a twenty-five (25) year focus and is updated every five (5) years. The 2045 MTP was adopted on December 4, 2019, and covers fiscal years 2020 to 2045. This long-range plan focuses on multi-modal transportation needs within the MPO area and serves as the basis for the planning needs and decision-making guidelines for the MPO Board. This is accomplished through identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated costs for implementation of those needs, and including other innovative approaches to transportation. Updates to the MTP will be part of the planning process and changes will be incorporated as they become necessary.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the MPO's short-term planning document. The TIP is a four (4) year program of highway and transit projects proposed for funding by Federal, State, and local resources within the Sherman-Denison study area. The TIP is updated at least every two (2) years and approved by the MPO. The FHWA and the FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the States, MPOs and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607). The TIP may be amended as transportation needs or funding levels change.

The TIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects can be implemented using proposed revenue sources while at the same time maintaining and operating the existing transportation system. Only projects for which construction and operating funds can reasonably be expected to be available are included.

Projects listed in the TIP must be consistent with the long-range transportation plan. In addition to those projects, regionally significant transportation projects are included. A regionally significant project means a transportation project that is on a facility which serves regional transportation needs regardless of funding source (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a

metropolitan area's transportation network, including at a minimum all principal and major arterials and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Travel Demand Model (TDM)

In 2021, the MPO started to update the Travel Demand Model. Part of the process, includes working closely with TxDOT staff to improve the roadway network and data collection needs associated with the Travel Demand Model (TDM). The TDM is an important part of the MPO's functions and includes updates to the Geographic Information System (GIS); analysis of demographic data; updates to the roadway network; analysis of land use data for impacts on the transportation network; analysis and review of traffic count data and patterns; and analysis and review of traffic accident data and patterns.

The effort to update the MPO's TDM will continue in FY 2022 in preparation of the development of the 2050 MTP, which is anticipated to begin in spring of FY 2023.

Public Participation and Education

Emphasis is also placed on improving the public participation and the education of those interested in the transportation planning process. This could include fostering issues such as multi-modal studies, land-use analysis, and many others related to the improvement of transportation within our MPO boundary. This process is continually analyzed and evaluated to ensure that the public is aware and active with transportation issues in their community.

Transportation Awareness

Another area includes broadening the staff capabilities of the MPO to incorporate changes necessary for the smooth functioning of transportation planning. This is an on-going process to promote more efficient use of transportation elements, plans, and documents and improvements for the transit reporting procedures; and consideration of safety and security in all modes of the transportation planning process.

Environmental Justice

The MPO continues to monitor and ensure compliance with Federal and State guidance on Title VI and Environmental Justice. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." Environmental Justice and Title VI are not new concerns; however, because of the evolution of the planning process, greater emphasis is being placed on understanding and addressing the unique needs of different socioeconomic groups. The MPO's Environmental Justice initiatives strive to involve potentially affected citizens in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility using its Public Participation Plan (PPP). By involving the public in transportation decisions in

their neighborhoods, the MPO strives to make sure that every transportation project considers the effect on the human environment and provides as much positive benefit to them as possible. Work on Environmental Justice and Title VI will be completed with Tasks 1.1, 1.2, 2.1, 3.1, 4.1 and 5.4.

Planning Areas

This document is organized under the ten planning factors of the FAST Act. The FAST Act requires MPOs to organize its planning process, which is to be continuous, cooperative and comprehensive (3C), around consideration of the general guidelines of ten broad areas as enumerated in the Act itself. The work tasks, special emphasis items, and special studies contained in the UPWP have considered the ten areas, some more directly than others have.

In addition to the ten planning emphasis areas, three areas of additional emphasis have been identified as strategic objectives for the Surface Transportation Program:

1. Transition to Performance Based Planning and Programming – this encourages state Departments of Transportation and MPOs to continue to further develop their performance management approach to transportation planning;
2. Regional Models of Cooperation – MPOs and state Departments of Transportation should ensure a regional approach to transportation planning by promoting cooperation across transit agencies, MPO and state boundaries;
3. Ladders of Opportunity – State DOTs, MPOs, and providers of public transportation are encouraged to identify connectivity gaps in accessing essential services.

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

Work elements in this activity are administrative and management tasks associated with the function, coordination and day-to-day activities of the MPO and the multi modal transportation planning process. The development of goals, objectives, and policies; committee structures and staffing; interagency linkage and information; and staffing of various work elements are the main concerns of transportation planning coordination. Required duties include informing the public and committee members of meetings, preparation of meeting packets, attendance at meetings, coordination of projects/programs, and oversight of planning activities. Additionally, this task will meet the technical objectives of the organization regarding computer equipment and/or software packages.

B. EXPECTED PRODUCTS

Expected products include correspondence, memoranda, agreements, agenda, record keeping, and minutes necessary to document on-going activities of the study office. This task includes the purchase of office supplies, office furniture, and the associated costs to post public notices and other expenses as appropriate. Specific projects include: Annual Project Listing; Program Management and Coordination, Annual Performance and Expenditure Report; Self-Certification Statement; Interagency Planning Agreements; Public Participation Plan update as needed; Staff Education and Training; and Web site maintenance and update as needed. Other products of this task are training and expenses incurred while staff members travel to training, meetings, conferences, and/or workshops. The MPO will work with member agencies to prevent duplication of effort. The MPO may use interns to assist staff when appropriate. Grayson County, the MPO's fiscal agent, may provide additional resources as needed. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO. Staff will attend training courses and seminars as appropriate. All out of state travel must have prior approval by TxDOT.

C. PREVIOUS WORK

This is an ongoing planning activity as required by 23 CFR 450. All PB, TAC and public meetings were conducted under this task. Staff attended all Texas Metropolitan Planning Organization (TEMPO) meetings and workshops, various workshops/conferences and made presentations at various city council and civic meetings. Previous year projects and products also included the FHWA Annual Performance and Expenditure Report and Annual List of Federally Funded Projects. Additionally, staff began preparation of an update to the PPP that included a Title VI/Nondiscrimination Plan and a Limited English Proficiency Plan in FY 2020 that was completed and formally adopted on June 23, 2021.

D. DESCRIPTION OF SUBTASKS

1.1 Administration

Prepare and submit required reports, certification and administrative documentation to maintain continuity and credibility of the Study. Prepare budgets, maintain financial records, equipment inventory and ensure monies are spent appropriately. Coordinate activities between participating agencies and other public and private interests. Prepare request for proposals, as required, and solicit for contractual services and supervise the work. Assist participating agencies as needed. The MPO will review and evaluate the work accomplished during the previous fiscal year under this work program. An Annual Performance and Expenditure Report will be prepared at the end of each fiscal year (2021 & 2022) in accordance with TxDOT policy and procedures.

Maintain the computer equipment and software, funding is allocated and/or service contracts are in operation for the maintenance and upgrade of all automated information processing equipment and software purchased. Staff will continue updating MPO equipment and software when appropriate. Staff must stay abreast of current trends in technology, as they are applicable to the urban transportation planning process and effectiveness of operations and the planning process. All computer equipment will continue to be inventoried by identification number, physical location and staff member(s) responsible. Purchases of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters and related computer equipment or computer software: equipment purchases exceeding \$5,000 per unit require prior approval from TxDOT-TPP.

Monitor, evaluate and implement Title VI Civil Rights/Environmental Justice compliance, guidance and requirements for plans and programs; continue to collect and analyze data related to minority or low income populations and the effect of the transportation programs and system on those populations; identify ways to mitigate impacts of the system and programs on the identified populations; expand the database of citizens and businesses in low income or minority areas to facilitate effective outreach to those populations.

1.2 Public Involvement

Community involvement and input, vital elements in transportation planning and design, will be sought in the developmental stages of all transportation plans, MTP, TIP, and UPWP, to acknowledge community transportation needs, demands, and goals. Public participation will include public and private agencies, transit providers, civic groups, local and regional interest groups, elected officials and concerned citizens. In accordance with the MPO's published PPP, all PB meetings will be advertised and open to the public. Open

forums will precede any changes in the MTP and the TIP. Media outlets will be used whenever necessary to ensure public notification and encourage maximum public participation.

This sub-task for Public Involvement covers the day-to-day responses to the public (via email and/or phone) as well as maintenance of the MPO's website. The internet web site: www.sdmpo.org will be maintained and updated as needed.

The Annual Project Listings document will be developed and published. On-going emphasis is placed in ensuring Environmental Justice issues are addressed and a complaint procedure is included into the PPP.

The PPP was updated in 2021. The MPO continues its visibility among minority and low income communities. This is accomplished through announcements of meetings, etc. via neighborhood churches, or other local organizations.

1.3 Staff Education and Training

To ensure that the local urban transportation planning process remains viable and productive, the MPO staff will attend relevant seminars, workshops, conferences, and courses appropriate to a continued increase in staff expertise with regard to urban transportation planning techniques, methodologies, and recent developments. In addition, the Director will attend all TEMPO meetings as well as participate in TEMPO applicable subcommittee and executive committee meetings. The participation in training events, which include FHWA, FTA, TxDOT meetings, workshops, conferences, and Association of MPOs (AMPO) and Transit Association's meetings, as well as local options (community and four year college courses on pertinent skill sets) will assist the staff in developing skills and expertise in all forms of transportation planning and gather information to share with communities and transit service providers. This Subtask includes funds to reimburse MPO staff, for travel expenses when traveling on MPO related duties.

E. FUNDING SUMMARY

TASK 1.0 - FY 2022 - 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
1.1	MPO	\$20,600	\$21,600							\$42,200
1.2	MPO	\$7,160	\$7,160							\$14,320
1.3	MPO	\$25,000	\$26,000							\$51,000
TOTAL		\$52,760	\$54,760	\$0	\$0	\$0	\$0	\$0	\$0	\$107,520

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

III. TASK 2.0 – DATA DEVELOPMENT & MAINTENANCE

A. OBJECTIVE

Urban transportation planning requires constant monitoring and maintenance of a myriad of databases and mapping/graphic inventories. This provides the knowledge necessary to make accurate evaluations of existing conditions and to make logical estimates of future transportation system upgrades. This is a continuing ongoing process.

B. EXPECTED PRODUCTS

Expected products of this task will be the on-going maintenance of the MPO’s Travel Demand Model (TDM) and various datasets in the MPO’s Geographic Information System (GIS). The TDM is utilized during the development of the MTP to identify and anticipate needs in the transportation network. The GIS is utilized in a myriad of applications, including analyzing data necessary to comply with Title VI/Environmental Justice directives and limited English proficiency guidance. This ongoing process of maintenance of the TDM and GIS data has become critical to the proper execution of transportation management functions.

Grayson County, the MPO’s fiscal agent, will provide the bulk of needed GIS services to the MPO, typically at no cost to the MPO. The MPO may use consultants or interns to assist when appropriate. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO.

C. PREVIOUS WORK

The latest update to the TDM, which had a base year of 2013, was completed in FY 2020. This model was supplied to Texas Transportation Institute (TTI) for their use in updating the statewide model. Staff began the effort with the assistance of a consultant to update the TDM to a base year of 2018 in FY 2021 with anticipation that the effort would be completed in FY 2022. GIS data was updated as necessary to revise the updates to the TIP and PPP as well as provide maps necessary for PB and TAC presentations and for the PB Chairman and staff to make presentations to city councils and area civic groups.

D. DESCRIPTION OF SUBTASKS

2.1 TDM Updates and Maintenance

The TDM is an integral tool in the MPO’s decision making process. Additionally, it is given to TTI for use in the statewide model that is used by decision makers at the state level. To insure that the model kept up to date, the MPO with the assistance of a consultant began the process of updating the TDM in FY 2021 to a base year of 2018 and a forecast

year of 2055 with interim years of 2023, 2028, 2033 and 2050. The process for updating the model includes the following:

1. Review the latest Model Area Boundary (MAB) and prepare recommendations in accordance with TxDOT's practices;
2. Prepare and update all data for the new Master network using TexPACK application standards and formats;
3. Using the revised MAB and network geography, prepare zonal boundary recommendations in accordance with TxDOT's practice as described in "*Master Network Editing Guidebook*", "*TexPACK Model Documentation*" and "*Socio-Economic Guidelines*" documentation; and
4. Update the base, interim and forecast demographics for each model year in accordance with TxDOT's "*Socio-Economic Guidelines*" documentation.

The updates to the TDM is anticipated to be completed by the second quarter of FY 2023. A presentation on the updates made to the TDM will be presented to the TAC prior to final acceptance. Once complete, the model will be delivered to TTI for use in the statewide model.

2.2 Geographic Information System

To fully allow the MPO to utilize the GIS in its work program, there are necessary enhancements and routine maintenance efforts that must be undertaken as part of its work program. Maps will be produced for staff projects, planning, technical and PB meetings, and public information, showing various population and transportation related characteristics within the planning area based on a variety of factors. The MPO intends to use staff provided by its fiscal agent to complete this effort. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO. Maps will be made available to the public according to the fiscal agent's approved policies.

E. FUNDING SUMMARY

TASK 2.0 - FY 2022 - 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
2.1	MPO/Consultant	\$84,000	\$8,000							\$92,000
2.2	MPO	\$2,500	\$2,500							\$5,000
TOTAL		\$86,500	\$10,500	\$0	\$0	\$0	\$0	\$0	\$0	\$97,000

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

The objective of this task is to complete those planning activities that are more specific and are necessary for the planning process. This includes those required by the FAST Act such as the update of the 2022-2023 Unified Planning Work Program (UPWP) and revisions to the 2021-2024 Transportation Improvement Program (TIP), and development of the new 2023-2027 TIP.

B. EXPECTED PRODUCTS

Comprehensive networking within the communities in an overall planning effort will continue to be pursued, monitored and evaluated through coordination agreements with local transit operators. Some specific products may include: Monitor and maintain the 2021-2024 TIP; Recommend any needed changes to the MTP and TIP; Look at community and regional involvement in transportation issues that may have an effect on the MPO's transportation network. Grayson County, the MPO's fiscal agent, may provide additional resources as needed. The MPO may use interns to assist staff when appropriate. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO. Staff will attend planning seminars and work sessions as appropriate. MPO staff will also participate in TEMPO subcommittees through teleconferences as well as any scheduled meetings/seminars as appropriate.

C. PREVIOUS WORK

Previous work includes the preparation of the 2020-2021 UPWP, implementation of and amendments to the 2021-2024 TIP, and other documents as appropriate. In cooperation with TxDOT's area and district offices, staff developed and conducted public involvement meetings for the 2021-2024 TIP.

In FY 2020, MPO staff worked with Texoma Area Paratransit System (TAPS), our local transit provider, in development of the Transit Asset Management (TAM) Plan, Public Transportation Agency Safety Plan (PTASP), the 2020-2021 UPWP, the 2021-2024 TIP, and the 2020 Annual List of Federally Funded Projects. Additionally, staff assisted TAPS with creating a Request for Proposal (RFP) for a Fixed Route Study. The Fixed Route Study is funded by Federal 5307 Planning Funds as received by TAPS and the Texoma Council of Governments (TCOG). The objective of the Fixed Route Study is to identify challenges, investment strategies, policies and data needed to operate a fixed route transit system in the Sherman-Denison Urbanized Area.

D. DESCRIPTION OF SUBTASKS

3.1. Transportation Improvement Plan (TIP) and Self Certification

Projects in the TIP will be consistent with the 2045 MTP. Any TIP updates will incorporate input from citizens, public agencies, transit operators and other interested parties. Project selection will ultimately rest with the State, via TxDOT, in cooperation with the PB. Update or amend the 2021-2024 TIP as needed and allow citizens, public agencies, and private transportation providers an opportunity to comment on the program.

Every two years each MPO is required to develop a new TIP. In FY 2022, the MPO will be required to develop a new TIP covering the years 2023 through 2027.

The Self-Certification Statement requires that the planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 U.S.C. 450.336;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

3.2. Unified Planning Work Program

The 2020-2021 UPWP will be monitored and revised as necessary by the PB and submitted for review and approval by appropriate committees and agencies. Work program tasks will be dedicated to providing continuing and coordinated multimodal transportation planning for the MPO region.

Every two years each MPO is required to develop a new UPWP. The 2024-2025 UPWP will be developed incorporating all appropriate provisions of appropriate federal transportation re-authorization bill.

3.3. Short Range Transit Planning

TAPS with the assistance of MPO staff utilizing a combination of FTA Sect. 5307 and local funding will perform short range planning projects needed to meet federal requirements recognizing established Planning Emphasis Areas. Such activities include: researching solutions to connect urban area riders to medical facilities, commuter route planning for the urbanized area, and identifying gaps in transit services.

E. FUNDING SUMMARY

TASK 3.0 - FY 2022 - 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
3.1	MPO	\$11,000	\$5,000							\$16,000
3.2	MPO	\$5,000	\$12,000							\$17,000
3.3	TAPS/MPO	\$2,500	\$2,500			\$38,529	\$38,567	\$9,632	\$9,642	\$101,370
TOTAL		\$18,500	\$19,500	\$0	\$0	\$38,529	\$38,567	\$9,632	\$9,642	\$134,370

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE

A. OBJECTIVE

A MTP must look into the future to address a twenty-five (25) year planning horizon to include both long and short-range strategies that will lead to the development of an integrated intermodal metropolitan transportation system. The next installment of this document will be the 2045 Metropolitan Transportation Plan (MTP). The update to the MTP will extend the planning horizon out to the year 2045 and will include the following components:

- Update of the current Bicycle and Pedestrian Plan;
- Revenue and Expenditure Projections; and
- Development of Draft and Final Metropolitan Transportation Plan.

It should be noted that one or more of the sub-tasks listed above may be undertaken by a consulting firm contracted by the MPO.

B. EXPECTED PRODUCTS

The MPO will develop and follow a time line to ensure the development of the next MTP addresses needs within the study area. The process will insure that analytical techniques are properly used. The finished product should be a comprehensive document that reflects the vision and includes the set of actions to accomplish the objectives established by the public and the Policy Board. The current plan will continue to be monitored for any dynamics and will be updated and changed as needed. Community and regional involvement in transportation issues that may have an effect on the MPO's transportation network will be reviewed.

C. PREVIOUS WORK

The 2045 MTP update and public involvement process was successfully completed and the document was approved by the PB on December 4, 2019. The process was implemented in accordance with the planning requirements of MAP-21. Previous work, which supports the MTP, focused on the continual collection and refinement of data. Updated project costs to reflect total project cost (TPC) as well as year of expenditure (YOE) figures to address federal requirements. Project ranking criteria were developed by the TAC that yielded the following results:

- Safety (30.75%);
- Maintenance and System Efficiency (21.25%);
- Congestion and Freight Reliability (20.25%);
- Effect on Economic Development (10.88%);
- Effect on the Environment (3.38%);

- Transportation Choices (6.38%); and
- Community Support (7.13%).

These project ranking criteria were adopted by the PB and utilized in ***Decision Lens*** to rank projects for the 2045 MTP.

D. DESCRIPTION OF SUBTASKS

4.1 Metropolitan Transportation Plan

MPO will continue to update the current 2045 MTP as needed. MPO will publish any revisions to the MTP on the MPO website. Staff will review the 2045 MTP to ensure all TIP projects are listed, and to ensure that the MTP conforms to revised Federal and State guidelines, such as those for Environmental Justice.

In the second quarter of FY 2023, staff will begin the effort to update the MTP to reflect the new horizon of 2050. Adoption of the 2050 plan will occur no later than September 30, 2024. The MPO intends to use a consultant to complete this task.

4.2 Bicycle and Pedestrian Plan Update

The update to the Bicycle and Pedestrian Plan include all of the Metropolitan Planning Area. Scope of services for the project will include:

- Assessment of existing bicycle and pedestrian facilities;
- Identify safe school access needs;
- Identify potential intercity trails;
- Identify potential transportation alternatives funding sources; and
- Prepare a map of existing and proposed conditions.

The MPO intends to use a consultant to complete this task.

E. FUNDING SUMMARY

TASK 4.0 - FY 2022 - 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
4.1	MPO/Consultant	\$2,500	\$72,000							\$74,500
4.2	MPO/Consultant	\$0	\$5,000							\$5,000
TOTAL		\$2,500	\$77,000	\$0	\$0	\$0	\$0	\$0	\$0	\$79,500.00

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VI. TASK 5.0 – SPECIAL STUDIES

A. OBJECTIVE

Occasionally, a study is warranted for projects of special interests that staff does not have the resources to complete without support staff. The objective of this task is to provide funding for the completion of such projects. Information gathered will aid staff in transportation plan development and revisions. These studies may include, but are not limited to: long range transit planning, thoroughfare planning, freight mobility planning, safety issues, and other issues as they arise.

B. EXPECTED PRODUCTS

Expected products for this task vary by subtask. The MPO may use consultants or interns to assist staff when appropriate. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO. Staff will attend planning seminars and work sessions as appropriate. Databases developed and maintained in Task 2 will be refined and used in these subtasks.

C. PREVIOUS WORK

The MPO completed the Grayson County Thoroughfare Plan in FY 2018. Since that time, it has become necessary to revise the thoroughfare plan based on the fast paced growth occurring across Grayson County. The MPO began the first phase of this effort in FY 2020 with the assistance of a consultant. At the completion of the first phase, MPO staff discussed the possibility of utilizing fiscal agent’s staff to complete subsequent phases. Under this approach, Phase 2 was successfully completed in FY 2021.

The MPO completed the Grayson County Freight Mobility Plan in FY 2020. It identified challenges, investment strategies, policies and data needed to enhance freight mobility; to provide efficient, reliable and safe freight transportation; and to improve the economic competitiveness of Grayson County. It developed a comprehensive approach for facilitating the efficient and safe movement of people and freight in Grayson County.

D. DESCRIPTION OF SUBTASK

5.1 Long Range Transit Planning

Texoma Area Paratransit System (TAPS) utilizing a combination of FTA Sect. 5307 and local funding will perform long range planning projects needed to meet federal requirements recognizing established Planning Emphasis Areas. Such activities include: development of a plan to provide a high quality fixed-route service in the urbanized area that balances the needs of the riders for transit service within the constraints of the transit budget, defining parameters of an acceptable level of service (fixed-route, demand responsive service etc.) that TAPS can provide, and performing studies necessary to ensure that TAPS

continues to comply with Title VI guidelines and all other federal service requirements. MPO staff will assist TAPS when requested. This subtask will be used for any assistance of this nature given to TAPS.

Every five (5) years, all planning regions in the United States must complete a Regionally Coordinated Transportation Plan (RCTP) in order to qualify for federal transit funding. Grayson County, along with Cooke and Fannin Counties comprise Planning Region 22. The RCTP for Planning Region 22 expires on February 28, 2022 at which time the region will cease to be eligible to receive federal transit funding until such time as the RCTP is completed. The Texoma Council of Governments has committed to completing the update to the RCTP prior to February 28, 2022. TCOG has requested the assistance of MPO staff to complete this effort. This subtask will be used for any assistance given to TCOG during the update.

5.2 Grayson County Thoroughfare Plan

An analysis of water features, topography, built features, and parcel boundaries in relationship to the existing Grayson County Thoroughfare Plan will be conducted, and adjustments will be made to proposed alignments to mitigate constraints and minimize impacts to both the built and natural environment. Scope will include working with participating developers and land owners to refine alignments to be consistent with approved and proposed site plans and make adjustments to alignments to optimize the efficient use of productive land as well as to support drainage plans, circulation plans and effective ingress and egress for residents, emergency response and service vehicles. The goal is a supportive interaction of land use and transportation that supports community resiliency and economic vitality. The MPO intends to use staff provided by its fiscal agent to complete Phases 3 and 4 of this effort.

5.3 Grayson County Safety and Operations Strategic Plan

The purpose of the Grayson County Safety and Operations Strategic Plan is to identify and prioritize potential improvements to the transportation system that can increase safety, reduce congestion, and improve travel time reliability.

Safety Component of the Plan

Use data from the Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS) to identify potential crash hot spots in Grayson County at both the intersection and corridor level. Prioritize locations and identify potential countermeasures to reduce crashes. Develop projects that can be submitted for Highway Safety Improvement Program (HSIP) funding.

Operations Component of the Plan – Traffic Signal System

Develop a plan for the City of Sherman future traffic signal system takeover of TxDOT traffic signals. Conduct a high-level signal system audit on key corridors in the City of Sherman. Identify existing technology deployed for the traffic signal system in the City of Sherman including traffic signal controllers, traffic signal cabinets, detection systems, communication systems, closed circuit television (CCTV) cameras, and other technology that supports signal operations. Prioritize corridors for signal system takeover and develop a schedule for takeover and future operations. Identify any corridors that should be considered for early takeover by the City of Sherman in advance of the full system takeover.

Operations Component of the Plan – Traffic Management Center (TMC)

Develop a concept of operations for a TMC center that could support the future City of Sherman traffic signal system. The TMC could also support traffic signal control in the City of Denison as well as monitor and control other ITS infrastructure in Grayson County including school zone flashers, CCTV cameras, dynamic message signs (DMS), Smart Work Zones, and flood and other weather detection systems. The concept of operations will include an evaluation of potential locations for the TMC, advanced traffic management software (ATMS) that could be used within the TMC, staffing of the TMC, and on-going operational cost of the TMC. The concept of operations will also explore opportunities to co-locate the TMC with other agencies including the TxDOT Paris District and local police and fire dispatch.

Operations Component of the Plan – Intelligent Transportation System (ITS)

Evaluation the feasibility, identify potential locations, and prioritize the deployment of ITS elements in Grayson County. Potential ITS elements that will be considered include:

- CCTV cameras;
- DMS;
- Traffic signal pre-emption for emergency vehicles;
- Flood detection; and
- Weather detection (snow, ice, wind, fog, etc.).

Locations will be evaluated for both TxDOT on-system and off-system roads. Recommendations for deployment of ITS on on-system roads will be developed in collaboration with TxDOT with the goal of partnering with TxDOT for deployment of high priority devices.

Other ITS and operational strategies that do not require infrastructure but could lead to improvements in safety, congestion and reliability will be considered. Examples include the improved coordination with third-party traveler information apps to provide advanced notice of planned closures and the development of a data dashboard for the Sherman-Denison MPO.

5.4 US 82 Corridor Freight Mobility Plan

Conduct a freight study for the US 82 corridor that reflects current conditions, anticipates future growth and local, national, and international economic conditions, recommends innovative solutions to freight needs and should include the following:

- Identification of safety, congestion and maintenance issues on the US 82 corridor;
- Total counts and trends of total and truck counts on US 82 across the corridor compared to IH 30/IH 20;
- Detailed inventory of freight businesses within 15 miles of the US 82 corridor;
- Identification of supply chains along the US 82 corridor;
- Identification of new or redevelopment parcels in each of the Urbanized Areas along the US 82 corridor;
- Targeted improvement strategies for the US 82 corridor;
- Conduct a strengths, weaknesses, opportunities and threats (SWOT) assessment of the US 82 corridor;
- Determine funding and financing needs and options;
- Conduct stakeholder engagement throughout the process; and
- Develop an implementation strategy.

This effort will be led by TxDOT-TPP. This subtask will be used to participate in the steering committee for the project and any additional assistance needed by TxDOT-TPP.

E. FUNDING SUMMARY

TASK 5.0 - FY 2022 - 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
5.1	TAPS/MPO	\$8,000	\$2,500			\$25,686	\$25,712	\$6,422	\$6,428	\$74,748
5.2	MPO	\$12,000	\$7,000							\$19,000
5.3	MPO/Consultant	\$8,000	\$0							\$8,000
5.4	MPO/TxDOT	\$0	\$8,000							\$8,000
TOTAL		\$28,000	\$17,500	\$0	\$0	\$25,686	\$25,712	\$6,422	\$6,428	\$109,748

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VII. BUDGET SUMMARY

TABLE 1 - SHERMAN-DENISON MPO URBAN TRANSPORTATION STUDY - FY 2022 - 2023

UPWP Task	Description	TPF Funds¹	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$107,520	\$0	\$0	\$0	\$107,520
2.0	Data Development and Maintenance	\$97,000	\$0	\$0	\$0	\$97,000
3.0	Short Range Planning	\$38,000	\$0	\$77,096	\$19,274	\$134,370
4.0	Metropolitan Transportation Plan	\$72,500	\$0	\$0	\$0	\$72,500
5.0	Special Studies	\$45,500	\$0	\$51,398	\$12,850	\$109,748
TOTAL		\$360,520	\$0	\$128,494	\$32,124	\$521,138

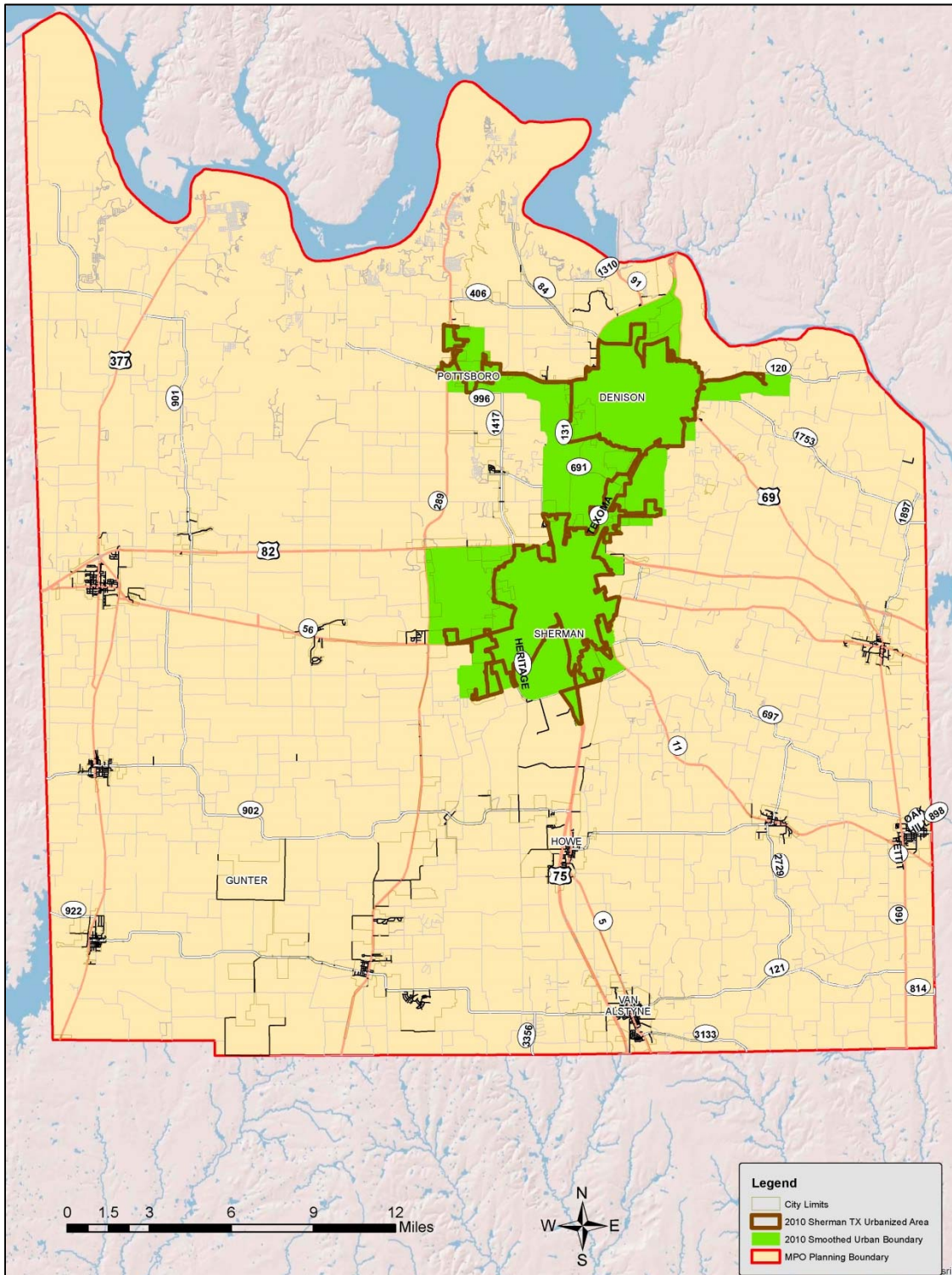
¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds ²	\$360,000
Estimated Unexpended Carryover	<u>\$86,396</u>
TOTAL TPF	\$446,396

²Estimate based on prior years' authorizations

APPENDIX A

METROPOLITAN AREA BOUNDARY MAP



APPENDIX B

POLICY BOARD MEMBERSHIP

SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION

Policy Board Voting Members		
Bill Magers	County Judge, Chairman	Grayson County
David Plyler	Mayor, Vice-Chairman	City of Sherman
Janet Gott	Mayor	City of Denison
Jim Atchison	Mayor	City of Van Alstyne
Noel Paramanatham, P.E.	District Engineer	TxDOT – Paris District
Policy Board Non-Voting Members		
Barbara Maley	Air Quality Specialist and Transportation Planner	FHWA – Texas Division Austin
Lynn Hayes	Community Planner	FTA – Region 6 – Fort Worth
Nick Page	Planner	TxDOT – Transportation Planning and Programming Division
Josh Walker	General Manager	Texoma Area Paratransit System (TAPS)
Technical Advisory Committee		
Clay Barnett, P.E.	Executive Director	Sherman-Denison MPO
Rob Rae, AICP	Director of Development Services	City of Sherman
John Webb, AICP	Executive Director of Planning & Community Development	City of Denison
Bill Benton	Commissioners Court Appointee	Grayson County
Len McManus, P.E.	Consulting City Engineer	City of Van Alstyne
Aaron Bloom, P.E.	Area Engineer	TxDOT – Paris District

APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

- (1) The **Sherman-Denison MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals;
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Signature – Chairman, MPO Policy Board

Title

Date

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature – Chairman, MPO Policy Board

Title

Agency

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Date

Signature - Chairman, MPO Policy Board

Attest:

Name

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 “Required Internal Ethics and Compliance Program” and 43 TAC § 10.51 “Internal Ethics and Compliance Program” as may be revised or superseded.

Date

Signature - Chairman, MPO Policy Board

Attest:

Name

Title