

Grayson County Metropolitan Planning Organization (MPO)  
**TECHNICAL ADVISORY COMMITTEE**  
**AGENDA**

Thursday, March 31, 2022 @ 9:00 am  
Texas Department of Transportation  
3904 US 75, Sherman, Texas

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

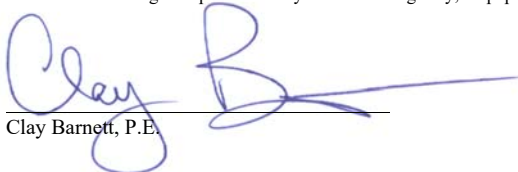
- I. Call to order
- II. Acknowledgment of Quorum by Chairman
- III. Public Comment Period
- IV. [Consider approval of the minutes of the MPO TAC meeting of November 11, 2021](#)  
 Action       Information
- V. [Review of Safety Performance Measures \(PM1\) for Fiscal Year 2022 as established by the Texas Department of Transportation and Recommend Approval of a Resolution Adopting the Targets to the Policy Board](#)  
 Action       Information
- VI. Workshop on the Grayson County Safety and Operations Strategic Plan  
 Action       Information
- VII. Announcements  
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
  - MPO Policy Board      Next meeting April 6, 2022
  - TAC      **Next meeting May 18, 2022**
  - Freight Advisory Committee      Next meeting TBD
- VIII. Adjournment

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All meetings of the Grayson County Metropolitan Planning Organization (MPO) and Technical Advisory Committee (TAC) 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 Tera Norris 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 March 25, 2022.*

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 Grayson County Metropolitan Planning Organization (MPO)  
2 TECHNICAL ADVISORY COMMITTEE  
3 Wednesday, November 17, 2021 9:00 a.m.  
4 Texas Department of Transportation 3904 US 75, Sherman, Texas  
5

6 **Committee Members Present:**

7 Clay Barnett, P.E., Chairman	Sherman-Denison MPO
8 Rob Rae, AICP	City of Sherman
9 John Webb, AICP	City of Denison
10 Aaron Bloom, P.E.	TxDOT Sherman Area Engineer
11 Len McManus, P.E.	City of Van Alstyne

12  
13 **Committee Members Absent:**

14 Bill Benton	Grayson County
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15  
16 **Non-Voting Members Present:**

17 Barbara Maley	Federal Highway Administration (FHWA)
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18  
19 **Non-Voting Members Absent:**

20 Shellie White	Texoma Area Paratransit System (TAPS)
21 Nick Page	TxDOT TPP Division
22 Lynn Hayes	Federal Transit Administration (FTA)

23  
24 **Guests Present:**

25 Paula Shaw	Grayson County
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26  
27 **I. Call to Order**

28  
29 Mr. Barnett called the meeting to order at 9:00 a.m.

30  
31 **II. Acknowledgement of Quorum by Chairman**

32  
33 Mr. Barnett declared a quorum of the Technical Advisory Committee present.

34  
35 **III. Public Comment Period**

36  
37 Mr. Barnett made a comment about the new Representative for the City of Denison will be Mr.  
38 Smith. Mr. Barnett congratulated the City of Sherman and the Grayson County Officials for  
39 selecting Sherman for the newly proposed Texas Instruments plant site.

40  
41 **IV. Consider approval of the minutes of the MPO TAC meeting of September 15, 2021**

42  
43 Motion to approve the minutes was made by Mr. McManus, seconded by Mr. Rae. Motion  
44 carried.  
45

1 **V. Review of a Transit Asset Management (TAM) Plan for the Texoma Area**  
2 **Paratransit System (TAPS) and Recommend Approval of a Resolution Adopting the TAM**  
3 **Plan to the Policy Board**  
4

5 Mr. Barnett stated Transit providers were required to set targets by January 1, 2017 (90 days  
6 after October 1, 2016 – effective date of final rule). Metropolitan Planning Organizations were  
7 required to adopt the targets by June 30, 2017 (180 days after January 1, 2017) for the  
8 Metropolitan Area. We are in the fifth year of this program.  
9

10 Texoma Area Paratransit System (TAPS) has forwarded their TAM Plan for consideration by the  
11 Policy Board. The TAM Plan is a draft and is subject to change prior to final approval by the  
12 Policy Board.  
13

14 Recommend approval of a Resolution Adopting the TAM Plan to the Policy Board was made by  
15 Mr. McManus, seconded by Mr. Smith. Motion Carried.  
16

17 **VII. Recommend Entering into a Contract with the Highest Ranked Consulting Team**  
18 **for the Grayson County Safety and Operations Strategic Plan**  
19

20 The Technical Advisory Committee came to an agreement to recommend entering into a  
21 Contract with Kimley-Horn for the Grayson County Safety and Operations Strategic Plan.  
22

23 Recommend Entering into a Contract with Kimley-Horn for the Grayson County Safety and  
24 Operations Strategic Plan to the Policy Board was made by Mr. Smith, seconded by Mr.  
25 McManus. Motion carried.  
26

27 **VIII. Announcements**  
28

29 The next MPO Policy Board meeting is December 1, 2021. The next TAC meeting is scheduled  
30 for January 19, 2022 and will be in person. A freight advisory meeting will be set up, however,  
31 the date is still TBD.  
32

33 **XI. Adjournment**  
34

35 Having no further business, Mr. Barnett adjourned the meeting at 9:32AM.  
36  
37  
38

39 \_\_\_\_\_  
Clay Barnett, P.E., Chairman, SDMPO Technical Advisory Committee

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)  
TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA ITEM V  
ACTION ITEM

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March 31, 2022

Review of Safety Performance Measures (PM1) for Fiscal Year 2022 as established by the Texas Department of Transportation and Recommend Approval of a Resolution Adopting the Targets to the Policy Board

**BACKGROUND:**

In accordance with the Infrastructure Investment and Jobs Act (IIJA) Act, the Federal Highway Administration (FHWA) published a Final Rule on April 14, 2016 that requires that state departments of transportation adopt performance measures and targets for safety on or before August 31, 2017. We are in the fifth year of this program.

The Texas Department of Transportation (TxDOT) adopted five (5) targets for Safety Performance Measures (PM1) as indicated below:

- 1) Total number of traffic fatalities (C-1);
- 2) Total number of serious injuries (C-2);
- 3) Fatalities per 100 million vehicle miles traveled (C-3);
- 4) Serious injuries per 100 million vehicle miles traveled; and
- 5) Total number of non-motorized fatalities and serious injuries.

Metropolitan Planning Organizations (MPO's) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those targets or adopt their own targets.

**ACTION REQUESTED:**

*Recommend Approval of a Resolution Adopting PM1 Targets to the Policy Board*

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

- [Resolution 2022-01](#)

**RESOLUTION NO. 2022-01**

**A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, ADOPTING TARGETS FOR SAFETY PERFORMANCE MEASURES (PM1) FOR FISCAL YEAR 2022 AS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA), signed into law November 15, 2021, requires the implementation of Performance Measures to assist in the transportation planning process; and

**WHEREAS**, the Texas Department of Transportation (TxDOT) has adopted its Strategic Highway Safety Plan (SHSP), a data-driven statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads; and

**WHEREAS**, the State of Texas Department of Transportation (TxDOT) has established targets for 5 Safety Performance measures based on five-year rolling averages for:

1. Number of Fatalities;
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries, and

**WHEREAS**, the Texas Department of Transportation (TxDOT) has officially established safety targets in the Highway Safety Improvement Program (HSIP) annual report dated May 25, 2021 and has adopted identical safety targets for number of fatalities, rate of fatalities, and number of serious injuries as set forth in the SHSP, and as shown in APPENDIX A, Attached hereto.

**NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION**, that the Policy Board hereby supports and adopts the Safety Performance Measures (PM1) and Targets for Fiscal Year 2022 as established by the Texas Department of Transportation as indicated in APPENDIX A, attached hereto.

**BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD** will plan and program projects compatible with the achievement of said targets.

**ADOPTED** in Regular Session on this the 6<sup>th</sup> day of April, 2022.

**GRAYSON COUNTY MPO**

**BY:** \_\_\_\_\_  
**BILL MAGERS, CHAIRMAN**

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on April 6, 2022.

**BY:** \_\_\_\_\_  
**CLAY BARNETT, P.E., EXECUTIVE DIRECTOR**

## APPENDIX A

**Performance Measures and Target Setting** – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

### Performance Targets:

#### Target: Total number of traffic fatalities

2022 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,563 fatalities in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	3,648	FARS
2019	3,615	ARF
2020	3,896	CRIS
2021	3,384	Target
2022	3,272	Target
2022 Target expressed as 5-year average		3,563

As noted in the table above, the calendar year target for 2022 would be 3,272 fatalities.

#### Target: Total number of serious injuries

2022 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 16,677 serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	14,975	CRIS
2019	15,855	CRIS
2020	14,656	CRIS
2021	18,835	Target
2022	19,065	Target
2022 Target expressed as 5-year average		16,677

As noted in the table above, the calendar year target for 2022 would be 19,065 serious injuries.

#### Target: Fatalities per 100 million vehicle miles traveled

2022 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.27 fatalities per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	1.29	FARS
2019	1.25	ARF
2020	1.33	CRIS
2021	1.24	Target
2022	1.23	Target
2022 Target expressed as 5-year average		1.27

As noted in the table above, the calendar year target for 2022 would be 1.23 fatalities per 100 MVMT.

**Target: Serious Injuries per 100 million vehicle miles traveled**

2022 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 5.76 serious injuries per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	5.31	CRIS
2019	5.50	CRIS
2020	5.00	CRIS
2021	6.51	Target
2022	6.47	Target
2022 Target expressed as 5-year average		5.76

As noted in the table above, the calendar year target for 2022 would be 6.47 serious injuries per 100 MVMT.

**Target: Total number of non-motorized fatalities and serious injuries**

2022 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,367 non-motorized fatalities and serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	2,104	FARS-CRIS
2019	2,291	ARF-CRIS
2020	2,238	CRIS
2021	2,560	Target
2022	2,642	Target
2022 Target expressed as 5-year average		2,367

As noted in the table above, the calendar year target for 2022 would be 2,642 non-motorized fatalities and serious injuries.