

TRANSPORTATION POLICY BOARD
023 N. of FM 406 SHERMAN-DENISON MPO
Grayson County Commissioner's Courtroom
June 5, 2007 10:00 a.m.

Members Present: Chairman Gene Short, Bobby Littlefield, Tom Speakman, Jeff Miller, Danny Offill

Non-Voting
Members Present: None

Members Absent: None

Staff Present: Robert Wood, Wally Johnson, Jennifer Cantu, Sue Ann Stephens

Guests Present: Noel Paramanthan (TxDOT), Bill Herrington (City of Van Alstyne), David Henderson (United Way of Grayson Co.)

1 Chairman Gene Short called the meeting to order and declared a quorum of the Transportation Policy Board
2 (TPB) present at 10:00 a.m.

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4 **I. Approval of Minutes -**

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6 Motion was made by Tom Speakman, seconded by Jeff Miller to approve the April 11, 2007 TPB minutes.
7 Motion passed unanimously.

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10 **II. 2030 Metropolitan Transportation Plan (MTP) Amendment -**

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12 Mr. Wally Johnson, Support Staff, reported to the Board that the schematic for FM 120 from FM 996 to
13 end of state maintenance was developed for an ultimate 4 lane with raised median and left turn lanes. Due
14 to funding constraints the project was planned to be constructed in two phases. The first phase would be
15 to reconstruct the existing roadway to a two lane facility with shoulders. The second phase would then be
16 to construct two additional lanes at a later date to bring the system to the ultimate 4 lane capacity. The
17 estimate shown on the current 2030 Metropolitan Transportation Plan (MTP) as well as the FY 2008 - 2011
18 Transportation Improvement Program (TIP) was for the first phase construction of two lanes only for the
19 entire length of project.

20
21 **REASONING FOR CHANGE:**

- 22 1) Scope of Work
23 2) Increased bid prices due to oil price increase

- 24
25 • A revised estimate for two lane reconstruction increased the cost due to increase in various

bid items resulting from the increase in fuel prices.

- Bringing the entire system to the ultimate four lane configuration would reduce the cost by \$3M. This is because under the phase I construction, the entire footprint of the roadway will be required to be constructed along with cross drainage structures in the ultimate configuration leaving only pavement items to be constructed in phase II.
- Building the ultimate section from FM 996 to FM 406 in one phase instead of two would have the benefit of not impacting traffic twice. The ultimate section for the section from FM 406 to end of state maintenance will be constructed at a later date as funds become available.

2005 - 2015 Short Range Financial Plan(10 year)

Map Code	Project ID#	Project	Project Limits	Type of Work	Cost	E&C	ROW	Total
Original								
019	SDHHW Y019	FM 120	From FM 996 to end of State Maintenance	Reconstruct to 4 lane with raised median	\$9,681,000	\$1,626,408	\$7,000,000	\$18,307,408
Proposed								
019	SDHHW Y019	FM120	From FM 996 to end of State Maintenance	Reconstruct to 4 lane with raised median	\$28,000,000	\$4,144,000	\$7,000,000	\$39,144,000

Motion was made by Tom Speakman, seconded by Bobby Littlefield to approve proposed amendment to the 2030 MTP reflecting the necessary changes on FM 120 from FM 996 to end of state maintenance resulting from the updated scope of work and increased bid pricing due to oil price increases. Motion passed unanimously.

III. FY 2008-2011 Transportation Improvement Plan (TIP) Amendment-

Mr. Johnson reported that in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Improvement Program (TIP) is developed to provide the public, FHWA, FTA, TxDOT and other interested parties with a priority list of projects and project segments to be carried out within a four (4) year period after the adoption of the TIP. It may be updated every two years and is approved by the MPO and the Governor of Texas.

The FY 2008 - 2011 TIP used the current 2030 MTP project listings during its development. The information used for FM 120 from FM 996 to end of state maintenance has changed due to an updated 'scope of work' and 'increased bid pricing due to oil price increases'. The FY 2008 - 2011 TIP must be amended to reflect these changes.

Mr. Littlefield commented that there was a need to correct 'Type of Work' description on the draft TIP document from "**Construct four lanes with raised median**" to "**Reconstruct to four lanes with raised median**". This would reflect the description as written in the MTP.

1 Additionally, the project limits as written on the draft were corrected as follows:

2
3 FY 2009 CSJ# 0202-08-044

4 Original: From **1.0 Mi. N of FM 996 to N. of FM 406**

5 Corrected: From **1.0 Mi. N of FM 996 to 0.23 N of FM 406**

6
7 Project limits on FY 2011 were corrected as follows:

8
9 CSJ# 0202-08-043

10 Original: From **End of State Maintenance to 0.23 mi N. Of FM 406**

11 Corrected: From **0.23 mi N of FM 406 to End of State Maintenance**

12
13 Finally, the cost figures on the draft document needed to equal to the amended MTP previously discussed
14 by the board.

15
16 Motion made by Tom Speakman, seconded by Bobby Littlefield to go back to previous agenda item to and
17 amend MTP to reflect these changes. Motion passed unanimously.

Map Code	Project ID#	Project	Project Limits	Type of Work	Cost	E&C	ROW	Total
019	SDHHWY019	FM120	From FM 996 to end of State Maintenance	Reconstruct to 4 lane with raised median	\$29,100,000	\$4,144,000	\$7,000,000	\$40,244,000

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25 Motion was made by Jeff Miller, seconded by Bobby Littlefield to approve the proposed FY 2008-2011 TIP
26 amendments reflecting changes necessary for project on FM 120 from FM 996 to end of state maintenance
27 due to updated “scope of work” and increased bid pricing due to oil price increase”. Motion passed
28 unanimously.

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31 **IV. “Closing the Gap” Revised SAFETEA-LU Planning Regulations - Gap Analysis Memo, Draft**
32 **Project Tables, Draft SAFETEA-LU Complaint MTP -**

33
34 The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
35 replaced the Transportation Equity Act for the 21st Century (TEA-21). In an effort to have a seamless
36 transition, the Federal Highway Administration (FHWA) developed a “Closing the Gap” matrix to update
37 the current Metropolitan Transportation Plan (MTP).

38
39 The staff has developed a ‘Technical Memorandum’ which defines the Sherman-Denison Metropolitan
40 Planning Organization’s (MPO) approach for responding to the new and revised planning regulations.

41
42 Of paramount importance in this process is that the current 2030 MTP be fully compliant with the
43 SAFETEA-LU requirements by July 1, 2007.

1 Among some major points:
2

- 3 • Transportation Improvement Program (TIP) updated every four years as opposed to every two years.
- 4 • Add stand-alone factors: a) “increase the safety of the transportation system for motorized and
5 non-motorized users” b) “increase the security of the transportation system for motorized and
6 non-motorized users”.
- 7 • Expanding the environmental factor by adding the phrase “promote consistency of the transportation
8 plan and transportation improvement programs with State and local planned growth and economic
9 development patterns.”
- 10 • The inclusion of “discussion” of environmental activities.
- 11 • The use of “year of expenditure’ dollars vs “constant dollars”
- 12 • Deadline for “Closing the Gap” steps July 1, 2007

13
14 Mr. Littlefield asked if the staff had met with Ms. Maley from the FHWA. The staff responded
15 affirmatively. Mr. Wood explained to the board that she made a recommendation which was to add a final
16 column to the matrix and include the MPO’s responses from the ‘Technical Memorandum’ in a succinct
17 manner.

18
19 Motion was made by Tom Speakman, seconded by Jeff Miller to approve the SAFETEA-LU Compliant
20 2030 Metropolitan Transportation Plan and authorize staff to submit to TxDOT and FHWA. Motion passed
21 unanimously.

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24 **V. Unified Planning Work Program (UPWP) Amendment - PUBLIC INVOLVEMENT MEETING**

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26 PUBLIC INVOLVEMENT MEETING: At this time the meeting was opened for public involvement on the
27 amendment to the UPWP.

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29 Mr. Wood explained that over the past several months there have been a series of discussions between the
30 TPB, TCOG, TxDOT and the MPO staff concerning how to increase the efficiency and effectiveness of the
31 MPO. These discussions have led to the possibility that the MPO could change fiscal agents. Additionally,
32 in an effort to minimize the impact on all parties involved, a tentative target date of October 1, 2007 was
33 selected. He stated that is sub task is already in the next UPWP but not in the current one. This amendment
34 would allow the staff to charge funds (i.e. deposits, down payment) before October 1, 2007 which would
35 be incurred **should** a move come to fruition.

36
37 Under one of the better possible scenarios:

- 38 • The MPO could see a \$ 25,000 - 35,000 savings in overhead.
- 39 • Would allow the MPO Director to focus 100% of his time toward the MPO.
- 40 • MPO Director’s transit duties would be transferred to TAPS, including approximately \$50,000 in
41 associated FTA 5307 grant funds, directly benefitting transit users.

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43
44 Mr. Littlefield asked if the change of fiscal agent was going to be discussed today. If so, it would require
45 a separate action item. The staff responded that there was no discussion on fiscal agents for this meeting.
46 Chairman Short reminded the board members that the discussion was to amend the UPWP.

1 There was no public comment.

2
3 The public involvement portion of the meeting was closed.

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5 Motion was made by Tom Speakman, seconded by Danny Offill to approve the proposed amendment to the
6 FY 2006 - 2007 UPWP. Motion passed unanimously.

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8 **VI. Cities of Sherman and Denison request for a Traffic Impact Analysis (TIA)-**

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10 The cities of Sherman and Denison are requesting that the Transportation Policy Board (TPB) consider
11 conducting a Traffic Impact Analysis (TIA) at the intersection of US 75 and FM 691. The reasoning for this
12 request is that the existing and proposed development in the area will have a definite impact on the
13 infrastructure.

14
15 Upon receipt of this request, staff contacted several MPO's as well as TxDOT to ascertain parameters of
16 what is permissible under the federal and state planning rules when it comes to funding this type of study.
17 The findings are as follows:

- 18
19 • The existing contract between TxDOT and MPO's, written before SAFETEA-LU, does not
20 specifically address project specific studies.
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22 • The Texas Administrative Code, 43 TAC §15.4 (b) (5), states:
23 "Funding limitations. The use of federal transportation planning funds shall be limited to
24 corridor/subarea level planning or multimodal or systemwide transit planning studies. Major
25 investment studies and environmental studies are considered corridor level planning. The use of such
26 funds beyond environmental document preparation or for specific project level planning and
27 engineering (efforts directly related to a specific project instead of a corridor) is not allowed."
28
29 • The draft TxDOT/MPO contract, Article 7, Section 10, using similar language states:
30 "The use of federal transportation planning funds shall be limited to corridor/subarea level planning
31 or multimodal or system wide transit planning studies. Major investment studies and environmental
32 studies are considered corridor level planning. The use of such funds beyond environmental
33 document preparation or for specific project level planning and engineering (efforts directly related
34 to a specific project instead of a corridor) is not allowed."
35

36 Most cities require all significant developments to conduct TIA's as part of either the building permit
37 process or platting process.

38
39 Recognizing the importance of the US 75/FM 691 intersection as well as existing and proposed
40 developments in the area, staff recommends the TPB consider increasing the scope of the study to include
41 the surrounding subarea or the entire FM 691 corridor from Grayson County Airport to SH 91.

42
43 Mr. Johnson went on to explain options and alternatives in lieu of a TIA. Among these was a need to define
44 the goals and objectives of the study. Areas that would not address engineering. He recommended that the
45 board consider forming a technical committee to further look into this. When asked by Chairman Short what
46 the cost of such a project would run, Mr. Johnson said it would be anywhere from \$50,000 - \$100,000.

1 Mr. Wood informed the Board that there is \$100,000 in reserve at this time.

2
3 Mr. Speakman commented that if the study were to be 'expanded' to the FM 691 corridor, one of the things
4 the city of Denison had looked at was a connector from US 75 to SH 289 north of the airport.

5
6 Mr. Johnson also explained to the board that there was a need to update the TAZ demographic information
7 for the new travel model which is needed since the current model was developed in 1994. Some of those
8 funds would be used to pay for the demographic update study.

9
10 Chairman Short asked what is the purpose of the TIA study? What would it be used for? Mr. Speakman
11 stated that the city of Denison needed to know what they need to do 'infrastructure wise' to get traffic
12 circulating. Not just the intersection of FM 691/ US 75 but SH 289 in the future. He knows that the
13 infrastructure in place is not adequate. Mr. Miller stated that the city of Sherman needs to know going north
14 on US 75 what is going to happen.

15
16 Mr. Johnson recommended to the board to table the agenda item and form a technical committee which
17 would be able to better define what the goals and objectives of the study would be.

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19 Motion was made by Tom Speakman, seconded by Jeff Miller to table the agenda item and form a Technical
20 Committee consisting of Tom Speakman, Jeff Miller, and their staff to discuss this item and bring back to
21 Board at next meeting. Motion passed unanimously.

22
23 **VII. Rotating / Small Cities / Transit Rep -**

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25 Mr. Wood explained the board what the makeup of other comparable mpos is. Based on the research, the
26 staff recommended that the make up of the board continue 'as is' under the current policy of a small cities
27 rotation. Chairman Short agreed. Mr. Wood reminded the board that Mr. Offill would continue until a
28 decision is made. Chairman Short stated that since the board agreed with the make up as it currently stands,
29 a letter should go out to the next city in rotation that being Howe.

30
31 Motion was made by Danny Offill, seconded by Tom Speakman to keep the TPB Board Composition as is,
32 not adding a member of the TAPS board of directors, and keeping the alternating small cities representative.
33 Mr. Offill, small cities representative from Van Alstyne, will serve on the TPB until Howe is contacted.
34 Motion passed unanimously.

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37 **VIII. Possible Expansion of the MPO Planning Boundary -**

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39 Mr. Wood reported that current growth patterns show that the DFW metroplex continues its northern growth.
40 With the extension of SH 289, the possible expansion of the North Texas Tollway and DART lightrail into
41 Grayson County, the MPO needs to consider at what point it needs to expand its 20 year projected growth
42 planning boundary to the balance of Grayson County. Mr. Wood presented a map with proposed MPO
43 boundary expansion.

44
45 Motion was made by Danny Offill, seconded by Tom Speakman to approve the proposed expansion of the
46 MPO Planning boundary. Motion passed unanimously.

1 Mr. Wood explained that he will have a letter for Chairman Short to sign and forward to TxDOT. Mr.
2 Littlefield asked that the city of Gunter be added to the small cities rotating schedule.
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7 **IX. Public Comment Period -**
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9 Bill Herrington, City of Van Alstyne, thanked the Board for keeping the small cities on the Board and
10 expressed his interest in keeping Van Alstyne’s small cities representative Danny Offill on the TPB Board
11 instead of changing to the Howe representative.
12

13 David Henderson, United Way of Grayson County, suggested considering an Emergency Planning
14 representative be on the Technical Committee constructed to perform Traffic Impact Analysis. He also told
15 the Board that one of the issues in our community is public transportation and gave an example of a young
16 mother needing transportation to hospitals or doctors.
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19 **X. Adjournment-**
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21 The TPB meeting adjourned at 11:00 a.m.
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