

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

Wednesday, **NOVEMBER 30**, 2016 @ 10:00 am
Texas Department of Transportation
3904 US 75, Sherman, Texas

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

Action Items:

- III. Consider approval of September 21, 2016 meeting notes of the TAC meeting.
- IV. Review and Recommend Approval of 2040 2017-2020 Transportation Improvement Program (TIP) Amendments to Include Projects for the Texoma Area Paratransit System (TAPS)

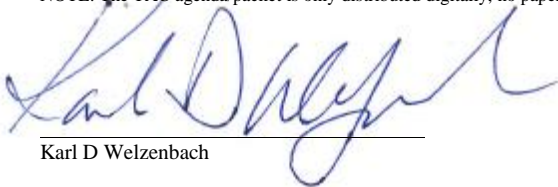
Information/Presentation Items:

- V. US 75 Corridor Study Update – Presentation on Evaluation Matrix for Project Selection
- VI. Announcements
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
 - TAC Next meeting January 18, 2017
 - MPO Policy Board Next meeting December 7, 2016
- VII. Announcements by TAC members
- VIII. Adjournment

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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 November 21, 2016.

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.



Karl D Welzenbach

1 TECHNICAL ADVISORY COMMITTEE
2 SHERMAN-DENISON MPO
3 Conference Room
4 Texas Department of Transportation
5 3904 US 75
6 Sherman, TX 75090
7 September 21, 2016 10:00 a.m.
8

9 **Committee Members Present:**

10 Texas Department of Transportation	Aaron Bloom
11 City of Sherman	Clay Barnett
12 Sherman-Denison MPO	Karl Welzenbach
13 City of Denison	Judson Rex
14 City of Howe	Joe Shephard
15 Grayson County	Bill Benton
16 TAPS	Josh Walker

17
18 **Committee Members Absent:**

19 None

20
21 **Non-Voting Members Absent:**

22 Texas Department of Transportation	Nick Page
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23
24
25 **Guests Present:**

26 Larry Cooper	Mayor, City of Van Alstyne
27 John Ho	Huff-Zollars
28 Larry Redden	IEA
29 Rich Renton	IEA
30 Anthony Karlinski	IEA
31 Arun Orlarnrat	Jacobs
32 Vinod Eodavalli	Jacobs
33 Ed Pultorak	Jacobs
34 Ben Bryce	Half Associates
35 Len McManus	McManus & Johnson

36
37 **I. Call to Order -**

38
39 Mr. Welzenbach called the meeting to order at 10:01 a.m.
40

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

42
43 Mr. Welzenbach declared that a quorum was present.
44

1 **III. Review and Approval of Meeting Notes for July 20, 2016 meeting**

2
3 Mr. Bloom stated that he had made the suggestion under item IV regarding changing FM 691
4 terminus to Theresa Road instead of Pool Road and that it was also his suggestion regarding the
5 consolidation of projects along SR 5 in Van Alstyne. Accepting those modifications Mr. Bloom
6 made a motion to accept the meeting notes as amended from the July 20th meeting. Mr. Barnett
7 seconded the motion. Motion passed.
8
9

10 **IV. Discussion and Consideration of Proposed 2040 MTP Amendment by the City of**
11 **Howe**

12
13 Mr. Shephard described the project as a straightening out and connection of FM 902 on the
14 northern part of the city. Mr. Welzenbach noted that he had provided within the agenda packet a
15 copy of the MTP project list and proposed that the project be placed in the FY 2020-2024 time
16 frame. Mr. Benton moved to place the project in the proposed time frame within the MTP. The
17 motion was seconded by Mr. Rex. Motion passed. Mr. Welzenbach clarified that this motion
18 was to recommend to the MPO Board that this project be placed out for public comment.
19

20 The TAC then had a discussion regarding the availability of funds and the UTP. Mr.
21 Welzenbach stated that there were two meetings coming up in October that Mr. Barnett had
22 agreed to sit in on on behalf of the SDMPO – the first was a meeting of TxDOT District staff and
23 MPO directors from around the state to discuss HB 20 and, hopefully, the funding associated
24 with the UTP. The second meeting was a meeting of the Texas MPOs to discuss the distribution
25 formula for funds going to MPOs.
26
27

28 **V. US 75 Corridor Update**

29
30 When the agenda packet went out there were no updates. Since that time Phillip Lujan provided
31 a briefing regarding the public outreach effort and survey results. To date there have been 610
32 responses to the survey. Mr. Barnett asked about the distribution of the survey – local vs non-
33 local respondents. Mr. Redden stated that it was mostly local responses and a large number of
34 responses dealt with the US 75 US 82 junction.
35

36 Subsequent to sending out the agenda package there was a request by the consulting team to
37 share some information with the TAC.
38

39 Mr. Redden noted that there was some work in progress and Mr. Ed Jacobs gave a presentation
40 on the results of the modeling efforts primarily looking at US 91, US 75 and US 82 area.
41

42 Mr. Benton asked if the population growth that is coming up the US 75 corridor from the
43 Metroplex is captured within the model. Mr. Jacobs stated that here in Grayson County it will be
44 an anticipated growth of 3% to see what impact will be on the ramps and roadways. TxDOT TPP
45 is telling the consulting team that the growth rate to be used is 1.8%. Mr. Barnett and other
46 members of the TAC objected to that growth rate stating that, based on what has happened in

1 northern Collin County, the growth rate should be much higher. Mr. Jacobs noted that the
2 impact on the roadway system when comparing a growth rate of 1.8% versus 3 % is negligible.
3 Mr. Barnett noted that the city of Sherman is currently 3.3%. Mr. Jacobs noted that even with a
4 growth rate of 3.3% US 75 would still need no more than a six lane profile.

5
6 Mr. Benton asked if we could look at what the growth rate from McKinney north to the Grayson
7 County line has been for the last ten or twenty years. This would be an academic exercise but he
8 believed it would be worth looking at. The TAC members agreed that this would be a worthy
9 exercise.

10
11 The cities of Howe and Van Alstyne noted that their respective growth rates were significantly
12 higher than 1.8%. Mr. Rex asked what growth rate would generate sufficient traffic to require an
13 additional lane beyond the six lane profile and what level of service is considered a good
14 operational level. Mr. Jacobs responded that that could be analyzed and that the preferred level
15 of service was level “C”.

16
17 Mr. Barnett noted that we want to make sure that we are addressing current issues but that we
18 didn’t want to go out and build a ten-lane facility but we also don’t want to build something that
19 has to be rebuilt in ten years due to a greater than expected growth rate.

20
21 Mr. Redding asked Mr. Welzenbach if the MPO could discuss this issue with TxDOT TPP to see
22 if there is any leeway. Mr. Welzenbach responded that perhaps the wisest choice might be to
23 undertake the exercise previously agreed to and then, depending on the results, begin a
24 discussion with TxDOT TPP.

25
26 Crash data was the next topic of discussion. Crash rate is 59 – the statewide average rural is 68
27 and the statewide average urban is 167 ... these are the crash rates per 100 million vehicle miles.
28 These numbers haven’t been broken down into incapacitating, non-incapacitating, fatal, etc. The
29 thing is the consulting team found nine locations that appear to be hot spots and they are mainly
30 intersections on the frontage roads. Further analysis will be performed but there don’t seem to
31 be any major issues. The question of the number of ramps and safety was raised but there are
32 standards for number of ramps and distance between ramps. The minimum is one mile between
33 ramps and in some places there are a lot of weaving movements that can cause a safety issue.

34
35 The mainly problem areas with ramps, looking at necessary ramp reversals etc., from the no-
36 build we looked at 2016, 2020, and 2040 with the level of service dropping from C down to E
37 over the years. With the adding of more lanes the levels revert to level of service C but with a
38 3.3% growth rate the level of service becomes D.

39
40 In 2020 with the no-build scenario the one problem area was at SH 56 and US 75. Basically the
41 southbound ramp but that will be improved as we pursue the proposed build scenario.

42
43 In 2040 under the no-build we end up with six areas of concern. The first is Shephard road on
44 ramp, the second is FM 1417 off ramp northbound, the third is Park avenue on- and off-ramps,
45 the fourth and fifth are the ramps at SH 56, and the last is US 82 to spur 503 there are issues.
46 The maps being presented show the existing conditions and proposed improvements to each of

1 the areas of concern. The US 82, US 91 and US 75 triangle had a number of issues. The TAC
2 members raised concerns regarding the results of the traffic model with a number of members
3 stating that just from their experience and anecdotal evidence shows the two east west ramps on
4 82 as you approach US 75 are backed up on a regular basis. Mr. Jacobs noted that sometimes
5 the traffic model just cannot replicate and that they will recode the model to better reflect the
6 actual conditions. They will take this information back and correct the model as much as they
7 can. Perhaps a more detailed break out of the intersections showing which directions are
8 suffering from lower levels of service might be more appropriate. Mr. Redden asked if at
9 looking at this situation is it possible that we can look at some improvements along Loy Lake
10 and US 91 – would that be something the TAC would be supportive of? Mr. Barnett noted that
11 the City of Sherman is in the process of reconstructing Loy Lake Road between US 82 and Sara
12 Swammi. Mr. Benton also suggested that the consulting team make sure that for any future
13 presentations especially to the Policy Board the information provided is as accurate as possible
14 because if it isn't it has a negative effect on any subsequent information and presentations. Mr.
15 Redden agreed and stated that that is one of the reasons they are working so closely with the
16 TAC to make sure that they have as accurate an information set as possible.

17
18 The next set of slides shows a juxtaposition of the existing and the proposed. Here again, Mr.
19 Barnett noted that the maps do not accurately reflect existing conditions. Mr. Welzenbach noted
20 that a good portion of the traffic, especially truck traffic, is trying to exit US 82 and head north
21 bound on US 75.

22
23 Mr. Redden noted that they will go back and make the necessary changes and thanked the
24 members of the TAC for their input. Mr. Barnett requested that they take a look at Taylor and
25 US 75 because that is one of the issues the city has and they are wanting to have a signal
26 installed there. To date that particular intersection has not met the warrants necessary for a new
27 signaled.

28
29 Mr. Barnett also asked about Texoma Parkway and the number of red dots showing on that
30 roadway. Mr. Redding noted that most of those have to do with the side street access and not
31 throughput on US 91.

32
33 Mr. Redden stated that the last thing they wanted to mention was the issue of flooding along the
34 corridor and wondered what might be done as far as storm and rainwater retention. He stated
35 that at this point it is just an idea but there might be some approaches other than elevating every
36 access road. Mr. Barnett offered some caution that the City of Sherman would not like to see
37 every available piece of ROW converted to retention ponds.

38 39 40 **VI. Informal Announcements**

41
42 Mr. Welzenbach stated that, for those who had not heard yet, he will be leaving the SDMPO and
43 taking a position at the Rogue Valley Council of Governments in Medford, Oregon. He stated
44 that he had greatly appreciated and enjoyed working with the TAC members, the members of the
45 public and the Policy Board. He noted that Mr. Clay Barnett had agreed to conduct any future
46 TAC meetings until such time as a replacement could be found.

1

2 The Board will meet Wednesday, October 12, 2016.

3

4 The next meeting of the TAC will be on Wednesday, November 16, 2016.

5

6 **VI. Adjournment** – Mr. Welzenbach adjourned the meeting at 11:09 am.

Sherman-Denison Metropolitan Planning Organization (MPO)

Technical Advisory Committee (TAC)

AGENDA ITEM IV

REVIEW & RECOMMEND APPROVAL OF THE 2017-2020 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) TO INCLUDE PROJECTS FOR THE TEXOMA AREA
PARATRANSIT SYSTEM (TAPS)

November 16, 2016

BACKGROUND:

The Texoma Area Paratransit System has spent the last 8 months rebuilding after a period of great uncertainty. TAPS staff intends to pursue standard operations and administrative efforts to continue the process. As part of that TAPS requires that the Sherman-Denison MPO include in its 2017-2020 TIP those projects for the Fiscal Year 2017.

Provided below are the associated excel spreadsheets identifying the projects and funding summary.

ACTION REQUESTED:

Recommend that Policy Board approve the amendment to the 2017-2020 TIP.

ATTACHMENTS:

- [*Project Cost Spreadsheet for TAPS*](#)
- [*Cost Summary Spreadsheet for TAPS*](#)

STAFF CONTACT: Karl Welzenbach, 903.771.1451, kwelzenbach@co.grayson.tx.us

FY 2017 TRANSIT PROJECT LISTING
(Sherman-Denison MPO) TRANSPORTATION IMPROVEMENT PROGRAM

Paris YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit Systems	Federal Funding Category	5307
MPO Project/Reference Number		Federal Share	\$256,224
Apportionment Year	2017	State Funds from TxDOT	\$248,000
Project Phase	n/a	Local Funds	\$8,224
Brief Project Description		Fiscal Year Cost	\$512,448
	Transit Operations (50/50)	Total Project Cost	\$512,448
Sec 5309 ID # if applicable		Trans. Dev. Credits Requested	\$0
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit Systems	Federal Funding Category	5307
MPO Project/Reference Number		Federal Share	\$614,938
Apportionment Year	2017	State Funds from TxDOT	\$0
Project Phase	n/a	Local Funds	\$153,734
Brief Project Description		Fiscal Year Cost	\$768,672
	Administration (80/20)	Total Project Cost	\$768,672
Sec 5309 ID # if applicable		Trans. Dev. Credits Requested	\$0
Amendment Date & Action		Trans. Dev. Credits Awarded (Date & Amount)	\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2017		
		Federal	State/Local	Total
1	Sec. 5307 - Urbanized Formula >200K			0
2	Sec. 5307 - Urbanized Formula <200K	871,162	409,958	1,281,120
3	Sec. 5309 - Discretionary			0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			0
5	Sec. 5311 - Nonurbanized Formula			0
6	Sec. 5316 - JARC >200K			0
7	Sec. 5316 - JARC <200K			0
8	Sec. 5316 - JARC Nonurbanized			0
9	Sec. 5317 - New Freedom >200K			0
10	Sec. 5317 - New Freedom <200K			0
11	Sec. 5317 - New Freedom Nonurbanized			0
12	Other FTA			0
13	Regionally Significant or Other (incl FHWA transfers)			0
Total Funds		\$871,162	\$409,958	\$1,281,120
Transportation Development Credits				
	Requested			0
	Awarded			0