

Sherman – Denison Metropolitan Planning Organization (MPO)
POLICY BOARD
AGENDA

SPECIAL MEETING

Friday, August 12 @ 8:00 AM

Grayson County Courthouse
Assembly Room
100 W. Houston
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. Discuss and take possible action in finalizing the amendments to the 2017-2020 Transportation Improvement Program (TIP).
- IV. Discussion and take possible action on approval of letter to U.S. Secretary of Transportation regarding recent Notice of Proposed Rule Making (NPRM) published June 27, 2016.
- V. Public Comment
- VI. Adjournment

PUBLIC COMMENT PERIOD - At the conclusion of all other agenda items, the MPO Policy Board (PB) will allow for a public comment period, not to exceed fifteen minutes, to receive public comment on any other matter that is under the jurisdiction of the PB. No action will be taken. Each speaker will be allowed a maximum of three minutes. The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the PB on a single matter, the Chairman may decrease the amount of time available to each person who wishes to address the PB. Speakers must be signed up prior to the beginning of the public comment period.

All meetings of the Sherman-Denison Metropolitan Planning Organization (MPO) 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 August 8, 2016.

Listing of Projects in 2017-2020 TIP

City	CSJ	Project ID	Roadway	Project Description	From Limits	To Limits	Total Project Cost	MPO Cost
Van Alstyne	0729-01-039	SDHWY086	FM 121	Jim Jones Road	FM 3356	Widen non-freeway	\$5,620,000	\$1,286,022
Sherman	0202-08-059	SD2017-1	FM 131	at US 82		Reconstruct Interchange/bridge	\$3,239,100	\$3,239,100
	0045-04-066	SDTAP2017-1	SH 56	0.5 m E of US 75	0.77 m W of SH 11	Shared Use Path	\$498,450	\$0
	0047-03-084	SDTAP2017-2	SH 5	0.34 m N of FM 121	1.1 m N of FM 121	Shared Use Path	\$682,600	\$0
Sherman	0202-08-054	SDHWY117	FM 131	Lamberth St.	Taylor St.	widen from 2-lane to 4-lane	\$2,158,000	\$2,158,000
Sherman	0202-08-056	SDHWY118	FM 131	US 82	Lamberth St.	widen from 2-lane to 4-lane	\$2,920,000	\$2,920,000
Sherman	2455-01-031	SD2019-1	FM 1417	Lamberth St.	Taylor St.	widen from 2-lane to 4-lane	\$7,230,000	\$7,230,000
County	0901-19-187	SD2019-2	New FM	FM 121	County Line	consturct new 2-lane Hwy	\$8,000,000	\$4,000,000

Amount of MPO Funds per City in Current TIP	
Van Alstyne	\$1,286,022
Sherman	\$15,547,100
Denison	0
County	\$4,000,000
Pottsboro	0
Howe	0

Total MPO Cost of TIP	\$20,833,122
Total funding stream for MPO	\$36,840,000
Amount remaining 2017-2020 timeframe	\$16,006,878



SHERMAN-DENISON MPO
METROPOLITAN PLANNING ORGANIZATION
INTERMODAL URBAN TRANSPORTATION PLANNING

August XX, 2016

Honorable Anthony Foxx
Secretary of Transportation
US Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: Metropolitan Planning Organization Coordination and Planning Area Reform (Docket No. FHWA-2016-0016)

Dear Sir:

As Chairman of the Sherman-Denison Metropolitan Planning Organization I am writing you to voice my concern regarding the newly proposed rules regarding the responsibilities of existing Metropolitan Planning Organizations (MPOs) and the definition of Metropolitan Planning Areas (MPAs).

On June 27, 2016 the Office of the Secretary of Transportation released in the Federal Register a Notice of Proposed Rule Making regarding the consolidation of MPOs. These proposed rules are an administrative overreach that has no basis in statutory language. In fact the statutory language regarding Metropolitan Planning Organizations and their respective Metropolitan Planning Areas has not changed since its inception in the Intermodal Surface Transportation Efficiency Act was passed in 1991 through to the more recent Fix America's Surface Transportation Act passed into law in 2015. The regulatory interpretation of the existing language has also been consistent over that same time period. These newly proposed rules seek to completely reinterpret that language yet that doesn't appear to be any new statutory language to support the new interpretation.

Secondly, by imposing these forced consolidations on the smaller MPOs these proposed regulations actually fly in the face of the primary reason for the creation of MPOs – to wit – provide the local governments a voice in the expenditure of federal transportation funds. The consolidation of two or more MPOs significantly increases the geographic area of the single entity and thereby dilutes the voices of the smaller communities especially those that find themselves at the very fringe of the Metropolitan Planning Area. These proposed regulations

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would also greatly dilute the voice of the general public for much the same reason leaving those on the fringes of the area either ignored or forgotten about.

In addition, these proposed regulations seem to be aimed at forcing an issue that is already being addressed in multiple states by multiple MPOs – that of regional coordination. From the Central Florida MPO Alliance in Florida to the Great Lakes initiative around Lake Michigan (taking in four states and multiple MPOs) to statewide groups that have been created to address state-wide issues such as TEMPO in Texas, there are plenty of examples of good practices and regional efforts. Why use a stick to enforce something that a carrot would do much better to promote?

These proposed regulations also ignore the conflicts that might arise when you have two MPOs with two designations by USEPA regarding the National Ambient Air Quality Standards. An actual example of two MPOs that share adjacent MPA boundaries but are designated quite differently by the USEPA – one is an attainment area and one is a severe non-attainment for Ozone. These two MPOs are on completely different planning cycles and one is required to deal with the State's Implementation Plan and conformity while the other is not. The imposition of these newly proposed regulations would cause extreme confusion and delays in the planning process while the two entities attempt to come to a reasonable solution. These delays could significantly impact the delivery of transportation projects to either MPA.

Finally, should these regulations actually become a reality then we would strongly urge that the timeline for implementation be changed. Two years is far too short a time-line to put something like this in place. We would strongly urge the administration to delay implementation until after the results of the 2020 Census are known. This would provide a sufficient time-frame for MPOs to prepare for the

I urge you and your colleagues to direct the U. S. Department of Transportation to recall this latest Notice of Proposed Rule Making and not to pursue this avenue of administrative overreach.

Sincerely,

Bill Magers, Grayson County Judge
Chairman, Sherman-Denison MPO