

# ***UNIFIED PLANNING WORK PROGRAM***

***FISCAL YEARS 2010 - 2011***

---

**Prepared by:**

**The Sherman-Denison Metropolitan Planning Organization**

A part of the continuing, cooperative and comprehensive Transportation Planning process for the Metropolitan Planning Area

**SPONSORING AGENCIES:**

CITIES OF: SHERMAN and DENISON in cooperation with urban area small cities  
COUNTY OF: GRAYSON  
TEXAS DEPARTMENT OF TRANSPORTATION

**IN COOPERATION WITH:**

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL TRANSIT ADMINISTRATION

**PUBLIC MEETING: *April 1, 2009***

**PUBLIC COMMENT PERIOD: *April 3 – May 17, 2009***

**ADOPTED BY POLICY COMMITTEE ON: *August 6, 2009***

**REVISED BY POLICY COMMITTEE ON: *Month Date, Year***

"The preparation of this report 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."

"This report was funded in part through grant[s] from the Federal Highway Administration [and Federal Transit Administration], U.S. Department of Transportation. 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

## TABLE OF CONTENTS

CONTENTS	PAGE
INTRODUCTION	1
Purpose of the Unified Planning Work Program (UPWP)	1
Definition of Area	1
Organization	2
Private Sector Involvement	2
Planning Issues and Emphasis	3
WORK ELEMENTS	
TASK 1.0 - ADMINISTRATION/MANAGEMENT	4
TASK 2.0 - DATA DEVELOPMENT and MAINTENANCE	8
TASK 3.0 - SHORT RANGE PLANNING	11
TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN	14
TASK 5.0 - SPECIAL STUDIES	16
TRANSPORTATION PLANNING BUDGET	19
APPENDICES	
POLICY BOARD MEMBERSHIP	21
METROPOLITAN AREA BOUNDARY MAP	23
DEBARMENT CERTIFICATION	25
LOBBYING CERTIFICATION	27
CERTIFICATION OF COMPLIANCE	29
MPO SELF- CERTIFICATION	31
FTA/TxDOT Section 5303 Budget Worksheet	33

## **INTRODUCTION**

The **Unified Planning Work Program (UPWP)** for the Sherman-Denison Metropolitan Planning Organization (MPO) describes the transportation planning process and MPO activities for the period of October 1, 2009 through September 30, 2011. Although there are benefits to preparing a two-year program, it must also be understood that there may need to be more amendments than previously required for a one-year program. 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 23 CFR 450. The transportation planning process will be continuous, cooperative and comprehensive (3-C), incorporating the eight planning emphasis areas outlined in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and resulting in plans and programs consistent with comprehensive planning guidelines as applied to designated MPOs.

### **A. Purpose of the Unified Planning Work Program (UPWP)**

Federal law mandates that transportation plans support the economic vitality of the Sherman-Denison urbanized area by enabling global competitiveness, productivity and efficiency, make transportation safer, make transportation more secure, give people and freight greater access to mobility options, protect and enhance the environment while promoting energy conservation and improving the quality of life, improve the connectivity and integration of the current transportation system, promote efficient transportation options, and preserve existing transportation as much as possible.

The UPWP outlines planning activities necessary to meet the mandates above. The UPWP covers two fiscal years and includes activities which are funded by federal, state, and local sources.

### **B. Definition of Area**

The Sherman - Denison Urbanized Planning Area consists of the cities of Sherman, Denison, Howe, Van Alstyne, Gunter, Pottsboro, Knollwood and the surrounding parts of Grayson County that are expected to be urbanized within the next 20 years. The northern boundary is the Red River/Oklahoma border and touches Lake TEXOMA, Eisenhower State Park and the Hagerman National Wildlife Refuge. The southern boundary is the Grayson County line. US



**MPO STUDY AREA**

## ***Sherman - Denison Metropolitan Planning Organization***

---

Highway (HWY) 75 running North/South basically splits the area in half and US HWY 82 running East/West intersects US HWY 75 and splits the urban area into quadrants. The City of Dallas is approximately 70 miles to the south. The population of the planning area is about 87,000 and is completely inside the Grayson County boundary.

### **C. Organization**

This document is prepared biennially by the MPO, which is established under a State – MPO Contract Agreement between local governments and TxDOT, as required by SAFETEA-LU and designated by the Governor for the Sherman-Denison urbanized area. The MPO Policy Board (PB) is the governing body of the MPO and its activities are done in cooperation with the Cities of Sherman, Denison, Howe, Van Alstyne, Gunter and Pottsboro, Grayson County, Texas Department of Transportation, Federal Highway Administration, Federal Transit Administration, local transit operators and with public participation. MPO, its staff and its fiscal agent, are responsible along with the State, for carrying out this work program. The UPWP is reviewed and approved by the PB. With the exception of TxDOT District Engineer, members of the PB are appointed by their respective governing bodies. The MPO also appoints subcommittees when appropriate. The technical committee consists of MPO, local cities, county planner and TxDOT staff.

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or the Texas Department of Transportation (TXDOT). However, it will be reviewed by FHWA, FTA, and TXDOT prior to its approval. The voting members of the PB are found in Appendix A (p.21).

### **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.

The PB has approved a Public Participation Plan (PPP), as required by SAFETEA-LU. These procedures include posting on our web site [www.sdmpo.org](http://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. Additionally, SDMPO 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 SAFETEA-LU, 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 paratransit 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 SDMPPO website, [www.sdmpo.org](http://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 SAFETEA-LU, FHWA, FTA, TxDOT, cities, and county governments may also be found on the MPO web site.

## **E. Planning Issues and Emphasis**

This document is organized under the planning factors of SAFETEA-LU. SAFETEA-LU requires MPOs to organize its 3C planning process around consideration of the general guidelines of eight broad areas as enumerated in the Act itself. The work tasks, special emphasis items, and special studies contained in the UPWP have considered the following eight areas, some more directly than others. The reader will recognize many referenced to the eight areas in the objective and products expected for each task.

### **Eight Broad Planning Areas of SAFETEA-LU**

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 nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
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.

**TASK 1      ADMINISTRATION/MANAGEMENT**

- A.     **OBJECTIVE** - Work elements in this activity are administrative and management tasks associated with the function and coordination of 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.
- B.     **EXPECTED PRODUCTS** - 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; FY 2010 & FY 2011 Unified Planning Work Program; Self-Certification Statement; Interagency Planning Agreements; Public Participation Plan update as needed; Staff Education and Training; Web site maintenance and update as needed; Policy and Technical Committee briefings on Title VI/Environmental Justice. 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 consultants or interns to assist staff when appropriate. The MPO may also contract with the member cities or county, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO. Staff will attend training courses and seminars as appropriate.
- C.     **PREVIOUS WORK** - This is an ongoing planning activity as required by 23 CFR 450. Previous year projects and products included the FY 08-09 UPWP, Quarterly Reports to TxDOT and FTA, FTA Section 5307 Grant request. Also completed were the FTA annual National Transit Database (NTD) report and the FHWA annual performance and expenditure report. Staff attended various workshops/conferences and made presentations at public meetings. Public meetings of the MPO were held on an ongoing basis to make appropriate revisions to documents and approve programs and subsequent revisions. Public meetings were held concerning this UPWP, transit and highway projects as well as the TIP and Metropolitan Transportation Plan. One major public involvement meeting on the future of an east/west corridor for FM 691 and SH 289 attracted several hundred attendants. Interviews by the General Accounting Office (GAO) were conducted on site. Several television and newspaper interviews were conducted in relation to projects.

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 (2010 & 2011) in accordance with TxDOT policy and procedures.

## **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, 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 Public Participation Plan, all PB meetings will be advertised and open to the public. Open forums will precede any changes in the Metropolitan Transportation Plan and the Transportation Improvement Program. Media outlets will be used whenever necessary to ensure public notification and encourage maximum public participation. The *Public Participation Plan* will be regularly reviewed to ensure that a complaint procedure is established and addresses involvement of minorities and low income populations in the planning process. This review includes data collection and analysis. 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.

To foster as much public information/education as possible within TCOG's framework, the MPO will provide articles to the TCOG quarterly newsletter. This publication distributed throughout the region and will inform the public of current and future transportation planning activities. The internet web site: [www.sdmpo.org](http://www.sdmpo.org) will be maintained and updated as needed. The Annual Project Listings document will be developed and published. Greater emphasis will be placed in ensuring Environmental Justice issues are addressed and a complaint procedure is included into the public involvement policy (see Task 1.4).

## **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. The participation in training events which include FHWA, FTA, TxDOT meetings, workshops, conferences, and Texas Planning and Transit Association's meetings, 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 Metropolitan Planning Organization related duties.

**1.4 Title VI Civil Rights Evaluation**

Environmental Justice is a federal requirement designed to promote equal treatment for low-income and minority groups in the transportation planning process. In planning for future transportation facilities, the MPO has a responsibility to ensure that there is not a disproportionately high and adverse effect on minority and low-income populations. Greater emphasis will be placed in ensuring Environmental Justice issues are addressed and a complaint procedure is included into the public involvement process. The purpose of this UPWP Subtask is to study issues relevant to environmental justice in the Sherman-Denison Study Area, specifically identifying relevant data and the transportation systems and plans in the MPO area (see Task 2.3). This planning effort will include the following activities

1. Identify low-income/minority populations relevant to environmental justice issues;
2. Define the geographic areas where the noted low-income/minority conditions exist in the MPO area, utilizing data from the 2000 Census, and other relevant data sets;
3. Examine the existing transportation and transit system as it relates to the areas noted above;
4. Examine the location of future transportation projects via the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP), and study the correlation of these future projects to the areas noted above;
5. Create maps, and/or charts, and/or other relevant graphics to depict the existing and potential future conditions relevant to environmental justice, utilizing GIS and other automated tools; and
6. Reference these maps in the MPO's/PB discussion of its Title VI activities (UPWP, MTP, Public Involvement Policy);
7. Annually review the map by the Transportation Policy Board;
8. Present the map to the public periodically as part of public involvement activities; and
9. Consider the map when organizing public involvement activities and consulted during project selection;
10. Create a summary report that documents the process and findings of this analysis.

The findings of this analysis should be taken into consideration for future transportation planning and capital projects in the MPO study area.

**1.5 Move Administrative Offices (continuing operation)**

In order to be as financially efficient as possible, the MPO may change its fiscal agent. This move will be accomplished by the staff. A new fiscal agent contract will be in place in accordance with the 2008 TxDOT contract.

**ADMINISTRATIVE/MANAGEMENT PLANNING BUDGET**

Subtask	Responsible Agency	TPF <sup>1</sup>	FTA Section 5307 (urban)	Local	Total
1.1	MPO	\$42,200	\$13,800	\$3,450	\$59,450
1.2	MPO	\$27,300	\$3,900	\$975	\$32,175
1.3	MPO	\$27,300	\$3,000	\$750	\$31,050
1.4	MPO	\$27,300	\$3,000	\$750	\$31,050
1.5	MPO	\$18,900	\$5,900	\$1,475	\$26,275
<b>TOTAL</b>		<b>\$143,000</b>	<b>\$29,600</b>	<b>\$7,400</b>	<b>\$180,000</b>

Estimate based on prior years authorizations; approvals are made contingent upon legislation for continued funding.

(1) TPF - This includes both FHWA PL - 112 and FTA Section 5303 funds.

**TASK 2      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.
- B.    **EXPECTED PRODUCTS** - Expected products of this task will be the on-going maintenance of an up-to-date database that is accessible through the Geographic Information System (GIS) and census information complete with population and employment estimates. This task includes the purchase of computer software, computer hardware, and the upgrade of equipment (*Equipment purchases greater than \$5,000 will require prior approval*). Also, included in this task is the initial stage of bringing land use information into the MPO database for incorporated areas within the MPO planning boundary. Other products will include data necessary for Texoma Area Paratransit System (TAPS) to comply with various federal and state regulations. This ongoing process of maintenance and upgrading of data and information processing equipment has become critical to the proper execution of transportation management functions. The MPO may use consultants or interns to assist staff when appropriate. The MPO may also contract with the member cities or county, as appropriate, to avoid duplication of efforts between the staffs of the cities and MPO. More cooperation with 911 and homeland security database will be sought. The staff will attend conferences, meetings and demonstrations to gather knowledge of the latest advances in the GIS realm, sharing all information obtained with coordinating agencies in our MPO region. Conversion to TxDOT's new GIS standard continues. MPO plans to obtain population growth estimates by use of contractor.
- C.    **PREVIOUS WORK** - MPO staff continued the conversion of its Land Use Base Map and related data to TxDOT's ARCVIEW, standard. Historical traffic counts continue to be added to the GIS base map. Procurement of computer applications and equipment to enhance the information development of the MPO; ongoing expansion of MPO website. Provided technical assistance to the county with mapping using census data. MPO has continued to provide urban population analysis to the cities. Review and modify existing (1994 Base Year) Traffic Analysis Zone (TAZ) structure as part of the development of the new (2003 Base Year) travel demand model update for the Sherman-Denison Study Area. Assemble socioeconomic data for the 2003 base year travel demand model consistent with the modified TAZ structure.
- D.    **DESCRIPTION OF SUBTASKS**

**2.1    Maintenance & Upgrade**

To effectively 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. All computer equipment will continue to be inventoried by identification number, physical location and staff member(s) responsible.

## **2.2 Land Use**

Emphasis will be placed on the analysis of growth in the urban area and adjoining areas that the 2000 Census identified as naturally ranked in growth. Given our shared border with the Dallas-Fort Worth Metroplex, the MPO will gather data within the current Metropolitan Area Boundary (MAB) in an effort to simplify the collection process as we prepare for the possibility of air quality issues in the future. This is a continuation from previous year's program. Many communities in south Grayson and north Collin counties are experiencing accelerated growth. The Metropolitan Transportation Plan's land-use database was substantially enhanced by the 2002 Digital Ortho Quarter Quad (DOQQ) photos. This data represents the best "picture" of our area currently available, and forms a basis for transportation planning decisions at the beginning of the new century. Staff will continue to incorporate this information into the appropriate databases. The MPO staff will review and revise the Metropolitan Transportation Plan to reflect changes in area land use.

## **2.3 Demographic Data Base Maintenance**

On-going updates and maintenance of data and maps related to population, minority populations, low-income population, building permits, land use, housing, and employment within the current Metropolitan Area Boundary (MAB) will be monitored as needed.

Areas of primary trip-generation activity will be inventoried, tabulated and grouped by Traffic Analysis Zones (TAZ). In addition, staff will:

- Collect and maintain databases that identify, rank and analyze traffic accident locations, up-to-date-traffic counts, and the transportation system.
- Collect and organize data for the Geographic Information System.
- Collect and analyze data regarding Title VI/Environmental Justice on minority and low-income populations.

Staff will seek contracts to have its street file rectified to match the new DOQQs.

The next Metropolitan Transportation Plan is expected to be approved by the policy board in early FY 2010. As part of this process, travel model data is being updated from the current base year of 1994 to 2003. The services of a consultant may be utilized for this subtask.

**2.4 Geographic Information System**

The SDMPO utilizes various transportation-related GIS files as part of routine planning analysis. As additional information becomes available digitally, the role of GIS is becoming more pervasive.

To fully allow the SDMPO 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. These efforts include: vehicle traffic counts, transit rider ship, pavement condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data.

**2.5 Map Development** - Maps will be produced for staff projects, planning, Policy and PB meetings, and public information, showing various population and transportation related characteristics within the planning area based on a variety of factors such as, but not limited to, traffic analysis zones, various levels of census designations, and other geographic levels. Base mapping capabilities and presentation graphics will be improved so that the region's road network, land use, environmental constraints, etc. can be displayed. This information will be used to improve the MPO's ability to link future land use plans to an adequate future transportation network. Maps will be made available to the public according to the MPO's approved policies.

**DATA DEVELOPMENT AND MAINTENANCE PLANNING BUDGET**

Subtask	Responsible Agency	TPF <sup>1</sup>	FTA Section 5307 (urban)	Local	Total
2.1	MPO	\$16,800	\$5,000	\$1,250	\$23,050
2.2	MPO	\$15,500	\$4,000	\$1,000	\$20,500
2.3	MPO	\$38,900	\$4,000	\$1,000	\$43,900
2.4	MPO	\$23,400	\$8,000	\$2,000	\$33,400
2.5	MPO	\$24,400	\$3,200	\$800	\$28,400
TOTAL		\$119,000	\$24,200	\$6,050	\$149,250

Estimate based on prior years authorizations; approvals are made contingent upon legislation for continued funding.

(1) TPF - This includes both FHWA PL - 112 and FTA Section 5303 funds.

**TASK 3      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 SAFETEA-LU such as the development of the FY 2010 & 2011 Unified Planning Work Program (UPWP) and revisions to the FY 2010 - 2013 Transportation Improvement Program (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 FY 2008-2011 Transportation Improvement Program (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. The MPO may use consultants or interns to assist staff when appropriate. The MPO may also contract with the member cities or county, as appropriate, to avoid duplication of efforts between the staffs of the cities and MPO. Staff will attend planning seminars and work sessions as appropriate. Provide assistance to the multi-county regional public transportation service plan preparation process by attending meetings and providing technical assistance support within the MAB.
  
- C.      PREVIOUS WORK - Previous work includes the preparation of the FY 2008 - 2009 Unified Planning Work Programs, implementation of and amendments to the FY 2008 - 2011 Transportation Improvement Program (TIP), and other documents as appropriate. In cooperation with TxDOT's area and district offices, staff developed the draft FY 2008 -2011 TIP. Coordinated and conducted public involvement meetings for the FY 2008 - 2011 TIP. Worked extensively with TxDOT in the development of the Economic Stimulus Package infrastructure and transit projects in early 2009. Developed and published the Annual Projects Listing document. Staff updated information on its website.
  
- D.      DESCRIPTION OF SUBTASKS

**3.1      Transportation Improvement Plan (TIP) and Self Certification**

Projects in the TIP will be consistent with the 2035 Metropolitan Transportation Plan. 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 FY 2010 – FY 2013 TIP as needed and allow citizens, public agencies, and private transportation providers an opportunity to comment on the program.

The Self-Certification Statement requires that the planning process results in plans and programs that address local needs. The process must consider regionally economic, social, environmental, and energy conservation objectives. Consideration must also be given to local land uses and how the functional performance of the

transportation system affects these uses.

### ***3.2 Unified Planning Work Program***

Prepare the biennial FY 2012 - 2013 Unified Planning Work Program. Revise the FY 2010 & 2011 UPWP as needed. Submit for review and approval by appropriate committees and agencies. Distribute and provide information as requested or required to keep members current on MPO activities.

The FY 2010 & 2011 UPWP will be monitored and revised as necessary by the Transportation Policy Board. Work program tasks will be dedicated to provide continuing and coordinated multi modal transportation planning for the MPO region. The FY 2010 & 2011 UPWP will be developed incorporating all appropriate provisions of transportation re-authorization bill SAFETEA LU.

### ***3.3 Public Transportation Planning***

Prepare FTA Grant for urban area. The possibility of a fixed-route will continue to be studied. Because of its population density, Sherman is being evaluated as our first fixed route study. Continue to study the possibility of a journey to work route between Sherman and Denison urban area and DART light rail station in Plano.

Gather and analyze ridership indicators including passenger trips, vehicle miles, vehicle hours, and passengers by hour. Gather and analyze performance indicators such as on-time performance, miles between road calls and miles between preventable accidents. Analyze cost per mile, cost per hour and operating ratio. Attendance of workshops and seminars related to transit planning. Evaluation of ADA requirements and local service provision relating to those requirements. Update the ADA plan.

Review and incorporate the Regional Public Coordination Transportation Plan in the planning process within the study area. (See Task 3.6)

### ***3.4 Technical Assistance***

The staff will meet with local transit providers for updates and monitoring. Ongoing technical assistance will include tracking the availability of FTA Section 5303 and 5307 grants, Public Transportation Fund (PTF) grants, National Transit Database reporting requirements, and, possibly, onscreen, real-time tracking of transit vehicles.

### ***3.5 Pavement Management System***

Highway and street data will continue to be collected and used to analyze the physical and operational characteristics of current transportation facilities. This will enable determination of locations where increased traffic volumes will place

additional demands on the overall system. Modification of the Metropolitan Transportation Plan, based on these inputs, will allow the MPO to establish highway, street, non-motorized transport and transit enhancement priorities. With the use of our new GPS device, the data will be more accurate and reliable. This is a continuing program.

**3.6 Transit Planning Assistance**

The staff will offer planning assistance to the multi-county regional planning project to develop transit service areas and plans in response to HB 3588. This may include sharing data, preparing maps, attending or sponsoring meetings, and providing general transportation planning expertise to the effort.

**E. SHORT RANGE PLANNING BUDGET**

Subtask	Responsible Agency	TPF <sup>1</sup>	FTA Section 5307 (urban)	Local	Total
3.1	MPO	\$14,800	\$1,300	\$325	\$16,425
3.2	MPO	\$15,900	\$1,900	\$475	\$18,275
3.3	MPO	\$17,000	\$6,400	\$1,600	\$25,000
3.4	MPO	\$14,800	\$1,900	\$475	\$17,175
3.5	Denison	\$12,600	\$3,200	\$800	\$16,600
3.5	Sherman	\$12,600	\$3,200	\$800	\$16,600
3.6	MPO	\$12,000	\$1,300	\$325	\$13,625
3.6	Transit	\$10,000	\$0	\$0	\$10,000
TOTAL		\$109,700	\$19,200	\$4,800	\$133,700

Estimate based on prior years authorizations; approvals are made contingent upon legislation for continued funding.

(1) TPF - This includes both FHWA PL - 112 and FTA Section 5303 funds.

**TASK 4      METROPOLITAN TRANSPORTATION PLAN (MTP)**

- A.     **OBJECTIVE** - A transportation plan must look into the future to address a 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 2035 Metropolitan Transportation Plan (MTP). The MTP identifies the MPO's area transportation facilities and needs. This plan will be continually expanded and improved to better reflect the region's current needs in the area of transportation.
  
- 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 general public and the Transportation 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 2030 MTP update and public involvement process was successfully completed and the document approved by the PB on December '04. The process was implemented in accordance with the planning requirements of SAFETEA-LU. 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 new federal requirements. Worked with TxDOT Traffic Analysis Section to update TAZ's and demographic information to better reflect expanded boundary. The MPO staff coordinated with TxDOT and the other Texas Urban Area MPOs on the scheduling of projects funded in whole or in part with Category 3 Urban Area Corridor Projects funds.
  
- D.     **DESCRIPTION OF SUBTASKS**

**4.1      Metropolitan Transportation Plan**

The Metropolitan Transportation Plan will be updated to reflect the new horizon of 2035. Staff will be available to assist stakeholders and other interested parties with inquires which relate to the update of the 2035 MTP. Staff will coordinate with local cities, county, state and federal officials, involve the public, and assess the plan for any necessary improvements. MPO will analyze results of the Land Use/Demographic and Transit Studies, transportation models and incorporate our Digital Ortho Quarter Quads (DOQQs).

MPO will continue to update the current 2030 MTP as needed. MPO will publish any revisions to the MTP on the Internet. Staff will review the 2030 MTP to ensure all TIP projects are listed, and to ensure that the MTP conforms with revised Federal and State guidelines, such as those for Environmental Justice. At the request of the

Texas Transportation Commission and TxDOT, staff will continue working on the Texas Urban Mobility Plan (TUMP) as needed.

**4.2 2010 Census and Transportation Planning Package (CTPP) Analysis**

Staff will cooperate with federal and state officials in assisting in the accomplishment of the 2010 Census. The Census is used extensively in transportation planning given the valuable information collected by the Census. Some of this information can only be obtained via the Census (alternatives to this type of demographic information collection is extremely expensive). The Census Transportation Planning Package (CTPP) is also directly helpful in developing both short and long range transportation plans. CTPP is a program provided to STATE DOTs by the Bureau of the Census.

**4.3 Update Network by Functional Classification**

The MPO staff will continue its efforts with the urban area cities and TxDOT in long range planning for highway functional classification. The network, which corresponds with the updated TAZs, will be evaluated to ensure proper roadway classification (i.e. minor/major, arterial/collectors) and updated as needed.

**4.4 Travel Demand Model Update**

The MPO staff will assist TxDOT personnel in collecting data to be used in a full update of the travel demand model for the Sherman-Denison Study Area.

**E. METROPOLITAN TRANSPORTATION PLAN BUDGET**

Subtask	Responsible Agency	TPF <sup>1</sup>	FTA Section 5307 (urban)	Local	Total
4.1	MPO	\$17,700	\$3,400	\$850	\$21,950
4.2	MPO	\$17,700	\$3,400	\$850	\$21,950
4.3	MPO	\$19,300	\$2,900	\$725	\$22,925
4.4	MPO	\$17,000	\$2,300	\$575	\$19,875
<b>TOTAL</b>		<b>\$71,700</b>	<b>\$12,000</b>	<b>\$3,000</b>	<b>\$86,700</b>

Estimate based on prior years authorizations; approvals are made contingent upon legislation for continued funding.

(1) TPF - This includes both FHWA PL - 112 and FTA Section 5303 funds.

**TASK 5 SPECIAL STUDIES**

- A. **OBJECTIVE** - Occasionally, a study is warranted for projects of special interests that staff does not have 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: hazardous materials, goods movement, safety issues, and parking needs.
- B. **EXPECTED PRODUCTS** - Management Systems originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) have become optional under SAFETEA-LU. However several of the management systems are still deemed necessary and will be continued in conjunction with the State's Management Systems. It is the goal of the MPO to initiate unified management systems that can be adopted by each city and the County while maintaining compatibility with the State. The MPO may use consultants or interns to assist staff when appropriate. The MPO may also contract with the member cities or county, as appropriate, to avoid duplication of efforts between the staffs of the cities and 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 management systems.
- C. **PREVIOUS WORK** - Denison, Sherman, Pottsboro, Van Alstyne and Howe City Street surveys were updated as part of the refinement of the MPO's Pavement Management Plan, which identified street conditions. A sub-area corridor study (US75/FM 691) was conducted to assess the long and short term improvements of the intersection. Updated surveys of the roads within the cities were completed. Cooperated with the Grayson County Regional Mobility Authority (RMA) in Tollway planning. Average Daily Traffic counts and accident data was added to the base map database. This is an on-going program.

**D. DESCRIPTION OF SUBTASKS**

**5.1 Highway and Transit Safety Management System**

The staff will continue its efforts in developing a Safety Management System. There will be a continued emphasis on coordinating with local law enforcement agencies to Geocode accident locations into our GIS, with a goal to study any location that is generating a disproportional number of accidents. *State and local officials do not currently have a GIS system which the MPO can rely on. This is an ongoing activity.*

**5.2 Texas Urban Mobility Plan (TUMP)**

This subtask allows staff to work on updating the TUMP as necessary. The TUMP is comprised of various elements that include a "Needs-Based Plan", which determined the necessary improvements to the regional transportation network that need to be implemented by 2030 to reduce congestion to a desired level in 2030. A total cost of the needs-based plan, which is not financially constrained, was estimated and used to determine the differential amount ("gap") required to reach this level of reduced

congestion.

**5.3 Alternative Funding Mechanisms Plan for the TUMP**

Following the spirit of the Texas Urban Mobility Plan (TUMP), the MPO will continue to study different funding mechanisms to complement the traditional funding sources that are available through the FHWA and FTA for the implementation of transportation projects. . The Texas State Legislature, through the passage of House Bill 3588, provided the framework that allows regions to seek alternative funding mechanisms to complement traditional sources in order to expedite the implementation of projects.

**E. SPECIAL STUDIES BUDGET**

Subtask	Responsible Agency	TPF <sup>1</sup>	FTA Section 5307 (urban)	Local	Total
5.1	MPO	\$15,900	\$4,650	\$1,162	\$21,712
5.2	MPO	\$16,800	\$4,650	\$1,163	\$22,613
5.3	MPO	\$12,100	\$2,200	\$550	\$14,850
<b>TOTAL</b>		<b>\$44,800</b>	<b>\$11,500</b>	<b>\$2,875</b>	<b>\$59,175</b>

Estimate based on prior years authorizations; approvals are made contingent upon legislation for continued funding.

(1) TPF - This includes both FHWA PL - 112 and FTA Section 5303 funds.

**FY 2010 - 2011 BUDGET SUMMARY** for Sherman - Denison Urban Area

October 2009

<b>UPWP Task</b>	<b>FTA Task</b>	<b>Description</b>	<b>TPF<sup>1</sup> Funds</b>	<b>FTA Sec.5307</b>	<b>Local Match</b>	<b>TOTAL FUNDS</b>
1	44.21.00	Administration and Management	\$143,000	\$29,600	\$7,400	\$180,000
2	44.22.00	Data Development and Maintenanac	\$119,000	\$24,200	\$6,050	\$149,250
3	44.24.00	Short Range Planning	\$109,700	\$19,200	\$4,800	\$133,700
4	44.23.00	Metropolitan Transportation Plan	\$71,700	\$12,000	\$3,000	\$86,700
5	44.26.00	Special Studies	\$44,800	\$11,500	\$2,875	\$59,175
		<b>Total</b>	<b>\$488,200</b>	<b>\$96,500</b>	<b>\$24,125</b>	<b>\$608,825</b>

<sup>1</sup>TRANSPORTATION PLANNING FUNDS

FHWA (PL-112)	\$ 300,000
FTA Section 5303 (Sect. 8)	\$ 60,000
Estimated Unexpended Carryover	\$ 128,200
<b>TOTAL TPF</b>	<b>\$ 488,200</b>

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. Estimate based on prior years authorizations; approvals are made contingent upon legislation for continued funding.

---

APPENDIX A  
*MPO Policy Board  
Membership*

---

**MPO Policy Board**

**Sherman - Denison Metropolitan Planning Organization**

<b>Voting Members</b>		
Bill Magers	Mayor, Chair	City of Sherman
Robert Brady	Mayor	City of Denison
Frank Budra	Mayor	City of Pottsboro
Gene Short	County Commissioner	Grayson County
Bobby Littlefield	District Engineer	Paris District, TxDOT
<b>Non-Voting Members</b>		
Barbara Maley	Environmental and Transportation Planning Coordinator	FHWA – Texas Division Austin
Pearlie Tiggs	Community Planner	FTA – Region 6 – Fort Worth
Fred Marquez	Transportation Planner	Planning and Programming Div., TxDOT - Austin
Brad Underwood	Executive Director	Texoma Area Paratransit System (TAPS)
Mike Shahan	Director	North Texas Regional Airport
<b>Standing Technical Committee</b>		
Jeff Miller	Director of Public Works	City of Sherman
Tom Speakman	Community Development Director	City of Denison
Kevin Harris	Area Engineer	Texas Department of Transportation
Jerry White	Director of Planning	Grayson County
Robert Wood	Transportation Director	Sherman Denison MPO
Wally Johnson	Transportation Planner	Sherman Denison MPO

---

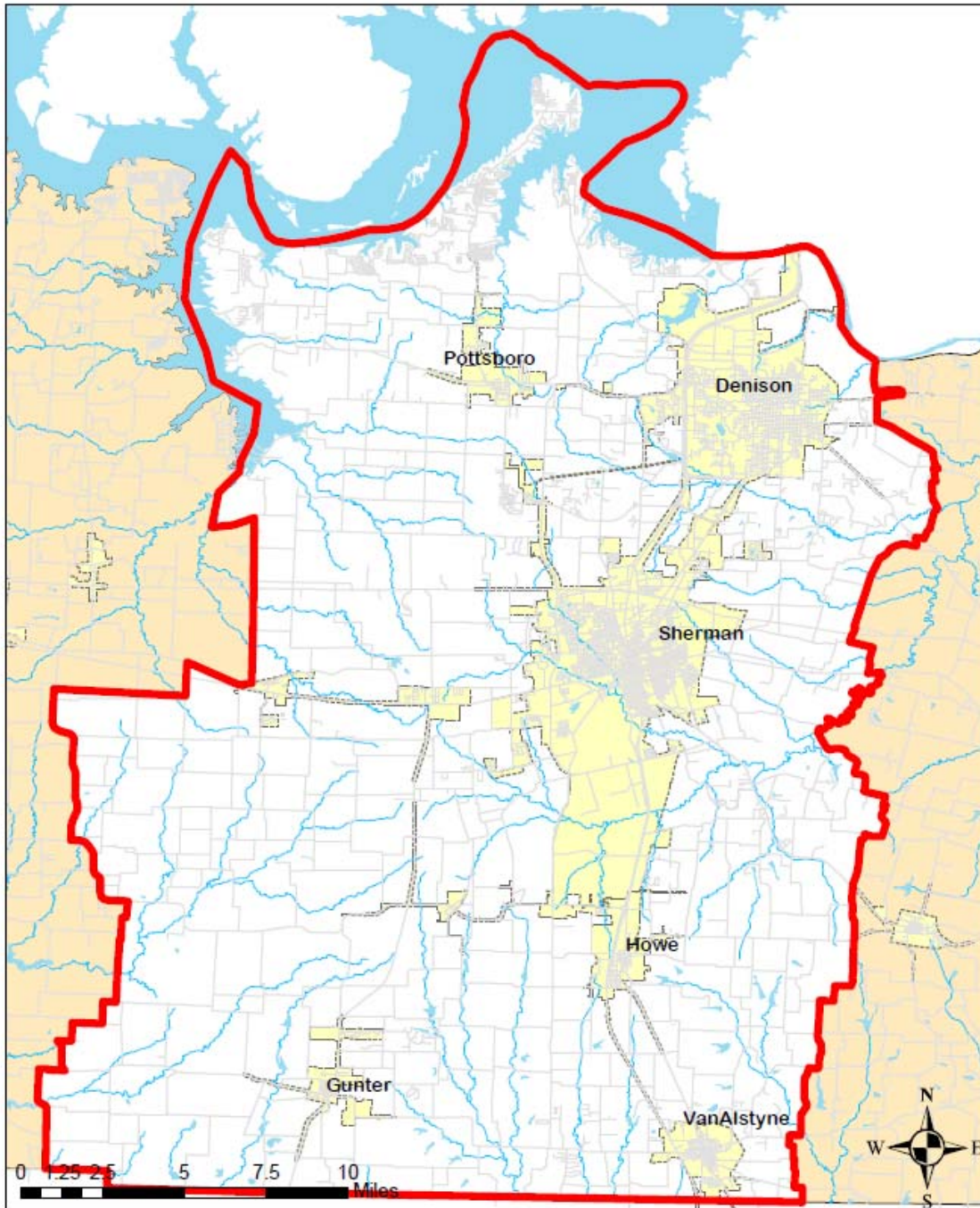
APPENDIX B

***Metropolitan Area Boundary Map***

(Texas Transportation Commission  
Approved January 2008 MO 111212)

---

Sherman-Denison  
Metropolitan Planning Organization (MPO)



This map was produced by the Sherman-Denison MPO

---

APPENDIX C  
*Debarment Certification*

---

---

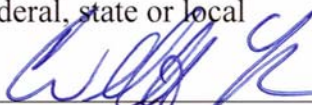
---

## DEBARMENT CERTIFICATION

(Negotiated Contracts)

- (1) The **Sherman-Denison Metropolitan Planning Organization** 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

**CHAIRMAN, MPO**  
\_\_\_\_\_  
Title

**AUGUST 6, 2009**  
\_\_\_\_\_  
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

CHAIRMAN, MPO

Title

SHERMAN - DENISON MPO

Agency

AUGUST 6, 2005

Date

---

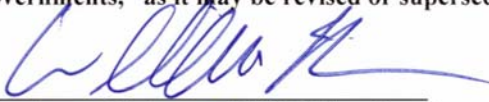
APPENDIX E  
*Certification of Compliance*


---

Certification of Compliance

I, Bill Magers, a duly authorized officer/representative of the Sherman-Denison Metropolitan Planning Organization (MPO), do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 49 CFR 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.

AUGUST 6, 2009  
Date

  
Signature - Chairman, MPO Policy Board

Attest:   
Name  
TRANSPORTATION DIR.  
Title

APPENDIX F

***MPO SELF-CERTIFICATION***

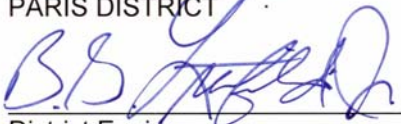
---

### MPO SELF-CERTIFICATION FOR ATTAINMENT AREAS

In accordance with 23 CFR 450.334, the TEXAS DEPARTMENT OF TRANSPORTATION, and the Sherman-Denison Metropolitan Planning Organization for the Sherman-Denison urbanized area(s) 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:

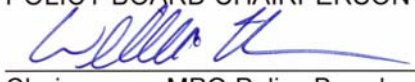
- (1) 23 U.S.C. Sections 134 and 135, 49 U.S.C. Section 5323(l), 23 CFR Part 450.220 and 49 CFR Part 613 (Federal Register, October 28, 1993);
- (2) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. Section 324 and 29 U.S.C. Section 794;
- (3) Section 1101(b) of the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L.109-159) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (4) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101- 336, 104 Stat. 327, as amended) and U. S. DOT implementing regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38);
- (5) The provision of 49 CFR Part 20 regarding restrictions on influencing certain activities;

TEXAS DEPARTMENT  
OF TRANSPORTATION  
PARIS DISTRICT

  
\_\_\_\_\_  
District Engineer

8-6-09  
\_\_\_\_\_  
Date

SHERMAN-DENISON  
METROPOLITAN PLANNING  
ORGANIZATION  
POLICY BOARD CHAIRPERSON

  
\_\_\_\_\_  
Chairperson, MPO Policy Board

AUGUST 6, 2009  
\_\_\_\_\_  
Date

---

**APPENDIX G**

***FTA / TxDOT SECTION 5303 BUDGET WORKSHEET FOR  
FY 2010 - 11***

---

<b>FTA / TxDOT Section 5303 Budget Worksheet for FY 2010</b>
--

**MPO:** [Sherman - Denison MPO](#)

**PART A. TECHNICAL ACTIVITIES**

Show estimated cost (Section 5303 only) by appropriate activity line item.

<b>Metropolitan Planning</b>	<b>Section 5303 Federal Share</b>
44.21.00 Program Support and Administration	\$ 9,000
44.22.00 General Development and Comprehensive Planning	\$ 4,000
44.23.01 Long Range System Level Planning	\$ 5,000
44.23.02 Long Range Project Level Planning	\$ 4,000
44.24.00 Short Range Transportation Planning	\$ 4,000
44.25.00 Transportation Improvement Program	\$ 4,000
<b>Other</b>	
44.27.00 Other Activities	\$ _____
<b>TOTAL (Section 5303 Funding)</b>	<b>\$ 30,000</b>

TxDOT will apply transportation development credits sufficient to provide the match for FTA Section 5303 program. As the credits reflect neither cash nor man-hours, they are not reflected in the above.

**PART B. FUND ALLOCATIONS**

How will the MPO's FTA funds be allocated?

- A) Metropolitan Planning Organization \$ 30,000
- B) Transit Agencies (Pass-through Funds) \$ 0
- C) State/Local Agencies (Pass-through Funds) \$ \_\_\_\_\_

Please identify individual agency(s)/amount(s) for pass-through funds

\_\_\_\_\_  
\_\_\_\_\_ \$ \_\_\_\_\_

**TOTAL (matches the total on pg 1) \$ 30,000**

NOTE: This is FY 2010 estimate. FY 2011 should be the same.

**Person to contact regarding this worksheet:**

Name: Robert Wood

Phone: 903-813-3534

E-Mail: [rwood@sdmpo.org](mailto:rwood@sdmpo.org)

TxDOT PTN Contact: Karen Dunlap  
Phone: 512-416-2817  
FAX: 512-416-2830  
E-mail: [kdunlap@dot.state.tx.us](mailto:kdunlap@dot.state.tx.us)

## FTA BUDGET CODE EXPLANATIONS

### Metropolitan Planning

Program Support and Administration (44.21.00) Include basic overhead, program support, and general administrative costs directly chargeable to the FTA project, i.e., direct program support, administration, interagency coordination, citizen participation, public information, local assistance, UPWP development, etc. (If direct program administrative and support costs are included in each work or activity, do not enter them a second time in this category.)

General Development and Comprehensive Planning (44.22.00) Include only the costs of activities *specifically emphasizing* regional policy and system planning for non-transportation functional areas, including the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling and forecasting activity, i.e., land use, housing, human services, environmental and natural resources, recreation and open space, public facilities and utilities, etc.

Long Range System Level Planning (44.23.01) Include only the costs of activities *specifically emphasizing* long range transportation system planning and analysis, i.e., long range travel forecasting and modeling including appropriate data base development and maintenance for transportation in the entire metropolitan area or state, system analysis, sketch planning, system plan development, reappraisal or revision, and all long range, Transportation System Management (TSM) activities.

Long Range Project Level Planning (44.23.02) Include only the costs of activities *specifically emphasizing* long range project level planning and analysis, i.e., corridor and sub-area studies, cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

Short Range Transportation Planning (44.24.00) Include only the cost of activities *specifically emphasizing* short range transportation system or project planning and analysis proposed in the next three to five years, i.e., management analyses of internal operations such as, management/administration, maintenance, personnel, and labor relations; service planning including appropriate data base development and maintenance; TDP preparation; financial management planning, including alternative fare box policies; all short range Transportation System Management (TSM) activities including vanpool/ridesharing, high occupancy vehicles, parking management, etc.

Transportation Improvement Program (44.25.00) Include only the costs of activities *specifically emphasizing* TIP development and monitoring.

### Other

Other Activities (44.27.00) Include only the cost of those activities whose primary emphasis is unrelated to the specific types of activities described above.

**Public Involvement: Run Dates 4/3, 4/12, 5/10/2009**

**0010 Legal Notice**  
**NOTICE OF PUBLIC COMMENT PERIOD**

Sherman, Tx — The Sherman - Denison Metropolitan Planning Organization (MPO) is inviting public comment on its biennial planning work program. The FY 2010 - 2011 Unified Planning Work Program (UPWP) for regional transportation planning provides a summary of the transportation and planning tasks conducted by the MPO. The Transportation Policy Board (TPB), the decision making body of the MPO approved the draft document and is encouraging public review and comment.

Information concerning the UPWP is on file, on our web site [www.sdmpo.org](http://www.sdmpo.org) and available for inspection at the Sherman-Denison MPO offices located at 1117 Gallagher Dr. Suite 300 during normal business hours.

The purpose of MPO is to coordinate transportation planning within the 20 year urban boundary. This includes coordination with the State of Texas, Grayson County and the Cities of Denison, Dorchester, Gunter, Howe, Knollwood, Pottsboro, Sherman, Southmayd and Van Alstyne.

Written comments will be accepted from the public through May 20, 2009.

These statements may be submitted to the Sherman-Denison Metropolitan Planning Organization, 1117 Gallagher Dr., Suite 300, Sherman, TX 75090, Attn: Robert Wood, Transportation Director.