

UNIFIED PLANNING

WORK PROGRAM

FISCAL YEARS 2012 - 2013

Prepared by:

The Sherman-Denison Metropolitan Planning Organization

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

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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, 2011 through September 30, 2013. 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 Title 23, United States Code, Section 134 (The Urban Transportation Planning Process), and further regulated by Title 23 Code of Federal Regulations 420 and 450. The transportation planning process will be continuous, cooperative and comprehensive (3-C), incorporating the eight planning emphasis areas outlined in the current and future federal law. The current federal law is under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which is under review. The resulting plans and programs will be 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 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 95,000 and is completely inside the Grayson County boundary (see map page 27).

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 performs its duties in accordance with state & federal laws and is organized under its published By-Laws. 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.

The MPO operates under its published By-Laws and 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 MPO Standing Technical Advisory Committee (TAC) is responsible for advising the Policy Board on all urban transportation planning matters and to help guide the metropolitan planning process. Additionally, this committee advises on issues of a technical nature and provides recommendations of MPO policy issues.

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.24).

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, 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 SDMPO website, 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

The UPWP emphasizes Federal requirements for transportation, especially those included in SAFETEA-LU. Along with those requirements, the MPO has identified planning issues and emphasis areas which illustrate the key highway and transit planning issues facing the MPO. These are listed in the following subcategories:

Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan is the MPO's long-range plan that has a twenty-five year focus and is updated every five years. The current MTP was adopted on November 18, 2009, and covers fiscal years 2010 to 2035. This long-range plan focuses on multi-modal transportation needs within the MPO area and serves as the basis for the planning needs and decision-making guidelines for the MPO Board. This is accomplished through identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated costs for implementation of those needs, and including other innovative approaches to transportation. The MTP is a financially constrained document but it also includes an additional list of needed projects that could be implemented as funding becomes available. Updates to the MTP will be part of the planning process and changes will be incorporated as they become necessary.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the MPO's short-term planning document. The Transportation Improvement Program (TIP) is a four year program of highway and transit projects proposed for funding by Federal, State, and local resources within the Sherman-Denison study area. The TIP is updated at least every two years and approved by the MPO. The FHWA and the FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the States, MPOs and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607). The TIP may be amended as transportation needs or funding levels change.

The TIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects can be implemented using proposed revenue sources while at the same time maintaining and operating the existing transportation system. Only projects for which construction and operating funds can reasonably be expected to be available are included.

Projects listed in the TIP must be consistent with the long-range transportation plan. In addition to those projects, regionally significant transportation projects are included. A regionally significant project means a transportation project that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Travel Demand Model (TDM)

In 2009, the MPO started to update the Travel Demand Model. Part of the process, includes working closely with TxDOT staff to improve the roadway network and data collection needs associated with the Travel Demand Model (TDM). The TDM is an important part of the MPO's functions and includes updates to the Geographic Information System (GIS); analysis of demographic data; updates to the roadway network; analysis of land use data for impacts on the transportation network; analysis and review of traffic count data and patterns; and analysis and review of traffic accident data and patterns. The MPO and TxDOT are in the final stages of development of a working travel demand model.

Public Participation and Education

Emphasis is also placed on improving the public participation and also the education of those interested in the transportation planning process. This could include fostering issues such as multi-Fiscal Year 2012-2013 Unified Planning Work Program multi-modal, land-use analysis, and many others related to the improvement of transportation within our MPO boundary. This process is continually analyzed and evaluated to ensure that the public is aware and active with transportation issues in their community.

Transportation Awareness

Another area includes broadening the staff capabilities of the MPO to incorporate changes necessary for the smooth functioning of transportation planning. This is an on-going process to promote more efficient use of transportation elements, plans, and documents and also improvements for the transit reporting procedures; and consideration of safety and security in all modes of the transportation planning process.

Environmental Justice

The MPO continues to monitor and ensure compliance with Federal and State guidance on Title VI and Environmental Justice. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." Environmental Justice and Title VI are not new concerns; however, because of the evolution of the planning process, greater emphasis is being placed on understanding and

addressing the unique needs of different socioeconomic groups. The SD-MPO Environmental Justice's initiatives strive to involve potentially affected citizens in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility through the use of its Public Participation Plan. By involving the public in transportation decisions in their neighborhoods, the MPO strives to make sure that every transportation project considers the effect on the human environment and provides as much positive benefit to them as possible.

Transit Coordination

The Texoma Area Paratransit System (TAPS) is participating in the Regional Transportation Coordination Plan. This plan is designed to improve the transit service in our region by better coordination and maintenance of effort. Another project by TAPS is the recent opening of their park and ride location located next to provider's main office location. The MPO staff has an active ongoing relationship with this transit provider and is actively involved in planning and provides input at quarterly board meetings as needed. Continual work with the TAPS allows the MPO a better understanding of the needs of transit users along with the providers and matching those to the needs of the community.

Planning Areas

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 2012 & FY 2013 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 2010-11 UPWP. 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. Staff attended and participated in several technical and community stakeholder meetings as well as one major public involvement meeting on the future of the proposed Grayson County Tollway. Several television and newspaper interviews were conducted in relation to various 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 (2012 & 2013) 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 will be maintained and updated as needed. The Annual Project Listings document will be developed and published. On-going emphasis is 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

The Sherman-Denison MPO maintains a website, www.sdmpo.org, to assist with public involvement. Citizens can e-mail MPO staff with comments and questions. The website provides viewable and downloadable versions of all MPO documents, as well as maps of the MPO area and information on transportation planning.

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. On-going emphasis is 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 2010 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 as authorized by the Policy Board. A new fiscal agent contract will be in place in accordance with the 2011 TxDOT contract.

ADMINISTRATIVE/MANAGEMENT PLANNING BUDGET

Subtask	Responsible Agency	TPF ¹	FTA Section 5307 (urban)	Local	Total
1.1	MPO	\$27,900	\$6,768	\$1,692	\$36,360
1.2	MPO	\$17,670	\$1,872	\$468	\$20,010
1.3	MPO	\$17,670	\$1,440	\$360	\$19,470
1.4	MPO	\$17,670	\$1,440	\$360	\$19,470
1.5	MPO	\$12,090	\$2,880	\$720	\$15,690
TOTAL		\$93,000	\$14,400	\$3,600	\$111,000

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. This is a continuing ongoing process.
- 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 continuance 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.

PREVIOUS WORK - MPO staff continued the conversion of its Land Use Base Map and related data to TxDOT's ARCVIEW, standard. Staff updated GIS software licenses. Worked with transit in data collection. 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. Staff worked closely with the Traffic Analysis Section at TxDOT to provide updated socioeconomic information for the expanded Traffic Analysis Zones (TAZ) structure as part of the development of the new (2003 Base Year) travel demand model update for the Sherman-Denison Study Area.

C. **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 and effectiveness of operations and the 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 2010 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. 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.

As the 2010 Census data products become available (various release dates – SF 1, SF 2, demographic profile, etc.), staff will update its data base as needed for any amendments which may become necessary to the current 2035 Metropolitan Transportation Plan. The services of a consultant may be utilized for this subtask.

2.4 Geographic Information System

This subtask provides the SDMPO with a tool for mapping and analyzing

gathered geographic information. The MPO will use local development statistics and base data to update the components of the travel demand model as needed. GIS analysis within SDMPO will be coordinated with TxDOT as needed. Maps will be produced for staff projects, planning, TPB and TAC meetings, saturation counts, the public information and for presentation during public meetings and hearings. The maps will show 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, congested areas and other geographic levels. This information will be used to improve SDMPO's ability to link future land use plans to an adequate future transportation network. This task provides the personnel costs for the ongoing development of maps to develop a compatible GIS program to allow for data sharing.

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, technical 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 ¹	FTA Section 5307 (urban)	Local	Total
2.1	MPO	\$16,000	\$5,500	\$1,375	\$22,875
2.2	MPO	\$14,900	\$4,500	\$1,125	\$20,525
2.3	MPO	\$37,800	\$4,500	\$1,125	\$43,425
2.4	MPO	\$22,900	\$8,700	\$2,175	\$33,775
2.5	MPO	\$22,900	\$3,200	\$800	\$26,900
TOTAL		\$114,500	\$26,400	\$6,600	\$147,500

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 2012 & 2013 Unified Planning Work Program (UPWP) and revisions to the FY 2011 - 2014 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 2011-2014 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 2010 - 2011 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 2011 - 2014 TIP. Coordinated and conducted public involvement meetings for the FY 2011 - 2014 TIP. 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 2011 – FY 2014 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 2014 - 2015 Unified Planning Work Program. Revise the FY 2012 & 2013 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 2012 & 2013 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 2012 & 2013 UPWP will be developed incorporating all appropriate provisions of transportation re-authorization bill SAFETEA LU.

3.3 Public Transportation Planning

Assist in the preparation of FTA Grant for urban area. Testing and evaluation of and deviated fixed routes will continue to be performed. This will include the possibility of a Comprehensive Transportation Development Plan. Continue to study of journey to work routes.

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 for FTA Section 5303 and 5307 grants and planning including transit assistance through TxDOT Public Transportation Division (PTN).

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 ¹	FTA Section 5307 (urban)	Local	Total
3.1	MPO	\$14,700	\$4,800	\$1,200	\$20,700
3.2	MPO	\$15,700	\$6,800	\$1,700	\$24,200
3.3	MPO	\$17,000	\$22,300	\$5,575	\$44,875
3.4	MPO	\$14,600	\$6,800	\$1,700	\$23,100
3.5	Denison	\$13,600	\$11,700	\$2,925	\$28,225
3.5	Sherman	\$13,600	\$11,600	\$2,900	\$28,100
3.6	MPO	\$13,600	\$4,400	\$1,100	\$19,100
3.6	Transit	\$10,200	\$0	\$0	\$10,200
TOTAL		\$113,000	\$68,400	\$17,100	\$198,500

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 2040 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. The possibility of contracting part of or all of this task in the future will be evaluated.
- C. **PREVIOUS WORK** - The 2035 MTP update and public involvement process was successfully completed and the document approved by the PB on November '09. 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 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 2040. 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.

MPO will continue to update the current 2035 MTP as needed. MPO will publish any revisions to the MTP on the Internet. Staff will review the 2035 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 Socio- Economic Surveillance

Evaluate the socio-economic information for the study area that significantly impacts the regional economy and how this information may impact the needs and performance of our transportation system. This information will aid in developing priorities for transportation improvements, plan updates, etc. Socio-economic variables are based on employment statistics, existing and approved highway projects, planned developments (basic, retail, service, education, etc.), projections of population and employment for 2035 and interim years.

The staff will continue to update and compile data into traffic analysis zones (TAZs) as it becomes available for the maintenance of the Metropolitan Transportation Plan (*Transportation Outlook 2035*). The staff will study existing and proposed land use scenarios as needed by ensuring the compatibility of the data with the transportation planning model for evaluation of transportation impacts. The staff will coordinate data collection and analysis from TxDOT, Texas Transportation Institute (TTI), the state data center, the census bureau as well as local sources. This data, which will be used in the modeling process, will also help in evaluating the transportation system's impact and responses (i.e. amendments and/or updates) to the MTP and TIP. The staff will utilize the GIS system and information to monitor growth and changes to the transportation system. The information will also be available for use in the next major MTP update scheduled in FY 2014. The staff will utilize the release of the 2010

Census Tract and Block data for the Sherman-Denison study area and its assignment to TAZs. Additionally, this information will be used in redefining the “Smooth Urbanized Area” within the planning area. The 2010 Census will also serve as the base data for the next update of the MTP.

E. METROPOLITAN TRANSPORTATION PLAN BUDGET

Subtask	Responsible Agency	TPF ¹	FTA Section 5307 (urban)	Local	Total
4.1	MPO	\$14,500	\$3,800	\$950	\$19,250
4.2	MPO	\$14,500	\$3,800	\$950	\$19,250
4.3	MPO	\$15,000	\$3,200	\$800	\$19,000
4.4	MPO	\$13,900	\$2,640	\$660	\$17,200
TOTAL		\$57,900	\$13,440	\$3,360	\$74,700

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 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. 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 ¹	FTA Section 5307 (urban)	Local	Total
5.1	MPO	\$14,600	\$5,425	\$1,162	\$21,187
5.2	MPO	\$15,800	\$5,425	\$1,356	\$22,581
5.3	MPO	\$11,200	\$2,650	\$663	\$14,513
TOTAL		\$41,600	\$13,500	\$3,181	\$58,281

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 2012 - 2013 BUDGET SUMMARY for Sherman - Denison Urban Area
 TABLE 1 – FY 2012 & FY 2013

October 2011

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Sec.5307	Local Match	TOTAL FUNDS
1	44.21.00	Administration and Management	\$93,000	\$14,400	\$3,600	\$111,000
2	44.22.00	Data Development and Maintenanac	\$114,500	\$26,400	\$6,600	\$147,500
3	44.24.00	Short Range Planning	\$113,000	\$68,400	\$17,100	\$198,500
4	44.23.00	Metropolitan Transportation Plan	\$57,900	\$13,440	\$3,360	\$74,700
5	44.26.00	Special Studies	\$41,600	\$13,500	\$3,181	\$58,281
		Total	\$420,000	\$136,140	\$33,841	\$589,981

		¹ TRANSPORTATION PLANNING FUNDS	
	FHWA (PL-112)		\$ 360,000
	FTA Section 5303 (Sect. 8)		\$ 60,000
	Subtotal		<u>\$ 420,000</u>
	FTA 5307		\$ 170,000
	TOTAL TPF		\$ 590,000

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.

BUDGET SUMMARY BY YEAR:

TABLE 2 – FY 2012

October 2011

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Sec.5307	Local Match	TOTAL FUNDS
1	44.21.00	Administration and Management	\$46,500	\$7,200	\$1,800	\$55,500
2	44.22.00	Data Development and Maintenan	\$57,250	\$13,200	\$3,300	\$73,750
3	44.24.00	Short Range Planning	\$56,500	\$34,200	\$8,550	\$99,250
4	44.23.00	Metropolitan Transportation Plan	\$28,950	\$6,720	\$1,680	\$37,350
5	44.26.00	Special Studies	\$20,800	\$6,750	\$1,590	\$29,140
Total			\$210,000	\$68,070	\$16,920	\$294,990

		¹ TRANSPORTATION PLANNING FUNDS	
	FHWA (PL-112)		\$ 180,000
	FTA Section 5303 (Sect. 8)		\$ 30,000
	Subtotal		<u>\$ 210,000</u>
	FTA 5307		\$ 85,000
	TOTAL TPF		\$ 295,000

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.

BUDGET SUMMARY BY YEAR:

TABLE 3 – FY 2013

October 2011

UPWP Task	FTA Task	Description	TPF ¹ Funds	FTA Sec.5307	Local Match	TOTAL FUNDS
1	44.21.00	Administration and Management	\$46,500	\$7,200	\$1,800	\$55,500
2	44.22.00	Data Development and Maintenanac	\$57,250	\$13,200	\$3,300	\$73,750
3	44.24.00	Short Range Planning	\$56,500	\$34,200	\$8,550	\$99,250
4	44.23.00	Metropolitan Transportation Plan	\$28,950	\$6,720	\$1,680	\$37,350
5	44.26.00	Special Studies	\$20,800	\$6,750	\$1,590	\$29,140
		Total	\$210,000	\$68,070	\$16,920	\$294,990

¹ TRANSPORTATION PLANNING FUNDS						
		FHWA (PL-112)		\$ 180,000		
		FTA Section 5303 (Sect. 8)		\$ 30,000		
		Subtotal		\$ 210,000		
		FTA 5307		\$ 85,000		
		TOTAL TPF		\$ 295,000		

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.

APPENDIX A
MPO Policy Board
Membership

MPO Policy Board

Sherman - Denison Metropolitan Planning Organization

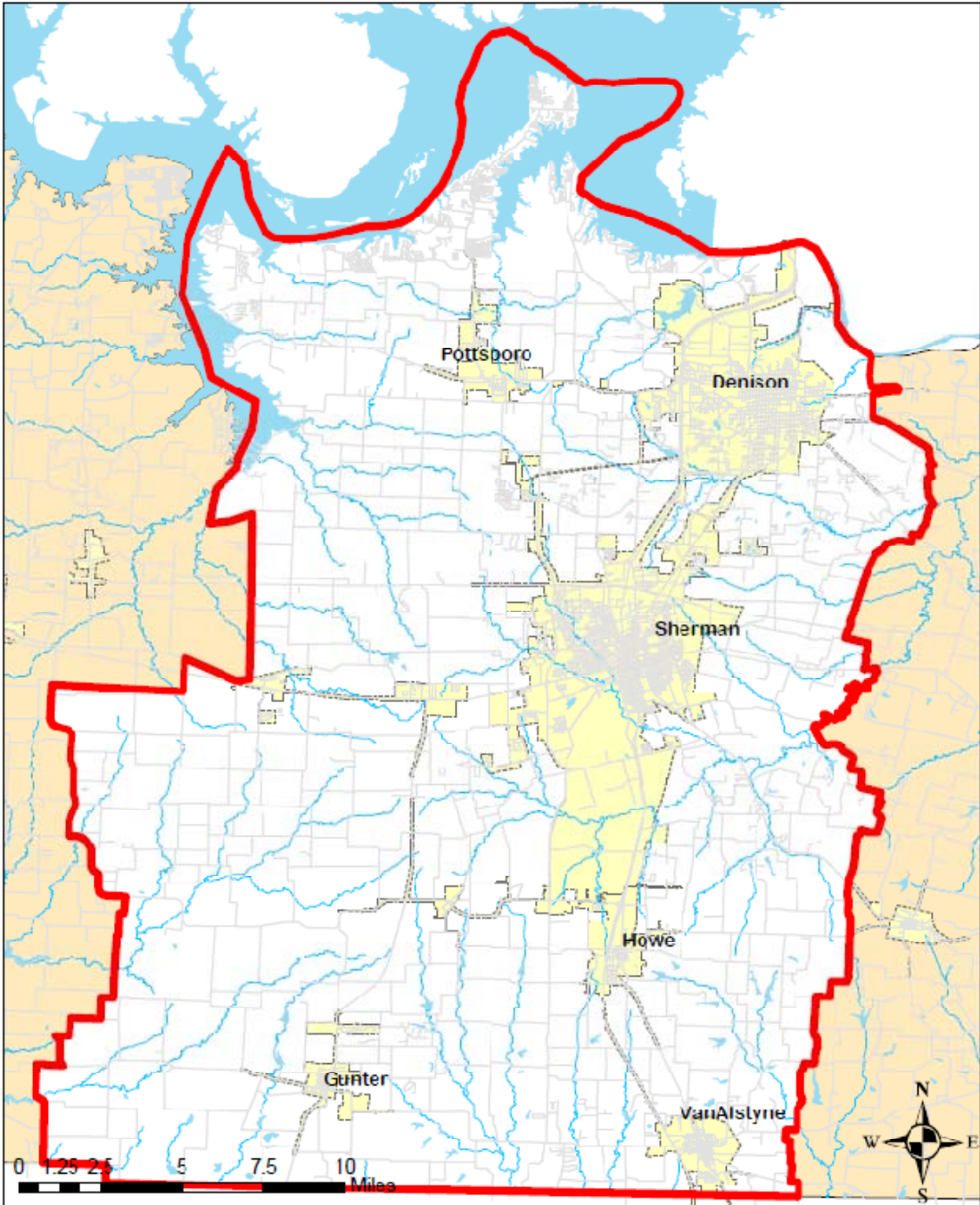
Voting Members		
Bill Magers	Mayor, Chair	City of Sherman
Robert Brady	Mayor	City of Denison
Mark Merrill	Mayor	City of Gunter
Drew Bynum	County Judge	Grayson County
Bobby Littlefield	District Engineer	Paris District, TxDOT
Non-Voting Members		
Barbara Maley	Environmental and Transportation Planning Coordinator	FHWA – Texas Division Austin
Pearlie Tiggs	Community Planner	FTA – Region 6 – Fort Worth
Tim Juarez	MPO/RPO Coordinator	North Region Support Center (NRSC) – Waco
Brad Underwood	Executive Director	Texoma Area Paratransit System (TAPS)
Mike Shahan	Director	North Texas Regional Airport
Standing Technical Committee		
Scott Taylor	Asst. Director of Engineering & Public Works	City of Sherman
Tom Speakman	Community Development Director	City of Denison
David Selman	Area Engineer	Texas Department of Transportation
Mark Millar	City Manager	City of Gunter
TBA	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** 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 Transportation Policy Board


Title

August 3, 2011
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 - L.L.L., "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 Transportation Policy Board

CHAIRMAN

Title

SHERMAN-DENISON MPO

Agency

AUGUST 3, 2011

Date

APPENDIX E
Certification of Compliance

Certification of Compliance

I, Bill Magers, Chairman, 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 3, 2011
Date


Signature - Chairman, MPO Transportation Policy Board

Attest:


Name

TRANSPORTATION DIRECTOR
Title

APPENDIX F


***CERTIFICATION OF INTERNAL ETHICS
AND COMPLIANCE***

Certification of Internal Ethics and Compliance Program

I, Bill Magers, Chairman of the Transportation Policy Board, a duly authorized officer/representative of the Sherman-Denison Metropolitan Planning Organization (MPO) do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39. "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

August 3, 2011
Date


Signature - Chairman, MPO Transportation Policy Board

Attest: 
Name
TRANSPORTATION DIRECTOR
Title

APPENDIX G

**FTA / TxDOT SECTION 5303 BUDGET WORKSHEET FOR
FY 2012 - 13**

FTA / TxDOT Section 5303 Budget Worksheet for FY 2012
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MPO: [Sherman - Denison MPO](#)

PART A. TECHNICAL ACTIVITIES

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

		Section 5303 Federal Share
Metropolitan Planning		
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
Other		
44.27.00	Other Activities	\$ _____
TOTAL (Section 5303 Funding)		\$ 30,000

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 2011 estimate. FY 2012 should be the same.

Person to contact regarding this worksheet:

Name: Robert Wood

Phone: 903-813-3534

E-Mail: rwood@sdmpo.org

TxDOT PTN Contact: Karen Dunlap
Phone: 512-416-2817
FAX: 512-416-2830
E-mail: 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 April 8, 17 and May 8, 2011

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 2012 - 2013 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.sdmppo.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, 2011. 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.