

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

Wednesday, March 22, 2017 @ 9:00 am  
Texas Department of Transportation  
3904 US 75, Sherman, Texas

Please visit our MPO website [www.sdmpo.org](http://www.sdmpo.org) for background materials under the “Committees/Meetings” link or under “News and Announcements” at our home page.

- I. Call to order
- II. Acknowledgment of Quorum by Chairman

**Action Items:**

- III. [Consider approval of the minutes of the MPO TAC meeting of January 18, 2017](#)
- IV. [Review the Draft Amendment to the 2016 – 2017 Unified Planning Work Program \(UPWP\) and recommend to the Policy Board that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment](#)
- V. [Review the Draft 2018 – 2019 Unified Planning Work Program \(UPWP\) and recommend to the Policy Board that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment](#)

**Information/Presentation Items:**

- VI. Announcements  
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
  - TAC Next meeting April 19, 2017
  - MPO Policy Board Next meeting March 29, 2017
- VII. Public Comment Period
- VIII. Adjournment

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*The above notice was posted at the Grayson County Courthouse in a place readily accessible to the public and made available to the Grayson County Clerk on March 17, 2017.*

NOTE: The TAC agenda/packet is only distributed digitally, no paper copies will be sent. If you need a printed copy please contact MPO staff.



Clay Barnett, P.E.

1 TECHNICAL ADVISORY COMMITTEE  
2 SHERMAN-DENISON MPO  
3 Conference Room  
4 Texas Department of Transportation  
5 3904 US 75  
6 Sherman, TX 75090  
7 January 18, 2017 9:00 a.m.  
8

9 **Committee Members Present:**

10 Clay Barnett, P.E., Chairman	Sherman-Denison MPO
11 Clint Philpott, P.E.	City of Sherman
12 Judson Rex, AICP	City of Denison
13 Bill Benton	Grayson County
14 Kevin Farley	Small Cities Representative (Pottsboro)
15 Aaron Bloom, P.E.	TxDOT Sherman Area Engineer

16  
17 **Committee Members Absent:**

18 None  
19

20 **Non-Voting Members Present:**

21 Nick Page	TxDOT TPP Division
22 David Plutowski	TxDOT TPP Division
23 Rick Mackey, P.E.	TxDOT TPP Division
24 Josh Walker	Texoma Area Paratransit System (TAPS)

25  
26 **Non-Voting Members Absent:**

27 Barbara Maley  
28 Federal Highway Administration (FHWA)

29 **Guests Present:**

30 Bill Magers	Grayson County
31 Michael Hutchins	Herald Democrat
32 Larry Redden, P.E.	IEA
33 Rich Renton, P.E.	IEA
34 Ryan De LaSantos	IEA
35 Matt Craig, P.E.	Half Assocaites
36 Ed Pultorak	Jacobs
37 Len McManus, P.E.	McManus & Johnson
38 John Ho, P.E.	Huitt-Zollars, Inc.
39 David Dryden	Teague, Nall & Perkins
40 Brad Douglass	Douglass Distributing

1 **I. Call to Order**

2  
3 Mr. Barnett called the meeting to order at 9:00 a.m.

4  
5 **II. Acknowledgement of Quorum by Chairman**

6  
7 Mr. Barnett declared a quorum of the Technical Advisory Committee present.

8  
9 **III. Review and Approval of Meeting Notes for November 30, 2016 meeting**

10  
11 Motion to approve was made by Mr. Benton, seconded by Mr. Rex. Motion carried  
12 unanimously.

13  
14 **IV. Review and Approval of Proposed Amendment to the 2017-2020 Transportation**  
15 **Improvement Program (TIP) and the 2040 Metropolitan Transportation Plan (MTP)**

16  
17 Mr. Barnett stated that these items were originally presented to the Policy Board on October 12,  
18 2016. After it was approved it was discovered that a public meeting had not been held. In order  
19 to insure that the public has had an opportunity to comment, a public meeting was held on  
20 January 10, 2017. Mr. Barnett described the changes to the TIP.

21  
22 Motion to approve the Proposed Amendment to the 2017-2020 Transportation Improvement  
23 Program (TIP) and the 2040 Metropolitan Transportation Plan (MTP) was made by Mr. Benton,  
24 seconded by Mr. Rex. Motion carried unanimously.

25  
26 **V. US 75 Corridor Study Update**

27  
28 Mr. Barnett turned the meeting over to Mr. Bloom. Mr. Bloom described the changes to the  
29 project scoring process based on the comments made at the last TAC Meeting. At this point Mr.  
30 Bloom turned the meeting over to Mr. Redden. Mr. Redden has prepared separate minutes for  
31 this portion of the discussion, which are attached hereto and incorporated herein.

32  
33 **VI. Presentation on the Sherman-Denison MPO's updated Public Participation Plan**

34  
35 Mr. Barnett stated that TAPS has recently undergone a triennial review. One of the items  
36 resulting from the review was a request to update our Public Participation Plan. The updated  
37 Public Participation Plan was included in the agenda packet with the requested changes  
38 highlighted in yellow on Page 3. Since it did not impact the funding and was requested by FTA,  
39 Mr. Barnett stated that he made these changes administratively and was being presented to the  
40 TAC as an administrative change.

41  
42 **VIII. Announcements**

43  
44 The next meeting of the TAC is on March 15, 2017. The next meeting of the Policy Board is on  
45 February 1, 2017. Mr. Barnett stated that a portion of this meeting was a joint meeting with the  
46 TAC and requested that the TAC be present at the meeting.

1 **VII. Adjournment**

2

3 Having no further business, Mr. Barnett adjourned the meeting at 11:29 am.

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7 \_\_\_\_\_  
Clay Barnett, P.E., Chairman, SDMPO Technical Advisory Committee

**To:** 75 Grayson TAC

**From:** Matt Craig, Halff Associates, Inc.

**Subject:** US 75 Grayson Corridor

**Meeting Date:** January 18, 2017

**Location:** Texas Department of Transportation  
3904 US 75  
Sherman, Texas

**Minutes Date:** February 15, 2017

**Project:** US 75 Corridor from Collin County Line to  
Texas/Oklahoma State Line

**Attendees:**

Judson Rex – City of Denison  
Joe Shephard – City of Howe  
Kevin Farley – City of Pottsboro  
Clay Barnett – MPO  
Matt Craig – Halff  
Larry Redden – IEA  
Rich Renton – IEA  
Phillip Lujan – IEA  
Ryan De Los Santos – IEA  
Len McManus – McManus & Johnson  
Bill Benton – Grayson County TAC  
Aaron Bloom – TxDOT – Sherman  
Rickey Mackey – TxDOT – Sherman  
Noel Paramanatham – TxDOT – Sherman  
Clint Philpott – TxDOT – Sherman  
Bob Ratcliff – TxDOT/Admin. Austin  
Judge Magers – Grayson County  
Ed Pulterak - Jacobs  
Arun - Jacobs

**I. Project Introduction – Aaron Bloom, TxDOT**

- Noted Clay sent out spreadsheet matrix
- Noted work on past coordination on Matrix input

**II. Overview – Larry Redden, IEA**

- Matrix – Flexible on how to outreach to communities
- Traffic analysis results completed by Jacobs as sub

**III. Traffic Modeling – Ed Pulterak, Jacobs**

- Slide show presented as overview of analysis and results
- Growth rates – Coordinated with TxDOT; used higher percent growth.
- Crash rates – Noted for corridor needs; no consistent issue found.
- Identified congestion areas – growth will have LOS=F in year 2040
  - Noel asked if LOS was mainlanes (ML) or frontage roads?
  - Ed - includes intersections,
    - Some skew from ice storm events
    - Will include safety issues in LOS report
- LOS No-Build – year 2020 – LOS D or better; 2040 = LOS F or better
- LOS Build – year 2020 – LOS C or better; 2040 = LOS C or better
  - Improved LOS with added lane for weaving
  - See color code slides for specific area LOS 2020 vs 2040
  - Clay – How was operation on 82 interchange?
  - Arun – Problem today on dropping from 3 lanes to 2 lanes
  - Ed – Not showing FR where 82 has biggest problems
    - Improve ML from 3 to 4 lanes (add 1 lane throughout)
- Show analysis by segments/CSJ
  - Showed comparison of ramp changes with and without added lane on ML
- In rural analysis, aim for LOS C or better
  - Most congested in segment from 69 to 91 – 12 miles – needed now
- Noel noted Collin County expanding to 6 lanes, what happens to Grayson segment adjacent to it?
- ED P. noted 6 lanes not needed right away, but built for efficiency and local high growth

- Also mentioned growth in south end could be higher than what was averaged over entire corridor; it has 20-30k through traffic, plus 10-15k local traffic
- Collin County growth average is less than 4% per year
- Arun – Continue to monitor for actual growth trends
- Ed P. – Consider wide inside shoulder with full depth pavement for potential future expansion
- Clay – What growth rate did Collin County traffic use?
  - Ed P. – He'll need to look it up
  - Clay – Grayson could look like Collin County in the future
  - Ed – Noted low growth of through traffic, so growth is primarily in local traffic
    - 4% is high growth, relatively speaking
  - Arun – Looked at McKinney and Allen traffic history and still did not exceed 4%
  - Clay – Did you look at Grayson County full build out?
  - Ed – Would need additional freeway network, consider preserving ROW for that network
  - Clay – Consider what median needs to fit future
  - Noel – Existing ROW on 75 is 250'± in Grayson County; in Dallas it's ~400'
  - Len – Does LOS consider Collin County with 3 lanes so our segment is not constricted?
  - Ed – North Collin County not currently constricted
  - Len – be sure to not restrict growth
  - Noel – 45k at CC line; 65k at 82
- Bill – How about local vs. through in Sherman?
  - Ed – Through traffic mostly long haul – 30k
  - In Sherman, more 50:50 with 30k through and 30k local
  - Clint – County thoroughfare plan would help handle traffic besides just 75
  - Clay – Look at full build out
    - 75 better than 35 if heading east of Kansas City for freight truck traffic per companies

#### IV. Traffic at 82 - Arun

- See LOS slides; all approaches to FR box are LOS F
- Evaluated alternatives
  1. Add lane in box, and optimize change signal timings
  - 2A. Widen 82 and move ramps to south of box
  - 2B. Modification to east 82, had little improvement
  3. Build Scenario – Options 1, 2A, and 2B combined
  4. Add deceleration storage had little improvement
  5. Ultimate – Doing all (combo of Alt. 1, 2A & 2B), improved LOS
- Clint – Right In/out at La Salle – okay by Sherman? Need to verify
  - Also doing widening now at Loy Lake
  - Also concern with pushing more traffic through Lamberth
  - Clay – Also concern with existing jughandles on 131/82
  - Noel – Could fit, but need to modify retaining walls
  - Clay – Ramping on 82, flipping all ramps considered?
  - Ed – Need to check if geometry work first, then do traffic
  - Richie – Need check weave on FR too
  - Clay – If flip ramp, it reduces cars through intersection
    - Consider adding U-turns at FR box
- Arun – VISSIM animation of 2040 no-build was displayed
- Noel – Eastbound 82 exit as 2 lane; would allow storage as temporary improvement
- Arun – Problem with intersection, not ramp volume
- Rich – Moving ramp to pull queue out of 82 ML
  - 1000 vph for DC; only 200-400 vph now

- Larry – Plan to allow DC as part of incremental build
- Arun – Noted a lot of traffic are local trips
- Bill – 400 vph today? Rich – No, 2040
  - What percent of turns are local?
  - Arun – ~30% are long trips
  - Larry – Also noted comments to improve geometry for trucks
- Rich – Added lanes on 75
  - Added 3 lane FR throughout
  - Added ramp improvements
  - Limited ROW was offset with retaining wall costs
  - Rickey – Evaluated many alternatives
    - Explained what LOS A vs LOS F means
    - Explained what CSJ means; noted consultants looked at full length of 75 in Grayson County; just divided up by TxDOT CSJ limits

## V. Evaluation Matrix – Larry/Rich

- See matrix handout for overview discussed
- Took out criteria for bridge clearance, since it skewed results. Noted other criteria/scoring changes
- Clay – Noted bridge clearance was only taken out where applied?
  - Rich – Problem in analysis, brought down from 5 to 3 max
- Community support added, using on-line survey results
- Environmental – Using 4 criteria but add up to 3.75%
- Clay – Explained history of development of scoring weights
  - Based on MTP and FHWA guidance
  - Weights were approved by TPB – Transportation Policy Board put item on Feb. TPB meeting to get concurrence on revision
  - 6.25% low weight for public support is a concern
  - Bill – used to be for community financial participation
  - Clay – MTP didn't have community support or environmental sustainability criteria
  - Rich – Also give points for traffic improvements and tried not to skew in favor of large projects
- Clint – Why drainage project have noise impact?
  - Rich – More on local residence, will re-check
- Clint – Also projects noted highest ranked projects had highest community support too.
  - Still important for high priority for community support. Larry agree on influence
  - Judge – Also elected officials on TPB reflect public opinion as does TAC reflect public opinion
  - Clay – created 75 steering committee from TPB and TAC

## VI. Summary Lists of Projects – Rich

1. Ranked by score
  2. Ranked by cost
- Clay – asked individual cities on their ranking
  - Judson – Denison
    - 2<sup>nd</sup> is ramp reversals
  - Clint – Sherman
    - 75/82 and Loy Lake, 91 reconnect are top 2
    - Travis St. reconnect is 3<sup>rd</sup>

- Didn't score as well since not existing, need to move up in rank, need more than Loy Lake U-turn
  - Clay – Save on not doing DC, and put money to other jobs
  - Len – Van Alstyne
    - Cross streets – allow for 6 lane ultimate bridges
  - Rich – Looked at various configuration alternatives – 3,5, or 7 lane bridge alternatives, and U-turn bridges
    - Looked at need in 2040
  - Clay – Also looking at 902 realignment
  - Magers – Why isn't 69 to 91 at highest rank?
  - Clay – Texana Parkway and 91 segment is inclusive
  - Rich – Noted could break down 69 to 91 into sub-projects
- Noel – Funding
    - Noted HB 20 use in prioritizing projects
    - Statewide call today on UTP and Prop. 7 funding – TMPO formula
    - Still calculating 10 year funding
    - Projected \$32M over 10 years
    - Noted TTC discretionary funds
    - Consider local funds to take to TTC for match

## VII – Detailed Overview of Projects - Rich

- Rich Renton from IEA presented 11"x17" project exhibits for major intersections.
  - FM 121 Exhibit – Bents too close to provide 5 lane cross street bridge estimate so full reconstruction on US 75 northbound and southbound mainlanes with at-grade intersection.
    - City of Van Alstyne suggested their thoroughfare plans want a 6 lane cross street bridge for future construction @ FM 121.
  - FM 902 Exhibit – Clay Barnett like the concept of the exhibit.
    - City of Howe suggested taking out the slant of the roadway east of US 75 along Ponderosa Road; possibly realign Ponderosa Road.
    - Clay Barnett said there was a layout done with a cost estimate to be about 3 million dollars for Ponderosa Road just east of US 75.
  - South Travis Street Exhibit – US 75 is the overpass while Travis Street is an at-grade intersection.
    - Clay Barnett likes the exhibit and asked about whether topography was looked at when considering having US 75 as an overpass to Travis Street. Rich Renton of IEA replied that topography was looked at. Noel Paramanatham of TxDOT said that they (TxDOT) did a schematic of South Travis Street going over US 75, but had problems with the adjacent properties. Clay Barnett replied again to check on grading issues.
    - City of Sherman (Clay Philpott) says that he would like to see this project as the #2 overall rated of all Sherman projects.
  - SH 91 Exhibit – US 75 goes over SH 91. Full at-grade intersection to be constructed.
    - Clay Barnett asked if the DC from SH 91 to US 75 was taken out, what would be the development cost versus the design cost of a full reconstructed intersection. IEA was to look into this comment.
    - Noel Paramanatham (TxDOT) asked if the flooding issue was taken into account. Rich Renton of IEA replies that drainage was taken into account but as its own project and cost estimate.



- Drainage of US 75 Exhibit – Rich Renton goes over drainage in downtown Sherman. He explains that 3-10'x10' MBC will be used at a price of \$45 million. He pointed out a second option, which is to have offsite storage which possibly could be cheaper. IEA is still looking further into detail on this option.
  - Bill Benton of Grayson County asked about where the flooding occurs.
  - City of Sherman suggests to have the MBC to be at a 45-degree angle at the outfall.
  - City of Sherman also stated that in 2007 a 67-year event occurred with about 7" of rainfall in 7 or 8 hours and that US 75 had to be shut down; took an ambulance 2 hours' response time which usually is less than 5 minutes.
  - Rich Renton then explains all options being used to take the drainage in downtown Sherman into account which are:
    - Option 1: 3-10'x10' MBC.
    - Option 2: Offsite drainage.
    - Option 3: Bridge with pedestrian access @ Pecan Street. All seemed to like that idea.
  - It was asked if bridging the mainlanes or frontage roads would be cheaper. Discussion ended with multiple problems other than bridging the roadways would occur and that box culverts would be cheaper. Rich Renton implied that all cost estimate was about 15% higher than they normally would.
- Spur 503 Exhibit – US 75 overpass with a typical at-grade intersection along Spur 503.
  - Clay Barnett was looking for a price range to be from \$10-\$15 million for this project.
  - City of Denison and Clay Barnett questioned the use of direct connectors whether they were needed or not. Rich Renton of IEA agrees with not having direct connectors and it could either be implemented as phases and just include ramps for connection between US 75 and Spur 503.
  - City of Denison (Judson Rex) suggested they want access improved and cost of the direct connectors are too much \$\$; there is a new collector street just north of the existing Spur 503 roadway and that he has files of this new street location. Suggested to realign Spur 503 with this future roadway to the West. IEA to get files from City of Denison.
  - Clay Barnett commented to why have direct connectors at Spur 503 and not the US 75/US 82 interchange.
  - IEA said it will look at the traffic data more so at this location to help decided if direct connectors were needed.
- Drainage Issue @ Loy Lake/Loy Creek Exhibit –
  - It was asked if erosion was the problem here. Rich Renton replied that it was overtopping.
  - City of Denison agrees and stated that in 2015 outfall from Loy Lake, the frontage road was overtopped.
- Future Tollway Direct Connectors Exhibit – alignments shown in exhibit came from existing data with IEA's direct connectors layout to a layout chosen by IEA.
  - Noel P. of TxDOT says that costs for these direct connectors will be associated with the tollway project and not with US 75 project.
  - Bill Benton of Grayson County suggests we extend the exhibit further West to give to RMA for the middle alignment.

SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION (MPO)  
TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA ITEM IV  
ACTION ITEM

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March 22, 2017

Review the Draft Amendment to the 2016 – 2017 Unified Planning Work Program (UPWP) and recommend to the Policy Board that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment

**BACKGROUND:**

The Unified Planning Work Program (UPWP) is the two year program budget for the MPO. This document identifies the funding sources and projects/plans that the MPO intends to undertake over the next two fiscal years (FY 2016 – FY 2017).

No tasks or sub-tasks are being deleted nor added and no changes have been made to the task descriptions. However, changes have been made to the funding tables. Changes were made to remove the use of SPR funds, remove the hiring of a new employee, allocate funds for a thoroughfare plan and reflect actual spending for FY 2016.

**ACTION REQUESTED:**

*Recommend to the Policy Board that the Draft Amendment to the 2016 – 2017 Unified Planning Work Program (UPWP) be submitted to TxDOT and FHWA/FTA and released to the public for review and comment*

**ATTACHMENTS:** *click underlined items for attachment*

- [Amendments to Funding Tables of the 2016 – 2017 UPWP](#)



# SHERMAN-DENISON MPO

## METROPOLITAN PLANNING ORGANIZATION

### INTERMODAL URBAN TRANSPORTATION PLANNING

Included on the agenda for the March 22, 2017 meeting of the MPO Policy Board is a proposed amendment for the 2016-2017 UPWP. No tasks or sub-tasks are being deleted nor added and no changes have been made to the task descriptions. However, changes have been made to the funding tables.

Changes were made to remove the use of SPR funds, remove the hiring of a new employee, allocate funds for a thoroughfare plan and reflect actual spending for FY 2016. Below are the Task Funding Tables with the changes highlighted.

### FOR FISCAL YEAR 2016

#### ADMINISTRATIVE/MANAGEMENT PLANNING BUDGET (as adopted)

fy 2016

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
1.1	MPO	\$71,324	\$0			\$71,324
1.2	MPO	\$17,235	\$0			\$17,235
1.3	MPO	\$6,894	\$4,572			\$11,466
<b>TOTAL</b>		<b>\$95,453</b>	<b>\$4,572</b>			<b>\$100,025</b>

#### ADMINISTRATIVE/MANAGEMENT PLANNING BUDGET (as amended)

**TASK 1** FY 2016 (AMENDED APRIL 19, 2017)

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
1.1	MPO	\$69,130				\$69,130
1.2	MPO	\$16,705				\$16,705
1.3	MPO	\$6,682				\$6,682
<b>TOTAL</b>		<b>\$92,517</b>				<b>\$92,517</b>

#### DATA DEVELOPMENT AND MAINTENANCE PLANNING BUDGET (as adopted)

FY 2016

Sub-task	Responsible Agency	TPF (1)	SPR funds	State	Local	Total
2.1	MPO/Consultant	\$2,500	\$5,225			\$7,725
2.2	MPO/Consultant	\$2,298	\$4,572			\$6,870
<b>TOTAL</b>		<b>\$4,798</b>	<b>\$9,797</b>			<b>\$14,595</b>

*DATA DEVELOPMENT AND MAINTENANCE PLANNING BUDGET (as amended)*

<b>TASK 2</b>		<b>FY 2016 (AMENDED APRIL 19, 2017)</b>				
<b>Sub-task</b>	<b>Responsible Agency</b>	<b>TPF</b>	<b>SPR funds</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
2.1	MPO/Consultant	\$1,263				\$1,263
2.2	MPO/Consultant	\$1,160				\$1,160
<b>TOTAL</b>		<b>\$2,423</b>				<b>\$2,423</b>

*SHORT RANGE PLANNING BUDGET (as adopted)*

<b>FY 2016</b>						
<b>Sub-task</b>	<b>Responsible Agency</b>	<b>TPF</b>	<b>SPR funds</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
3.1	MPO	\$9,043	\$3,266			\$12,309
3.2	MPO	\$11,490	\$6,532			\$18,022
3.3	MPO	\$5,745	\$3,266			\$9,011
3.4	MPO	\$11,490	\$9,797			\$21,287
<b>TOTAL</b>		<b>\$37,768</b>	<b>\$22,861</b>	\$0	\$0	<b>\$60,629</b>

*SHORT RANGE PLANNING BUDGET (as amended)*

<b>TASK 3</b>		<b>FY 2016 (AMENDED APRIL 19, 2017)</b>				
<b>Sub-task</b>	<b>Responsible Agency</b>	<b>TPF</b>	<b>SPR funds</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
3.1	MPO	\$9,541				\$9,541
3.2	MPO	\$12,122				\$12,122
3.3	MPO	\$6,061				\$6,061
3.4	MPO	\$12,122				\$12,122
<b>TOTAL</b>		<b>\$39,846</b>				<b>\$39,846</b>

*METROPOLITAN TRANSPORTATION PLAN BUDGET (as adopted)*

<b>FY 2016</b>						
<b>Sub-task</b>	<b>Responsible Agency</b>	<b>TPF</b>	<b>SPR funds</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
<b>4.1</b>	MPO/Consultant	\$12,490	\$6,532			\$19,022
<b>4.2</b>	MPO/Consultant	\$0	\$6,532			\$6,532
<b>4.3</b>	MPO/Consultant	\$13,890	\$6,532			\$20,422
<b>TOTAL</b>		<b>\$26,380</b>	<b>\$19,596</b>			<b>\$45,976</b>

***METROPOLITAN TRANSPORTATION PLAN BUDGET (as amended)*****TASK 4 FY 2016 (AMENDED APRIL 19, 2017)**

Sub-task	Responsible Agency					
	TPF	SPR funds	State	Local	Total	
4.1	MPO/Consultant	\$11,136				\$11,136
4.2	MPO/Consultant	\$0				\$0
4.3	MPO/Consultant	\$12,385				\$12,385
<b>TOTAL</b>		<b>\$23,521</b>				<b>\$23,521</b>

***SPECIAL STUDIES BUDGET (as adopted)*****FY 2016**

Sub-task	Responsible Agency					
	TPF	SPR funds	State	Local	Total	
5.1	MPO/Consultant	\$6,745	\$8,491			\$15,236
<b>TOTAL</b>		<b>\$6,745</b>	<b>\$8,491</b>			<b>\$15,236</b>

***SPECIAL STUDIES BUDGET (as amended)*****TASK 5 FY 2016 (AMENDED OCT 7, 2015)**

Sub-task	Responsible Agency					
	TPF	SPR funds	State	Local	Total	
5.1	MPO/Consultant	\$3,828				\$3,828
<b>TOTAL</b>		<b>\$3,828</b>				<b>\$3,828</b>

***FTA Task Table for FY 2016 (as adopted)***

UPWP Task	FTA Task	Description	TPF Funds	SPR Funds	State Match	Local Match	TOTAL FUNDS
1	44.21.00	Administration and Management	\$95,453	\$4,572			\$100,025
2	44.22.00	Data Development	\$4,798	\$9,797			\$14,595
3	44.24.00	Short Range Planning	\$37,768	\$22,861			\$60,629
4	44.23.00	Metropolitan Transportation Plan	\$26,380	\$19,596			\$45,976
5	44.26.00	Special Studies	\$6,745	\$8,491			\$15,236
<b>TOTAL</b>			<b>\$171,144</b>	<b>\$65,317</b>	<b>\$0</b>	<b>\$0</b>	<b>\$236,461</b>

*FTA Task Table for FY 2016 (as amended)*

UPWP Task	FTA Task	Description	TPF Funds	SPR Funds	State Match	Local Match	TOTAL FUNDS
1	44.21.00	Administration and Management	\$92,517				\$92,517
2	44.22.00	Data Development	\$2,423				\$2,423
3	44.24.00	Short Range Planning	\$39,846				\$39,846
4	44.23.00	Metropolitan Transportation Plan	\$23,521				\$23,521
5	44.26.00	Special Studies	\$3,828				\$3,828
<b>TOTAL</b>			<b>\$162,135</b>				<b>\$162,135</b>

**FOR FISCAL YEAR 2017**

*ADMINISTRATIVE/MANAGEMENT PLANNING BUDGET (as adopted)*

Task 1           fy 2017

Sub-task	Responsible Agency					
	TPF	SPR funds	State	Local	Total	
1.1	MPO	\$66,324	\$0			\$66,324
1.2	MPO	\$9,192	\$0			\$9,192
1.3	MPO	\$17,235	\$1,307			\$18,542
<b>TOTAL</b>		<b>\$92,751</b>	<b>\$1,307</b>			<b>\$94,058</b>

*ADMINISTRATIVE/MANAGEMENT PLANNING BUDGET (as amended)*

**TASK 1           FY 2017 (AMENDED APRIL 19, 2017)**

Sub-task	Responsible Agency					
	TPF	SPR funds	State	Local	Total	
1.1	MPO	\$52,140				\$52,140
1.2	MPO	\$3,525				\$3,525
1.3	MPO	\$12,100				\$12,100
<b>TOTAL</b>		<b>\$67,765</b>				<b>\$67,765</b>

*DATA DEVELOPMENT AND MAINTENANCE PLANNING BUDGET (as adopted)*Task 2 **FY 2017**

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
2.1	MPO/Consultant	\$1,500	\$9,797			\$11,297
2.2	MPO/Consultant	\$2,298	\$9,797			\$12,095
<b>TOTAL</b>		<b>\$3,798</b>	<b>\$19,594</b>			<b>\$23,392</b>

*DATA DEVELOPMENT AND MAINTENANCE PLANNING BUDGET (as amended)***TASK 2 FY 2017 (AMENDED APRIL 19, 2017)**

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
2.1	MPO/Consultant	\$1,640				\$1,640
2.2	MPO/Consultant	\$890				\$890
<b>TOTAL</b>		<b>\$2,530</b>				<b>\$2,530</b>

*SHORT RANGE PLANNING BUDGET (as adopted)*Task 3 **FY 2017**

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
3.1	MPO	\$11,490	\$6,532			\$18,022
3.2	MPO	\$22,980	\$3,266			\$26,246
3.3	MPO	\$5,745	\$3,266			\$9,011
3.4	MPO	\$0	\$0			\$0
<b>TOTAL</b>		<b>\$40,215</b>	<b>\$13,064</b>			<b>\$53,279</b>

*SHORT RANGE PLANNING BUDGET (as amended)***TASK 3 FY 2017 (AMENDED APRIL 19, 2017)**

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
3.1	MPO	\$4,425				\$4,425
3.2	MPO	\$14,100				\$14,100
3.3	MPO	\$1,780				\$1,780
3.4	MPO	\$0				\$0
<b>TOTAL</b>		<b>\$20,305</b>				<b>\$20,305</b>

METROPOLITAN TRANSPORTATION PLAN BUDGET (as adopted)Task 4 **FY 2017**

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
4.1	MPO/Consultant	\$11,490	\$6,532			\$18,022
4.2	MPO/Consultant	\$0	\$6,532			\$6,532
4.3	MPO/Consultant	\$8,145	\$13,063			\$21,208
<b>TOTAL</b>		<b>\$19,635</b>	<b>\$26,127</b>			<b>\$45,762</b>

METROPOLITAN TRANSPORTATION PLAN BUDGET (as amended)**TASK 4 FY 2017 (AMENDED APRIL 19, 2017)**

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
4.1	MPO/Consultant	\$4,425				\$4,425
4.2	MPO/Consultant	\$0				\$0
4.3	MPO/Consultant	\$4,425				\$4,425
<b>TOTAL</b>		<b>\$8,850</b>				<b>\$8,850</b>

SPECIAL STUDIES BUDGET (as adopted)Task 5 **FY 2017**

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
5.1	MPO/Consultant	\$5,745	\$5,225			\$10,970
<b>TOTAL</b>		<b>\$5,745</b>	<b>\$5,225</b>			<b>\$10,970</b>

SPECIAL STUDIES BUDGET (as amended)**TASK 1 FY 2017 (AMENDED APRIL 19, 2017)**

Sub-task	Responsible Agency	TPF	SPR funds	State	Local	Total
5.1	MPO/Consultant	\$77,423			\$140,000	\$217,423
<b>TOTAL</b>		<b>\$77,423</b>			<b>\$140,000</b>	<b>\$217,423</b>



*FTA Task Table for FY 2017 (as adopted)*

UPWP Task	FTA Task	Description	TPF Funds	SPR Funds	State Match	Local Match	TOTAL FUNDS
1	44.21.00	Administration and Management	\$92,751	\$1,307			\$94,058
2	44.22.00	Data Development	\$3,798	\$19,594			\$23,392
3	44.24.00	Short Range Planning	\$40,215	\$13,064			\$53,279
4	44.23.00	Metropolitan Transportation Plan	\$19,635	\$26,127			\$45,762
5	44.26.00	Special Studies	\$5,745	\$5,225			\$10,970
<b>TOTAL</b>			<b>\$162,144</b>	<b>\$65,317</b>			<b>\$227,461</b>

*FTA Task Table for FY 2017 (as amended)*

UPWP Task	FTA Task	Description	TPF Funds	SPR Funds	State Match	Local Match	TOTAL FUNDS
1	44.21.00	Administration and Management	\$67,765				\$67,765
2	44.22.00	Data Development	\$2,530				\$2,530
3	44.24.00	Short Range Planning	\$20,305				\$20,305
4	44.23.00	Metropolitan Transportation Plan	\$8,850				\$8,850
5	44.26.00	Special Studies	\$77,423			\$140,000	\$217,423
<b>TOTAL</b>			<b>\$176,873</b>				<b>\$316,873</b>

*FTA Task Table for FY 2016 and FY 2017 (as adopted)*

UPWP Task	FTA Task	Description	TPF Funds	SPR Funds	State Match	Local Match	TOTAL FUNDS
1	44.21.00	Administration and Management	\$188,204	\$5,879			\$194,083
2	44.22.00	Data Development	\$8,596	\$29,391			\$37,987
3	44.24.00	Short Range Planning	\$77,983	\$35,925			\$113,908
4	44.23.00	Metropolitan Transportation Plan	\$46,015	\$45,723			\$91,738
5	44.26.00	Special Studies	\$12,490	\$13,716			\$26,206
<b>TOTAL</b>			<b>\$333,288</b>	<b>\$130,634</b>			<b>\$463,922</b>

*FTA Task Table for FY 2016 and FY 2017 (as amended)*

UPWP Task	FTA Task	Description	TPF Funds	SPR Funds	State Match	Local Match	TOTAL FUNDS
1	44.21.00	Administration and Management	\$160,282				\$160,282
2	44.22.00	Data Development	\$4,953				\$4,953
3	44.24.00	Short Range Planning	\$60,151				\$60,151
4	44.23.00	Metropolitan Transportation Plan	\$34,771				\$34,771
5	44.26.00	Special Studies	\$81,251			\$140,000	\$221,251
<b>TOTAL</b>			<b>\$339,008</b>			<b>\$140,000</b>	<b>\$479,008</b>

SHERMAN-DENISON METROPOLITAN PLANNING ORGANIZATION (MPO)  
TECHNICAL ADVISORY COMMITTEE (TAC)  
AGENDA ITEM V  
ACTION ITEM

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March 22, 2017

Review the Draft 2018 – 2019 Unified Planning Work Program (UPWP) and recommend to the Policy Board that it be submitted to TxDOT and FHWA/FTA and released to the public for review and comment

**BACKGROUND:**

The Unified Planning Work Program (UPWP) is the federally-required document that identifies transportation planning work tasks to be completed within the Sherman-Denison Metropolitan Planning Area. The UPWP covers a two-year period and follows the Federal Fiscal Calendar that runs from October 1 to September 30 on any given year. The UPWP is broken down into five specific tasks: Administration and Management, Data Development and Maintenance, Short Range Planning, Metropolitan Transportation Plan and Special Studies. It consists of transportation planning projects for which federal assistance is sought for FY 2018 – 2019. The UPWP is required to have annual Compliance Certifications.

The proposed changes are intended to focus on the emphasis areas for the next two fiscal years.

Once the draft FY 2018 – 2019 UPWP is tentatively approved by the board, it will be made available for public comment. It will be posted on the MPO's website at [www.sdmpo.org](http://www.sdmpo.org). It will also be advertised in the *Herald Democrat* (legal notification section) seeking public comments beginning March 29, 2017 and continuing through April 28, 2017. A public meeting will be held on April 25, 2017 at 5:00pm at the Grayson County Courthouse. Any comments and corrections will be addressed and documented in the appendix and posted on the MPO's website. The draft UPWP will also be forwarded to our State and Federal partners for their review.

Once all comments are received, by no later than April 28, 2017, any necessary changes and/or updates will be made to the draft document to accommodate comments received. The final draft will then be presented to the Policy Board at its May 3, 2017 meeting for final approval.

**ACTION REQUESTED:**

*Recommend to the Policy Board that the Draft 2018 – 2019 UPWP be submitted to TxDOT and FHWA/FTA and released to the public for review and comment*

**ATTACHMENTS:** *click underlined items for attachment*

- [Draft 2018 – 2019 UPWP](#)

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# *UNIFIED PLANNING WORK PROGRAM*

*FISCAL YEARS 2018 - 2019*

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Approved by the Policy Board on: **DRAFT**

**Prepared by:**

**The Sherman-Denison Metropolitan Planning Organization**

**SPONSORING AGENCIES:**

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

**IN COOPERATION WITH:**

FEDERAL HIGHWAY ADMINISTRATION  
FEDERAL TRANSIT ADMINISTRATION

"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

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## **I. INTRODUCTION**

The Governor of the State of Texas has designated Grayson County as the fiscal agent for the Sherman-Denison Metropolitan Planning Organization (MPO). Acting through its Policy Board, the MPO, in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), administers the transportation planning process in the Sherman-Denison urbanized area. 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, 2017 through September 30, 2019. 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. Key federal legislation that further refines the planning processes was brought about by the Fixing America's Surface Transportation (FAST) Act and previous federal transportation legislation, such as ISTEA, TEA-21, SAFETEA-LU, and MAP-21. The FY 2018-2019 UPWP was developed in accordance with regulations set forth in the FAST Act, which was signed into law on December 4, 2015. The MPO is responsible, together with the State of Texas, for carrying out the provisions of the FAST Act.

### **A. PURPOSE OF THE UNIFIED PLANNING WORK PROGRAM (UPWP)**

The UPWP is a two (2) year planning budget which outlines those planning activities to be undertaken by the MPO which are funded by federal, state, and local sources. The UPWP work elements were developed using a performance based approach to meet the goals, planning factors, and planning emphasis areas of the FAST Act, which are continued from MAP-21. Additionally, these planning factors will continue to be utilized throughout the transportation decision making process. The planning factors included in the FAST Act are:

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 non-motorized users,
3. Increase the security of the transportation system for motorized and non-motorized users,
4. Increase the accessibility and mobility of people and for freight,
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns,
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,
8. Emphasize the preservation of the existing transportation system,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation, and
10. Enhance travel and tourism.

The UPWP work elements were specifically selected to meet the seven national goals of the FAST Act. These goals, as listed in 23 USC §150, are as follows:

1. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads,
2. Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair,
3. Congestion reduction: To achieve a significant reduction in congestion on the National Highway System,
4. System reliability: To improve the efficiency of the surface transportation system,
5. Freight movement and economic vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development,
6. Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment, and
7. Reduced project delivery delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

As required by MAP-21, the PB approved a Public Participation Plan (PPP) on October 7, 2015. 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 and can be found on our website. 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 the FAST Act, 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 para-transit 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](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 new latest Federal Transportation Law (Fast Act), FHWA, FTA, TxDOT, cities, and county governments may also be found on the MPO web site.

**B. DEFINITION OF AREA**

The Sherman - Denison Metropolitan Planning Area is located in the north central portion of the State of Texas, sharing the northern boundary with the Red River/Oklahoma border and touches Lake Texoma, Eisenhower State Park and the Hagerman National Wildlife Refuge. The southern, eastern and western boundaries extend to the limits of Grayson County and are shared with Collin and Denton Counties to the south, Fannin County to the east, and Cooke County to the west. 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 MPO is comprised of the following cities: Sherman, Denison, Howe, Gunter, Pottsboro, Van Alstyne, Bells, Collinsville, Dorchester, Sadler, Southmayd, Tioga, Tom Bean, Trenton, Whitesboro, and Whitewright. The MPO is also comprised of unincorporated areas of Grayson County, which is likely to become urbanized in the next 20 years. A map depicts the area in Appendix B.

**C. ORGANIZATION**

The Sherman-Denison 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. The Sherman-Denison MPO also has a Technical Advisory Committee (TAC) whose membership consists of technical staff from the member local governments. The TAC is responsible for advising the PB 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, provides input regarding the development of all of the MPO's planning documents, any special studies that may arise, and has developed a project selection process that has been adopted by the PB as part of the development of the 2040 MTP. The Sherman-Denison MPO, its staff and its fiscal agent, are responsible along with the State, for carrying out this work program. The voting members of the PB are found in Appendix A. The UPWP is reviewed and approved by the PB.

**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.

**E. PLANNING ISSUES AND EMPHASIS AREAS**

The UPWP emphasizes Federal requirements for transportation, especially those included in the FAST Act. 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:



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## **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 October 15, 2014, and covers fiscal years 2015 to 2040. 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. Updates to the MTP will be part of the planning process and changes will be incorporated as they become necessary.

A major part of this UPWP will be the next update to the Metropolitan Transportation Plan. One major task, the development of performance measures, has already been completed. As part of the planning effort in developing the 2040 MTP, the Sherman-Denison MPO developed a project selection process in anticipation of additional funding. This process includes criteria for project selection that evolved out of the Objectives and Goals setting workshop held by the MPO Policy Board and Technical Advisory Committee. Out of this workshop came a list of six planning priorities the top four of which were: Safety (33.75%); Maintenance and System Efficiency (23.75%); Congestion and Freight Reliability (21.25%); and Effect on Economic Development (11.25%). For the 2040 MTP, a spreadsheet combined with readily accessible data such as PMIS for Maintenance and System Efficiency was utilized to rank the projects. For the 2045 MTP, these weights will be utilized in **Decision Lens** to determine the project rankings. TxDOT has selected **Decision Lens** software to enable performance-based investment planning built around agency goals & objectives, priorities, and performance targets.

## **Transportation Improvement Program (TIP)**

The Transportation Improvement Program (TIP) is the MPO's short-term planning document. The 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 regardless of funding source (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's Travel Demand Model will be updated as part of the development of the 2045 Metropolitan Transportation Plan.

### **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-modal studies, 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.

### **Planning Areas**

This document is organized under the eight planning factors of the FAST Act. The FAST Act requires MPOs to organize its planning process, which is to be continuous, cooperative and comprehensive (3C), 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 eight Broad Planning Emphasis Areas of the FAST Act are as follows:

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 non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized 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.

In addition to the eight planning emphasis areas three areas of additional emphasis have been identified as strategic objectives for the Surface Transportation Program:

1. The FAST Act Implementation – this encourages state Departments of Transportation and MPOs to continue to further develop their performance management approach to transportation planning;
2. Regional Models of Cooperation – MPOs and state Departments of Transportation should ensure a regional approach to transportation planning by promoting cooperation across transit agencies, MPO and state boundaries;
3. Ladders of Opportunity – State DOTs, MPOs, and providers of public transportation are encouraged to identify connectivity gaps in accessing essential services.

## **II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT**

### **A. OBJECTIVE**

Work elements in this activity are administrative and management tasks associated with the function, coordination and day-to-day activities of the MPO and 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. Additionally, this task will meet the technical objectives of the organization regarding computer equipment and/or software packages.

### **B. EXPECTED PRODUCTS**

Expected products include 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; Self-Certification Statement; Interagency Planning Agreements; Public Participation Plan update as needed; Staff Education and Training; and Web site maintenance and update as needed. 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, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO. Staff will attend training courses and seminars as appropriate. All out of state travel must have prior approval by TxDOT.

### **C. PREVIOUS WORK**

This is an ongoing planning activity as required by 23 CFR 450. Previous year projects and products included the FHWA annual performance and expenditure report. Staff attended various workshops/conferences and made presentations at public meetings. Public meetings were held concerning this UPWP, transit and highway projects as well as the TIP and Metropolitan Transportation Plan. Additionally, the MPO's Public Participation Plan was formally adopted on October 7, 2015.

### **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 (2018 & 2019) in accordance with TxDOT policy and procedures.

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.

## **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 Policy Board meetings will be advertised and open to the public. Open forums will precede any changes in the MTP and the TIP. Media outlets will be used whenever necessary to ensure public notification and encourage maximum public participation.

This sub-task for Public Involvement covers the day-to-day responses to the public (via email and/or phone) as well as maintenance of the MPO's website. 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. On-going emphasis is placed in ensuring Environmental Justice issues are addressed and a complaint procedure is included into the public involvement policy.

The *Public Participation Plan* was recently updated but will be reviewed and updated on a five year cycle or as needed. 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.

**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. In addition, the Director will attend all TEMPO meetings as well as participate in TEMPO Subcommittee meetings. The participation in training events which include FHWA, FTA, TxDOT meetings, workshops, conferences, and Texas Planning and Transit Association's meetings, as well as local options (community and four year college courses on pertinent skill sets) 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 MPO related duties.

**E. FUNDING SUMMARY**

**TASK 1.0 - FY 2018 - 2019**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307		Local		Total
		2018	2019	2018	2019	2018	2019	
1.1	MPO	\$21,800	\$22,300					\$44,100
1.2	MPO/Consultant	\$4,900	\$5,200					\$10,100
1.3	MPO	\$13,600	\$13,800					\$27,400
<b>TOTAL</b>		<b>\$40,300</b>	<b>\$41,300</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$81,600</b>

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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### **III. TASK 2.0 – 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. 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. This ongoing process of maintenance and upgrading of data and information processing equipment has become critical to the proper execution of transportation management functions. Grayson County, the MPO's fiscal agent, will provide the bulk of needed GIS services to the MPO. The MPO may use consultants or interns to assist when appropriate. The MPO may also contract with the member cities, as appropriate, to avoid duplication of efforts between the staffs of the cities and MPO.

#### **C. PREVIOUS WORK**

MPO staff continued the conversion of its Land Use Base Map and related data to TxDOT's standard. Staff updated GIS software licenses and worked with the local transit agency on data collection. Historical traffic counts continue to be added to the GIS base map. The MPO procured computer applications and equipment to enhance the information development of the MPO. 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 2008 Base Year travel demand model update for the Sherman-Denison Study Area. A Travel Demand Model was created as part of the 2040 MTP. This model was supplied to Texas Transportation Institute (TTI) for their use in updating the statewide model.

#### **D. DESCRIPTION OF SUBTASKS**

##### **2.1 Land Use and Socio-Economic/Demographic Data Base Updates and Maintenance**

MPO staff will work with local governmental staff to determine anticipated areas of growth, possible changes to land uses over the next 25 years, and to incorporate local comprehensive land use plans into the MTP. 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 geared towards developing a socio-economic base for the MTP. Areas of primary trip-generation

activity will be inventoried, tabulated and grouped by Traffic Analysis Zones (TAZ).

In addition, staff will work with Grayson County staff and consultants as needed to:

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

In an effort to address the requirements of Environmental Justice, additional work will be undertaken including the following:

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 MTP and the 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;
6. Reference these maps in the MPO's/PB discussion of its Title VI activities (UPWP, MTP, Public Participation Plan);
7. Consider maps when organizing public involvement activities and consulted during project selection; and
8. 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.

## **2.2 Geographic Information System**

This subtask provides the MPO with a tool for mapping and analyzing gathered geographic information. The MPO will work with county staff to use local development statistics and base data to update the components of the travel demand model as needed. This information will be used to improve the MPO'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 MPO 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 ridership, pavement condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data.

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.

**2.3 Travel Demand Model Update**

The MPO will update the model network as necessary. As the data is collected and the local partners' needs become apparent, the MPO will develop one or more modeling alternatives for review by the public, the Technical Advisory Committee and the Policy Board. The developed alternatives will also include a prioritized listing of thoroughfare improvements that will come out the county-wide thoroughfare study currently being undertaken. The consultant will work with TxDOT staff to ensure that the Sherman-Denison Model is up-to-date and utilizes the agreed upon base-year data. The consultant will also provide training to MPO staff on the transportation model, its use, and maintenance thereof.

**E. FUNDING SUMMARY**

**TASK 2.0 - FY 2018 - 2019**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307		Local		Total
		2018	2019	2018	2019	2018	2019	
2.1	MPO/Consultant	\$4,000	\$56,000					\$60,000
2.2	MPO/Consultant	\$6,100	\$19,100					\$25,200
2.3	MPO/Consultant	\$4,500	\$29,700					\$34,200
<b>TOTAL</b>		<b>\$14,600</b>	<b>\$104,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$119,400</b>

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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## **IV. TASK 3.0 - 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 the FAST Act such as the update of the FY 2018 & 2019 Unified Planning Work Program (UPWP) and revisions to the FY 2017 - 2020 Transportation Improvement Program (TIP), and development of the new 2019-2022 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 2017-2020 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, 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. MPO staff will also participate in TEMPO subcommittees through teleconferences as well as any scheduled meetings/seminars as appropriate.

### **C. PREVIOUS WORK**

Previous work includes the preparation of the FY 2016 - 2017 Unified Planning Work Programs, implementation of and amendments to the FY 2017 - 2020 Transportation Improvement Program (TIP), and other documents as appropriate. In cooperation with TxDOT's area and district offices, staff developed and conducted public involvement meetings for the FY 2017 - 2020 TIP. In addition, staff developed and published the Annual Projects Listing document, performed public outreach to various social agencies, and 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 2040 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 2017 - FY 2018 TIP as needed and allow citizens, public agencies, and private transportation providers an opportunity to comment on the program.

Every two years each MPO is required to develop a new TIP. In FY 2018 the

Sherman-Denison MPO will be required to develop a new TIP covering the years 2019 through 2022.

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**

The FY 2018 & 2019 UPWP will be monitored and revised as necessary by the Policy Board and submitted for review and approval by appropriate committees and agencies. Work program tasks will be dedicated to providing continuing and coordinated multimodal transportation planning for the MPO region.

Every two years each MPO is required to develop a new UPWP. The FY 2020 & 2021 UPWP will be developed incorporating all appropriate provisions of appropriate federal transportation re-authorization bill.

**3.3 Short Range Transit Planning**

Texoma Area Paratransit System (TAPS) with the assistance of MPO staff utilizing a combination of FTA Sect. 5307 and local funding will perform short range planning projects needed to meet federal requirements recognizing established Planning Emphasis Areas. Such activities include: researching solutions to connect urban area riders to medical facilities, commuter route planning for the urbanized area, and identifying gaps in transit services.

**E. FUNDING SUMMARY**

**TASK 3.0 - FY 2018 - 2019**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307		Local		Total
		2018	2019	2018	2019	2018	2019	
3.1	MPO	\$14,600	\$5,000					\$19,600
3.2	MPO	\$4,500	\$15,000					\$19,500
3.3	TAPS/MPO	\$2,000	\$2,000	\$42,000	\$42,000	\$10,500	\$10,500	\$109,000
<b>TOTAL</b>		<b>\$21,100</b>	<b>\$22,000</b>	<b>\$42,000</b>	<b>\$42,000</b>	<b>\$10,500</b>	<b>\$10,500</b>	<b>\$148,100</b>

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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## **V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE**

### **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 Update to the MTP will extend the planning horizon out to the year 2040 and will include the following components:

- Update of the current Bicycle and Pedestrian Plan
- Revenue and Expenditure Projections
- Development of Draft and Final Metropolitan Transportation Plan

It should be noted that one or more of the sub-tasks listed above may be undertaken by a consulting firm contracted by the MPO.

### **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 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 2040 MTP update and public involvement process was successfully completed and the document approved by the Policy Board in October of 2014. The process was implemented in accordance with the planning requirements of MAP-21. 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. Staff worked with TxDOT Traffic Analysis Section to update TAZ's and demographic information to better reflect expanded boundary. The MPO's Public Participation Plan was formally adopted. Performance measures were developed at a joint workshop between the MPO Policy Board and Technical Advisory Committee that yielded the following results:

- Safety (33.75%);
- Maintenance and System Efficiency (23.75%);
- Congestion and Freight Reliability (21.25%); and
- Effect on Economic Development (11.25%).

For the 2045 MTP, these performance measures and weights will be utilized in Decision Lens to

determine the project rankings.

**D. DESCRIPTION OF SUBTASKS**

**4.1 Metropolitan Transportation Plan**

This subtask covers the final steps for committee reviews of the complete draft document and then submittal to the MPO Policy Board for approval. The Metropolitan Transportation Plan will be updated to reflect the new horizon of 2045. Adoption of the 2045 plan will occur no later than November of 2019.

**4.2 Bicycle and Pedestrian Plan Update**

This subtask will focus on the update of a bicycle and pedestrian plan for the two core cities – Denison and Sherman.

**E. FUNDING SUMMARY**

**TASK 4.0 - FY 2018 - 2019**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307		Local		Total
		2018	2019	2018	2019	2018	2019	
4.1	MPO/Consultant	\$4,500	\$64,891					\$69,391
4.2	MPO/Consultant	\$0	\$5,000					\$5,000
<b>TOTAL</b>		<b>\$4,500</b>	<b>\$69,891</b>					<b>\$74,391</b>

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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## **VI. TASK 5 – SPECIAL STUDIES**

### **A. OBJECTIVE**

Occasionally, a study is warranted for projects of special interests that staff does not have the 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**

The MPO may use consultants or interns to assist staff when appropriate. The MPO may also contract with the member cities, 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. Average Daily Traffic counts and accident data was added to the base map database.

TAPS has conducted a review of current levels of service and available funding.

### **D. DESCRIPTION OF SUBTASK**

#### **5.1 Countywide Thoroughfare Plan**

The MPO desires to develop a countywide Thoroughfare Plan. The thoroughfare plan is to be comprehensive in nature and provide a roadmap for the MPO study area as it grows.

#### **5.2 Freight Mobility Plan**

MPO Staff will gather information, identify needs, and begin the process of creating a Freight Mobility Plan for the MPO study area. The completion of the Freight Mobility Plan is anticipated to be included in the 2020-2022 UPWP.

#### **5.3 Long Range Transit Planning**

Texoma Area Paratransit System (TAPS) utilizing a combination of FTA Sect. 5307 and local funding will perform long range planning projects needed to meet

federal requirements recognizing established Planning Emphasis Areas. Such activities include: development of a plan to provide a high quality fixed-route service in the urbanized area that balances the needs of the riders for transit service within the constraints of the transit budget, defining parameters of an acceptable level of service (fixed-route, demand responsive service etc.) that TAPS can provide, and performing studies necessary to ensure that TAPS continues to comply with Title VI guidelines and all other federal service requirements.

**E. FUNDING SUMMARY**

**TASK 5.0 - FY 2018 - 2019**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>		FTA Sect. 5307		Local		Total
		2018	2019	2018	2019	2018	2019	
5.1	MPO/Consultant	\$57,500						\$57,500
5.2	MPO		\$5,000					\$5,000
5.3	TAPS			\$28,000	\$28,000	\$7,000	\$7,000	\$70,000
<b>TOTAL</b>		<b>\$57,500</b>	<b>\$5,000</b>	<b>\$28,000</b>	<b>\$28,000</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$62,500</b>

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

**VII. BUDGET SUMMARY**

**TABLE 1 - SHERMAN-DENISON MPO URBAN TRANSPORTATION STUDY - FY 2018 - 2019**

<b>UPWP Task</b>	<b>Description</b>	<b>TPF Funds</b>	<b>FTA Sect. 5307</b>	<b>Local Funds</b>	<b>Total Funds</b>
1.0	Administration and Management	\$81,600			<b>\$81,600</b>
2.0	Data Development and Maintenance	\$119,400			<b>\$119,400</b>
3.0	Short Range Planning	\$43,100	\$84,000	\$21,000	<b>\$148,100</b>
4.0	Metropolitan Transportation Plan	\$74,391			<b>\$74,391</b>
5.0	Special Studies	\$62,500	\$56,000	\$14,000	<b>\$132,500</b>
<b>TOTAL</b>		<b>\$380,991</b>	<b>\$140,000</b>	<b>\$35,000</b>	<b>\$555,991</b>

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds <sup>2</sup>	\$360,000
Estimated Unexpended Carryover	<u>\$20,991</u>
<b>TOTAL TPF</b>	<b>\$380,991</b>

<sup>2</sup>Estimate based on prior years' authorizations



**APPENDIX A**

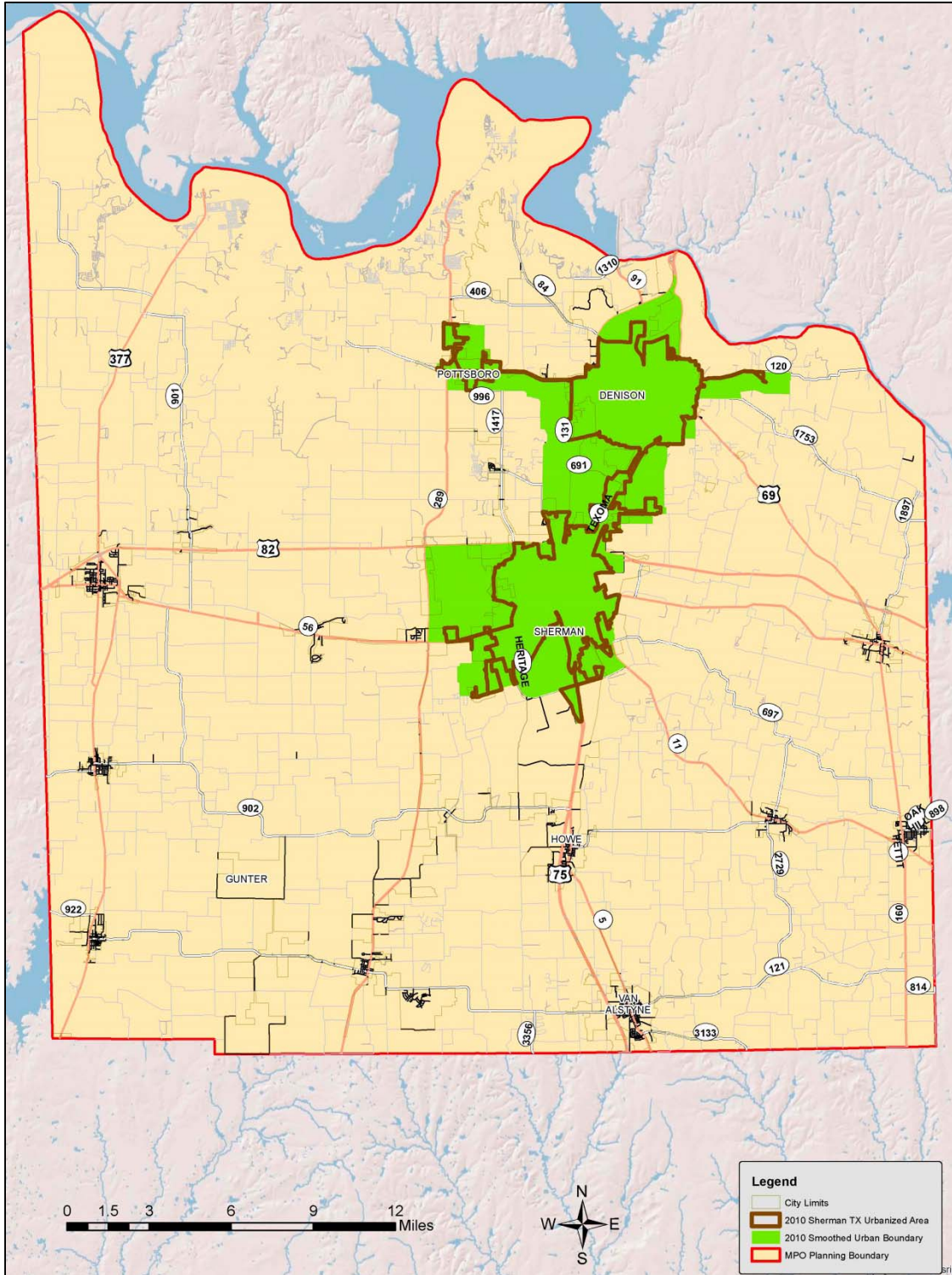
**POLICY BOARD MEMBERSHIP**

**Sherman - Denison Metropolitan Planning Organization**

<b>Voting Members</b>		
Bill Magers	County Judge	Grayson County
David Plyler	Mayor, Chairman	City of Sherman
Jared Johnson	Mayor, Vice-Chairman	City of Denison
Frank Budra	Mayor, Small Cities Rep.	City of Pottsboro
Noel Paramanatham, P.E.	District Engineer	TxDOT – Paris District
<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
Nick Page	Planner	TxDOT – Transportation Planning and Programming Division
Josh Walker	General Manager	Texoma Area Paratransit System (TAPS)
Sarah Hinton	Airport Director	North Texas Regional Airport
<b>Standing Technical Committee</b>		
Clay Barnett, P.E.	Executive Director	Sherman-Denison MPO
Clint Philpott, P.E.	Director of Engineering	City of Sherman
Judson Rex, AICP	City Manager	City of Denison
Bill Benton		Grayson County
Kevin Farley	City Manager, Small Cities Rep.	City of Pottsboro
Aaron Bloom, P.E.	Area Engineer	TxDOT – Paris District

APPENDIX B

METROPOLITAN AREA BOUNDARY MAP



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**APPENDIX C**

**DEBARMENT CERTIFICATION  
(Negotiated Contracts)**

- (1) The \_\_\_\_\_ MPO 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

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

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**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

\_\_\_\_\_  
Title

\_\_\_\_\_  
Agency

\_\_\_\_\_  
Date

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**APPENDIX E**

**CERTIFICATION OF COMPLIANCE**

I, \_\_\_\_\_,  
(Name and Position, Typed or Printed)

a duly authorized officer/representative of \_\_\_\_\_  
\_\_\_\_\_  
(MPO)

do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature - Chairman, MPO Policy Board

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

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**APPENDIX F**

**CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM**

I, \_\_\_\_\_,  
(Name and Position, Typed or Printed)

a duly authorized officer/representative of \_\_\_\_\_  
\_\_\_\_\_  
(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.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature - Chairman, MPO Policy Board

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title