



UNIFIED PLANNING WORK PROGRAM

FISCAL YEARS 2016 - 2017

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
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UNIFIED PLANNING WORK PROGRAM

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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, 2015 through September 30, 2017. 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 Moving Ahead for Progress in the 21st Century (MAP-21) which was signed into law on July 6, 2012. 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 is a two-year planning budget which outlines those planning activities to be undertaken by the MPO 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. Member local governments include: Grayson County, the City of Sherman, the City of Denison, the City of Howe, the City of Van Alstyne, the City of Pottsboro, and the City of Gunter. The population of the planning area is about 95,000 and is completely inside the Grayson County boundary (see map page 23).

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 (p.21). 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.

The PB has approved a Public Participation Plan (PPP), as required by MAP-21. The current plan was adopted in 2006. A revised plan will be reviewed by the Policy Board at its regularly scheduled meeting in June of 2015 and recommended for adoption at the August, 2015 meeting.

The current 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 MAP-21, 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.sdmipo.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 (MAP-21), 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 MAP-21. 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 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.

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 three of which were: Safety; Maintenance and System Efficiency; and Congestion and Freight Reliability.

As a result of Proposition 1, a referendum passed by the voters of the State of Texas which allocates additional funding to the transportation trust fund, a major amendment to the MTP is anticipated for the fall of 2015 to accommodate additional roadway projects.

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 (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.

Planning Areas

This document is organized under the eight planning factors of MAP-21. MAP-21 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 eight Broad Planning Emphasis Areas of MAP-21 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 the Secretary of Transportation, Anthony Foxx, has also identified three areas of additional emphasis as strategic objectives for the Surface Transportation Program:

MAP-21 Implementation – this encourages state Departments of Transportation and MPOs to continue to further develop their performance management approach to transportation planning;

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;

Ladders of Opportunity – State DOTs, MPOs, and providers of public transportation are encouraged to identify connectivity gaps in accessing essential services.

TASK 1 ADMINISTRATION/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** - 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 2018 & FY 2019 Unified Planning Work Program; 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 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. 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 FY 2014-15 UPWP. 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, in coordination with the Technical Advisory Committee and consulting team, the MPO developed an updated public outreach program for the 2040 MTP (which was successfully adopted in October of 2014). Staff has also updated the MPO's Public Participation Plan (which will be formally adopted in August of 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 (2016 & 2017) 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 will be maintained and updated as needed. The Annual Project Listings document will be developed and published.

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.

ADMINISTRATIVE/MANAGEMENT PLANNING BUDGET

FY 2016

| Sub-task | Responsible Agency | TPF (1) | SPR funds | State | Local | Total |
|--------------|--------------------|-----------------|-----------------|-------|-------|-----------------|
| 1.1 | MPO | \$26,163 | \$6,647 | | | \$32,810 |
| 1.2 | MPO | \$17,429 | \$3,324 | | | \$20,753 |
| 1.3 | MPO | \$5,810 | \$4,653 | | | \$10,463 |
| TOTAL | | \$49,402 | \$14,624 | | | \$61,367 |

FY 2017

| Sub-task | Responsible Agency | TPF (1) | SPR funds | State | Local | Total |
|--------------|--------------------|-----------------|-----------------|-------|-------|-----------------|
| 1.1 | MPO | \$25,363 | \$6,647 | | | \$32,010 |
| 1.2 | MPO | \$5,810 | \$7,977 | | | \$13,787 |
| 1.3 | MPO | \$17,429 | \$4,653 | | | \$22,082 |
| TOTAL | | \$48,602 | \$19,277 | | | \$67,879 |

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. 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 GIS services to the MPO.

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 the local transit agency on 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 2008 Base Year travel demand model update for the Sherman-Denison Study Area.

C. **DESCRIPTION OF SUBTASKS**

2.1 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 rider ship,

pavement condition monitoring, functional classification, demographic analysis, linking of Travel Demand Model data to GIS data.

- 2.2 ***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

FY 2016

| Sub-task | Responsible Agency | Responsible Agency | | State | Local | Total |
|--------------|--------------------|--------------------|------------|-------|-------|-----------------|
| | | TPF (1) | SPR funds | | | |
| 2.1 | MPO/Consultant | \$11,610 | \$0 | | | \$11,610 |
| 2.2 | MPO/Consultant | \$5,810 | \$0 | | | \$5,810 |
| TOTAL | | \$17,420 | \$0 | | | \$17,420 |

FY 2017

| Sub-task | Responsible Agency | Responsible Agency | | State | Local | Total |
|--------------|--------------------|--------------------|------------|-------|-------|-----------------|
| | | TPF (1) | SPR funds | | | |
| 2.1 | MPO/Consultant | \$10,810 | \$0 | | | \$10,810 |
| 2.2 | MPO/Consultant | \$5,810 | \$0 | | | \$5,810 |
| TOTAL | | \$16,620 | \$0 | | | \$16,620 |

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 MAP-21 such as the update of the FY 2016 & 2017 Unified Planning Work Program (UPWP) and revisions to the FY 2015 - 2018 Transportation Improvement Program (TIP), and development of the new 2017-2020 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 2015-2018 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 Metropolitan Area Boundary.

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 2014 - 2015 Unified Planning Work Programs, implementation of and amendments to the FY 2013 - 2016 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 2015 - 2018 TIP. In addition, staff developed and published the Annual Projects Listing document 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 2015 – FY 2018 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 Development of 2017-2020 Transportation Improvement Program (TIP)

Every two years each MPO is required to develop a new TIP. In FY 2016 the Sherman-Denison MPO will be required to develop a new TIP covering the years 2017 through 2020.

3.3 Unified Planning Work Program

Update and revise the biennial FY 2016 - 2017 Unified Planning Work Program 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 2016 & 2017 UPWP will be monitored and revised as necessary by the Policy Board. Work program tasks will be dedicated to provide continuing and coordinated multi modal transportation planning for the MPO region. The FY 2018 & 2019 UPWP will be developed incorporating all appropriate provisions of transportation re-authorization bill MAP-21.

3.4 Transit Planning Assistance

The staff will offer planning assistance to the Texoma Area Paratransit System (TAPS). 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

FY 2016

| Sub-task | Responsible Agency | Responsible Agency | | State | Local | Total |
|--------------|--------------------|--------------------|-----------------|-------|-------|-----------------|
| | | TPF (1) | SPR funds | | | |
| 3.1 | MPO | \$11,610 | \$6,647 | | | \$18,257 |
| 3.2 | MPO | \$11,619 | \$7,977 | | | \$19,596 |
| 3.3 | MPO | \$5,810 | \$5,318 | | | \$11,128 |
| 3.4 | MPO | \$11,619 | \$9,971 | | | \$21,590 |
| TOTAL | | \$40,658 | \$29,913 | \$0 | \$0 | \$70,571 |

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

FY 2017

| Sub-task | Responsible Agency | | | | | |
|--------------|--------------------|-----------------|-----------------|-------|-------|-----------------|
| | Agency | TPF (1) | SPR funds | State | Local | Total |
| 3.1 | MPO | \$16,619 | \$9,971 | | | \$26,590 |
| 3.2 | MPO | \$17,429 | \$9,971 | | | \$27,400 |
| 3.3 | MPO | \$5,810 | \$5,318 | | | \$11,128 |
| 3.4 | MPO | \$0 | \$0 | | | \$0 |
| TOTAL | | \$39,858 | \$25,260 | \$0 | \$0 | \$65,118 |

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) UPDATE

- A. **OBJECTIVE** - A transportation plan must look into the future to address a 20 to 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 current plan, the 2040 MTP which was adopted in October of 2014, will be reviewed on a regular basis to ensure that it accommodates any changes that may occur prior to the next major update.
- B. **EXPECTED PRODUCTS** - 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. Worked with TxDOT Traffic Analysis Section to update TAZ's and demographic information to better reflect expanded boundary.
- D.
- E. **DESCRIPTION OF SUBTASKS**

4.1 Metropolitan Transportation Plan

MPO will continue to update the current 2040 MTP as needed. MPO will publish any revisions to the MTP on the Internet. Staff will review the 2040 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.

4.2 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.

4.3 Travel Demand Model Update

The MPO staff will continue to update the model as needed as well as utilize this tool for analysis of proposed improvements.

F. METROPOLITAN TRANSPORTATION PLAN BUDGET

FY 2016

| Sub-task | Responsible Agency | | | | | |
|--------------|--------------------|-----------------|-----------------|-------|-------|-----------------|
| | TPF (1) | SPR funds | State | Local | Total | |
| 4.1 | MPO/Consultant | \$23,229 | \$6,647 | | | \$29,876 |
| 4.2 | MPO/Consultant | \$0 | \$6,647 | | | \$6,647 |
| 4.3 | MPO/Consultant | \$14,019 | \$6,647 | | | \$20,667 |
| TOTAL | | \$37,248 | \$19,942 | | | \$57,190 |

FY 2017

| Sub-task | Responsible Agency | | | | | |
|--------------|--------------------|-----------------|-----------------|-------|-------|-----------------|
| | TPF (1) | SPR funds | State | Local | Total | |
| 4.1 | MPO/Consultant | \$22,429 | \$6,647 | | | \$29,076 |
| 4.2 | MPO/Consultant | \$0 | \$6,647 | | | \$6,647 |
| 4.3 | MPO/Consultant | \$14,019 | \$6,647 | | | \$20,667 |
| TOTAL | | \$36,448 | \$19,942 | | | \$56,390 |

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/EFFORTS

- 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 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. 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 Special Studies – FY 2016 Countywide Thoroughfare Plan**

Grayson County desires to develop a countywide Thoroughfare Plan and is requesting the assistance of the MPO to complete this task. Since this plan will ultimately impact the planning approach of the MPO, the MPO staff will provide the county with any necessary assistance to complete the task.

E. SPECIAL STUDIES BUDGET**FY 2016**

| Sub-task | Responsible Agency | TPF (1) | SPR funds | State | Local | Total |
|--------------|--------------------|-----------------|----------------|-------|-------|-----------------|
| 5.1 | MPO/Consultant | \$11,610 | \$4,653 | | | \$16,263 |
| TOTAL | | \$11,610 | \$4,653 | | | \$16,263 |

FY 2017

| Sub-task | Responsible Agency | TPF (1) | SPR funds | State | Local | Total |
|-----------------|---------------------------|-----------------|------------------|--------------|--------------|-----------------|
| 5.1 | MPO/Consultant | \$10,810 | \$1,994 | | | \$12,804 |
| TOTAL | | \$10,810 | \$1,994 | | | \$12,804 |

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 2016 - 2017 BUDGET SUMMARY for Sherman - Denison Urban Area

TABLE 1 – FY 2016 & FY 2017

| UPWP Task | FTA Task | Description | TPF Funds | SPR Funds | State Match | Local Match | TOTAL FUNDS |
|--------------|----------|----------------------------------|------------------|------------------|-------------|-------------|------------------|
| 1 | 44.21.00 | Administration and Management | \$98,002 | \$31,243 | | | \$129,245 |
| 2 | 44.22.00 | Data Development | \$34,038 | \$0 | | | \$34,038 |
| 3 | 44.24.00 | Short Range Planning | \$80,515 | \$55,174 | | | \$135,689 |
| 4 | 44.23.00 | Metropolitan Transportation Plan | \$73,696 | \$39,885 | | | \$113,581 |
| 5 | 44.26.00 | Special Studies | \$22,419 | \$6,647 | | | \$29,067 |
| TOTAL | | | \$308,670 | \$132,949 | | | \$441,629 |

TRANSPORTATION PLANNING FUNDS

| | |
|---------------|-----------|
| FHWA (PL-112) | \$248,671 |
| Carry Over PL | \$0 |
| SPR Funds | \$132,949 |
| FTA Sec 5303 | \$60,000 |

TOTAL \$441,620

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA and FTA funds

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

BUDGET SUMMARY BY YEAR:

TABLE 2 – FY 2016

October 2015

| UPWP Task | FTA Task | Description | TPF Funds | SPR Funds | State Match | Local Match | TOTAL FUNDS |
|--------------|----------|----------------------------------|------------------|-----------------|-------------|-------------|------------------|
| 1 | 44.21.00 | Administration and Management | \$49,401 | \$11,965 | | | \$61,367 |
| 2 | 44.22.00 | Data Development | \$17,419 | \$0 | | | \$17,419 |
| 3 | 44.24.00 | Short Range Planning | \$40,658 | \$29,913 | | | \$70,571 |
| 4 | 44.23.00 | Metropolitan Transportation Plan | \$37,248 | \$19,942 | | | \$57,190 |
| 5 | 44.26.00 | Special Studies | \$11,610 | \$4,653 | | | \$16,263 |
| TOTAL | | | \$156,336 | \$66,473 | \$0 | \$0 | \$222,810 |

TRANSPORTATION PLANNING FUNDS

| | |
|---------------|-----------|
| FHWA (PL-112) | \$126,336 |
| Carry Over PL | \$0 |
| SPR Funds | \$66,474 |
| FTA Sec 5303 | \$30,000 |
| | <hr/> |

TOTAL \$222,810

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA and FTA funds

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

BUDGET SUMMARY BY YEAR:

TABLE 3 – FY 2017

October 2016

| UPWP Task | FTA Task | Description | TPF Funds | SPR Funds | State Match | Local Match | TOTAL FUNDS |
|--------------|----------|----------------------------------|------------------|-----------------|-------------|-------------|------------------|
| 1 | 44.21.00 | Administration and Management | \$48,601 | \$19,278 | | | \$67,879 |
| 2 | 44.22.00 | Data Development | \$16,619 | \$0 | | | \$16,619 |
| 3 | 44.24.00 | Short Range Planning | \$39,858 | \$25,260 | | | \$65,118 |
| 4 | 44.23.00 | Metropolitan Transportation Plan | \$36,448 | \$19,942 | | | \$56,390 |
| 5 | 44.26.00 | Special Studies | \$10,810 | \$1,994 | | | \$12,804 |
| TOTAL | | | \$152,336 | \$66,474 | | | \$218,810 |

TRANSPORTATION PLANNING FUNDS

| | |
|---------------|-----------------|
| FHWA (PL-112) | \$122,336 |
| Carry Over PL | \$0 |
| SPR Funds | \$66,474 |
| FTA Sec 5303 | <u>\$30,000</u> |

TOTAL \$218,810

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA and FTA funds.

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