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Wichita Falls Metropolitan Planning Organization

FY 2018 – FY 2019 Unified Planning Work Program

**Prepared by:
Wichita Falls Metropolitan Planning Organization**

Participating Agencies:

**City of Wichita Falls
City of Pleasant Valley
City of Lakeside City
Wichita County
Archer County
Texas Department of Transportation
Wichita Falls Transit System**

In cooperation with:

**U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration**

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**UNIFIED PLANNING WORK PROGRAM
FY 2018-2019
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UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING WICHITA FALLS URBANIZED AREA

FY 2018-2019 (October 1, 2017 through September 30, 2019)

INTRODUCTION

The Unified Planning Work Program (UPWP) is the transportation planning work program detailing transportation planning, programs and services (work) for performance by the Wichita Falls Metropolitan Planning Organization (MPO) in support of the "3C" planning process whereby issues and projects are evaluated "continuously, comprehensively, and cooperatively," as required by the passage of the 1962 Federal Aid Highway Act. In 1973, an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area wide transportation planning. That same year, the Governor of the State of Texas, acting by and through the Texas Department of Transportation (TxDOT), designated the City of Wichita Falls, acting through its Policy Advisory Committee, to be the Metropolitan Planning Organization (MPO) for the Wichita Falls Urban Transportation Study Area. This designation changed in June 2000 and replaced the Policy Advisory Committee (PAC) with the Transportation Policy Committee (TPC), which is now the designated Metropolitan Planning Organization.

Congress has passed subsequent transportation reauthorization laws since 1973. The newest reauthorization known as Fixing America's Surface Transportation Act (FAST Act) was signed into law on December 4, 2015. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. Previous reauthorizations include Moving Ahead for Progress in the 21st Century (MAP-21), Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU), Transportation Equity Act for the 21st Century (TEA-21), and Intermodal Surface Transportation Efficiency Act (ISTEA).

All Wichita Falls MPO plans and programs comply with the public involvement provisions of Title VI, which states: "No person in the United States shall, on grounds of race, color or national origin, be excluded from participation in, be denied the benefits of or be subjected to discrimination under any program or activity receiving federal financial assistance".

A. PURPOSE

The FY 2018-2019 Unified Planning Work Program (UPWP) is the blueprint of work for WFMPO staff over the next two years. Federal law requires WFMPO to work with its area planning partners in a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. The Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Public Participation Plan (PPP), and all other transportation documents developed under the UPWP umbrella contribute to the development, management and operation of an integrated, inter-modal transportation system that enables the safe, efficient, economic movement of people and goods.

With the passage of TEA-21 in 1998, the 15 metropolitan and 23 statewide planning factors from the old regulations consolidated into seven factors. With the passage of SAFETEA-LU, the factors expanded to eight. Namely, safety and security divided into separate planning factors to address these issues more effectively. In addition, the planning factor on protect/enhance the environment was expanded to include "promote consistency between transportation improvements and State and local planned growth and economic

development patterns". The FAST Act expands the scope of consideration of the metropolitan planning process to include projects, strategies, and services that will:

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 accessibility and mobility of people and 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.

MAP-21, and its successor the FAST Act, require that metropolitan planning organizations, public transportation providers and state departments of transportation establish and use a performance-based approach to transportation decision making to support the seven federal goals. The 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 of 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.
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.

The ultimate product of the planning process is the development of plans, programs, and resulting transportation projects listed in the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Citizen and stakeholder involvement is very important to the mission of the MPO and is encouraged wherever possible. Citizens provide information about community core values. In turn, WFMPO considers this information in the development of plans, programs and projects.

B. DEFINITION OF AREA

The Wichita Falls Metropolitan Urbanized Area encompasses more than 150 square miles with an estimated population of 151,306 as calculated by the U.S. Census Bureau's Decennial Census taken in 2010. The Cities of Wichita Falls, Lakeside City and Pleasant Valley are the only urbanized areas located within the MPO

boundary. Sheppard Air Force Base is also included as part of the urbanized area. The remaining area is rural with spotted development. The Texas Transportation Commission authorized WFMPO's boundary expansion in January of 2014. The MPO boundary expanded south to FM 1954, east to US 281 and west to Wells Road. The planning area includes areas the MPO reasonably expects urbanization to occur in during the next 25 years. For a complete map of the area, please see [Appendix B](#) – Metropolitan Area Boundary Map.

The 2010 U.S. Census classifies the City of Wichita Falls as a Metropolitan Statistical Area (MSA), which is defined as an urban area with a population of 50,000 or greater. As such, an MPO must represent the urbanized area (UZA). If the UZA were to have a population 200,000 or more then the area (with designation by the Secretary of Transportation) would carry the extra distinction of being a Transportation Management Area (TMA). Representation by an MPO applies to the entire metropolitan planning area. In the case of this area, it is the "Wichita Falls Urban Transportation Study" (WFUTS) area. The Wichita Falls MPO area includes the following governmental participants:

- City of Wichita Falls, Texas
- County of Wichita, Texas
- City of Pleasant Valley, Texas
- City of Lakeside City, Texas
- County of Archer, Texas
- Texas Department of Transportation (TxDOT) – Wichita Falls District

C. ORGANIZATION

The Wichita Falls Metropolitan Planning Organization consists of a Transportation Policy Committee (TPC), a Technical Advisory Committee (TAC), and a Transportation Planning Director and staff. ([Appendix A](#) provides a list of all committee members.) The Transportation Policy Committee adopted bylaws on March 28, 2000, which have been revised numerous times with the last revision occurring on January 27, 2016. The City of Wichita Falls serves as the fiscal agent for the MPO. The Transportation Policy Committee, acting as the MPO, along with the City of Wichita Falls and TxDOT executed the 2012-2017 planning agreement on July 25, 2012.

D. PRIVATE SECTOR INVOLVEMENT

Periodically, WFMPO finds it necessary to obtain professional services from the private sector. When this occurs, WFMPO utilizes the City of Wichita Falls' purchasing procedures to find experienced, knowledgeable and competent firms. WFMPO employs the use of the City of Wichita Falls' contract procurement procedures consistent with circular 2 CFR 200 guidelines on use and selection of contractors or consultants from the private sector.

WFMPO will utilize the services of a consultant to update and expand the socioeconomic and demographic data and forecasts for long-range transportation planning for the Wichita Falls Metropolitan Area. Previous projects include the Transit Oriented Development Study by Freese and Nichols, Inc. for use in identifying transit corridors suitable for a walkable community. WFMPO also utilized the services of AMD Engineering, Inc. to complete the Long-Range Project Readiness Plan.

E. PLANNING ISSUES AND EMPHASIS

The focus of the Metropolitan Transportation Plan (MTP) and other transportation plans and programs is to identify current and future needs, deficiencies in the system, link land use decisions with public and private transportation opportunities, address multimodal interests, identify short and long-range maintenance and safety issues, and to generally improve the overall transportation system. On-going updates and data maintenance of the MTP will ensure a process of follow-up that the MPO expects to grow with the study area in population, changing mobility patterns and maintenance.

Many local, regional and national issues will continue to shape the work that the Wichita Falls MPO will perform in FY 2018 and FY 2019. These issues are interrelated and present different challenges in the development of short-range and long-term plans. No new Planning Emphasis Areas (PEA's) have been provided from FHWA. PEA's for FY 2018-2019 include previous *MAP-21 Implementation*, *Regional Models of Cooperation*, and *Ladders of Opportunity*

MAP-21 Implementation

- *Transition to Performance Based Planning and Programming* – Performance based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks include working with local planning partners to identify ways to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for metropolitan areas, and reporting actual system performance related to those targets. WFMPO uses scenario planning through the Travel Demand Model process to develop our Metropolitan Transportation Plan.

Regional Models of Cooperation

- *Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across the Wichita Falls Transit System, WFMPO, and TxDOT boundaries.* WFMPO will continue to work with its planning partners to improve the effectiveness of transportation decision-making by thinking beyond traditional borders and adopting a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination between WFMPO, TxDOT, the Wichita Falls Transit System, area providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas served by multiple MPO's. WFMPO will revisit its metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication between TxDOT, WFMPO, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. WFMPO will explore the opportunity to collaborate with RPO's to conduct transportation planning in nonmetropolitan areas.

Ladders of Opportunity

- *Access to Essential Services* – WFMPO will continue to work with TxDOT, the Wichita Falls Transit System, and area providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. WFMPO Unified Planning Work Program (UPWP) work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. WFMPO will also evaluate the effectiveness of its public participation

plan for engaging transportation-disadvantaged communities in the transportation decision-making process. WFMPO will continue to assess the safety and condition of pedestrian and bicycle facilities and evaluate the compliance of projects with the Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

F. PERFORMANCE MEASURES

The FAST Act continues MAP-21's overall performance management approach. The FAST Act makes no changes to the performance management provisions established by MAP-21. In addition to the goals and objectives of previous transportation bills, MAP-21 established a framework for performance based planning, programming, and implementation of projects. MAP-21 specifies seven performance elements, which are national goals, performance measures, performance targets, performance plans, target achievement, special performance rules and performance reporting.

MAP-21 National Goals include safety, infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, environmental sustainability, and reduced project delivery delays. The USDOT established MAP-21 Performance Measures designed to carry out the National Highway Performance Program. USDOT will set up measures for States to use to assess condition of pavements, condition of bridges, and performance of interstate and the national highway system. Performance measures for the Highway Safety Improvement Program will include serious injuries per vehicle mile traveled, fatalities per vehicle mile traveled, number of serious injuries and number of fatalities. USDOT will also establish measures for congestion mitigation, air quality improvement and freight movement. Transit performance measures will address state of good repair standards that measure the condition of capital assets such as equipment, rolling stock, infrastructure and facilities.

G. ABBREVIATIONS

The following abbreviations denote boards, agencies and programs:

Local:

BPAC	Bicycle and Pedestrian Advisory Committee
LRPRP	Long-Range Project Readiness Plan
TAC	Technical Advisory Committee
TOD	Transit Oriented Development
TPC	Transportation Policy Committee
WFMPO	Wichita Falls Metropolitan Planning Organization
WFTS	Wichita Falls Transit System

Regional:

NORTEX	North Texas Regional Planning Commission
RCTC	Regional Coordination Transportation Committee

State:

TCI	Texas Congestion Index
TPP	Transportation Planning and Programming Division (TxDOT)
TxDOT	Texas Department of Transportation

Federal:

ARRA	American Recovery and Reinvestment Act
CDBG	Community Development Block Grant
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAST ACT	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21 st Century
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
TEA-21	Transportation Equity Act for the 21 st Century

TASK 1.0 – ADMINISTRATION/MANAGEMENT

A. OBJECTIVE – Work elements in this activity are administrative and contain management tasks associated with the function and coordination of the multimodal transportation planning process, which includes: travel, registration and training; office supplies and equipment; computer software and equipment upgrades; maintenance and technical support for software and hardware; subscriptions relating to software and applications involving the Geographic Information System (GIS) and/or databases (including GPS data gathering systems); expenses required for public involvement/environmental justice activities; promotion of WFMPO programs and advertising and other work associated with the function of the MPO.

The development of goals, objectives, and policies; committee structures and staffing; interagency linkage and information; and staffing of various work elements are the main concern of transportation planning coordination. Required duties include informing the public and committee members of meetings, preparation of meeting packets, attendance at meetings, coordination of projects/programs, and oversight of planning activities.

B. EXPECTED PRODUCTS – Correspondence, memoranda, agreements, agenda creation, record keeping and minutes necessary to document ongoing activities of the study office. This task includes the purchase of office supplies, office furniture, computer software, computer hardware and the upgrade of equipment, and the associated costs, including advertising, to post public notices, rent meeting places, and other expenses as appropriate. Other products of this task are training and expenses incurred while members of the study office, or those approved for travel by the study office, travel to training, meetings, conferences and/or workshops. This task also includes maintenance and updates of the WFMPO website. MPO staff will revise the 2018-2019 Unified Planning Work Program (UPWP), as needed, and will develop the 2020-2021 UPWP. The MPO Director will submit the Annual Performance and Expenditure Report (APER) and the Annual Project Listing (APL) described in Subtask 1.6 in December of each year of the plan.

C. PREVIOUS WORK

Routine Work Efforts: In coordination with Wichita Falls TxDOT District staff, WFMPO staff devised, implemented and administered day-to-day activities and operations of the urban transportation planning process. The majority of administrative tasks was on going and considered as carry-over from the last fiscal year. MPO staff included quarterly financial reports in all regularly scheduled TAC and TPC meetings for review by committee members. The quarterly financial reports provided a brief summary of MPO expenses throughout the fiscal year and provided a good tool for determining if the MPO was staying within budget constraints. WFMPO paid for the annual software maintenance agreement for the ESRI Geographic Information System license on all MPO computers. MPO staff worked with area organizations to improve the exchange of GIS information, data and ideas between entities. WFMPO staff attended several conferences, seminars, workshops, training sessions and meetings throughout FY 2016/2017. The majority of which were TEMPO/TxDOT meetings. MPO prepared meeting agenda packets and copying for the MPO Technical Advisory and Transportation Policy Committee members; mailings to Native American Tribal governments, report preparation, telephone usage, photocopy machine lease/maintenance, and annual updates to the FY 2017 Prioritized Project List. MPO staff maintained the MPO website with up to date information on TAC/TPC meetings, agendas and meeting materials. MPO staff revised the 2016-2017 UPWP one time during FY 2016. MPO staff began developing the 2018-2019 UPWP in early 2017.

Non-Routine Work Efforts: All previous work for Task 1 is routine work effort; therefore, there are no non-routine work efforts.

D. SUBTASKS

- Subtask 1.1** Administration, project monitoring and development, record-keeping, and related activities for transportation planning, and production of quarterly financial status reports. TxDOT monthly billing statements provide the data for the quarterly financial status recap reports. Administer, coordinate and monitor the Wichita Falls Metropolitan Planning Organization and associated transportation planning activities in the metropolitan area for compliance with federal and state requirements. Involve the public at all levels of planning and decision-making. This subtask also includes purchases of office furniture and supplies.
- Subtask 1.2** Annual software maintenance costs, technical support, enhancement and upgrades to the Geographic Information System and associated hardware, software, equipment and applications. Work with other local organizations to exchange information and ideas using GIS. This subtask also includes purchases of computers, hardware and software. Expenditures of \$5,000 or more requires approval from TxDOT and FHWA.
- Subtask 1.3** Travel and training expenses for the bi-annual Texas Transportation Institute/TxDOT Transportation Planning Conference; GIS Conferences, Texas Transportation Forum and additional transportation related conferences and training. TxDOT, and the Wichita Falls City Manager, must approve all out of state travel before the event occurs.
- Subtask 1.4** Direct costs, which include, but are not limited to:
- Conferences,
 - Professional organizations,
 - Professional development,
 - Agency memberships i.e., Chamber of Commerce and Industry (CCI), etc.
 - Printing and binding costs,
 - Advertising,
 - Postage,
 - Telephone usage,
 - Lease expenses,
 - Meeting space rental
 - Other services as required
- Subtask 1.5** Maintenance and updates of the MPO website for posting of meeting information and transportation planning documents, reports and data. Maintain contract with professional web hosting company for web site maintenance. Maintain social media advertising and networking.
- Subtask 1.6** Review and revise the 2018-2019 UPWP as needed. Develop the 2020-2021 UPWP. Submit the Annual Performance and Expenditure Report (APER), and the Annual Project Listing (APL), in December of each year of the plan.

E. FUNDING SUMMARY

TASK 1 - FY 2018

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
1.1	MPO & TxDOT	\$7,000.00	\$0	\$0	\$7,000.00
1.2	MPO & TxDOT	\$11,500.00	\$0	\$0	\$11,500.00
1.3	MPO & TxDOT	\$9,000.00	\$0	\$0	\$9,000.00
1.4	MPO & TxDOT	\$8,000.00	\$0	\$0	\$8,000.00
1.5	MPO & TxDOT	\$5,000.00	\$0	\$0	\$5,000.00
1.6	MPO & TxDOT	\$5,500.00	\$0	\$0	\$5,500.00
	Total	\$46,000.00	\$0	\$0	\$46,000.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TASK 1 - FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
1.1	MPO & TxDOT	\$7,000.00	\$0	\$0	\$7,000.00
1.2	MPO & TxDOT	\$12,000.00	\$0	\$0	\$12,000.00
1.3	MPO & TxDOT	\$7,000.00	\$0	\$0	\$7,000.00
1.4	MPO & TxDOT	\$7,000.00	\$0	\$0	\$7,000.00
1.5	MPO & TxDOT	\$6,000.00	\$0	\$0	\$6,000.00
1.6	MPO & TxDOT	\$6,000.00	\$0	\$0	\$6,000.00
	Total	\$45,000.00	\$0	\$0	\$45,000.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TASK 2.0 – DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE – The objective of this task is to gather, analyze and maintain data and other information supporting the transportation planning process that includes, but is not limited to, maintaining demographic data, labor statistics, traffic counts, transit data collection, area transportation studies, information gathered during the public involvement process and general population/neighborhood study data.

B. EXPECTED PRODUCTS – Expected products of this task will be demographic data, traffic analysis/flow data and reports in varied formats including transit-related reporting activities. Preparation of an Annual List of Projects that outlines the status of surface transportation projects within the MPO boundaries for the current fiscal year. WFMPO will continue to provide data to TxDOT in Austin for the express purpose of updating and maintaining the Wichita Falls MPO Travel Demand Model. Continued identification of low income and minority areas, in combination with race and ethnicity statistics, analyzed with respect to Title VI requirements.

C. PREVIOUS WORK

Routine Work Efforts: MPO staff provided demographic, financial, and transportation related reports for several City departments needing assistance with transportation issues. MPO staff prepared the Annual List of Projects that outlines the status of transportation projects within the MPO boundaries for the current fiscal year. MPO staff developed much of the data used in the 2015-2040 Metropolitan Transportation Plan Update. MPO staff utilized Census Bureau 2010 data from Sample File 1 to update the minority and low-income tables and maps used in the 2015-2040 Metropolitan Transportation Plan Update. Staff used the same data to complete the 2015 Environmental Justice Analysis Report. For the 2015-2040 Metropolitan Transportation Plan update, MPO staff developed the 2010 Base Year transportation network with 2015 Demand Conditions model to illustrate current conditions. MPO staff produced a “No-Build Scenario” of 2040 Demand Conditions set against the 2010 Base Year to demonstrate the effects on the transportation network. MPO staff also constructed a “Build Scenario” that applies the top ten mobility projects on the MTP project list against the 2010 Base Year network.

Non-Routine Work Efforts: All previous work for Task 2 is routine work effort; therefore, there are no non-routine work efforts.

D. SUBTASKS

- Subtask 2.1** Development and distribution of data and reports. Specific reports include, but are not limited to progress reports regarding transportation issues; various census demographic studies and reports as requested by MPO governing agencies; traffic impact analysis reports for planning efforts throughout the metropolitan area; informational reports related to the status of transportation projects; development of traffic flow analysis reports; and studies of various elements of any other projects proposed within the Wichita Falls urban study area.
- Subtask 2.2** Receive, review, analyze, and notate any changes in demographic data pertinent to minority and low-income groups with respect to Title VI requirements of the Civil Rights Act of 1964.
- Subtask 2.3** Development of various traffic and corridor analysis studies and scenarios within the MPO area utilizing the Travel Demand Model and TRANSCAD software.

E. FUNDING SUMMARY

TASK 2 - FY 2018

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
2.1	MPO & TxDOT	\$18,000.00	\$0	\$0	\$18,000.00
2.2	MPO & TxDOT	\$10,000.00	\$0	\$0	\$10,000.00
2.3	MPO & TxDOT	\$27,000.00	\$0	\$0	\$27,000.00
	Total	\$55,000.00	\$0	\$0	\$55,000.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TASK 2 - FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
2.1	MPO & TxDOT	\$15,000.00	\$0	\$0	\$15,000.00
2.2	MPO & TxDOT	\$10,000.00	\$0	\$0	\$10,000.00
2.3	MPO & TxDOT	\$20,000.00	\$0	\$0	\$20,000.00
	Total	\$45,000.00	\$0	\$0	\$45,000.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TASK 3.0 – SHORT-RANGE PLANNING

A. OBJECTIVE – The MPO is required to develop a Transportation Improvement Program to outline a four-year schedule of transportation improvements for the study area. In addition, the MPO carries out various planning studies to explore the need for other projects unidentified in the Metropolitan Transportation Plan or in the Transportation Improvement Program. The MPO is also required to develop processes necessary to hold MPO meetings of the Technical Advisory Committee and the Transportation Policy Committee at a minimum of four times during the fiscal year.

B. EXPECTED PRODUCTS – Quarterly updates and revisions, as necessary, to the Transportation Improvement Program. Review and analyze the MPO’s Public Participation Plan for timeliness, continuity and conformance with existing regulations. Continue to focus on defining the Environmental Justice area based on US Census data and Housing and Urban Development (HUD) criteria for low-income and minority populations. WFMPO will assist the Regional Coordination Transportation Committee charged with developing a multi-county regional transportation plan. WFMPO staff will engage the public utilizing the Public Participation Plan for the development of projects, programs, and the Annual Transportation Project Listing.

C. PREVIOUS WORK

Routine Work Efforts: MPO staff did not conduct any formal training exercises with TAC or TPC during the year. MPO staff prepared meeting packets for all the TAC and TPC meetings held during the fiscal year. Staff publicly advertised quarterly meetings and special called meetings based on Public Participation Plan procedures. MPO staff developed the 2017-2020 Transportation Improvement Program, which the Policy Board approved on April 27, 2016. MPO staff reviewed the WFMPO Public Participation Plan for any required updates. Staff continues to update the Environmental Justice Analysis Report. WFMPO successfully utilized the Prioritized Project List to prioritize three new added-capacity, new facility mobility projects, for a total of 69 projects for FY 2016-2017. WFMPO staff provided planning assistance to the Regional Coordination Transportation Committee throughout FY 2017. The North Texas Regional Planning Commission (NORTEX) hosted quarterly meetings through the year for the Regional Coordination Transportation Committee for them to review, discuss and improve the regional transportation plan. MPO staff utilized FTA Section 5307 planning funds to assist the Wichita Falls Transit System in comprehensive transit planning, data acquisition, and route restructuring. MPO staff worked with the Transit Administrator to update and include the Public Transportation Plan in the 2015-2040 Metropolitan Transportation Plan update.

Non-Routine Work Efforts: All previous work for Task 3 is routine work effort; therefore, there are no non-routine work efforts.

D. SUBTASKS

Subtask 3.1 Development of training opportunities and workshops for the MPO’s Transportation Policy Committee and Technical Advisory Committee. Preparation of documents for TAC and TPC and other duties or activities required to assist the Policy Committee throughout the fiscal year.

Subtask 3.2 Revise, amend and maintain updates to the TPC approved 2017-2020 TIP. Develop and revise the 2020-2023 TIP. The MPO will develop and submit the 2018 and 2019 annual project listing.

- Subtask 3.3 Review and revise WFMPPO's Public Participation Plan as needed. Conduct meetings according to the Public Participation Plan for the development and implementation of transportation planning and programming documents.
- Subtask 3.4 Focus on defining the Environmental Justice area using US Census data and HUD criteria for low-income and minority populations for our planning partners.
- Subtask 3.5 Provide planning assistance to the Regional Coordination Transportation Planning Committee sponsored by the North Texas Regional Planning Commission. This may include sharing data, preparing maps, attending or sponsoring meetings, and providing general transportation planning expertise to the effort.
- Subtask 3.6 WFMPPO will assist the Wichita Falls Transit System in the development of comprehensive transit planning and for the general development of the WFTS transit system. WFMPPO will use Federal funds for planning activities and not for transit grant administration.

E. FUNDING SUMMARY

TASK 3 - FY 2018

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
3.1	MPO & TxDOT	\$11,000.00	\$0	\$0	\$11,000.00
3.2	MPO & TxDOT	\$11,000.00	\$0	\$0	\$11,000.00
3.3	MPO & TxDOT	\$8,000.00	\$0	\$0	\$8,000.00
3.4	MPO & TxDOT	\$11,000.00	\$0	\$0	\$11,000.00
3.5	MPO & TxDOT	\$5,000.00	\$0	\$0	\$5,000.00
3.6	MPO, FTA & TxDOT	\$2,000.00	\$5,000	\$1,250	\$8,250.00
	Total	\$48,000.00	\$5,000	\$1,250	\$54,250.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TASK 3 - FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
3.1	MPO & TxDOT	\$8,000.00	\$0	\$0	\$8,000.00
3.2	MPO & TxDOT	\$8,000.00	\$0	\$0	\$8,000.00
3.3	MPO & TxDOT	\$8,000.00	\$0	\$0	\$8,000.00
3.4	MPO & TxDOT	\$10,000.00	\$5,000	\$1,250	\$16,250.00
3.5	MPO & TxDOT	\$8,000.00	\$0	\$0	\$8,000.00
3.6	MPO, FTA & TxDOT	\$8,000.00	\$0	\$0	\$8,000.00
	Total	\$50,000.00	\$5,000	\$1,250	\$56,250.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE – The Transportation Equity Act for the 21st Century required the development of a transportation plan addressing a twenty-year planning horizon in consultation and coordination with Federal, State, Tribal and Local agencies. The FAST ACT, signed into law in December 2015, continues these goals and objectives for the MTP, and continues to incorporate performance measures for MPO's. The MTP plan includes both long-range and short-range strategies and actions that lead to the development of an integrated inter-modal transportation system. The MPO will review the MTP plan at least every five years because we are an attainment area.

B. EXPECTED PRODUCTS – Expected products for this task include the review and maintenance of the 2015-2040 Metropolitan Transportation Plan. Other products consist of reviewing and updating the Bicycle Master Plan and scheduling semi-annual meetings with the Bicycle & Pedestrian Advisory Committee. Utilize the Long-Range Project Readiness Plan to continue the process of prioritizing transportation projects.

C. PREVIOUS WORK

Routine Work Efforts: MPO staff prepared projects in the Prioritized Project List for prioritization by the Technical Advisory Committee. The Transportation Policy Committee (Policy Board) reviewed, revised, and approved this list of projects for staff use during calendar year 2017. Some of these projects mirror the TxDOT on-system projects located in the MTP Project List.

Non-Routine Work Efforts: MPO staff will hire a qualified consultant to perform the Socioeconomic and Demographic Data Forecast update for the WFMPO. The goal of this update is to identify the projected transportation demand of persons and goods for seamless input into travel demand modeling. Subsequently, the main objective is to identify and define the socioeconomic data for base year 2015, and the forecast years, for use in updating the Wichita Falls Metropolitan Area's long-range Travel Demand Model. TxDOT Austin will provide the consultant with the previous network and TAZ geographies to assist with the creation of the new base and forecast geographies. The consultant selection committee will consist of five members from the MPO's Technical Advisory Committee. The responsibility of this committee is to interview and select a consultant that will produce the 2015 Socioeconomic and Demographic (SE) Data Update for input into the TxDOT maintained Travel Demand Model. After the update is underway, the nine-member Technical Advisory Committee (TAC) will provide oversight for the project. If necessary, WFMPO will invite other stakeholders to participate in the update.

D. SUBTASKS

- Subtask 4.1 Maintain and revise the 2015-2040 Metropolitan Transportation Plan including the MTP project list; add and delete projects from the list as needed. WFMPO staff will present any revisions that impact projects or available funding to the TAC and TPC. Review and update the Metropolitan Area Boundary map as needed. Except for preventive maintenance type projects, WFMPO staff will utilize projects listed in the MTP project list to develop Prioritized Project List.
- Subtask 4.2 MPO staff will begin developing data and analyses for the 2020-2045 MTP update. WFMPO will continue to engage transportation stakeholders in focus groups and public presentations.
- Subtask 4.3 Work with the Bicycle and Pedestrian Advisory Committee through public meetings and workshops to maintain and update the route inventory in the Bicycle Master Plan. Identify

areas within the MPO's boundary for possible enhancement by updating old infrastructure or building new facilities.

E. FUNDING SUMMARY

TASK 4 - FY 2018

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
4.1	MPO & TxDOT	\$18,000.00	\$0	\$0	\$18,000.00
4.2	MPO & TxDOT	\$18,000.00	\$0	\$0	\$18,000.00
4.3	MPO & TxDOT	\$14,000.00	\$0	\$0	\$14,000.00
	Total	\$50,000.00	\$0	\$0	\$50,000.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TASK 4 - FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
4.1	MPO & TxDOT	\$15,000.00	\$0	\$0	\$15,000.00
4.2	MPO & TxDOT	\$15,000.00	\$0	\$0	\$15,000.00
4.3	MPO & TxDOT	\$15,000.00	\$0	\$0	\$15,000.00
	Total	\$45,000.00	\$0	\$0	\$45,000.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TASK 5.0 - SPECIAL STUDIES

A. OBJECTIVE – Occasionally, projects warrant a study of special interest that the MPO does not have the resources to complete without support staff. This may include a variety of topics necessary to complete the goals and objectives set forth in the Metropolitan Transportation Plan and other unique transportation topics that demand special attention and are beyond the scope of the other regularly programmed activities and tasks. The objective of this task is to provide funding for the completion of such projects. This task includes subtasks that staff may not work on continuously or may not complete within one year.

B. EXPECTED PRODUCTS – WFMPO will continue searching for funding mechanisms to complete the remaining sections of the bicycle and pedestrian trail system located inside of Wichita Falls. MPO staff will continue the work started on the in-house freight study. MPO staff will continue working with the City of Wichita Falls Traffic Engineering Division on the intersection safety study. This study may require the services of a qualified consulting firm. WFMPO will hire a qualified consultant to perform the Socioeconomic and Demographic Data Forecast update for the Wichita Falls Metropolitan Planning Organization.

C. PREVIOUS WORK

Routine Work Efforts: The WFMPO Freight Study is an ongoing perpetual process. The Freight Program is updated annually. The TxDOT (Austin) Modeling Division completed the calibration and validation of the MPOs Travel Demand Model and presented it to the policy Board for review and approval on February of 2014. MPO staff used the model to develop alternative analyses inside the 2015-2040 Metropolitan Transportation Plan update. Specifically, 2010 Base Conditions, 2040 No-Build Scenario and the 2040 "Build It" Scenario. In 2015, MPO staff analyzed the new territory acquired under the 2040 Metropolitan Area Boundary expansion. During the development of the 2015-2040 Metropolitan Transportation Plan, WFMPO established five main goals and objectives. Each objective has one or more performance measures with specific targets. WFMPO completed this task during FY 2014. WFMPO staff also developed performance measures in the TIP. Our next step is to find ways to accomplish the targets of the performance measures. We will also develop some type of dashboard or report card to measure progress on each target.

Non-Routine Work Efforts: In March of 2017, WFMPO was made aware by TxDOT regarding the Transportation Alternatives Set-Aside Program (TA Set-Aside) for population areas of 200,000 or less. TA Set-Aside would provide funding for a variety of alternative transportation projects that improve mobility for non-motorized users and mitigate congestion by providing transportation options, including on-and off-road pedestrian and bicycle facilities, and projects that enhance Safe Routes to School infrastructure. WFMPO, along with the City and TxDOT will assemble a TA Set-Aside Development Committee to select potential projects for submission. MPO staff will support the City with data and analyses, maps, and other planning services during this process.

D. SUBTASKS

- Subtask 5.1 Provide information and input to seek funding for the remaining sections of the Wichita Falls Bicycle and Pedestrian Trail System. This includes funding under the TxDOT Transportation Alternatives Set-Aside Program, Safe Routes to School Program, and other funding sources.
- Subtask 5.2 Conduct an in-house freight study that identifies corridors needing improvement within the MPO's boundaries. This includes working with freight providers and developing a freight facility inventory. Analyze freight corridors/routes for congestion, turning radius and other

impedances. WFMPO will measure the increase in freight traffic, including the impact of airfreight, throughout the planning area by corridor.

- Subtask 5.3 Continue working with the City of Wichita Falls Traffic Engineering Division to complete an intersection safety study utilizing Synchro 7 for multiple corridors. This study may require the services of a qualified consulting firm.
- Subtask 5.4 The MPO will implement development of performance measures for both the MTP and TIP in accordance with the FAST Act requirements. The MPO will initiate review of specific data needs that are applicable to existing goals and objectives as established locally.
- Subtask 5.5 Coordinate with TxDOT on the regional Travel Demand Model update. With the help of a qualified consulting firm, review and update the 2045 demographic data and network, review and analyze areas within the new MAB not covered under the existing TDM. WFMPO will work with the Austin Modeling Division to update the TDM base year from 2010 to 2015.

Additionally, in FY 2019, WFMPO will hire a separate qualified consulting firm to utilize the TDM demographic data and transportation network to create the 2020-2045 Metropolitan Transportation Plan update due January 31, 2020. WFMPO staff will work with the consultant to create an approved scope of work for the Federal Highway Administration and the Federal Transit Administration.

E. FUNDING SUMMARY

TASK 5 - FY 2018

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
5.1	MPO & TxDOT	\$10,000.00	\$0	\$0	\$10,000.00
5.2	MPO & TxDOT	\$9,000.00	\$0	\$0	\$9,000.00
5.3	MPO & TxDOT	\$10,000.00	\$0	\$0	\$10,000.00
5.4	MPO & TxDOT	\$9,000.00	\$0	\$0	\$9,000.00
5.5	MPO & TxDOT	\$58,700.92	\$0	\$0	\$58,700.92
	Total	\$96,700.92	\$0	\$0	\$96,700.92

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TASK 5 - FY 2019

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	State Planning and Research Funds (SPR)²	Local	Total
5.1	MPO & TxDOT	\$7,000.00	\$0		\$0	\$7,000.00
5.2	MPO & TxDOT	\$5,000.00	\$0		\$0	\$5,000.00
5.3	MPO & TxDOT	\$6,000.00	\$0		\$0	\$6,000.00
5.4	MPO & TxDOT	\$4,000.00	\$0		\$0	\$4,000.00
5.5	MPO & TxDOT	\$72,455.00	\$0	\$58,679	\$0	\$131,134.00
	Total	\$94,455.00	\$0	\$58,679	\$0	\$153,134.00

TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

TABLE 1 – BUDGET SUMMARY 2018

WICHITA FALLS URBAN TRANSPORTATION STUDY

UPWP Task	FTA Task	Description	TPF Funds ¹	FTA Sect. 5307	Local Funds	Total Funds
1	44.21.00	Administration-Management	\$46,000.00	\$0	\$0	\$46,000.00
2	44.22.00	Data Development and Maintenance	\$55,000.00	\$0	\$0	\$55,000.00
3	44.24.00 44.25.00	Short Range Planning	\$48,000.00	\$5,000	\$1,250	\$54,250.00
4	44.23.01 44.23.02	Metropolitan Transportation Plan	\$50,000.00	\$0	\$0	\$50,000.00
5	44.27.00	Special Studies	\$96,700.92	\$0	\$0	\$96,700.92
		TOTAL	\$295,700.92	\$5,000	\$1,250	\$301,950.92

¹TRANSPORTATION PLANNING FUNDS (TPF)

FHWA (PL-112) ²	\$246,948.33
FTA Section 5303	\$48,752.59
TOTAL TPF	\$295,700.92

PUBLIC TRANSPORTATION FUNDS (PTF)³

FTA (5307)	\$5,000 (80%)
Local (Match)	\$1,250 (20%)
TOTAL PTF	\$6,250

²Actual amount based on TxDOT Transportation Planning and Programming Division projections and Work Orders.

³Includes expenses for General Development/Comprehensive Planning and GIS/TransCad Annual Software Maintenance.

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TABLE 2 - BUDGET SUMMARY 2019

WICHITA FALLS URBAN TRANSPORTATION STUDY

UPWP Task	FTA Task	Description	TPF Funds ¹	FTA Sect. 5307	Local Funds	State Planning and Research Funds (SPR) ⁴	Total Funds
1	44.21.00	Administration-Management	\$45,000.00	\$0	\$0	\$0	\$45,000.00
2	44.22.00	Data Development and Maintenance	\$45,000.00	\$0	\$0	\$0	\$45,000.00
3	44.24.00 44.25.00	Short Range Planning	\$50,000.00	\$5,000	\$1,250	\$0	\$56,250.00
4	44.23.01 44.23.02	Metropolitan Transportation Plan	\$45,000.00	\$0	\$0	\$0	\$45,000.00
5	44.27.00	Special Studies	\$94,455.00	\$0	\$0	\$58,679	\$153,134.00
		TOTAL	\$279,455.00	\$5,000	\$1,250	\$58,679	\$344,384.00

¹TRANSPORTATION PLANNING FUNDS (TPF)

FHWA (PL-112) ²	\$160,000.00
FTA Section 5303	\$47,000.00
<u>FY 2018 Carryover</u>	<u>\$72,455.00</u>
TOTAL TPF	\$279,455.00

³PUBLIC TRANSPORTATION FUNDS (PTF) ³

FTA (5307)	\$5,000 (80%)
<u>Local (Match)</u>	<u>\$1,250 (20%)</u>
TOTAL PTF	\$6,250

²Estimate based on TxDOT Transportation Planning and Programming Division projections and Work Orders.

³Includes expenses for General Development/Comprehensive Planning and GIS/TransCad Annual Software Maintenance.

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

APPENDIX A

**COMMITTEE MEMBERSHIPS
TRANSPORTATION POLICY COMMITTEE
WICHITA FALLS URBAN TRANSPORTATION STUDY**

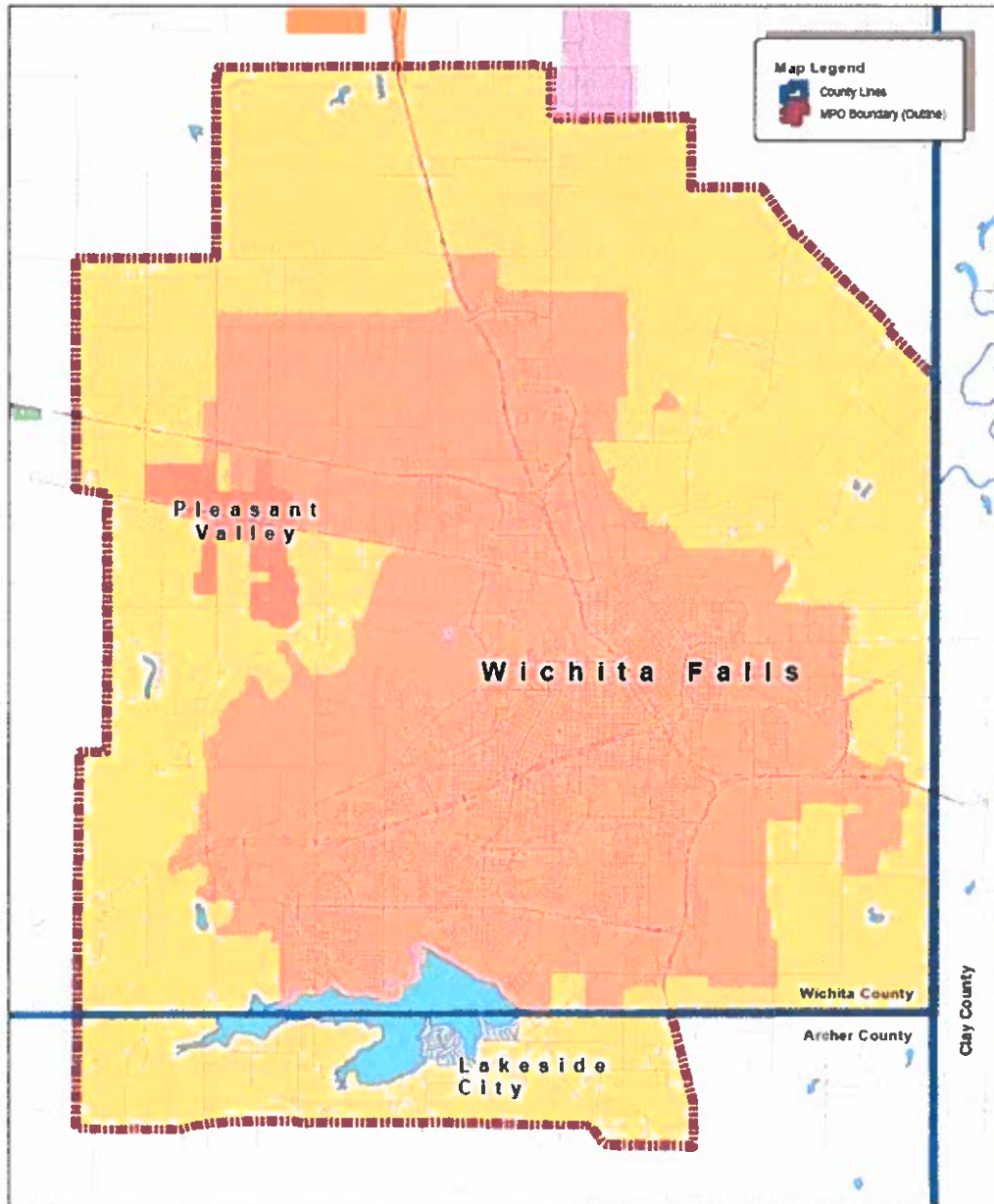
Voting Members		
Stephen L. Santellana	Mayor, Chairperson	City of Wichita Falls
Dennis Wilde	Executive Director	NORTEX Regional Planning Commission
Jeff Watts	City Representative	City of Pleasant Valley
Cory Glassburn	Mayor, Lakeside City	City of Lakeside City
Larry Tegtmeyer, P.E.	District Engineer	Wichita Falls District, TxDOT
Michael Smith	City Council Representative	City of Wichita Falls
Russell Schreiber, P.E.	Director of Public Works	City of Wichita Falls
Jesse Brown	City Council Representative	City of Wichita Falls
Woodrow (Woody) Gossom	County Judge, Vice-Chairperson	Wichita County
Ex-Officio, Non-Voting Members		
Justin P. Morgan	Environmental and Transportation Planning Coordinator	Federal Highway Administration - Texas Division
Craig Estes	State Senator	District 30
Michael Beaver, P.E.	Transportation Planning & Development Director	Wichita Falls District, TxDOT
Darron Leiker	City Manager	City of Wichita Falls
James Frank	State Representative	District 69
Sara Garza	MPO Coordinator	TxDOT - Transportation Planning & Programming Division
Randall C. Jackson	County Judge	Archer County
William (Mac) Thornberry	U.S. Representative	District 13
Winona Henry	Regional Manager	TCEQ

**COMMITTEE MEMBERSHIPS
TECHNICAL ADVISORY COMMITTEE
WICHITA FALLS URBAN TRANSPORTATION STUDY**

Voting Members		
Irvan F. (Lin) Barnett Jr.	MPO Director, Chairperson	City of Wichita Falls
Allan Moore, P.E.	Director of Construction	Wichita Falls District, TxDOT
Michael Beaver, P.E.	Director of Transportation Planning & Development	Wichita Falls District, TxDOT
David Rohmer, P.E.	Area Engineer	Wichita Falls District, TxDOT
Davis Powell, P.E.	City Engineer	City of Wichita Falls
Jim Dockery	Deputy City Manager	City of Wichita Falls
Karen Montgomery-Gagne	Planning Administrator	City of Wichita Falls
Larry Wilkinson	Traffic Superintendent	City of Wichita Falls
Glenn Allbritton	Director of Operations	Wichita Falls District, TxDOT
Ex-Officio, Non-Voting Members		
Mark McBurnett	Base Civil Engineer	Sheppard Air Force Base

APPENDIX B

METROPOLITAN AREA BOUNDARY (GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)



Disclaimer
MAD 1997 based on Texas North Central FWS GIS
Landscape Configuration
File Number: 2000000-000000
File Number: 0 00000
Created: 04/01/00 09:30:00
Source: Parallel 1 21 133323
Source: Parallel 2 33 000007
Source: Of Origin 31 000007
GIS North American 1927

Disclaimer
ESRI ArcInfo
Cross 2000 and 2000 Data

Wichita Falls MPO
Metropolitan Area Boundary



APPENDIX C

**DEBARMENT CERTIFICATION
(Negotiated Contracts)**

- (1) The **WICHITA FALLS METROPOLITAN PLANNING ORGANIZATION (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



Mayor Stephen L. Santellana

Chairperson, MPO Transportation Policy Committee

Title

11/9/18

Date

APPENDIX D

LOBBYING CERTIFICATION

**CERTIFICATION FOR CONTRACTS, GRANTS,
LOANS AND COOPERATIVE AGREEMENTS**

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants and contracts under grants, loans and cooperative agreements) and that all sub recipients 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.



Mayor Stephen L. Santellana

Chairperson, MPO Transportation Policy Committee
Title

Wichita Falls Metropolitan Planning Organization
Agency

11/9/18
Date

APPENDIX E

Certification of Compliance

I, Stephen L. Santellana, a duly authorized officer/representative of the Wichita Falls Metropolitan Planning Organization (MPO), do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.

11/9/18
Date



Mayor Stephen L. Santellana
Chairperson, Wichita Falls
MPO Transportation Policy Committee

Attest:



Irvan F. (Lin) Barnett Jr.

MPO Director


Title

APPENDIX F

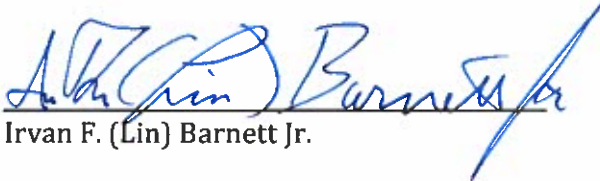
Certification of Internal Ethics and Compliance Program

I, Stephen L. Santellana, Chairman of the Transportation Policy Committee, a duly authorized officer/representative of the Wichita Falls Metropolitan Planning Organization (MPO), do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics compliance program that is designed to detect and prevent violation of law, including regulation and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfied the requirements of 43 TAC §31.29. "Required Internal Ethics and Compliance Program" and 43 TAC §10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

11/9/18
Date


Mayor Stephen L. Santellana
Chairperson
MPO Transportation Policy Committee

Attest:


Irvan F. (Lin) Barnett Jr.

MPO Director
Title