



FY 2027 – 2030

TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)

SHERMAN-DENISON
METROPOLITAN AREA

Prepared by the Grayson County Metropolitan Planning Organization
in cooperation with the
Texas Department of Transportation and the U.S. Department of
Transportation, Federal Highway Administration and Federal Transit Administration

Opportunities for Public Comment

Public Meeting
March 18, 2026

Technical Advisory Committee Meeting
Action: March 18, 2026

Policy Board Meeting
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I. INTRODUCTION

A. Background

1. Historical

“Prior to 1836 the inhabitants of Grayson County were the Indians, the Spaniards, and the Frenchmen who passed through the county without leaving permanent distinguishing features. The first English speaking white man to look upon the area, which was later to be known as Preston Bend, was probably John Hart. Hart was a trapper, with headquarters in Fort Smith, Arkansas Territory, and he was known to be in the area in 1822. Holland Coffee came to the Preston Bend area in 1836. Indian troubles multiplied in the late 1830's which caused Fort Johnson and Fort Preston to be built in 1840.

The creation of Grayson County in 1846 called for the location of the county seat within four miles of the geographic center of the new county. The county seat was named for Sidney Sherman, one of Sam Houston's staunchest political and personal foes. Sherman was probably one of the most versatile of the leaders of the Republic. He was born in Massachusetts in 1803 and died in Galveston in 1873. To Sherman is due the credit for originating the famous cry of the San Jacinto warriors, "Remember the Alamo; Remember Goliad." The only worthy monument to the memory of Sidney Sherman is the naming of the county seat of Grayson County, a town which he never visited. The naming was a political compromise which brought together the names of Grayson, the pro-Houston Democrat, and Sherman, the anti-Houston Whig. Grayson County was named for Peter W. Grayson, born in Bardstown, Kentucky in 1788. He held various offices of honor and trust under the Republic including the office of Attorney General under President David G. Burnet and Sam Houston, whom he actively supported. In 1838 he campaigned for the Presidency of the Republic. Before the election could be determined, Grayson committed suicide.

*In 1872 the people of Grayson County were given the opportunity of voting a \$150,000 subsidy to the Missouri-Kansas and Texas Railroad. The appropriation of the subsidy would have insured the completion of the tracks to Sherman, and would indeed have been quickly repaid in profit for the whole area and for Sherman in particular. But most people thought the threat of the Katy not to come was idle, and the issue failed. A town was laid out in 1872, north of Sherman, and named for George Denison, Vice President of the Katy. Denison's competition from Red River City was swept away with the flooding of the Red River. **By 1890, Denison was the 8th largest and Sherman was the 10th largest cities in the State of Texas. In 1880 Grayson County's population was higher than any other Texas county and in 1890 it was second only to Dallas County.**”*

- Excerpt from Sherman-Denison Transportation Plan Annual Report 1978-79

2. Organization

The Federal-Aid Highway Act of 1962 states that after July 1, 1965, in any urban area of more than fifty thousand population, highway projects must be based on a comprehensive, cooperatively developed and continuing planning process. In order to conform to this directive, the State of Texas, Cities of Sherman and Denison, and the County of Grayson entered into an agreement on the 27th day of September, 1968, for a complete and comprehensive transportation study of the Sherman-Denison Study Area.

To assure that the "continuing" requirements of the Act would be met, the same parties entered into a Continuing Phase Agreement on June 29, 1972, which outlined the organization of the study, scope of the continuing phase, responsibilities of the study members, operation of the continuing study, and financial responsibilities of the participating governmental agencies. A subsequent agreement entered into by these parties on May 10, 1973, made revisions in the organizations of committees.

On April 24, 1974, Governor Dolph Briscoe designated the Texoma Regional Planning Commission as the Metropolitan Planning Organization (MPO) for the Sherman-Denison Urbanized Area. The designation, as planning partners of the State, received the concurrence of the Cities of Sherman and Denison and Grayson County. A continuing phase agreement addendum, of October 11, 1979, recognized the Texoma Regional Planning Commission as a party to the transportation planning process. The MPO designation was extended to August 31, 1981 when it became continuous.

On June 30, 2011, the Texas Transportation Commission with authority from Governor James Richard (Rick) Perry authorized Minute Order 112728 to redesignate the MPO by separating the MPO from the Texoma Regional Planning Commission (name changed to Texoma Council of Governments in 1992) and designated Grayson County as the fiscal agent. Policy directive for transportation planning within the Sherman-Denison Urban Area has been carried out under the direction and guidance of the Sherman-Denison MPO Policy Board, which was established by agreement between the State, Grayson County and the cities of Denison and Sherman. On September 29, 2021, the Policy Board elected to change the name of the Sherman-Denison MPO to the Grayson County MPO. Acting through the Policy Board, the MPO, in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), administers the transportation planning process in the Sherman-Denison urbanized area.

The Policy Board is the governing body of the MPO. It is comprised of elected public officials from local government and the Paris District Engineer. They work collaboratively to plan for the transportation network in Grayson County. The Policy Board performs its duties in accordance with state & federal laws and is organized under its published By-Laws. All meetings held by the Policy Board are in accordance with the Open Meetings Act. The Grayson County MPO also has a Technical Advisory Committee (TAC) whose membership consists of technical staff from the member local governments and TxDOT representatives. The TAC is responsible for advising the Policy Board on all urban transportation planning matters and to help guide the metropolitan planning process. Additionally, this committee advises on issues of a technical nature and provides recommendations of MPO policy issues, 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.

3. Legislation

Over the years additional legislation enforced the need for coordinated planning: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) in 2005 (the Surface Transportation Extension Act of Purpose 2012, Part II extended the time of SAFETEA-LU until September 30, 2012). SAFETEA-LU required the Metropolitan Planning Organizations provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase safety of the transportation system for motorized and non-motorized users;
3. Increase security of the transportation system for motorized and non-motorized users;
4. Increase the 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; and
8. Emphasize the preservation of the existing transportation system.

Moving Ahead for Progress in the 21st Century (MAP-21) took effect on October 1, 2012 and reinforced the eight planning factors listed in SAFETEA-LU. MAP-21 was a milestone for the U.S. economy and the surface transportation program through its ability to guide the system's growth and development. MAP-21 created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bicycle, and pedestrian programs and policies that were established in 1991. MAP-21 originated a new set of performance measure requirements that will transform federal highway programs and provide a means to ensure that federal transportation funds are invested properly by focusing on national transportation goals, increasing the accountability and transparency of the federal highway programs, and improving transportation investment decision-making through performance-based planning and programming. This performance-based system will establish national performance goals to achieve the following:

1. Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
2. Infrastructure condition – to maintain the highway infrastructure asset system in a state of good repair;
3. Congestion reduction – to achieve a significant reduction in congestion on the National Highway System (NHS);
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.

On December 4, 2015, the Fixing America's Surface Transportation (FAST) Act was enacted. It was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, safety, public transportation, rail, and research, technology, and statistics programs. The FAST Act improves mobility on the highways, creates jobs and supports economic growth,

and accelerates project delivery and promotes innovation. The FAST Act took the eight (8) planning factors of SAFETEA-LU and added two additional ones:

9. Improve the transportation system's resiliency and reliability and reduce or mitigate storm-water impact of surface transportation; and
10. Enhance travel and tourism.

On February 17, 2017, FHWA finalized the third and last in a series of three (3) related rulemakings that established twelve (12) areas of performance measures for State Department of Transportation (State DOT) and MPOs to use as required by the FAST Act. The performance measures are as follows (23 Code of Federal Regulations (CFR) Part 490.207(a)(1-5); 23CFR Part 490.307(a)(1-4); 23CFR Part 490.407(c)(1-2); 23CFR Part 490.507(a)(1-2), 490.507(b), 490.607, 490.707(a-b), 490.807)):

1. Serious injuries per vehicle miles traveled (VMT);
2. Fatalities per VMT;
3. Number of serious injuries;
4. Number of fatalities;
5. Pavement condition on the Interstate System;
6. Pavement condition on the non-Interstate (NHS);
7. Bridge condition on the NHS;
8. Performance of the Interstate System;
9. Performance of the non-Interstate NHS;
10. Freight movement on the Interstate System;
11. Traffic congestion; and
12. On-road mobile source emissions.

On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) was enacted. The purpose of the IIJA was to make a historic investment that will modernize our roads, bridges, transit, rail, ports, airports, broadband, and drinking water and wastewater infrastructure. The IIJA authorized \$550 billion over fiscal years 2022 through 2026 for highway, rail, safety, public transit, ports and waterways, airports, clean school buses and ferries, electric vehicle charging infrastructure, and to reconnect communities.

On Tuesday, April 2, 2024, in *Commonwealth of Kentucky v. Federal Highway Administration*, No. 23-162 (W.D. Ky.), the U.S. District Court for the Western District of Kentucky vacated the Federal Highway Administration December 2023 Greenhouse Gas Rule.

Texas House Bill 20 (HB 20), which was passed during the 84th Legislature, instructs the Texas Transportation Commission (TTC) to develop and implement a performance-based planning and programming process dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining all department goals and objectives established by the legislature and the TTC. HB 20 further instructs the TTC to develop and implement performance metrics and performance measures as part of the:

1. Review of strategic planning in the Statewide Transportation Program (STIP), rural transportation plans, and the Unified Transportation Program (UTP);
2. Evaluation of decision-making on projects selected for funding in the UTP and STIP; and
3. Evaluation of project delivery for projects in the department's letting schedule.

Finally, HB 20 states that the TTC shall adopt and review performance metrics and measures to:

1. Assess how well the transportation system is performing and operating in accordance with the requirements of 23 USC Section 134 or 135;
2. Provide the department, legislature, stakeholders, and public with information to support decisions in a manner that is accessible and understandable to the public;
3. Assess the effectiveness and efficiency of transportation projects and service;
4. Demonstrate transparency and accountability; and
5. Address other issues the commission considers necessary.

In accordance to HB 20, MPOs shall develop their own project recommendation criteria, which must include consideration of:

1. Projected improvements to congestion and safety;
2. Projected effects on economic development opportunities for residents of the region;
3. Available funding;
4. Effects on the environment including air quality;
5. Socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods; and
6. Any other factors deemed appropriate by the planning organization.

4. Performance Measures

State DOTs are required to measure performance, establish targets, assess progress toward these targets, and report on performance measure targets. At this time, MPOs can establish their own performance measure targets or support the State DOT’s statewide target. The MPO, TxDOT, and TAPS have executed a Memorandum of Understanding (MOU) outlining a process toward attainment of these performance measures targets for the region of the MPO and the collection of data for the State asset management plan. There are three (3) different sets of performance measures that the State DOTs and MPOs must comply with. They include Safety Performance Measures (PM1), Pavement and Bridge Condition Performance Measures (PM2), and System Performance Measures (PM3). These different types of targets have different deadlines as shown in Table 1.

Table 1: Implementation Timeline

Final Rule	Effective Date	States Set Target By	MPOs Set Target By	LRSTP, MTP, STIP and TIP Inclusion
Safety Performance Measures (PM1)	April 14, 2016	Aug. 31, 2017	Up to 180 days after the State sets targets, but not later than February 27, 2018	Updates or amendments on or after May 27, 2018
Pavement and Bridge Condition Performance Measures (PM2)	May 20, 2017	May 20, 2018	No later than 180 days after the State sets targets	Updates or amendments on or after May 20, 2019
System Performance Measures (PM3)	May 20, 2017	May 20, 2018	No later than 180 days after the State sets targets	Updates or amendments on or after May 20, 2019

Safety Performance Measures (PM1)

Compliance with the PM1 performance-based planning requirements began on May 27, 2018 for MPOs. Rather than setting its own targets for PM1, the Policy Board passed resolutions adopting the targets for PM1 established by TxDOT as published in TxDOT's Highway Safety Improvement Program Annual Report on:

- January 22, 2018 for CY 2018,
- December 5, 2018 for CY 2019,
- December 4, 2019 for CY 2020,
- June 3, 2020 for CY 2021,
- June 1, 2022 for CY 2022,
- September 14, 2022 for CY 2023,
- February 7, 2024 for CY 2024,
- February 5, 2025 for CY 2025, and
- February 4, 2026 for CY 2026.

The targets are based on five-year rolling averages for the five safety performance measures. These targets were developed using a data-driven, collaborative process and are aligned with the state's Highway Safety Improvement Program (HSIP) and Highway Safety Plan (HSP). They reflect a two percent (2%) reduction from the original trend line projection. When a trend line is decreasing, the target mirrors that projection.

Working in partnership with local agencies, TxDOT safety investments were identified and programmed into the HSIP. Projects chosen for HSIP investments are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present. These projects will construct effective countermeasures to reduce traffic fatalities and serious injuries.

The MPO supports the state's PM1 targets by reviewing and programming all HSIP projects within the MPO boundary that are included in TxDOT's Transportation Improvement Program. For project selection, safety is one of the criteria where technical points are awarded. Many projects adopted in the TIP support achieving these targets established for safety. Staff will continue to monitor the established targets and report achievements to the Policy Board.

Pavement and Bridge Condition Performance Measures (PM2)

Compliance with the PM 2 performance-based planning requirements began on May 20th, 2019 for MPOs. Rather than setting its own targets for PM2, the Policy Board passed resolution adopting the PM2 targets established by TxDOT on:

- December 5, 2018 and amended on February 3, 2021 for FY 2019-2023,
- July 19, 2023 for CY 2021-2024, and
- February 5, 2025 for CY 2023-2026.

System Performance Measures (PM3)

Compliance with the PM3 performance-based planning requirements began on May 20th, 2019 for MPOs. On June 21, 2018 the Texas Department of Transportation (TxDOT) adopted six (6) targets for System Performance Measures (PM3). Five (5) of these targets apply to interstates, excessive delay per capita in

the Dallas-Fort Worth and Houston-Galveston Metropolitan Areas, and air quality goals in areas not in attainment. Since these do not apply to the Grayson County MPO, the Policy Board passed resolutions adopting one system performance measure, which is: percentage of person-miles traveled on Non-Interstate National Highway System facilities rated "reliable" (TTR Non-IH) on:

- December 5, 2018 for CY 2019-2022, and
- July 19, 2023 for CY 2021-2024, and
- February 5, 2025 for CY 2023-2026.

The target for the performance measure was produced in conjunction with Texas A&M Transportation Institute. The baseline for the performance measure is currently at 99.8%, but will degrade as Grayson County grows. The current level of transportation funding is only sufficient to slow the degradation and cannot prevent it entirely.

Transit

MAP-21 and later the FAST Act and IIJA mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. TAM's main objective is that of enhancing safety, reducing maintenance costs, increasing reliability, and improving performance. Under the Transit Asset Management (TAM) Final Rule, the FTA established four (4) performance measures to approximate the State of Good Repair for the four (4) categories of capital assets. These performance measures will help the Texoma Area Paratransit System (TAPS) quantify the condition of their assets and help facilitate target setting that supports local funding prioritization. Compliance with TAM performance-based planning requirements began October 1, 2018. Since that time, the Policy Board approved resolutions supporting TAPS's performance measures on:

- June 20, 2017 for CY 2018,
- December 5, 2018 for CY 2019,
- December 4, 2019 for CY 2020,
- December 2, 2020 for CY 2021,
- December 1, 2021 for CY 2022,
- December 7, 2022 for CY 2023,
- February 7, 2024 for CY 2024,
- February 5, 2025 for CY 2025, and
- February 4, 2026 for CY 2026.

The Policy Board commits to supporting, planning and programming projects that contribute to the accomplishments of said targets.

Authority for the FTA to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States was also included in MAP-21 and later the FAST Act and the IIJA. This expanded the regulatory authority of FTA to oversee safety, providing an opportunity to assist transit agencies in moving towards a more holistic, performance-based approach to Safety Management Systems (SMS). In compliance with these provisions, FTA promulgated a Public Transportation Agency Safety Program (PTASP) on August 11, 2016 that adopted SMS as the foundation for developing and implementing a Safety Program. FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety. SMS helps organizations improve upon their safety performance by supporting the institutionalization of

beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks. Transit providers were required to set targets by July 20, 2020. Metropolitan Planning Organizations were required to adopt the targets by January 20, 2021 (or no more than 180 days after receipt of the Agency Safety Plan from public transportation providers) for the Metropolitan Area. Since that time, the Policy Board approved resolutions supporting TAPS's performance measures on:

- September 2, 2020 for CY 2021-2022,
- December 7, 2022 for CY 2023,
- February 7, 2024 for CY 2024,
- February 5, 2025 for CY 2025, and
- February 4, 2026 for CY 2026.

The Policy Board commits to supporting, planning and programming projects that contribute to the accomplishments of said targets.

Public transit capital projects included in the TIP align with the TAM and PTASP planning and targets setting processes undertaken by TAPS in conjunction with the Grayson County MPO. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. Additionally, investments are made in alignment with PTASP with the intent of achieving the highest practicable level of safety. TxDOT allocates funding for transit rolling stock in accordance with the Public Transit Management System. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit section of the TIP. TAPS determines the uses of these sources for capital and operating expenses based on their needs.

5. Air Quality

The Clean Air Act of 1990 places several requirements on communities to maintain and improve urban air quality. In response to the Act, the U.S. Department of Transportation has identified those communities in the nation with poor air quality as non-attainment areas and those with good air quality are classified as attainment areas. The Environmental Protection Agency (EPA) conformity requirements, found in 10 CFR 51, require air quality in non-attainment and maintenance areas for significant projects funded with Federal Funds. These requirements do not apply to the Grayson County MPO as Grayson County is currently in attainment under all categories of the National Ambient Air Quality Standards, according to the EPA classification.

6. Americans with Disabilities Act (ADA)

The ADA was designated to establish equal rights for persons with disabilities. The ADA requires the development of programs that do not discriminate against persons with disabilities solely on the basis of a physical or mental disability. The ADA addresses several areas including employment, public services, nondiscrimination in the private sector, and telecommunications access. The MPO encourages the involvement of people with disabilities in the development and improvement of transportation and para-transit plans and services by conducting all meetings in locations that are accessible to persons with mobility limitations and other aids as needed. All accommodations for the visual and/or hearing-impaired individuals are provided upon request prior to all public meetings.

Many of the projects in the TIP include enhancements to make the various transportation amenities accessible to the disabled. All federally funded transportation projects will be developed in compliance with the ADA.

7. Environmental Justice

Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that “No person in the United States shall, on the ground 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 1999 Presidential Executive Order on Environmental Justice further amplified Title VI by providing that “each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Transportation projects affect the environment and the way we live. Low-income and minority populations should receive an equitable distribution of proposed transportation benefits without suffering from excessively high and difficult impacts to their quality of life. As such, the Grayson County MPO in its long-range plan, called the Metropolitan Transportation Plan (MTP), outlines a three-step process to address this important planning component:

1. Identifying the block groups in the planning area that have high concentrations of minority and low-income residents;
2. Identifying the block groups in which planned or proposed transportation projects are located; and
3. Assessing whether minority residents and low-income residents are benefitting from a proportional share of the projects.

8. Transit

Public transportation consists of a variety of modes of transportation such as buses, commuter rail, light rail, etc. TAPS is the primary provider of public transit in the Sherman-Denison urbanized and rural areas. Buses are the primary type of service available for use by the general public through TAPS. Coordination between TAPS and the MPO is critical to meeting the needs of the general public.

As an FTA Section 5307 recipient, TAPS must follow a Public Participation Plan (PPP). The FTA allows TAPS to rely on a locally adopted public participation plan for the submittal of their projects in lieu of a separate Program of Projects (POP) if the grantee has coordinated with the MPO and ensured that the public is aware that the MPO's plan is being used to satisfy the POP public participation requirements. To comply with this requirement, it will be specifically stated in the TIP and in legal notices that "*The public involvement/comment period for the draft Transportation Improvement Program (TIP) will also satisfy Texoma Area Paratransit System's (TAPS) public participation requirement for the POP (Section 5307 Funds).*"

B. Purpose

Transportation is an important factor in all our lives. Getting to and from work, school, hospitals, shopping centers and recreational facilities is important to us all. The ability to travel affects our socio-economic well-being. On a larger scale, Grayson County's economy and environment depend heavily on the

condition and efficient performance of our transportation system. Appropriate transportation planning, recognizing the mobility needs and identifying the available resources allow for the maintenance and improvement of our transportation system, therefore affecting our economy and quality of life.

The TIP is the programming document for transportation projects in our area. The TIP identifies those projects from the MTP that are being worked on during this time period. The TIP is mandated by the metropolitan planning requirements set forth by 23CFR, Part 450, Subpart C, §324 which states that the MPO, in cooperation with the State and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four (4) years, be updated at least every two (2) years, and be approved by the MPO and the Governor. The TIP may be updated more frequently, but the cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process. TIPs from MPOs are approved at the local level and then submitted for inclusion in their respective states' STIP. The STIP is a four (4) year capital improvement program for the state, which is federally approved and is required for projects to be eligible for funding. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to FHWA and FTA.

The TIP includes capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the Sherman-Denison MPA proposed for funding. It contains a prioritized list of surface transportation improvement projects that are expected to be carried out within a four (4) year period after the adoption of the TIP. These projects are planned to develop, improve, and maintain an integrated transportation system for the Sherman-Denison Metropolitan Area. The construction and improvement of roadways and transportation facilities listed in the TIP will have a positive impact on safety, mobility, and connectivity throughout the region. Some improvements will affect conditions only within the area in which they are located, yet the impact of others will extend far beyond their immediate locations. These transportation improvement projects can be expected to decrease fatal and serious injury crashes, provide travel options, reduce congestion, improve air quality, conserve energy, enhance quality of life and maintain a transportation system beneficial to the entire region.

C. Definition of Area

The metropolitan planning area is the geographic area in which the metropolitan transportation planning process required by 23 United States Code (USC) 134 and Section 5307 of the Federal Transit Act (FTA) must be carried out. Each metropolitan planning area encompasses the census boundary, the urbanized boundary, and the Metropolitan Urban Area Boundary.

The Sherman-Denison MPA is located in the north central portion of the State of Texas, sharing the northern boundary with the Red River/Oklahoma border and touches Lake Texoma, Eisenhower State Park and the Hagerman National Wildlife Refuge. The southern, eastern and western boundaries extend to the limits of Grayson County and are shared with Collin and Denton Counties to the south, Fannin County to the east, and Cooke County to the west. US Highway 75 running North/South basically splits the area in half and US 82 running East/West intersects US 75 and splits the urban area into quadrants. The MPO is comprised of the following cities: Sherman, Denison, Howe, Gunter, Pottsboro, Van Alstyne, Bells, Collinsville, Dorchester, Pilot Point, Sadler, Southmayd, Tioga, Tom Bean, Whitesboro, and Whitewright. The MPO is also comprised of unincorporated areas of Grayson County, which are likely to become urbanized in the next 20 years. A map of the study area is included in Appendix A. The population

of the urbanized area is 58,572 according to the 2020 U.S. Census and the MPA is 135,543 according to the 2020 U.S. Census.

D. Public Participation Process

The Grayson County MPO recognizes that public participation and public involvement is essential to the success of transportation planning. For this reason and to be compliant with 23 CFR 450.316(a), the Grayson County MPO has adopted a PPP. The PPP is the MPO's official policy for the provision of meaningful, active public participation and involvement in transportation planning and related activities. It is designed to educate the public on transportation planning, to seek out and provide opportunity for interested parties to comment on transportation ideas and proposals, and to actively contribute to the transportation policy and decision-making process. The intent of the PPP is to provide guidance for a proactive and comprehensive process to reach out to the community and encourage input from citizens, affected public agencies, freight shippers, providers of freight transportation services, agencies and officials involved with tourism and natural disaster risk reduction, representatives of users of public transportation including pedestrian walkways and bicycle facilities, representatives of low income areas, representatives of the disabled, and other interested parties. Comments and feedback from these parties provide the MPO with information about where the transportation needs and priorities are greatest. From project identification to project prioritization, the public plays an important role in shaping the local transportation system. By sharing information between the citizens, stakeholders, board members and staff, the MPO is able to develop plans that best meet the future transportation needs. The Policy Board approved a revision to the PPP on June 23, 2021 to be compliant with 23 CFR 450.316(a), and to ensure that the public has ample opportunity to provide feedback.

The procedures outlined in the PPP include posting the public meetings on our website at www.gcmppo.org, advertising in local communication media and maintaining a current mailing list of those persons who are interested in the transportation process. The PPP is available for review at the MPO and can be found on our website. Additionally, MPO staff is available to answer stakeholders' questions and requests for information. In accordance with the PPP, all meetings of the TAC and Policy Board are advertised and are open to the public and include a public comment period after the acknowledgment of a quorum by the chairman at each meeting. To foster an atmosphere of public cooperation and in the spirit of 23 CFR 450.316(a), the MPO staff actively participates in various public organizations. A mailing list of those who have expressed interest is maintained.

Additional information about the MPO's TIP and PPP can be found on the MPO website at www.gcmppo.org. The site also contains downloadable copies of current and past plans and programs including the TIP, notices of meeting dates, and MPO contact information. This site is designed to ensure that the public is informed about transportation issues and to allow adequate opportunities to discuss projects. Links to public documents and agencies such as the latest Federal Transportation Law (IIJA), FHWA, FTA, TxDOT, cities, and county governments may also be found on the MPO website. Citizens are encouraged to contact the MPO staff with their questions, comments, and concerns on any metropolitan transportation issue by mail, email, phone call, visiting our office or contacting staff at any of our meetings, and also to join our email lists for notification about upcoming meetings and events.

The public was afforded the opportunity to review and comment on the proposed TIP. Public comments were accepted during the TAC meeting held on **March 18, 2026**. Additionally, a public notice was published in the **March 13, 2026** copy of the Herald Democrat announcing that the draft 2027-2030

Transportation Improvement Program (TIP) would be available for the public to review and comment. The notice stated that comments would be received through **March 30, 2026** until 2:00 pm. This information was also posted on the MPO website at www.gcmpo.org, providing the public with the opportunity to attend the TAC meeting and/or to contact the MPO with any questions, comments, or concerns. The notice was sent via email to members of the media, area chambers of commerce, area economic development corporations, the Tourism/Main Street Manager for the City of Sherman, the Main Street Director for the City of Denison, and others that have expressed an interest in the transportation planning process. Documentation regarding the public participation process can be found in Appendix E.

In accordance with 23 CFR 450.316(b) and with the aim to reduce the risk of natural disasters, improve the resiliency and reliability of the transportation system, and reduce or mitigate storm-water impacts of surface transportation, staff consulted with the Director of the Grayson County Office of Emergency Management about the draft TIP and how it could be utilized in this manner. Similarly, and with the aim of enhancing the travel and tourism components of our economy, staff consulted with the Tourism/Main Street Manager for the City of Sherman and the Main Street Director for the City of Denison about the draft TIP and how it could be utilized to enhance travel and tourism in our region.

The Policy Board is anticipated to act on the final TIP at the **April 1, 2026** meeting.

E. Project Selection Process

Another crucial component of the transportation planning process is the establishment of a project selection process. The Project Selection Process fulfills several needs in the metropolitan planning process. First, it defines a process to choose each project or idea and select the project that meets the intended need. Second, the process helps distinguish between a viable project and an idea. While project ideas and participation are encouraged, there must be some way to decide which project to include and that project's priority compared to other current projects. Since projects can vary greatly, it is important to have a device that helps to compare projects. Often there will be a number of suggested projects but not enough resources, money or time to undertake all of the projects. For this reason, a system for evaluating projects and ideas are necessary.

Projects included in the TIP are selected from the following sources:

- From last two fiscal years' projects of the previous TIP;
- Projects that have not let for construction can also be advanced from earlier fiscal years of the previous TIP;
- Projects from the financially constrained component of the MTP;
- From TxDOT's ten-year Unified Transportation Program (UTP), including environmental and feasibility studies; and
- Additional projects from local governments, transit agencies, and other member agencies.

All selected projects must satisfy the following criteria:

- Be included in the current MTP;
- Have a committed local contribution source by the project sponsor, if required; and
- Federal and state-funded projects must be located on a TxDOT/FHWA approved functional classification system.

The Sherman-Denison metropolitan area is among the smallest populations designated to be served by an MPO in the State of Texas. As a result, the amount of funding received for the Grayson County MPO is inadequate to meet the needs of the region, and is typically only substantial enough to fund a single project. It is impossible to pick a single project that would assist the state and/or the MPO in achieving its performance targets. Therefore, it is imperative to select the project or projects that collectively make the largest impact on all of the performance targets.

In order to accomplish this, projects considered for funding by the MPO are ranked utilizing the Project Selection Criteria and associated Subcriteria identified in Table 2. These align with the performance measures outlined in PM1, PM2, PM3, and HB 20, and include additional Project Selection Criteria that are important to our region. These include:

- Safety (PM1, HB 20),
- Preservation (PM2, HB 20),
- Congestion (includes elements of PM3, HB 20),
- Connectivity (HB 20),
- Effect on Economic Development (includes elements of PM3, HB 20),
- Effect on the Environment (HB 20),
- Transportation Choices, and
- Community Support.

Projects submitted for consideration for funding will be scored utilizing Decision Lens. TxDOT selected the Decision Lens software to enable performance-based investment planning built around agency goals and objectives, priorities, and performance targets. Ranking projects in this manner will allow the MPO to build a pipeline of projects that, when funded, will allow the MPO to meet and exceed federally-mandated performance levels while satisfying requirements for objectivity, transparency, and accountability. The results from Decision Lens will be divided by the percent of TxDOT funds allocated to the project to arrive at the Final Score for the project as calculated in (1).

Information on how the projects selected makes progress toward meeting these Performance Measures can be found in Appendix D.

Table 2: Project Selection Criteria

CRITERIA	CRITERION %	SUBCRITERIA		% OF TOTAL	
SAFETY	28.00%	Crash Count 25%	Estimated Impact on Fatal and Serious Injury Crashes 50%	3.5000%	
			Estimated Impact on Total Crashes 50%	3.5000%	
		Crash Rate 25%	Estimated Impact on Fatal and Serious Injury Crash Rate 50%	3.5000%	
			Estimated Impact on Total Crash Rate 50%	3.5000%	
		Societal Cost Savings 25%			7.0000%
		Safety Importance 25%	Safety Project Classification Y/N 50%	3.5000%	
			Evacuation Route Y/N 50%	3.5000%	
		PRESERVATION	18.58%	Bridge Condition 50%	Reduction in Structurally Deficient Deck Area 50%
Deck Area Receiving Preventive Maintenance 50%	4.6450%				
Pavement Condition 50%	Reduction in Poor Lane Miles (by Ride Score) 25%			2.3225%	
	Lane Mile Receiving Preventive Maintenance (by Ride Score) 25%			2.3225%	
	Reduction in Poor Lane Miles (by Distress Score) 25%			2.3225%	
	Lane Miles Receiving Preventive Maintenance (by Distress Score) 25%			2.3225%	

CRITERIA	CRITERION %	SUBCRITERIA		% OF TOTAL
CONGESTION	17.12%	Congestion Reduction 100%	Benefit Congestion Index - Auto 50%	8.5600%
			Benefit Congestion Index - Truck 50%	8.5600%
CONNECTIVITY	12.02%	Enhanced Connectivity 100%	Congestion/Connectivity Related Y/N 25%	3.005%
			Trunk System Route Y/N 25%	3.005%
			Intermodal Connector Y/N 25%	3.005%
			Lane Miles of New Connectivity 25%	3.005%
ECONOMIC	8.74%	Economic Importance 50%	National Highway System (NHS) Route Y/N 33.34%	1.4570%
			National Highway Freight Network (NHFN) Y/N 33.33%	1.4565%
			Energy Sector Route Y/N 33.33%	1.4565%
		System Usage 50%	Base ADT 50%	2.1850%
			Base ADTT 50%	2.1850%
ENVIRONMENT	4.64%	Environmental Related Program Y/N 50%	Environmental Mitigation Cost 50%	2.3200%
			Environmental Mitigation Cost 50%	2.3200%

CRITERIA	CRITERION %	SUBCRITERIA		% OF TOTAL
TRANSPORTATION CHOICES	3.90%	Pedestrian and Bicycle Accommodations 50.0%	Accesses schools, parks, large employer, multifamily or mixed-use residential, or shopping Y/N 25.00%	0.4875%
			Population densities in surrounding area 25.00%	0.4875%
			Access to transit stops Y/N 25.00%	0.4875%
			Serves both bicyclists and pedestrians Y/N 25.00%	0.4875%
		Project Included in the Bicycle and Pedestrian Plan (BPP) Y/N 50.0%	1.9500%	
COMMUNITY SUPPORT	7.00%	Survey Results 100%		7.0000%

$$Final\ Score = \frac{Result\ from\ Decision\ Lens}{1 - Local\ Contribution\ (Percent)} \quad (1)$$

F. Project Costs

1. Total Project Costs

Not all project phases may be implemented within the time-frame of the TIP/STIP. An additional line of information has been added to each Federally Funded Highway project listed by State Category within this TIP reflecting the Total Project Cost as calculated by TxDOT Connect. Information on the additional line includes: preliminary engineering (PRELIM ENG), Right-of-Way Purchase (ROW PURCH), construction (CONST COST), construction engineering (CONST ENG), contingencies (CONTING), indirect (INDIRECT) bond finance (BOND FIN), and potential change order (POT CHG ORD) costs. These estimates are based on averages and actual costs for individual projects may vary significantly.

2. Year of Expenditure (YOE)

Federal regulations stipulate that the TIP include financial plans that reflect YOE dollars for project cost estimates. For highway construction cost, historic trends are used to determine future costs and the future revenues for a project. These project funds are shown in YOE dollars. YOE dollars are dollars that are adjusted for inflation from the present time to the expected year of construction. The annual rate of inflation for cost estimates is usually four percent (4%) for project costs. Using the YOE dollars produces a more accurate cost estimate for a project, which is used for planning, programming and implementation.

Transit operation expenses by year were developed by TAPS.

G. Funding

Federal regulations and guidelines require the TIP be fiscally constrained and have a financial plan. Fiscally constrained applies to projects listed in the TIP and it means demonstrating an assurance that there will be sufficient funds (federal, state, local and private) to implement proposed transportation system improvements. This also includes any maintenance and operation costs. A financial plan is a comprehensive document that details costs associated with a project and the revenue structure that will be used to fund the project.

Developing a financially constrained program requires an open, cooperative process among the state, local and regional stakeholders and the MPO. More than a simple review and comment of each project, the necessity of financial considerations requires constant involvement by all those in the development of the estimated funds and the testing of the reasonableness of the financial projections. During the development phase of the TIP, the MPO coordinates with TxDOT to gather estimates of federal and state funds available. TxDOT works with the various transportation entities to develop the best technical method for projecting state and federal funds for several years ahead. To demonstrate that there are funds available for a project, estimates are used for anticipated revenues. The TIP shows these estimated funds in the fiscal year in which they will be received.

The TIP is the product of these estimates for all projects (highway and transit) that will be implemented during the life of the document. The federal, state and local funds shown in the TIP are consistent with the MTP. The financial constraint enables the TIP to be a meaningful document for implementing the metropolitan transportation goals. The TIP becomes useful for community planning purposes, for meeting environmental protection laws, and for projecting economic, transportation access and mobility

performance. The TIP provides a reasonable guide for highway and transit transportation spending based on the assessment of projected available resources.

Proper use of the financial constraint rationalizes and democratizes the planning process and the program, which implements the metropolitan area's visionary goals. The region can have a proper sense of purpose and proportion through the financial constraint. By forcing us to live within our means, the TIP with a financial constraint becomes a meaningful transportation priority-setting investment plan.

Under 23 CFR 450.326(h) projects proposed for FHWA and/or FTA funding that are not considered by State and MPO of appropriate scale for individual identification in a given program are grouped together based on function, geographical area, and work type by using applicable classifications under 23 CFR 771.117(c) and (d), and/or 40 CFR part 93. TxDOT in cooperation with FHWA/FTA allocates lump-sums based on various funding categories to grouped projects. These projects are identified using specific CSJ numbers and are usually not determined as regionally significant. According to Title 23 USC Section 135 Statewide Planning, MPO handles grouped projects as an administrative modification as long as the lump-sum is identified and approved in the MTP. Projects which fall in this category will be identified with an asterisk (*). These grouped CSJ numbers can be found in Appendix B.

1. Highway Funding

TxDOT has twelve (12) different categories of funding in which they can assign to a project. Figure 1 below shows a brief look at the funding categories. A detailed description of the funding categories can be found in the UTP. A project may have numerous categories attached to it depending on what is being done to the project. Not all categories of funding apply to the Grayson County MPO's planning area, such as Categories 5 and 7.

Figure 1: TxDOT Funding Sources by UTP Category

12 FUNDING CATEGORIES	STATE FUNDS	FEDERAL FUNDS	OTHER FUNDS
1. Preventive Maintenance and Rehabilitation	✓	✓	X
2. Metropolitan and Urban Corridor Projects	✓	✓	X
3. Non-Traditionally Funded Transportation Projects	✓	X	✓
4. Statewide Connectivity Corridor Projects	✓	✓	X
5. Congestion Mitigation and Air Quality Improvement*	X	✓	X
6. Structures Replacement and Rehabilitation	✓	✓	X
7. Metropolitan Mobility and Rehabilitation*	X	✓	X
8. Safety	✓	✓	X
9. Transportation Alternatives*	X	✓	X
10. Supplemental Transportation Projects	✓	✓	X
11. District Discretionary	✓	✓	X
12. Strategic Priority	✓	✓	X

* While funding in these categories is primarily from federal sources, state and/or other funds may also be used.

Fund Definitions: State funds are appropriated by the Texas Legislature through the State Highway Fund

Federal funds are appropriated by Congress through the Federal Highway Trust Fund

Other funds include the Texas Mobility Fund, bond revenue, concessions and regional toll revenue and local funds

Source: TxDOT 2026 Unified Transportation Program (UTP)

2. Transit Funding

Congress establishes the funding for FTA programs through authorizing legislation that amends Chapter 53 of Title 49 of the U.S. Code. On November 15, 2021, President Biden signed the IIJA, reauthorizing surface transportation programs through Fiscal Year 2026. Federal funding used by the public transportation providers is based on an appropriations process. Annually, FTA apportions (divides up) the annual appropriation from Congress to fund a variety of public transit activities which require matching funds. All federal grants are awarded on a reimbursement basis, so expenses must be incurred before FTA disburses the federal funds. The public transit providers also receive State funds, which are also disbursed on a reimbursement basis and are appropriated biennially by the Texas Legislature. State funds may be used to meet the match requirements of federal grants or for any other purpose that is allowable under federal or state law and a local match is not required. Listed below are the funding categories listed in the FTA website and used by TAPS.

49 U.S.C. Chapter 53, Sections 5303, 5304 & 5305

Program Purpose: Provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and FHWA, which provides additional funding. The funding in this category is usually used to develop transportation plans and programs, plan, design and evaluate a public transportation project, and conduct technical studies related to public transportation.

49 U.S.C. Chapter 53, Sections 5307 & 5340

Program Purpose: The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance, and for transportation related planning in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. The funding in this category is usually used for planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some ADA complementary paratransit service costs are considered capital costs. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds.

Chapter 53 Section 5310

Program Purpose: To improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the ADA complementary paratransit services. At least 55% of program funds in this category must be used on capital or “traditional” 5310 projects. The remaining 45% is for other “nontraditional” projects.

Chapter 53 Section 5339

Program Purpose: The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. The funding in this category uses capital projects to replace, rehabilitate and purchase buses, vans and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Transportation Development Credits

Transportation Development Credits have been used by both public transit providers, and they are a federal transportation funding tool that can be utilized by states as a means of meeting local and state matching requirements for federal funding. State credits are accrued when capital investments are made in federally-approved tolled facilities including toll roads and bridges. These credits can then be used as a “soft match”, meaning that they do not represent an actual source of funding. Essentially, these credits reduce the amount of funding a state or local entity has to contribute and allow many programs to be funded with 100 percent federal funds as opposed to the traditional 80/20 percent split between federal and state/local funding sources. One major advantage of this is that it frees local matching funds for other projects.

H. Progress from Previous TIP (FY 2023-2026)

Table 3 lists all of the projects that were let and/or completed in the previous TIP.

Table 3: Let and/or Completed Projects from the 2023-2026 TIP

Facility	Limits		Description	Total Cost
	From	To		
US 75	COLLIN COUNTY LINE (MPO BOUNDARY)	FM 902	WIDEN MAIN LANES FROM 4-LANE TO 6-LANE AND CONVERSION OF TWO-WAY FRONTAGE ROAD TO ONE-WAY	\$92,178,976
US 75	US 82	SH 91	WIDENING FROM 4-LN TO 6-LN	\$126,700,00
US 75	742 E HWY 82, SHERMAN		INSTALL 4 DIRECT CURRENT FAST CHARGE PORTS WITHIN ONE MILE OF THE ELECTRIC ALTERNATIVE FUEL CORRIDORS (US 75)	\$1,073,050
US 75	FM 902	FM 1417	WIDENING FOR 4-LN TO 6-LN	\$152,906,394

I. Revisions and Administrative Changes

Since the TIP is a four (4) year document, TIP revisions and administrative changes can occur on a quarterly basis.

During the TIP revision process, the MPO solicits input from the public. In order to provide the citizens with an opportunity to review the proposed revisions, a public review period and comment period is initiated. During this time, the MPO makes the revised document available in the office as well as online. The public review period is normally concurrent with the public comment period. Comments received during the public comment or review periods are presented to the TAC and Policy Board. Figure 2 shows the general flow of the amendment process to the TIP. Examples of changes that require a TIP revision include:

- Adding federally funded projects;
- Adding regionally significant state or local funded projects;
- Changing the estimated cost of a project that results in a fifty percent (50%) increase in cost and a cost that exceeds \$1.5 million;

- Changes to project limits or scope of work for federally funded projects; and
- Changing the funding sources for a project from non-federal to federal funds.

Administrative changes do not require any formal action or public comment periods. Examples of changes that can be completed through an administrative change include:

- Changes to project identification numbers (such as Control-Section-Job (CSJ) numbers)
- Updating the project’s let date;
- Change in the estimated cost of a project that does one, but not both, of the following: a) exceeds 50% and b) results in a cost exceeding \$1.5 million;
- Splitting or combining projects without modification to original project design concept and scope;
- Modifying the project cost estimate without altering the limits or scope;
- Moving a project from one federal funding category to another;
- Moving a project from one state funding category to another;
- Changing a project’s funding source from federal to state funding; and
- Changes to projects within the “grouped” category.

Figure 2: TIP Revision Process



II. FUNDED HIGHWAY PROJECTS

A. Fiscal Year 2027 Projects

TRANSPORTATION IMPROVEMENT PROGRAM									
GRAYSON COUNTY MPO - HIGHWAY PROJECTS									
FY 2027									
NO PROJECTS AT THIS TIME									

B. Fiscal Year 2028 Projects

TRANSPORTATION IMPROVEMENT PROGRAM									
GRAYSON COUNTY MPO - HIGHWAY PROJECTS									
FY 2028									
NO PROJECTS AT THIS TIME									

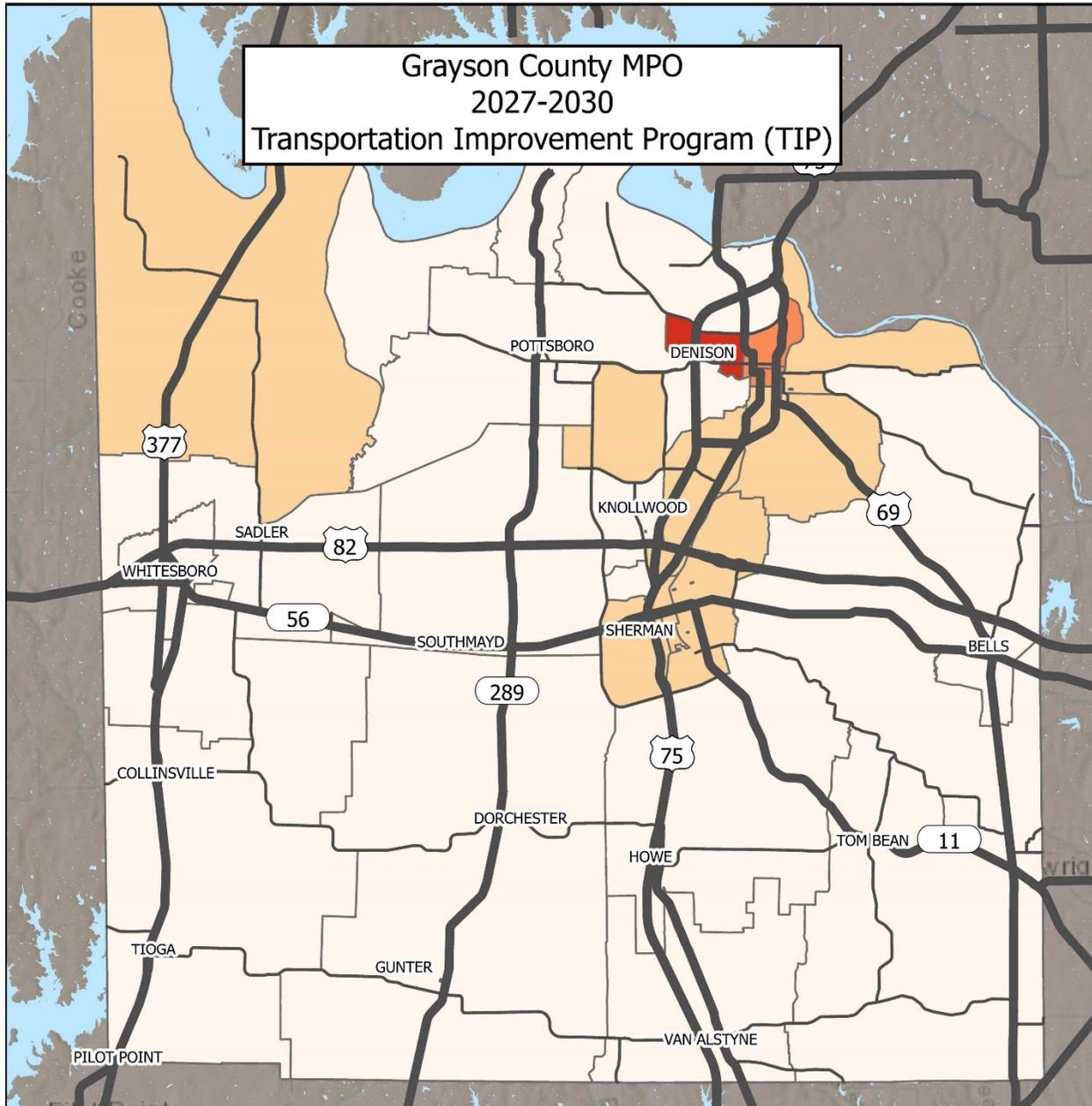
C. Fiscal Year 2029 Projects

TRANSPORTATION IMPROVEMENT PROGRAM									
GRAYSON COUNTY MPO - HIGHWAY PROJECTS									
FY 2029									
Project ID	Project Name	Project Type	Project Status	Project Start	Project End	Project Cost	Project Funding	Project Location	Project Description
NO PROJECTS AT THIS TIME									

D. Fiscal Year 2030 Projects

TRANSPORTATION IMPROVEMENT PROGRAM									
GRAYSON COUNTY MPO - HIGHWAY PROJECTS									
FY 2030									
NO PROJECTS AT THIS TIME									

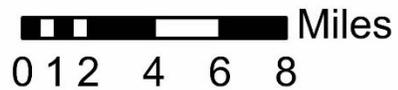
E. Map of Funded Highway Projects



Percent Below Poverty

- Below 5%
- 5-10%
- 10-15%
- Above 15%

- FY 2027
- FY 2028
- FY 2029
- FY 2030
- CSJ Number



This product is for informational purposes only and may not have been prepared for or be suitable for legal, engineering, or surveying purposes and are intended for general informational purposes only. It does not represent an on-the-ground survey and represents only the approximate relative location of the property boundaries and right-of-ways. All data provided represents current information as of the date shown and is believed to be accurate, but the accuracy is not warranted.

DRAWN BY: MAX ROWE | 03/02/2026

III. FUNDED TRANSIT PROJECTS

A. Fiscal Year 2027 Projects

TRANSPORTATION IMPROVEMENT PROGRAM		
GRAYSON COUNTY MPO - TRANSIT PROJECTS		
2027		
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2027
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2018	FEDERAL (FTA) FUNDS \$50,000
PROJECT TYPE	Planning	STATE FUNDS \$0
PROJECT DESCRIPTION	Planning	OTHER STATE FUNDS \$0
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$50,000
REMARKS		TOTAL PROJECT COST \$50,000
		TRANS. DEV. CREDS \$10,000
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2027
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$550,000
PROJECT TYPE	Operating	STATE FUNDS \$196,466
PROJECT DESCRIPTION	Operations	OTHER STATE FUNDS \$353,534
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$1,100,000
REMARKS		TOTAL PROJECT COST \$1,100,000
		TRANS. DEV. CREDS
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2027
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$55,000
PROJECT TYPE	Preventive Maintenance	STATE FUNDS \$0
PROJECT DESCRIPTION	Preventive Maintenance	OTHER STATE FUNDS \$13,750
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$68,750
REMARKS		TOTAL PROJECT COST \$68,750
		TRANS. DEV. CREDS
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE

TRANSPORTATION IMPROVEMENT PROGRAM		
GRAYSON COUNTY MPO - TRANSIT PROJECTS		
2027		
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2027
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5339
APPORTIONMENT YEAR	FY2026	FEDERAL (FTA) FUNDS \$48,000
PROJECT TYPE	Bus and Bus Facility	STATE FUNDS \$0
PROJECT DESCRIPTION	Bus and Bus Facility	OTHER STATE FUNDS \$0
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$48,000
REMARKS		TOTAL PROJECT COST \$48,000
		TRANS. DEV. CREDS \$9,600
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE

B. Fiscal Year 2028 Projects

TRANSPORTATION IMPROVEMENT PROGRAM		
GRAYSON COUNTY MPO - TRANSIT PROJECTS		
2028		
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2028
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$50,000
PROJECT TYPE	Planning	STATE FUNDS \$0
PROJECT DESCRIPTION	Planning	OTHER STATE FUNDS \$0
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$50,000
REMARKS		TOTAL PROJECT COST \$50,000
		TRANS. DEV. CREDS \$10,000
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2028
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2020	FEDERAL (FTA) FUNDS \$425,000
PROJECT TYPE	Operating	STATE FUNDS \$196,466
PROJECT DESCRIPTION	Operations	OTHER STATE FUNDS \$228,534
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$850,000
REMARKS		TOTAL PROJECT COST \$850,000
		TRANS. DEV. CREDS
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2028
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$55,000
PROJECT TYPE	Preventative Maintenance	STATE FUNDS \$0
PROJECT DESCRIPTION	Preventative Maintenance	OTHER STATE FUNDS \$13,750
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$68,750
REMARKS		TOTAL PROJECT COST \$68,750
		TRANS. DEV. CREDS
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE

TRANSPORTATION IMPROVEMENT PROGRAM		
GRAYSON COUNTY MPO - TRANSIT PROJECTS		
2028		
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2028
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5339
APPORTIONMENT YEAR	FY2027	FEDERAL (FTA) FUNDS \$48,000
PROJECT TYPE	Bus and Bus Facility	STATE FUNDS \$0
PROJECT DESCRIPTION	Bus and Bus Facility	OTHER STATE FUNDS \$0
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$48,000
REMARKS		TOTAL PROJECT COST \$48,000
		TRANS. DEV. CREDS \$9,600
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE

C. Fiscal Year 2029 Projects

TRANSPORTATION IMPROVEMENT PROGRAM		
GRAYSON COUNTY MPO - TRANSIT PROJECTS		
2029		
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2029
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$50,000
PROJECT TYPE	Planning	STATE FUNDS \$0
PROJECT DESCRIPTION	Planning	OTHER STATE FUNDS \$0
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$50,000
REMARKS		TOTAL PROJECT COST \$50,000
		TRANS. DEV. CREDS \$10,000
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2029
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$425,000
PROJECT TYPE	Operating	STATE FUNDS \$196,466
PROJECT DESCRIPTION	Operations	OTHER STATE FUNDS \$228,534
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$850,000
REMARKS		TOTAL PROJECT COST \$850,000
		TRANS. DEV. CREDS
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2029
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$55,000
PROJECT TYPE	Preventive Maintenance	STATE FUNDS \$0
PROJECT DESCRIPTION	Preventive Maintenance	OTHER STATE FUNDS \$13,750
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$68,750
REMARKS		TOTAL PROJECT COST \$68,750
		TRANS. DEV. CREDS
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE

TRANSPORTATION IMPROVEMENT PROGRAM		
GRAYSON COUNTY MPO - TRANSIT PROJECTS		
2029		
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2029
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5339
APPORTIONMENT YEAR	FY2028	FEDERAL (FTA) FUNDS \$48,000
PROJECT TYPE	Bus and Bus Facility	STATE FUNDS \$0
PROJECT DESCRIPTION	Bus and Bus Facility	OTHER STATE FUNDS \$0
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$48,000
REMARKS		TOTAL PROJECT COST \$48,000
		TRANS. DEV. CREDS \$9,600
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE

D. Fiscal Year 2030 Projects

TRANSPORTATION IMPROVEMENT PROGRAM		
GRAYSON COUNTY MPO - TRANSIT PROJECTS		
2030		
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2030
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$50,000
PROJECT TYPE	Planning	STATE FUNDS \$0
PROJECT DESCRIPTION	Planning	OTHER STATE FUNDS \$0
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$50,000
REMARKS		TOTAL PROJECT COST \$50,000
		TRANS. DEV. CREDS \$10,000
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2030
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$425,000
PROJECT TYPE	Operating	STATE FUNDS \$196,466
PROJECT DESCRIPTION	Operations	OTHER STATE FUNDS \$228,534
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$850,000
REMARKS		TOTAL PROJECT COST \$850,000
		TRANS. DEV. CREDS
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2030
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5307
APPORTIONMENT YEAR	FY2019	FEDERAL (FTA) FUNDS \$55,000
PROJECT TYPE	Preventive Maintenance	STATE FUNDS \$0
PROJECT DESCRIPTION	Preventive Maintenance	OTHER STATE FUNDS \$13,750
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$68,750
REMARKS		TOTAL PROJECT COST \$68,750
		TRANS. DEV. CREDS
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE

TRANSPORTATION IMPROVEMENT PROGRAM		
GRAYSON COUNTY MPO - TRANSIT PROJECTS		
2030		
2027-2030 STIP		YOE=Year of Expenditure
GENERAL PROJECT INFORMATION		FUNDING INFORMATION (YOE)
PROJECT SPONSOR	Texoma Area Paratransit System (TAPS)	URBANIZED AREA GRAYSON
MPO PROJECT NUMBER		FISCAL YEAR 2030
MTP REFERENCE		FEDERAL FUNDING CATEGORY 5339
APPORTIONMENT YEAR	FY2029	FEDERAL (FTA) FUNDS \$48,000
PROJECT TYPE	Bus and Bus Facility	STATE FUNDS \$0
PROJECT DESCRIPTION	Bus and Bus Facility	OTHER STATE FUNDS \$0
AMENDMENT DATE	07/2026	OTHER SOURCE FUNDS \$0
AMENDMENT REQUEST		FISCAL YEAR COST (YOE) \$48,000
REMARKS		TOTAL PROJECT COST \$48,000
		TRANS. DEV. CREDS \$9,600
		REQUESTED
		TRANS. DEV. CREDS AWARDED
		T. DEV. CREDS AWARD DATE

IV. FINANCIAL SUMMARY
A. Highway Financial Summary

Fiscal Year	CSJ	Project #	Facility	Limits		Description	2U - Urban Area Corridor Projects	3LC - Local Contribution	4U - Urban Connectivity	10 - NEVI	11 - District Discretionary	12 - Strategic Priority	Total
				From	To								
2027													
	No projects at this time												
												2027 Total	\$0
2028													
	No projects at this time												
												2028 Total	\$0
2029													
	No projects at this time												
												2029 Total	\$0
2030													
	No projects at this time												
												2030 Total	\$0
Total							\$0	\$0	\$0	\$0	\$0	\$0	\$0

Grayson County MPO											
FY 2027 - 2030 Transportation Improvement Program											
Funding by Category											
Funding Category	Description	FY 2027		FY 2028		FY 2029		FY 2030		Total FY 2027 - 2030	
		TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized						
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Metropolitan & Urban Area Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3 DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8 R	Rail-Highway Crossing Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TA Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CRBN	Carbon Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 FB	Ferry Boat Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 SCP	Seaport Connectivity Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 ITS	Information Technology Systems (ITS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 FLA	Federal Lands Access Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 TPW	Texas Parks and Wildlife Department	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 GR	Green Ribbon Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 ADA	ADA Pedestrian Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 LIA	Landscape Incentive Award	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 RR	Railroad Grade Crossing and Replanking Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 RSMP	Railroad Signal Maintenance Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 NEVI	National Electric Vehicle Initiative	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 BSIF	Border State Infrastructure	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 EN	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 (Safety)	Safety (District Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 CO/CO	Cost Overruns / Change Orders	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12 SP	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12 TCL	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0								
Funding Participation Source											
Source	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 27-30						
Federal	\$0	\$0	\$0	\$0	\$0						
State	\$0	\$0	\$0	\$0	\$0						
Local Match	\$0	\$0	\$0	\$0	\$0						
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0						
Total	\$0	\$0	\$0	\$0	\$0						

B. Transit Financial Summary

Transit Financial Summary									
Grayson County Metropolitan Planning Organization									
FY 2027- 2030 Transportation Improvement Program									
All Figures in Year of Expenditure (YOE) Dollars									Current as of 05/2024
Transit Program	FY 2027			FY 2028			FY 2029		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$655,000	\$563,750	\$1,218,750	\$530,000	\$438,750	\$968,750	\$530,000	\$438,750	\$968,750
3 Sec. 5309 - Discretionary			\$0			\$0			\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6 Sec. 5316 - JARC >200K			\$0			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12 Other FTA	\$48,000	\$0	\$48,000	\$48,000	\$0	\$48,000	\$48,000	\$0	\$48,000
13 Regionally Significant or Other			\$0			\$0			\$0
Total Funds	\$703,000	\$563,750	\$1,266,750	\$578,000	\$438,750	\$1,016,750	\$578,000	\$438,750	\$1,016,750
Transportation Development Credits									
	Requested		\$19,600			\$19,600			\$19,600
	Awarded		\$0			\$0			\$0
All Figures in Year of Expenditure (YOE) Dollars									
Transit Programs	FY 2030			FY 2027-2030 Total					
	Federal	State/Other	Total	Federal	State/Other	Total			
1 Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0			
2 Sec. 5307 - Urbanized Formula <200K	\$530,000	\$438,750	\$968,750	\$2,245,000	\$1,880,000	\$4,125,000			
3 Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0			
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0			
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0			
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0			
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0			
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0			
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0			
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0			
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0			
12 Other FTA	\$48,000	\$0	\$48,000	\$192,000	\$0	\$192,000			
13 Regionally Significant or Other			\$0	\$0	\$0	\$0			
Total Funds	\$578,000	\$438,750	\$1,016,750	\$2,437,000	\$1,880,000	\$4,317,000			
Transportation Development Credits									
	Requested		\$19,600			\$78,400			
	Awarded		\$0			\$0			

V. LOCALLY FUNDED PROJECTS

There are no locally funded, regionally significant projects at this time.

VI. GLOSSARY

A. Definitions

PROJECT CODE	DEFINITION	EXPLANATION
CSJ	Control Section Job Number	TXDOT – assigned number for projects entered into the Unified Transportation Plan (UTP)
PROJ ID	Project Identification	Code assigned by the MPO for local tracking/identification; used to relate projects to the Metropolitan Transportation Plan
F. CLASS	Federal Functional Classification	Federal classification of streets and highways into functional operating characteristics. Categories: <ul style="list-style-type: none"> • INTERSTATE - Interstate • FWY/EXP - Other Urban Freeways and Expressways • PRIN ART - Other Principal Arterials • MINOR ART - Minor Arterials • COLLECTOR - Urban Collectors and Rural Major Collectors • MINOR COLLECTOR - Rural Minor Collectors • LOCAL - Urban and Rural Local Streets and Roads
FED PROG	Federal Funding Category	Major categories of Federal funding were established by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), continued through to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and have been modified in the previous transportation bill, known as the Moving Ahead for Progress in the 21st Century (MAP-21) and again in the FAST Act and current IIJA. Categories are: <ul style="list-style-type: none"> • IC - Interstate Construction • IM - Interstate Maintenance • NHS - National Highway System • STP - Surface Transportation Program • CMAQ - Congestion & Mitigation Air Quality Funds • BRIDGE - On/Off System Bridge Rehabilitation • DSB - Donor State Bonus Funds • MA - Minimum Allocation Funds • FLHP - Federal Land Highway Program • FTA - Federal Transit Administration Funding
PHASE	Project Phase for Federal Funding	C – Construction E – Preliminary Engineering R – Right of Way Acquisition T – Transfers

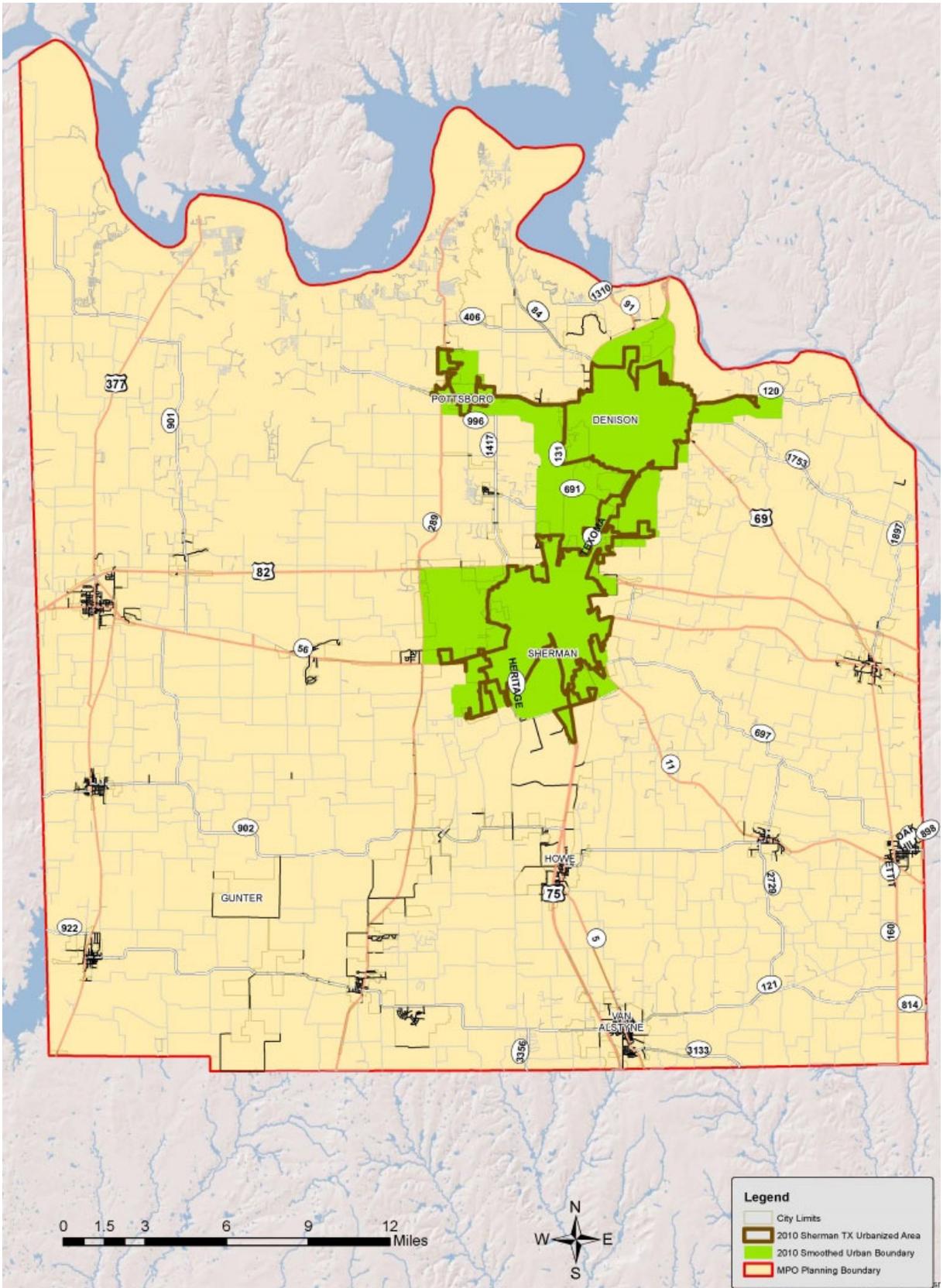
B. Acronyms

ADA	Americans with Disabilities Act
CFR	Code of Federal Regulations
DOT	Department of Transportation
EPA	Environmental Protection Agency
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
HB 20	Texas House Bill 20
HSIP	Highway Safety Improvement Program
HSP	Highway Safety Plan
IJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21st Century
MOU	Memorandum of Understanding
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NHS	National Highway System
PB	Policy Board
PM	Performance Measure
POP	Program of Projects
PPP	Public Participation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TAPS	Texoma Area Paratransit System
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TTC	Texas Transportation Commission
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
USC	United States Code
UTP	Unified Transportation Program
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure

VII. DISCLAIMER

“The preparation of this document has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.”

APPENDIX A – SHERMAN-DENISON MPA



APPENDIX B – GROUPED PROJECT CSJs

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Projects consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.
<p>Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).</p> <p>Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.</p> <p>Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.</p> <p>Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.</p> <p>Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the Grouped Project category definitions may be grouped. RTP or TA funded projects that are not consistent with the Grouped Project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.</p>		



APPENDIX C – METROPOLITAN PLANNING ORGANIZATION SELF CERTIFICATION

In accordance with the [23 Code of Federal Regulations \(CFR\) 450.336](#), the Texas Department of Transportation and Grayson County Metropolitan Planning Organization hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and [\(d\)](#)) and [40 CFR part 93](#);
- (3) Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) [23 CFR part 230](#), regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37](#), and [38](#);
- (8) The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) [Section 324 of title 23 U.S.C.](#) regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

Noel Paramanatham, P.E., District Engineer
Texas Department of Transportation, Paris District

May 1, 2026

Date

Robert Crawley, Chairman
Grayson County Metropolitan Planning Organization

May 1, 2026

Date

APPENDIX D – PROGRESS TOWARD MEETING PERFORMANCE TARGETS

Reference Section I.E. Project Selection Process for detailed information on how the following projects were selected:

No projects at this time.

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APPENDIX E – PUBLIC INVOLVEMENT DOCUMENTATION

INSERT PUBLIC NOTICE HERE



MEDIA RELEASE

For Immediate Release:
March 9, 2026

For More Information Contact:
Clay Barnett, 903-328-2090

GRAYSON COUNTY MPO RELEASES THE DRAFT 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC REVIEW AND COMMENT

SHERMAN, TX (March 9, 2026) – The Grayson County Metropolitan Planning Organization (GCMPO) is the organization charged with transportation planning for the greater Sherman-Denison Urbanized Area, which includes Grayson County, and is the recipient of federal planning funds.

The GCMPO is releasing the draft 2027-2030 TIP for public review and comment. The TIP contains a listing of projects which the GCMPO intends to pursue over the four (4) year period. The draft 2027-2030 TIP can be found on the front page of the GCMPO's website at www.gcmppo.org. The public involvement/comment period for the draft TIP will also satisfy Texoma Area Paratransit System's (TAPS) public participation requirement for the Program of Projects (Section 5307 Funds).

In addition, the GCMPO will host a public meeting on March 18, 2026, at 9:00 am at the TxDOT Sherman Area Office located at:

3904 S U.S. 75
Sherman, TX 75090

The public meeting can also be attended virtually. Instructions on how to connect to the public meeting virtually can also be found at www.gcmppo.org.

Comments may be submitted by email to: barnettc@gcmppo.org. All comments must be received by 2:00 pm on March 30, 2026, to be included in the public record. The draft 2027-2030 TIP will be placed before the GCMPO Policy Board at its Wednesday, April 1, 2026, meeting for approval.

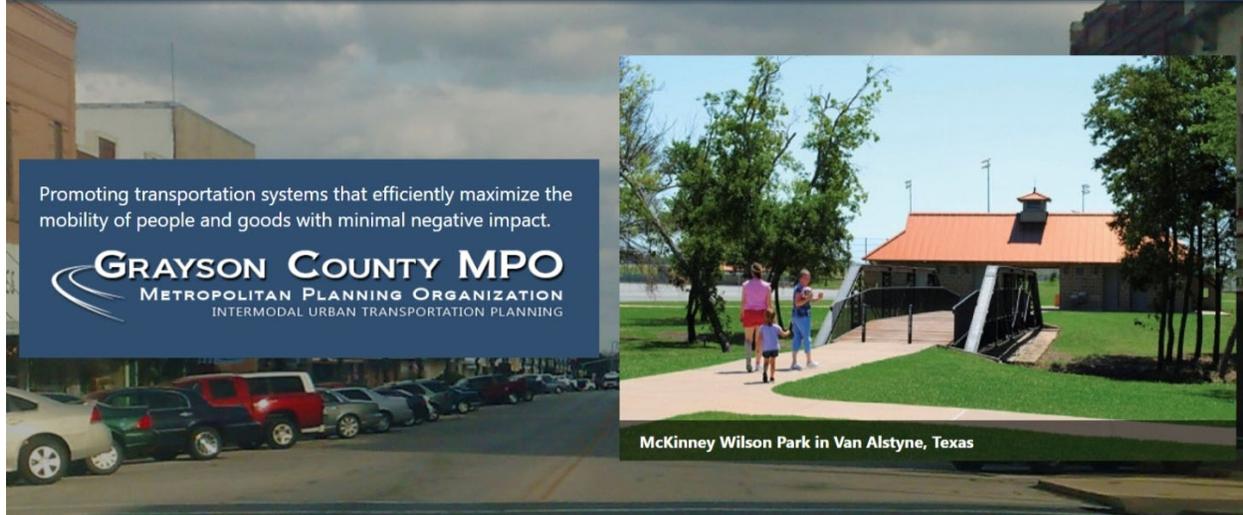
The GCMPO staff looks forward to hearing from you!

1800 Teague Drive, Suite 100, Sherman, TX 75090
www.gcmppo.org


Home | Sitemap | Contact Us

Commuting to and from Dallas? We can get you there! call 1-800-256-0911

[About GC-MPO](#) | [Calendar](#) | [Committees/Meetings](#) | [Planning Documents](#) | [Public Transportation](#) | [Resources](#)



Promoting transportation systems that efficiently maximize the mobility of people and goods with minimal negative impact.



McKinney Wilson Park in Van Alstyne, Texas

Welcome to transportation planning within the Grayson County, Texas urban area. We are located 70 miles north of Dallas along the Red River which separates Texas and Oklahoma. Home to beautiful Lake Texoma and Hagerman National Wildlife Refuge.

UPCOMING EVENTS

Click on a highlighted date to see events for that day.

◀ March, 2026 ▶

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4

WEDNESDAY, March 18, 2026
 Technical Advisory Committee Meeting - 09:00AM - 10:00AM

FACEBOOK FEED


Sherman-Denison Metropol...
1,083 followers

Followed
Share



Draft 2027-2030 Transportation Improvement Program Released for Public Comment

The Grayson County Metropolitan Planning Organization (GCMPO) is the organization charged with transportation planning for the greater Sherman-Denison Urbanized Area, which includes Grayson County, and is the recipient of federal planning funds.

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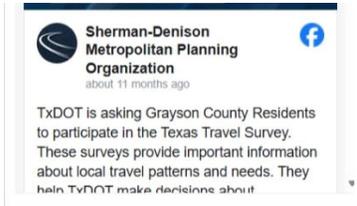
The public meeting can also be attended virtually via Microsoft Teams using the following information:

Microsoft Teams meeting

Join: <https://teams.microsoft.com/meet/24476114573156?p=Hfvtbq6nzOR0LjqaUQt>

Meeting ID: 244 761 145 731 56
 Passcode: 3Sd6Ea3R

Comments may be submitted by email to: barnettc@gcmppo.org. All comments must be received by 2:00 pm on March 30, 2026, to be included in the public record. The draft 2027-2030 TIP will be placed before



Sherman-Denison Metropolitan Planning Organization
about 11 months ago

TxDOT is asking Grayson County Residents to participate in the Texas Travel Survey. These surveys provide important information about local travel patterns and needs. They help TxDOT make decisions about

the GCMPO Policy Board at its Wednesday, April 1, 2026, meeting for approval.

The GCMPO staff looks forward to hearing from you!

GIVE US YOUR INPUT!

TWITTER FEED ▲

[Sherman-Denison MPO Tweets by GCMPO](#)

CURRENT WEATHER ▲



Sherman, TX Weather  **55°F**
overcast clouds

Sat	Sun	Mon	Tue	Wed
				
73°F 50°F	70°F 45°F	79°F 59°F	73°F 66°F	70°F 52°F

Note: the MPO is governed by a public body of directors (organization) and operates all programs and projects without regard to race, color and national origin. The Public Participation Plan describes these objectives along with the procedures to file any complaints in accordance with Title VI. [Please click here for Title VI documents.](#)

Grayson County MPO | 1800 Teague Dr, Suite 100 | Sherman, Texas 75090 | Phone: (903) 328-2090 | Fax: (903) 328-2089 | [Disclaimer](#)

Insert sign-in sheet here



Comment Card

Please provide your comments below on the 2025-2028 Transportation Improvement Program for the Grayson County Metropolitan Planning Organization.

Comments/Questions:

Please check any that apply to you:

- I am employed by TxDOT.
- I do business with TxDOT.
- I could monetarily benefit from the projects or other items about which I am commenting on.

Texas Transportation Code, §201.811(a)(5)

Join our email list:

Name: _____

Email: _____

1800 Teague Drive, Suite 100, Sherman, TX 75090

www.gcmpo.org

APPENDIX F – DETAILS OF REVISIONS AND ADMINISTRATIVE CHANGES

There are no revisions or administrative changes at this time.