

Grayson County Metropolitan Planning Organization (MPO)

POLICY BOARD

AGENDA

Wednesday, February 5, 2025 @ 8:00 am

Commissioners Courtroom, Grayson County Courthouse

100 W Houston St, Sherman, TX 75090

Please visit our MPO website www.gcmppo.org for background materials under the “Committees/Meetings” link or under “News and Announcements” at our home page.

- I. Call to order
- II. Acknowledgment of Quorum by Chairman
- III. Public Comment Period
- IV. Recognition and appreciation of Sherman Mayor David Plyler for his service to the Grayson County MPO
☐ Action ☒ Information
- V. [Consider approval of the minutes of the MPO Policy Board meeting of December 11, 2024](#)
☒ Action ☐ Information
- VI. [Review of a Transit Asset Management \(TAM\) Plan for the Texoma Area Paratransit System \(TAPS\) and Consider Approval of a Resolution Adopting the TAM Plan](#)
☒ Action ☐ Information
- VII. [Review of a Public Transportation Agency Safety Plan \(PTASP\) for the Texoma Area Paratransit System \(TAPS\) and Consider Approval of a Resolution Adopting the PTASP](#)
☒ Action ☐ Information
- VIII. [Review of the Targets for Safety Performance Measures \(PM1\) for Fiscal Year 2025 As Established by the Texas Department of Transportation and Consider Approval of a Resolution Adopting the PM1](#)
☒ Action ☐ Information
- IX. [Review and Approve a Resolution Adopting Targets for Pavement and Bridge Condition Performance Measures \(PM2\) for Fiscal Year 2023-2026 As Established by the Texas Department of Transportation](#)
☒ Action ☐ Information
- X. [Review and Approve a Resolution Adopting Targets for System Performance Measures \(PM3\) for Fiscal Year 2023-2026](#)
☒ Action ☐ Information
- XI. [Review and Consider Approval of the FY 2022 Annual Listing of Obligated Projects \(ALOP\)](#)
☒ Action ☐ Information
- XII. [Review and Consider Approval of the FY 2024 Annual Performance and Expenditure Report \(APER\)](#)
☒ Action ☐ Information

XIII. [Review and Consider Approval of a Resolution Adopting the 2024 Grayson County Thoroughfare Plan](#)

☒ Action ☐ Information

XIV. [Review an Amendment to the 2050 Metropolitan Transportation Plan \(MTP\) and Approve a Resolution Adopting the Amendment to the 2050 MTP](#)

☒ Action ☐ Information

XV. [Review the Grayson County MPO Bylaws](#)

☐ Action ☒ Information

XVI. Adjourn MPO Policy Board Meeting to Convene Joint Meeting Between the Policy Board and Technical Advisory Committee

- a. Presentation on the Texas Travel Survey
- b. Discussion Regarding Transportation Planning and Programming within Grayson County
- c. Adjourn Joint Meeting Between the Policy Board and Technical Advisory Committee

☐ Action ☒ Information

XVII. Reconvene MPO Policy Board Meeting and Act, if Necessary, on Issues Raised During the Joint Meeting Between the Policy Board and Technical Advisory Committee

☒ Action ☐ Information

XVIII. Announcements

(Informal Announcements, Future Agenda Items, and Next Meeting Date)

- TAC Next meeting date March 19, 2025
- MPO Policy Board Next meeting date April 2, 2025
- Freight Advisory Committee Next meeting date TBD

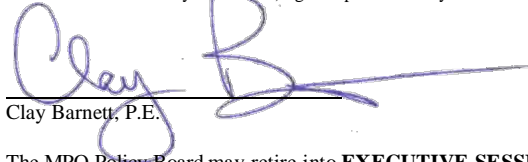
XIX. Adjournment

PUBLIC COMMENT PERIOD - The MPO Policy Board (PB) will allow for a public comment period, not to exceed fifteen minutes, to receive public comment on any other matter that is under the jurisdiction of the PB. No action will be taken. Each speaker will be allowed a maximum of three minutes. The use of a single spokesperson to represent a group of people is encouraged. Where there are large numbers of persons who wish to address the PB on a single matter, the Chairman may decrease the amount of time available to each person who wishes to address the PB. Speakers must be signed up prior to the beginning of the public comment period.

All meetings of the Grayson County Metropolitan Planning Organization (MPO) are open to the public. The MPO is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact Clay Barnett at (903) 328-2091 at least 24 hours in advance if accommodation is needed.

The above notice was posted at the Grayson County Courthouse in a place readily accessible to the public and made available to the Grayson County Clerk on or before January 31, 2025.

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



Clay Barnett, P.E.

The MPO Policy Board may retire into **EXECUTIVE SESSION** pursuant to the Texas Government Code, Chapter 551, Subchapter D, to discuss any item posted on this agenda and take appropriate action as necessary.

Grayson County Metropolitan Planning Organization (MPO)
POLICY BOARD

Old City Hall Meeting Room, Old Denison City Hall

500 W Chestnut St, Denison, TX 75020

Wednesday, December 11, 2024 at 8:00 am

Board Members Present:

Mayor Robert Crawley, Chairman	City of Denison
Judge Bruce Dawsey, Vice Chairman	Grayson County
Mayor Shawn Teamann	City of Sherman
Mayor Jim Atchison	City of Van Alstyne
Noel Paramanantham, P.E.	TxDOT Paris District Engineer

Board Members Absent:

None

Ex-Officio Members Present:

Shellie White	Texoma Area Paratransit System (TAPS)
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Ex-Officio Members Absent:

None

Non-Voting Members Present:

None

Non-Voting Members Absent:

Phillip Tindall	TxDOT-TPP Division
Hanna Hutcheson	Federal Highway Administration (FHWA)
Michelle Bloomer	Federal Transit Administration (FTA)

Technical Advisory Committee Members Present:

Mary Tate	City of Denison
Clint Philpott, P.E.	City of Sherman
Aaron Bloom, P.E.	TxDOT Sherman Area Engineer
Bill Benton	Grayson County
Alex Glushko, AICP	City of Van Alstyne

Staff Present:

Clay Barnett, P.E.	Grayson County MPO
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Guests Present:

Josh Marr	Grayson County, Commissioner Elect, Pct. 1
Art Arthur	Grayson County, Commissioner, Pct. 2
Lindsay Wright	Grayson County, Commissioner Elect, Pct. 3
Mayor Karla McDonald	City of Howe
Monte Walker	City of Howe

1 Bob Hazlett
2 Steven Flores

Texas A&M Transportation Institute (TTI)
Huitt-Zollars, Inc.

3
4 **I. Call to Order**

5
6 Chairman Crawley called the meeting to order at 8:07 a.m.
7

8 **II. Acknowledgment of Quorum by Chairman**

9
10 Chairman Crawley declared a quorum of the Policy Board present.
11

12 **III. Public Comment Period**

13
14 No Public Comments
15

16 **IV. Consider approval of the minutes of the MPO Policy Board meeting of October 2,**
17 **2024**

18
19 Chairman Crawley inquired if all members had reviewed the minutes from the previous Policy
20 Board meeting on October 2, 2024.
21

22 Motion to approve by Mayor Jim Atchison, seconded by Mayor Teamann. Motion Carries.
23

24 **V. Election of an MPO Policy Board Vice-Chairman**

25
26 Chairman Crawley asks to elect a Vice-Chairperson. Motion to nominate Judge Bruce Dawsey for
27 Vice Chair by Mayor Jim Atchison, seconded by Mayor Shawn Teamann. Motion Carries.
28

29 **VI. Adjourn MPO Policy Board Meeting to Convene Joint Meeting Between the Policy**
30 **board and Technical Advisory Committee**

31
32 Chairman Crawley adjourns MPO Policy Board Meeting and convened a joint meeting between
33 the MPO Policy Board and the Technical Advisory Committee. Mr. Barnett introduced Mr. Bob
34 Hazlett with the Texas A&M Transportation Institute. Mr. Hazlett gave a presentation titled "MPO
35 101," which is attached hereto and incorporated herein. Mr. Barnett then gave a presentation titled
36 "Grayson County MPO 101 Specifics," which is attached hereto and incorporated herein. Mr.
37 Barnett then introduced Ms. Shellie White with the Texoma Area Paratransit System (TAPS). Ms.
38 White gave a presentation titled "Grayson County Transit Overview," which is attached hereto
39 and incorporated herein. Mr. Barnett then introduced Mr. Noel Paramanantham, P.E. with TxDOT.
40 Mr. Paramanantham gave a presentation titled "Grayson County Safety Strategic Plan," which is
41 attached hereto and incorporated herein. Mr. Barnett then gave a presentation titled "Closing
42 Remarks," which is attached hereto and incorporated herein.
43
44
45
46

1 **VII. Reconvene MPO Policy Board Meeting and Act, if Necessary, on Issues Raised**
2 **During the Joint Meeting Between the Policy Board and Technical Advisory**
3 **Committee**
4

5 Chairman Crawley reconvened the MPO Policy Board meeting at 12:04 pm. Motion to conduct a
6 workshop concerning the By-Laws at the February 5, 2025 Policy Board Meeting by Mayor
7 Atchison, seconded by Judge Dawsey. Motion Carries.
8

9 **VIII. Announcements**
10

11 Chairman Crawley announced that the next TAC meeting is scheduled for January 15, 2025 and
12 the next MPO Policy Board meeting is scheduled for February 5, 2025. Mr. Barnett mentioned
13 that the MPO Policy Board meetings would be held in the Commissioners Courtroom at the
14 Grayson County Courthouse for the duration of 2025. Chairman Crawley expressed his
15 appreciation for everyone in attendance and wished everyone a safe and very merry holiday season.
16

17 **X. Adjournment**
18

19 Having no further business to discuss, Chairman Crawley adjourned the meeting at 12:07 pm.
20
21
22

23

Robert Crawley, Chairman, GCMPO Policy Board



Fundamentals of MPO Planning and Programming

Grayson County Metropolitan Planning Organization

December 11, 2024

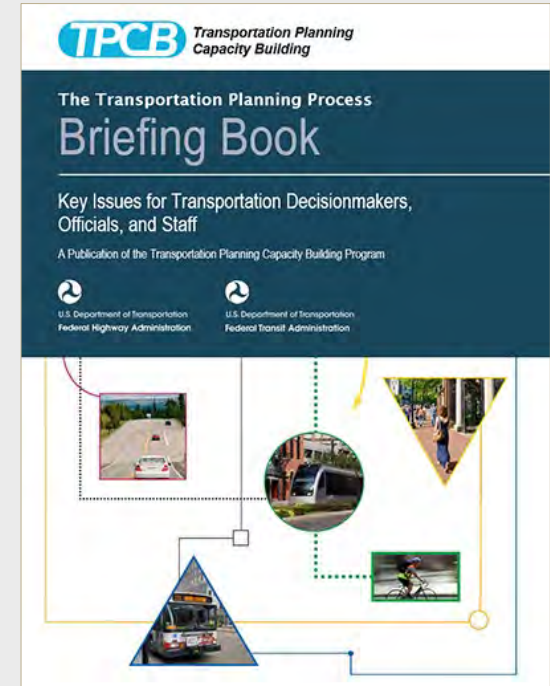
The Transportation Planning Process Briefing Book

Federal Highway Administration

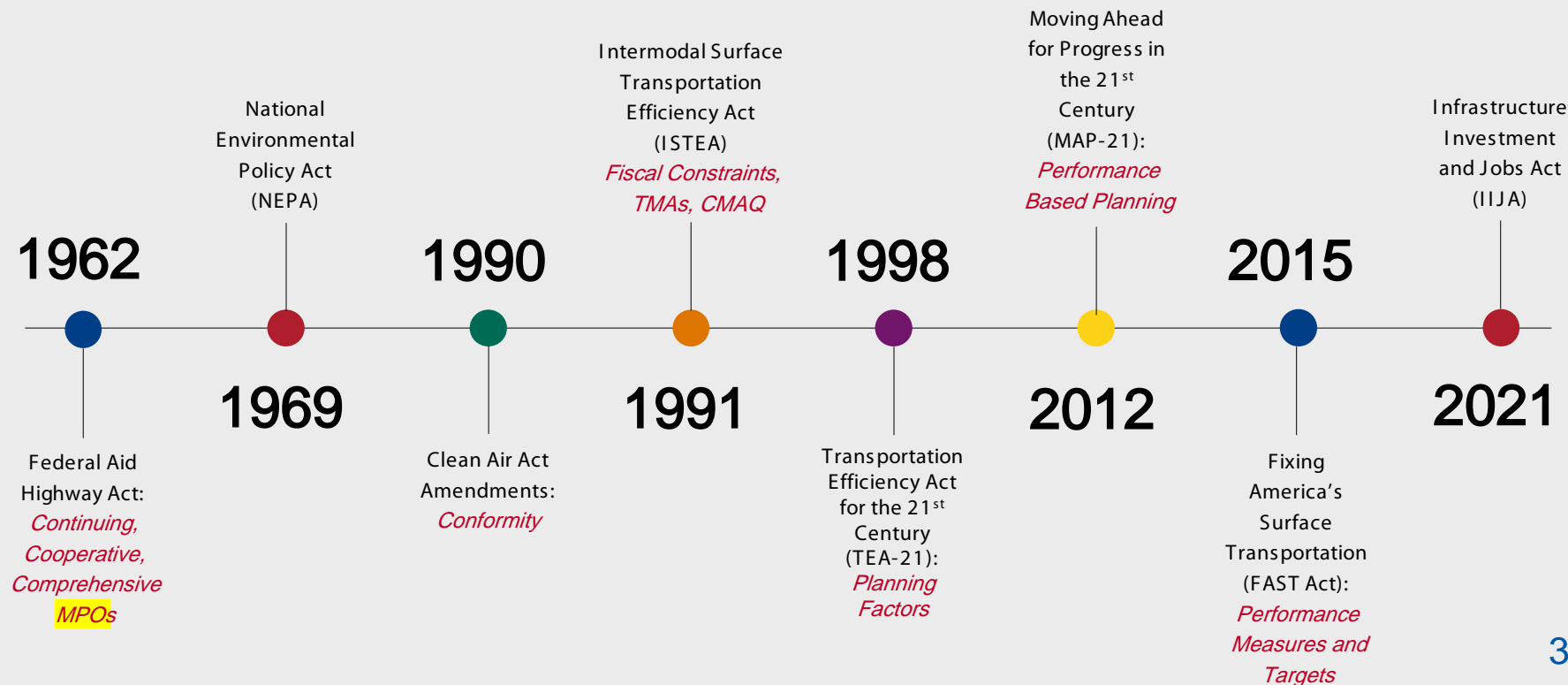
Federal Transit Administration

Available at:

https://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm



What has been some notable events in transportation planning?



What is Transportation Planning?



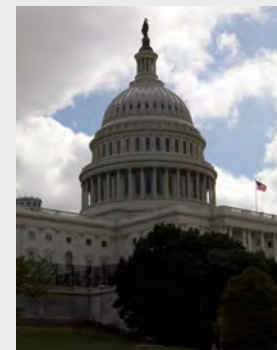
Continuing

Cooperative



Comprehensive

United States Code (USC)	Code of Federal Regulations (CFR)	Texas Administrative Code (TAC)
<p>Title 23 - Highways</p> <ul style="list-style-type: none"> Section 134, Metropolitan Planning Section 135, Statewide and Non-Metropolitan Planning <p>Title 49 - Transit</p> <ul style="list-style-type: none"> Section 5303, Metropolitan Planning Section 5304, Statewide and Non-Metropolitan Planning 	<p>23 CFR, Section 450 - Highways</p> <ul style="list-style-type: none"> Subpart A, Definitions (§§ 450.100 - 450.104) Subpart B, Statewide and non-metropolitan transportation planning (§§ 450.200 - 450.226) Subpart C, Metropolitan transportation planning (§§ 450.300 - 450.340) <p>49 CFR, Section 613 - Transit</p> <ul style="list-style-type: none"> Subpart A, Metropolitan transportation planning and programming (§ 613.100) Subpart B, Statewide and non-metropolitan transportation planning and programming (§ 613.200) 	<p>Title 1 – Administration</p> <ul style="list-style-type: none"> Part 1, Office of the Governor Chapter 5, Subchapter A, Division 2, Metropolitan Planning Organizations <p>Title 30 – Environmental Quality</p> <ul style="list-style-type: none"> Part 1, Texas Commission on Environmental Quality <p>Title 43 - Transportation</p> <ul style="list-style-type: none"> Part 1, Texas Department of Transportation Chapter 16, Planning and Development of Transportation Projects Chapter 26, Regional Mobility Authorities



What is a Metropolitan Planning Organization (MPO)?

The **policy board** of an agency created and designated to carry out the metropolitan transportation planning process for urbanized areas with populations greater than 50,000 and designated by local officials and the Governor of the State.

Membership also defines an MPO.



What are some MPO Statistics?



US Census Bureau designates an urban area as an MPO when population exceeds 50,000.



There are more than 430 MPOs designated nationwide.



There are presently **24 MPOs** in Texas.



Population within Texas urban areas represented by an MPO exceeds **25.6 million** .
(2020 Census)

Where are the Texas Metropolitan Planning Organizations?



**North Central Texas
Council of Governments**



**LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION**



What is a Transportation Management Area (TMA)?

- For large urban areas (over 200,000 in population), Congress provided a greater role by having the Secretary of Transportation certify these areas as Transportation Management Areas (TMAs).
- One or more Metropolitan Planning Organizations (MPOs) represent a TMA.
- These MPOs in turn have greater requirements for congestion management, project selection and certification.



TMA Statistics



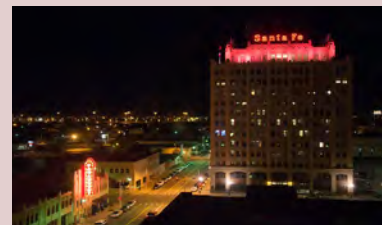
U.S. Census Bureau-designated urban area population must **exceed 200,000**.



There are now **13 TMAs in Texas** (one by request-- Permian Basin).



Beaumont-Port Arthur has a metro population over 300,000, but the two urban areas are each below 200,000 → **NOT a TMA**

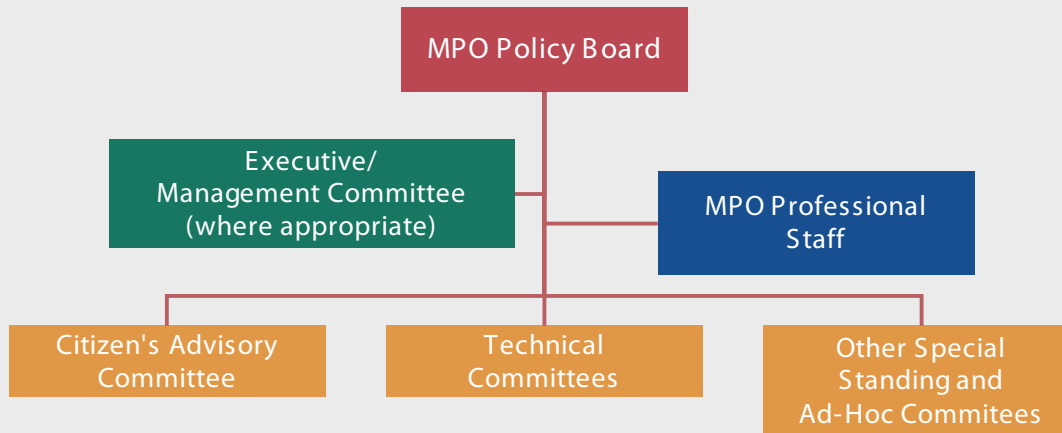


Two new Texas TMAs: **Amarillo** and **Bryan-College Station**.

What is a Metropolitan Planning Organization (MPO)?

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Organization chart provided for illustration purposes, only. This varies among MPOs.

What are the Policy Board's responsibilities?

- The MPO policy board formulates and evaluates transportation improvement alternatives, sensitive to the context of regional interest and scaled to the size and complexity of the region.
- All MPOs have the same basic planning requirements.
- The policy board develops the core MPO documents.



Picture Source: Houston Public Media, 2017.

Who is a member of the MPO Policy Board?

- Board composition is cooperatively determined by states and their local governments.
- Wide variation across all MPOs nationwide:
 - Size (i.e., number of members).
 - Representation (e.g., entities, elected or appointed officials, etc.).
 - Socioeconomic mix.
- Board must represent 75% of the affected population within the urbanized area (including the largest incorporated city, based on population, as named by the Census Bureau).



What is the MPO Policy Board?

- The decision-making body for the MPO.
- Primary forum for stakeholder input.
- Debates issues, proposals, and projects regarding key actions in the federal transportation planning process.

Voting Members	Member's Title	Representing
Bruce Dawsey	County Judge (elected)	Grayson County
David Plyler	Mayor (elected)	City of Sherman
Robert Crawley (Chair)	Mayor (elected)	City of Dennison
Jim Atchison	Mayor (elected)	City of Van Alstyne
Noel Paramanantham, P.E.	District Engineer	Texas DOT, Paris District

Grayson County MPO Policy Board Members

What are an MPO's Advisory Committees?

- MPO Policy Board discretion regarding their implementation and conduct.
- May be mode-oriented, issue-oriented, or focused on a special need.
- Could include executive leadership from member agencies.
- In Grayson County, the Policy Board establishes a Technical Advisory Committee and Citizen Advisory Committees.

TAC Responsibilities

Public Transportation

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Traffic Safety

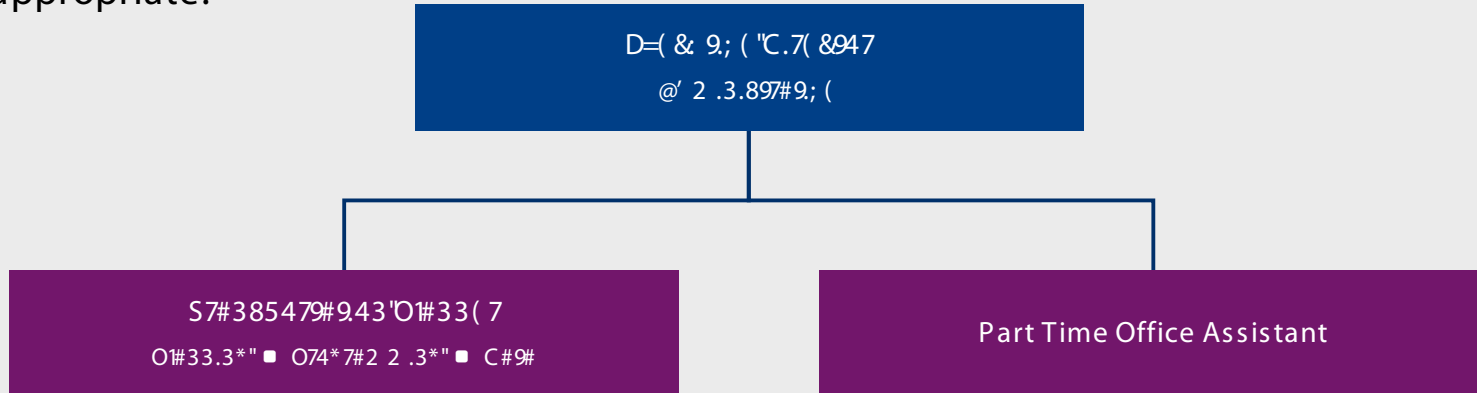
Transportation Systems Management and Operations (TSMO)

Project Review and Prioritization

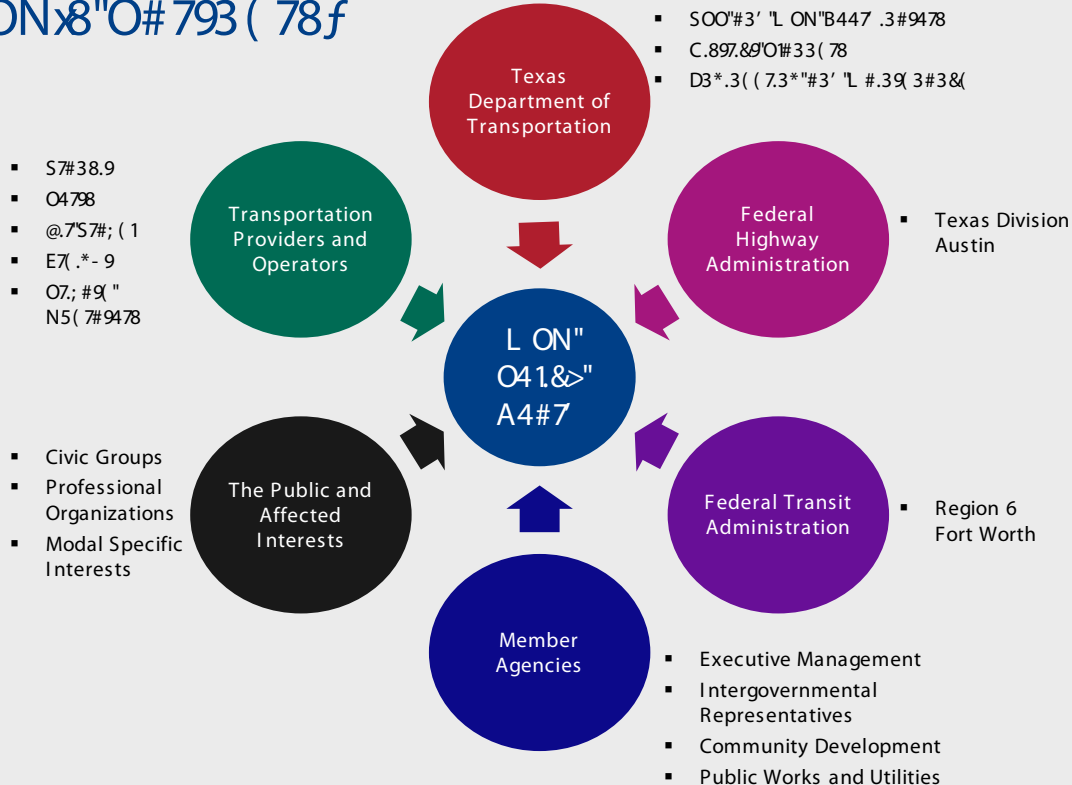
Grayson County MPO Technical Advisory Role
and Responsibilities

Who is the MPO Staff?

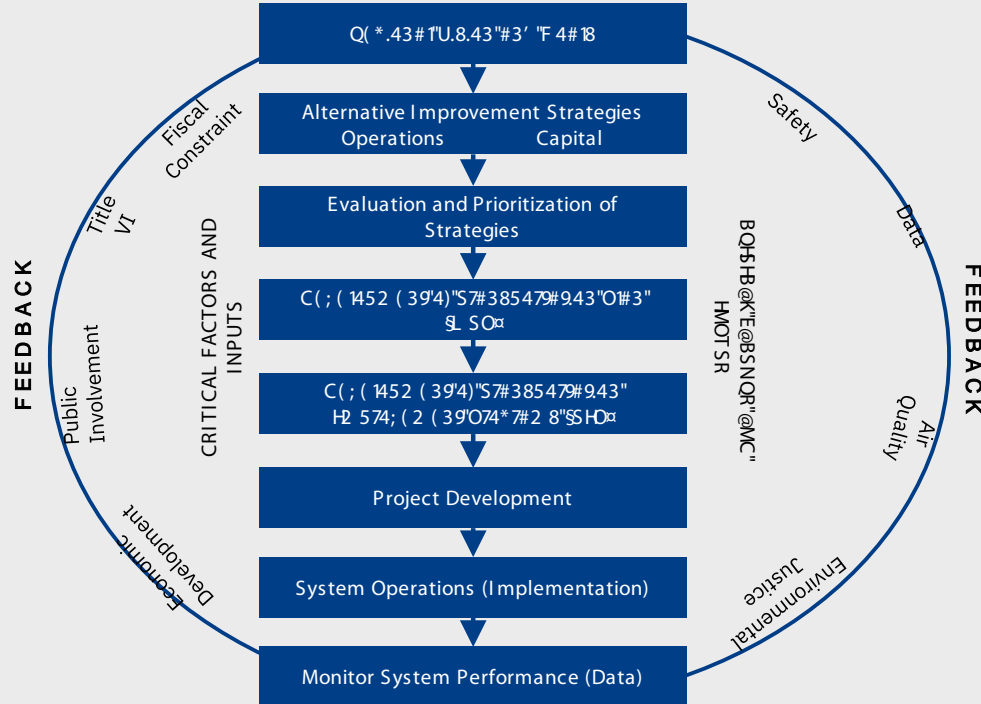
- Generally, manage day-to-day functions.
- Consists of an MPO director and staff.
- Prepare technical assessments and evaluations provided to the board and committees as appropriate.



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How is Transportation Planning done?



Process Informs Decision -making!

Graphics source: United States Department of Transportation, Federal Highway Administration and Federal Transit Administration, The Transportation Planning Process Briefing Book, 2018 Edition. Available at https://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm, Accessed November 2022.

What are the key products produced by an MPO?

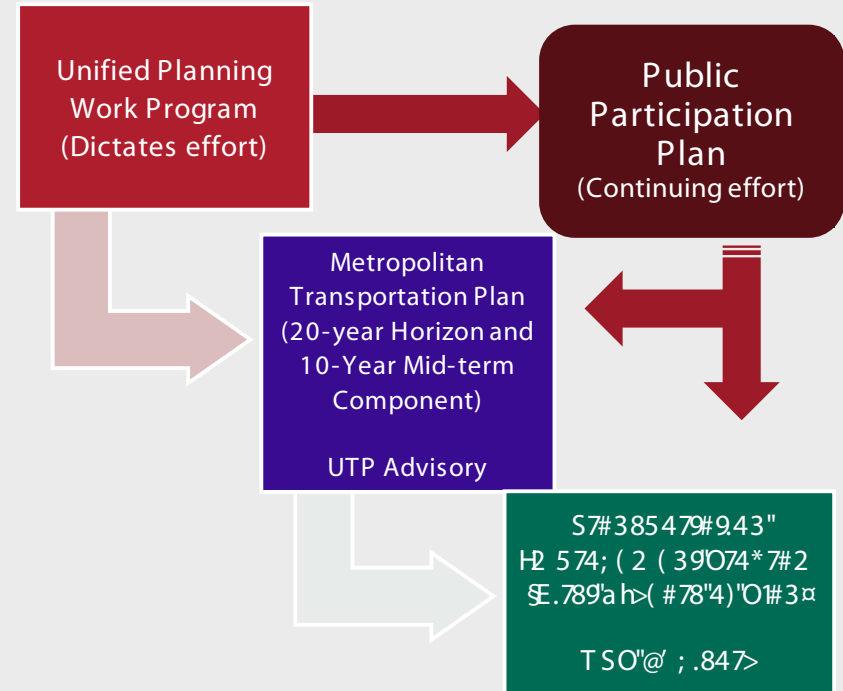
	V 470"O74*7#2 8	Long Range Plans	Improvement Programs	Outreach
State	State Planning and Research Work (SPR)	Long Range Statewide Transportation Plan (LRP)	State Transportation Improvement Program (STIP) Unified Transportation Plan (UTP)	Public Involvement Program (PIP)
MPO	Unified Planning Work Program (UPWP)	Metropolitan Transportation Plan (MTP) (includes Ten-Year Planning Horizon)	Transportation Improvement Program (TIP)	Public Participation Plan (PPP)
Local	Annual Budget and Appropriations	Thoroughfare Plan or Service Plan	Capital Improvement Program (CIP)	Municipal Programs and Protocols

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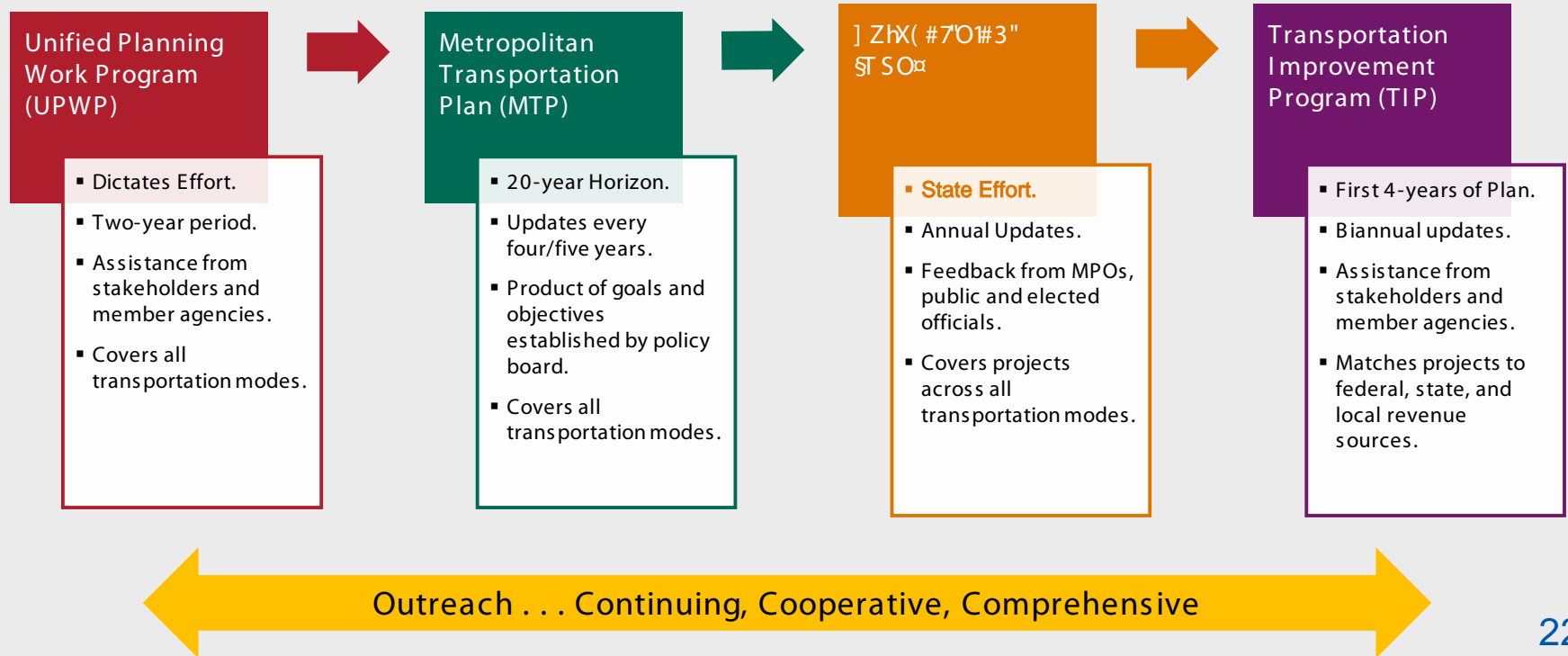
	Who Develops?	Who Approves?	Planning Horizon	Content	Update Requirements
SPR Work Program	State DOT	FHWA	1 or 2 Years	Planning Studies and Tasks	At Least Once Every 2 Years
LRSTP	State DOT	State DOT	20 Years	Future Goals, Strategies, and can include Projects	Periodic review and Update
STIP	State DOT	FHWA/FTA	4 Years	Transportation Investments	Every 4 Years
UTP	Texas DOT	TTC	10 Years	Transportation Investments	Annually
PIP	State DOT	State DOT	Not Specified	Public Engagement Strategies and Goals, Incorporating Input, Responding to Comments	Periodic Review and Update
UPWP	MPO	MPO/FHWA/FTA	1 or 2 Years	Planning Studies and Tasks	At Least Once Every 2 Years
MTP	MPO	MPO	20 Years (additional 10 Year required in Texas)	Future Goals, Strategies, and Projects	Every 5 Years (4 years for nonattainment and maintenance areas)
TIP	MPO	MPO	4 Years	Transportation Investments	Every 4 Years
PPP	MPO	MPO	Not Specified	Public Engagement Strategies and Goals, Incorporating Input, Responding to Comments	Periodic Review and Update

What are the Policy Board's responsibilities with these documents?

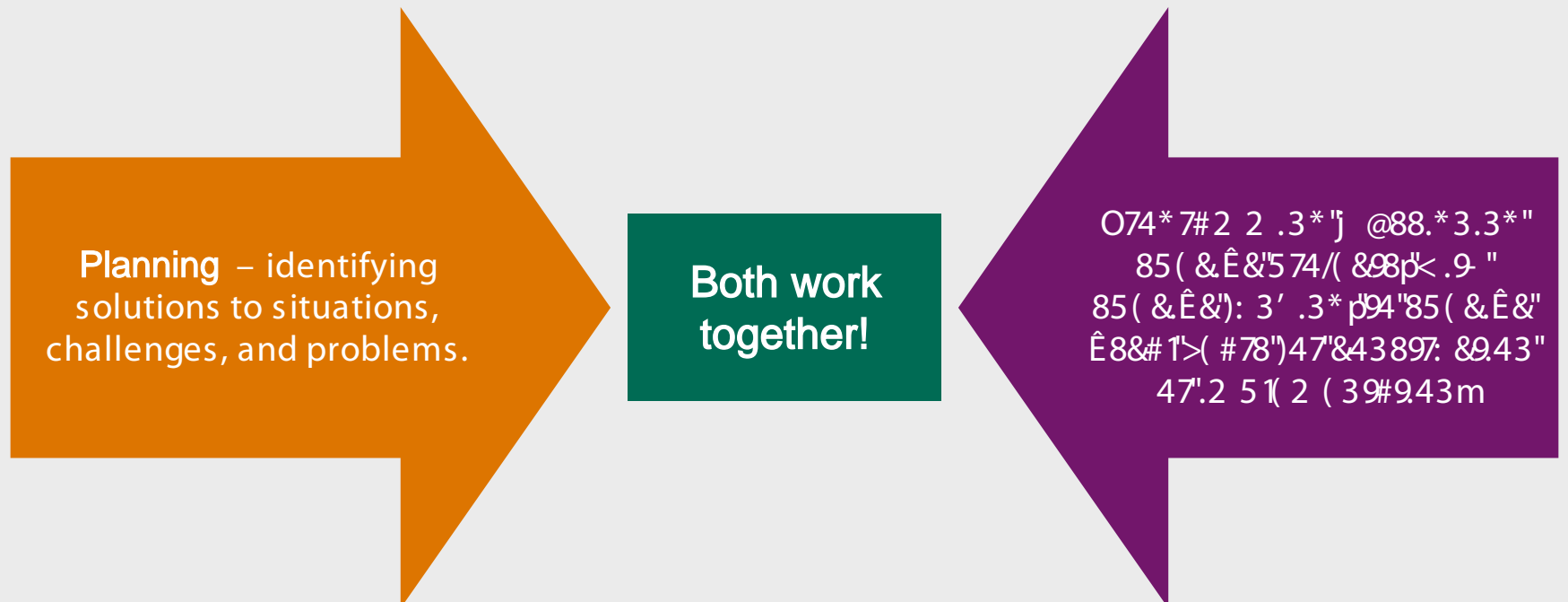
- The MPO policy board formulates and evaluates transportation improvement alternatives, sensitive to the context of regional interest and scaled to the size and complexity of the region.
- The policy board develops the core MPO documents.



What is the order of precedence for these products?



What's the difference between planning and programming?



Planning – identifying solutions to situations, challenges, and problems.

Both work together!

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What is the Unified Planning Work Program?

A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. The document includes:

- Planning data and analysis tasks.
- Public outreach activities.
- MTP and TIP preparation, including supporting new federal emphasis areas, regional studies and products.
- Federally-funded studies.



Source: https://www.laredompo.org/wp-content/uploads/2023/08/2024UPWP_2023.07.19-Executed.pdf.
Accessed November 2023.

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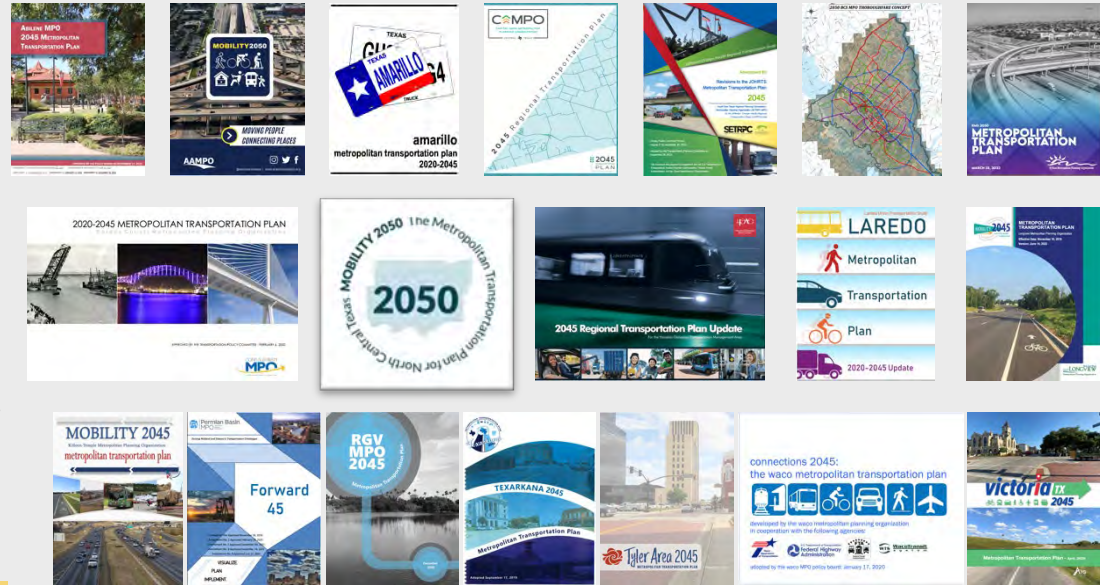
- Planning data and analysis tasks.
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- Federally-funded studies.

Code	Description
23 C.F.R. § 420	Planning and Research Program Administration
23 C.F.R. § 450.308	Unified Planning Work Programs
23 U.S.C. § 134	Metropolitan Transportation Planning
23 U.S.C. § 135	Statewide Planning
23 U.S.C. § 139	Efficient Environmental Reviews for Policy Decision Making
31 U.S.C. § 3101-3907	Financial Management
2 C.F.R. 200	Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
49 C.F.R. Part 18	Uniform Administrative Requirements for Grants and Cooperative Agreements to States and Local Governments
49 C.F.R. Part 29	Government-wide Debarment and Suspension (Non-procurement) and Requirements for Drug-free Workplace (Grants)
FTA Circular 8100.1C	Program Guidance for Metropolitan Planning and State Planning and Research Program Grants

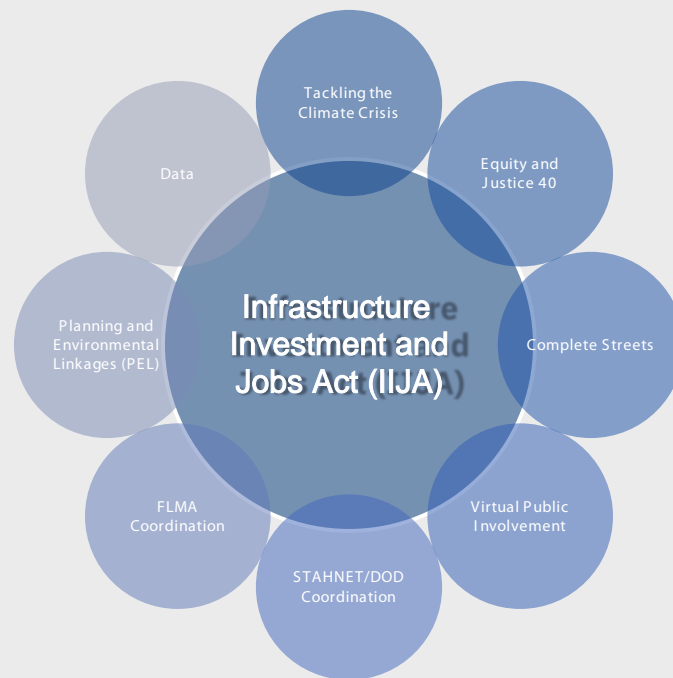
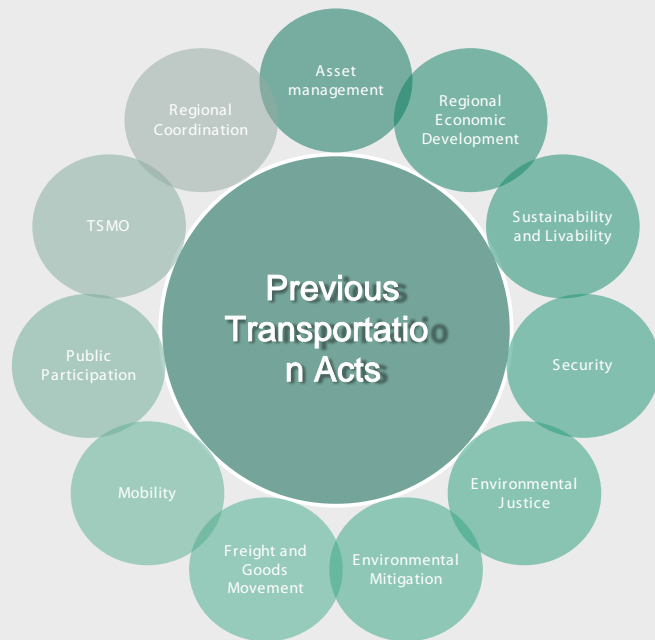
What is the Metropolitan Transportation Plan (MTP)?

Represents a blueprint for an MPO's multimodal transportation system for **all users**.

- Covers at least the next 20 years.
- Responds to a region's goals.
- Reflects public involvement.
- Identifies policies, programs, and project for continued development, consistent with federal and state goals.
- Guides the expenditure of federal and state funds and is financial constrained.
- Is updated every five-years (four-years in non-attainment areas).



Federal Planning Factors



Freight and Intermodal Planning

- Rail
 - Planning for Local origin/destination and pass-through Rail traffic.
 - Studying and recommending improvements for at-grade crossings.
 - Accommodating access to and from Intermodal transfer facilities.
- Trucks
 - Planning for local origin/destination deliveries.
 - Facilitating pass-through truck travel and accommodating safety rest stops.
 - Accommodating truck stop access.



What is the Metropolitan Transportation Plan (MTP)?

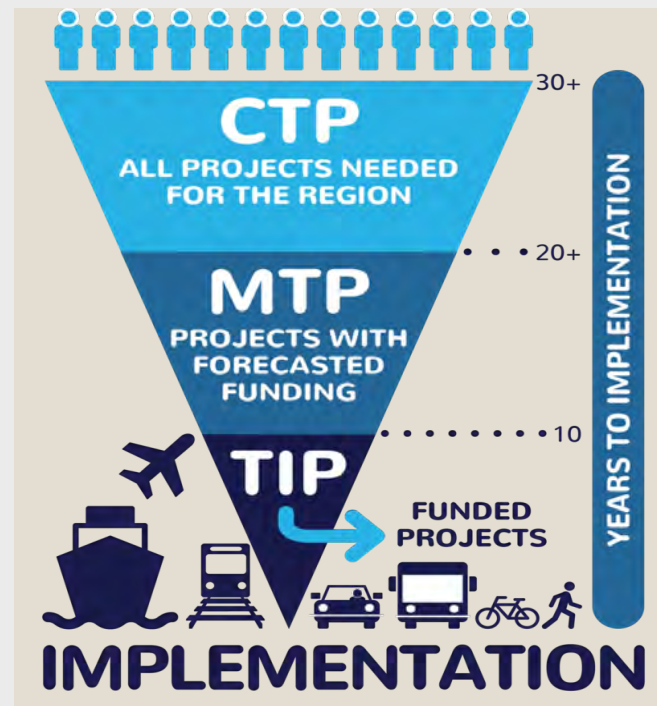
- Describes vision for the region, and policies, operational strategies, and projects for achieving the goals.
- Covers at least the next 20 years.
- Leads to an intermodal system.
- Reflects public involvement.
- Contains a financial plan and is fiscally constrained.
- Is updated every five-years (four-years in non-attainment areas).

Federal Code	Description
23 U.S.C. § 134(h) (i)	These laws describe the structure and requirements of MPOs as well as the scope of the metropolitan planning process.
49 U.S.C. § 5303	
23 C.F.R. § 450.316	These laws discuss planning assistance standards for metropolitan planning agreements, congestion management, and the development and content of the metropolitan transportation plan.
23 C.F.R. § 450.320	
23 C.F.R. § 450.322	
23 C.F.R. § 450.324	
23 C.F.R. § 500.109	Defines the requirements, strategies, and performance measures that must be integrated into a Congestion Management System (CMS), Public Transportation Management System (PTMS), and Intermodal Management System (IMS.)
23 C.F.R. § 500.110	
23 C.F.R. § 500.111	

What is the Transportation Improvement Program?

A staged, multi-year, intermodal program of prioritized transportation initiatives consistent with MTP.

- Initial four-years of the MTP.
- Contains a financial plan and is fiscally constrained.
- An initiative not listed in the TIP cannot receive FHWA or FTA funds.
- Reflects public involvement.
- Must be updated at least every two-years.



Source: Wilmington Urban Area Metropolitan Planning Organization.
Available at <https://www.wmpo.org/mpo-state-transportation-improvement-program/>. Accessed July 2024.

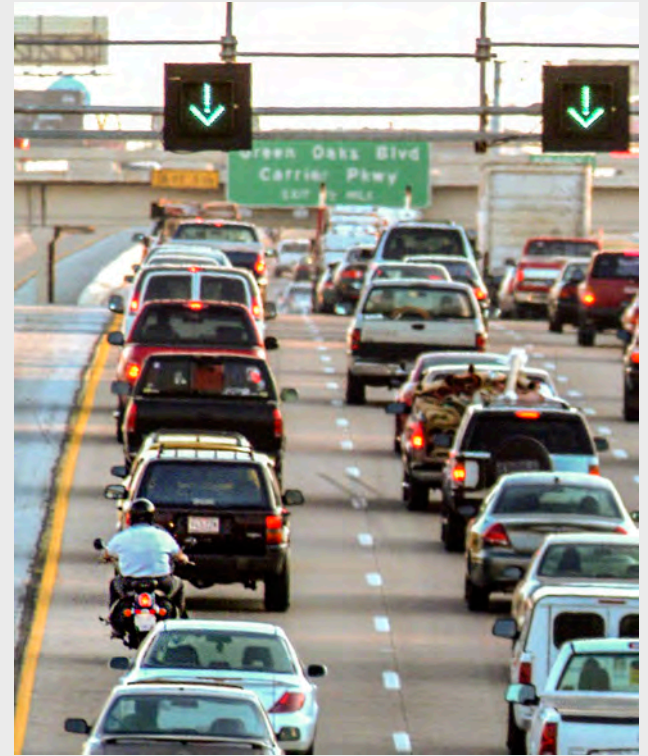
What is the Transportation Improvement Program?

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Code	Description
23 U.S.C. § 134 (h), (j) and (k) (3) and (4)	Metropolitan Transportation Planning
23 U.S.C. § 135	Statewide Transportation Planning
23 U.S.C. § 139	Efficient Environmental Reviews for Project Decision making
23 U.S.C. § 204	Federal Lands Highways Program
49 U.S.C. § 5304	Statewide Transportation Planning
23 C.F.R. Part 450 §§ 320, 324, 326, 328, 330, and 332	Congestion Management Process in Transportation Management Areas, Development and Content of the TIP, TIP Revisions and Relationship to the STIP, TIP Action by the FHWA and the FTA, Project Selection From the TIP, and Annual Listing of Obligated Projects, respectively
23 C.F.R. Part 500 §§ 109, 110, and 111	Congestion Management System, Public Transportation Management System, and Intermodal Management System, respectively

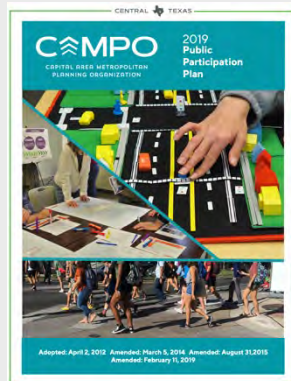
Funding Realities

- Nothing is guaranteed!
- Federal funds seem consistent as these are based on multi-year federal transportation bills (legislation). Key is consistent appropriations.
- State funding is more variable:
 - Proposition 1 – Severance (oil and gas production) taxes (dependent on prices and production levels).
 - Proposition 7 – State motor fuel tax, vehicle registration fees, and sales taxes (dependent on the overall economy).
- Wherever possible, leverage funds from all possible sources.



What is the Public Participation Plan (PPP)?

The PPP is an integral part of the transportation process which helps ensure that decisions are made in consideration of and to benefit public needs and preferences.



PUBLIC PARTICIPATION SPECTRUM



The IAP2 Federation has developed the Spectrum to help groups define the public's role in any public participation process. The IAP2 Spectrum is quickly becoming an international standard.

INCREASING IMPACT ON THE DECISION

	INFORM	CONSULT	INVOLVE	COLLABORATE	EMPOWER
PUBLIC PARTICIPATION GOAL	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities, and/or solutions.	To obtain public feedback on analysis, alternatives, and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
PROMISE TO THE PUBLIC	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: International Association for Public Participation. Available at https://cdn.ymaws.com/www.iap2.org/resource/resmgr/pillars/Spectrum_8.5x11_Print.pdf. Accessed July 2024.

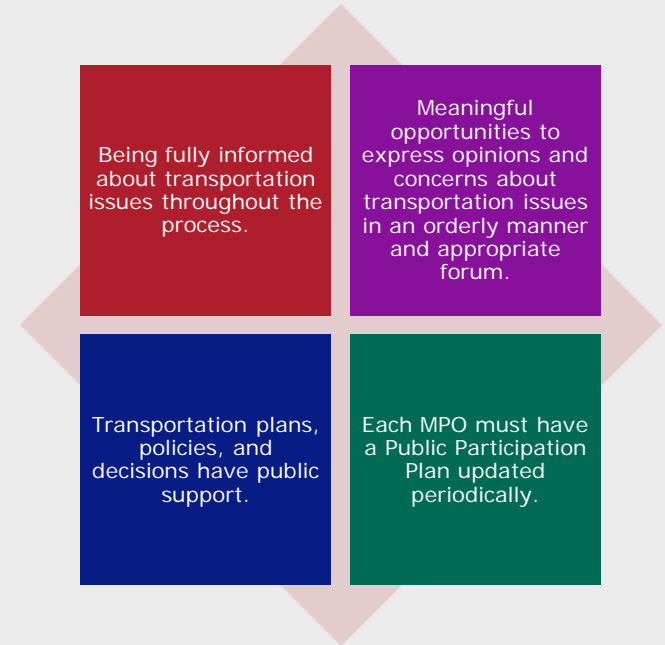
What is the Public Participation Plan (PPP)?

The PPP is an integral part of the transportation process which helps ensure that decisions are made in consideration of and to benefit public needs and preferences. The federal authority behind the PPP is noted in the table.

Code	Description
<u>23 U.S.C. § 134(i)(5)(B)</u>	These laws state that MPOs are required to develop a public participation plan, in consultation with interested parties, that provides reasonable opportunities for all parties to participate in and comment on transportation plans.
<u>23 C.F.R. § 450.316 (a)</u>	
<u>Title VI of the 1964 Civil Rights Act</u>	This act prohibits discrimination based on race, color, or national origin in programs and activities receiving federal financial assistance.
<u>Title VI and implementing regulations</u>	This ensures meaningful access to the benefits, services, and information of their program and activities for LEP individuals.

Thoughts about engaging the public . . .

- Go beyond simply “checking the box” . . . address the spirit of the requirements.
- Best practices include:
 - Give the public purpose in planning by taking the participation to them.
 - Find locations with good bicycle, pedestrian, and transit connections.
 - Set milestones and celebrate accomplishments.
 - Develop and explain benefits with participation from policy board.
 - Find methods to acknowledge entities and individuals for participating.

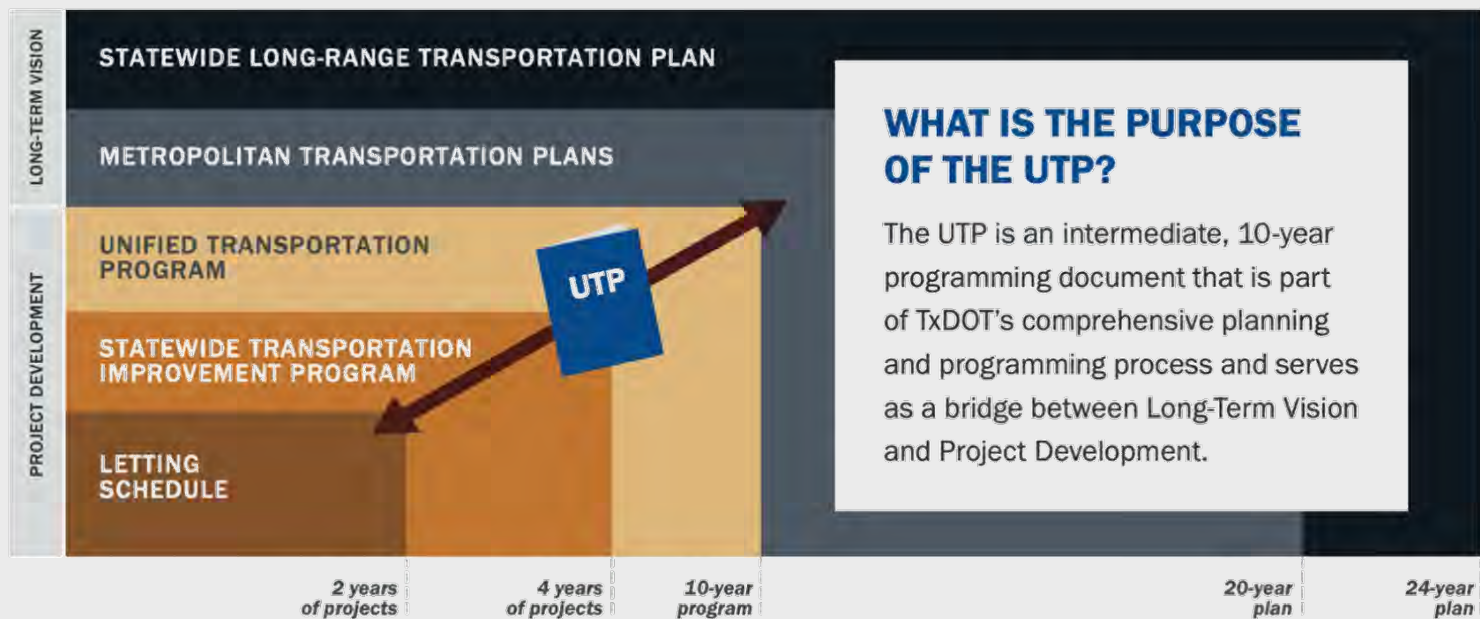


Source: FHWA, Texas Division.

More information available from [Public Involvement Best Practices – Susan Howard \(TxDOT TPP\)](#), December 8, 2022 TEMPO meeting presentation.

Unified Transportation Program

- Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects.



Peer Exchanges and Resources

TPCB

Transportation
Planning
Capacity
Building

planning.dot.gov

Peer Exchange
Resources

AMPO

Association of
Metropolitan
Organizations
ampo.org

MPO Institute

NARC

National
Association of
Regional
Councils
narc.org

AASHTO

American
Association of
State Highway
and
Transportation
Officials

transportation.org

Committee on
Planning

TEMPO

Texas
Association of
Metropolitan
Organizations
texasmpo.org

Peer Exchanges
Partner Agency
discussion and
insights.

Parting Thoughts . . .

Funding

Planning Operations and Studies.
Projects Rising labor and material costs.

Staff

Turnover All positions!
Recruiting Location, location, location.
Pay Compete with member agencies and private sector.

Increasing Workloads

More requirements Less time to complete needed studies.
Federal “strings” Matches and mitigation.
Policy board requests Compete with other external priorities.

Why are there MPOs?

Provide a forum for discussion and study of regional transportation issues

Comprehensively plan for the solution of regional transportation problems

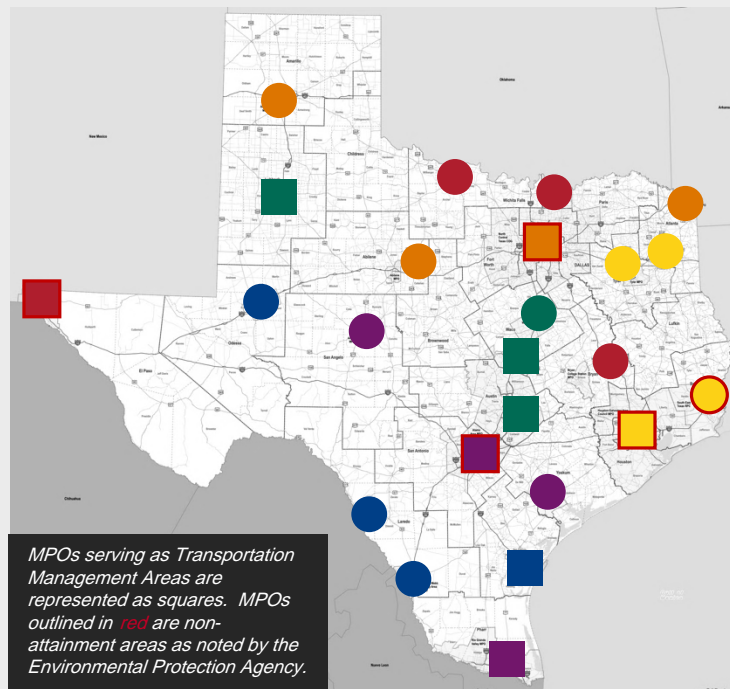
Facilitate agreements among governments for specific projects

Attain the greatest degree of intergovernmental cooperation to prepare for future growth

Meet Federal and State requirements

Transportation Planning and Programing (TPP)

MPO Planner Assignments



Phillip Tindall

(Phillip.Tindall@txdot.gov)

Bryan-College Station, El Paso, Grayson County, Wichita Falls

Sara Garza

(Sara.Garza@txdot.gov)

Corpus Christi, Eagle Pass, Laredo, Midland-Odessa

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Shannon Hawkins

(Shannon.Hawkins@txdot.gov)

Abilene, Amarillo, Dallas-Fort Worth, Texarkana

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Beaumont-Port Arthur, Houston, Longview, Tyler



Fundamentals of MPO Planning and Programming

Phillip Tindall, Texas Department of Transportation, Phillip.Tindall@txdot.gov

Bob Hazlett, Texas A&M Transportation Institute, r-hazlett@tti.tamu.edu

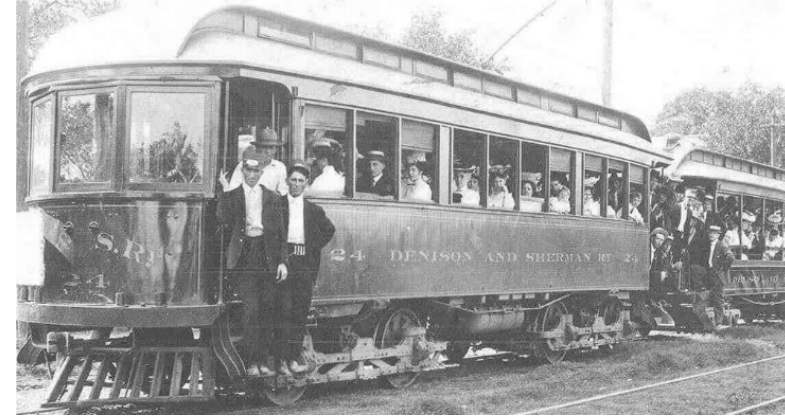
December 11, 2024

Grayson County MPO 101 Specifics

Presented to:
Grayson County MPO Policy Board
December 11, 2024

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

GRAYSON COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION
INTERMODAL URBAN TRANSPORTATION PLANNING



MPO Designation

- MPOs were created by the Federal-Aid Highway Act of 1962
- On April 24, 1974, Governor Dolph Briscoe designated the Texoma Regional Planning Commission as the fiscal agent for the Sherman-Denison Area
- The Fiscal Agent was changed to Grayson County in 2011
- The Executive Director is provided by Huitt-Zollars in accordance with a Professional Services Agreement executed on October 2, 2024
- GCMPO Policy Board sets regional transportation policy
 - Adoption of MPO plans and programs

Policy Board Per the Bylaws

- Policy Board
 - City of Sherman Mayor
 - City of Denison Mayor (current chair)
 - County Judge
 - Small City Mayor
 - TxDOT Paris District Engineer
 - Meets the 1st Wednesday of even months (3-5 meetings annually)
 - Ex-Officio Member
 - Texoma Area Paratransit System
- Current Small Cities
 - Gunter, Texas
 - Van Alstyne, Texas (current member)
 - Howe, Texas (next in rotation)
 - Pottsboro, Texas
- As urbanized area grows
 - 10,000 population to be designated as a small city
 - 25,000 population to be designated as a permanent member

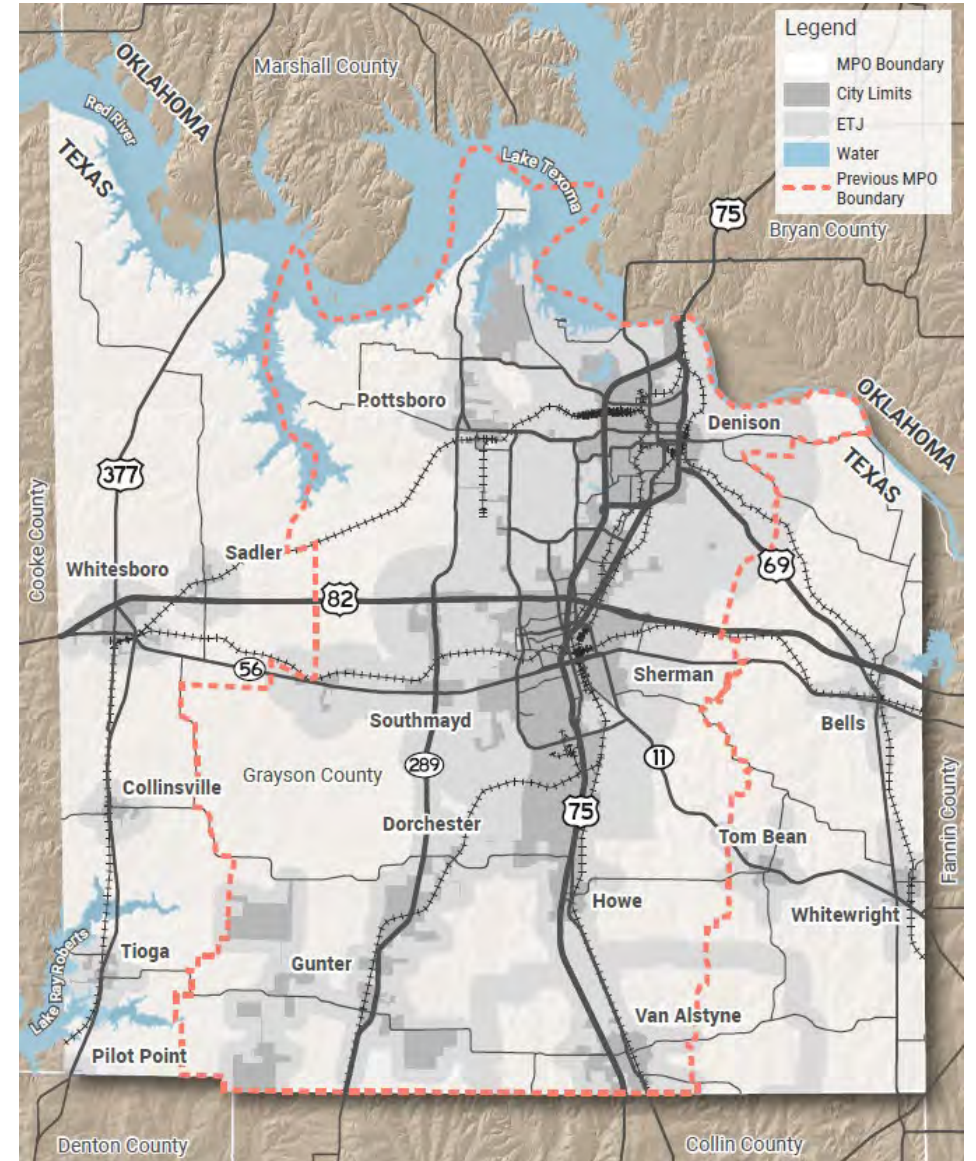
Technical Advisory Committee

- Technical Advisory Committee
 - GCMPO Executive Director (chair)
 - Grayson County Voting Member
 - City of Sherman Voting Member
 - City of Denison Voting Member
 - Small City Voting Member
 - TxDOT Sherman Area Engineer
 - Meets the 3rd Wednesday of odd months (3-5 meetings annually)
 - Voting Members, appointed by resolution from the city, must be staff or consultants that work for the city



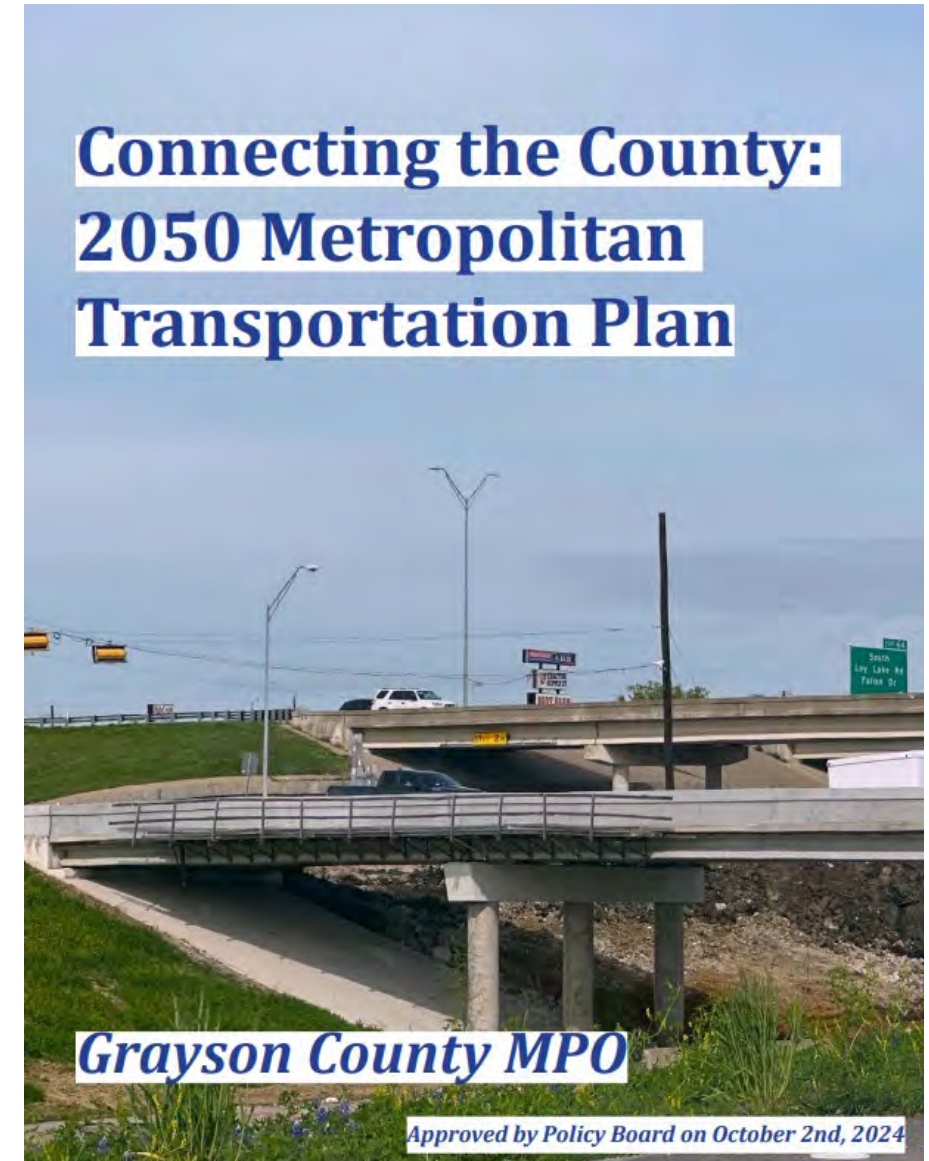
MPO Planning Boundaries & Demographics

- Boundary expanded in March, 2018 to include all of Grayson County
- 2010 Boundary
 - 562.42 sq. mi. (57%)
- Additional Area
 - 416.68 sq. mi. (43%)



Grayson County MPO

- Responsible for Transportation Planning in Grayson County
- Designated by DOT when U.S. Census urban area population exceeds 50,000
- Three main work products:
 - Unified Planning Work Program
 - Metropolitan Transportation Plan
 - Transportation Improvement Program



Funding Sources

- Funding provided highly dependent on population
 - \$186k annually in Planning Funds ~~with access to another \$95,000 annually outlined in the Unified Planning Work Program,~~ possibly increasing to \$375k
 - \$83 million per decade based on 2010 Census population (\$500 per person per decade), possibly increasing to \$137 million based on 2020 Census data

2024-2025 Unified Planning Work Program

- 2 Year UPWP (Currently FY 2024-2025)
- Funding Sources:
 - FHWA PL 112 – \$149,038
 - FTA 5303 – \$30,962
 - ~~SPR Funds – \$95,000 (applied for annually)~~
- FY 2024
 - Develop 2025-2028 Transportation Improvement Program
 - Develop 2050 Metropolitan Transportation Plan
 - Chapter on complete streets included
 - Bicycle and Pedestrian Plan included
 - Complete Thoroughfare Plan
 - Regional Safety Plan was postponed due to lack of funding
- FY 2025
 - Develop 2026-2027 Unified Planning Work Program
- FY 2026
 - Develop 2027-2030 Transportation Improvement Program
 - Begin Travel Demand Model Update
- FY 2027
 - Develop 2028-2029 Unified Planning Work Program
 - Complete Travel Demand Model Update
- Future Recommendations
 - 2030 Census
 - Regional Safety Plan
 - Resiliency

Metropolitan Transportation Plan

- This is the controlling document for an MPO
- 25 year plan updated every 5 years
 - Current Plan Expires October 2, 2029
- Identifies anticipated future revenues (state, federal, and local if they apply)
- Identifies anticipated future transportation needs
- Must Be Fiscally Constrained
- Identifies projects and processes to address identified needs within the anticipated budget

FISCAL YEAR	MPO PROJECT NO	CSJ#	CITY	FACILITY	FROM	TO	DESCRIPTION	CAT 2U COST (Millions)	LOCAL CONTRIBUTION (Millions)	TOTAL CONST COST (Millions)	TOTAL PROJECT COST (YOE) (Millions)
2025-2028	SD2024-01	0047-13-033	HOWE	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	\$0.00	\$4.71	\$92.18	\$107.54
2025-2028	GC2024-02	0047-18-088	SHERMAN	US 75	US 82	SH 91 (TEXOMA PARKWAY)	WIDENING FROM 4-LN TO 6-LN	\$61.75	\$0.00	\$126.70	\$147.80
2029-2034	GC2026-01	0047-03-091	SHERMAN	US 75	FM 902	FM 1417	WIDENING FROM 4-LN TO 6-LN	\$32.03	\$13.00	\$112.60	\$140.75
2035-2050	GC2030-01	0047-18	DENISON	US 75	FM 120	LOY LAKE ROAD (DENISON)	WIDENING FROM 4-LN TO 6-LN	\$47.00	\$3.00	\$100.00	\$125.00
2035-2050	GC2036-01	0047-13	VAN ALSTYNE	US 75	AT FM 121		WIDEN OVERPASS FROM 3-LN TO 6-LN	\$25.50	\$4.50	\$60.00	\$75.00
2035-2050	GC2039-01	2455-01	SHERMAN	FM 1417	SH 56	US 75	WIDEN FROM 2-LN TO 4-LN WITH MEDIAN	\$16.27	\$4.07	\$40.68	\$50.85
2035-2050	GC2040-01	0045-18	SHERMAN	US 82	REYNOLDS ROAD	FM 1417	ADD 2-LN FRONTAGE ROAD BOTH DIRECTIONS AND ADD OVERPASS AT FRIENDSHIP	\$34.23	\$0.00	\$68.46	\$85.58
2035-2050	GCRMA01		DENISON	GCT	PRESTON ROAD	US 75	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$28.44	\$28.44	\$35.55
2035-2050	GCRMA02		DENISON	GCT	SH 289	PRESTON ROAD	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$21.67	\$21.67	\$27.09
2035-2050	GCRMA03		SHERMAN	GCT	SH 289	US 82	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$113.28	\$113.28	\$141.60
2035-2050	GCRMA04		SOUTHMAYD	GCT	US 82	FM 902	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$82.50	\$82.50	\$103.13
2035-2050	GCRMA05		GUNTER	GCT	FM 902	FM 121	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$34.48	\$34.48	\$43.10
TOTAL								\$216.78	\$309.65	\$880.99	\$1,082.99

Current Population Characteristics

143,131

population

26.2%

minority

23.9%

under 18

18.1%

over 65

\$62,078

median household income

Source: U.S. Census Bureau (V2022)
Estimates



135,522 ↑ 5.6%

population

24.4% ↑ 7.4%

minority

23.8% NSS

under 18

17.5% ↑ 3.4%

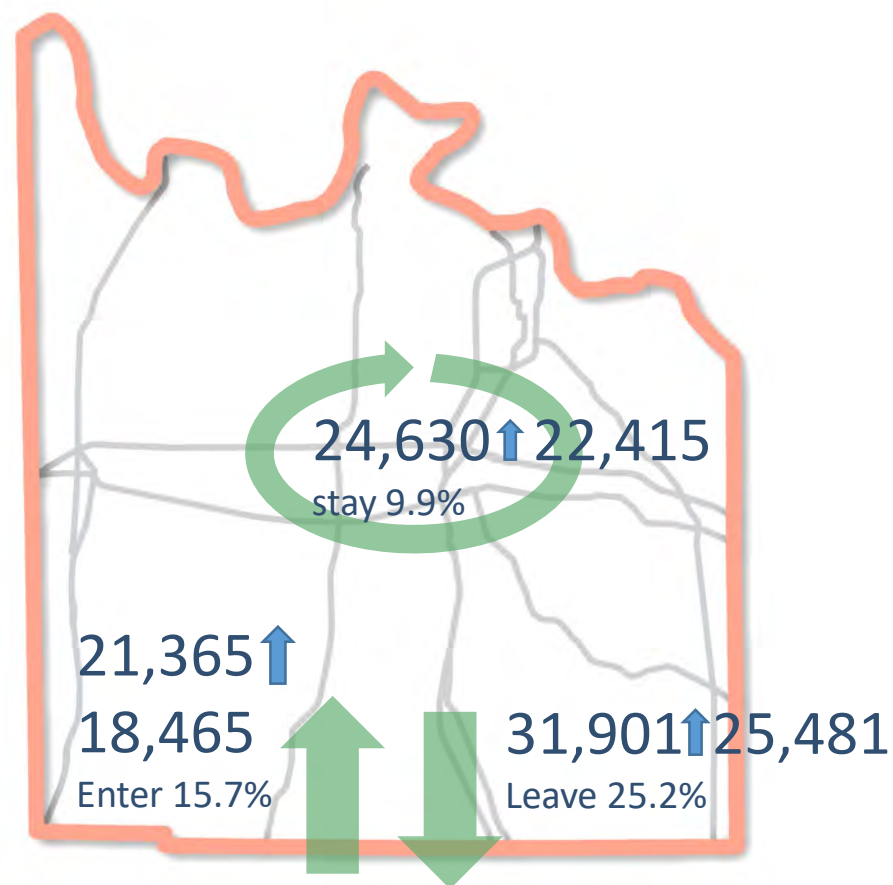
over 65

\$52,683 ↑ 17.8%

median household income

Source: U.S. Census 2013-2017 ACS 5-
Year Estimates

Current Commuting Characteristics



78.0%

drove alone

12.7%

carpooled

5.9%

walked

3.4%

biked, used public transport or taxi

24.9

mean minutes travel time to work

Source: U.S. Census 2013-2017 ACS 5-Year Estimates

Jobs Counts by Counties Where Workers Live - All Jobs

2020		
	Count	Share
<u>All Counties</u>	45,995	100.0%
<u>Grayson County, TX</u>	24,646	53.6%
<u>Collin County, TX</u>	4,251	9.2%
<u>Dallas County, TX</u>	2,610	5.7%
<u>Denton County, TX</u>	1,869	4.1%
<u>Fannin County, TX</u>	1,675	3.6%
<u>Tarrant County, TX</u>	1,599	3.5%
<u>Bryan County, OK</u>	1,374	3.0%
<u>Cooke County, TX</u>	987	2.1%
<u>Hunt County, TX</u>	663	1.4%
<u>Harris County, TX</u>	306	0.7%
All Other Locations	6,015	13.1%

Jobs Counts by Counties Where Workers are Employed - All Jobs

2020		
	Count	Share
<u>All Counties</u>	56,531	100.0%
<u>Grayson County, TX</u>	24,628	43.6%
<u>Collin County, TX</u>	8,241	14.6%
<u>Dallas County, TX</u>	7,177	12.7%
<u>Denton County, TX</u>	3,641	6.4%
<u>Tarrant County, TX</u>	2,843	5.0%
<u>Bryan County, OK</u>	1,260	2.2%
<u>Cooke County, TX</u>	1,222	2.2%
<u>Fannin County, TX</u>	720	1.3%
<u>Harris County, TX</u>	705	1.2%
<u>Love County, OK</u>	384	0.7%
All Other Locations	5,710	10.1%

Source: 2015 <https://onthemap.ces.census.gov/>

\$35 Billion in Chip Manufacturing Plants



Population and Population Change for Texas Metropolitan Areas, 2020 - 2023

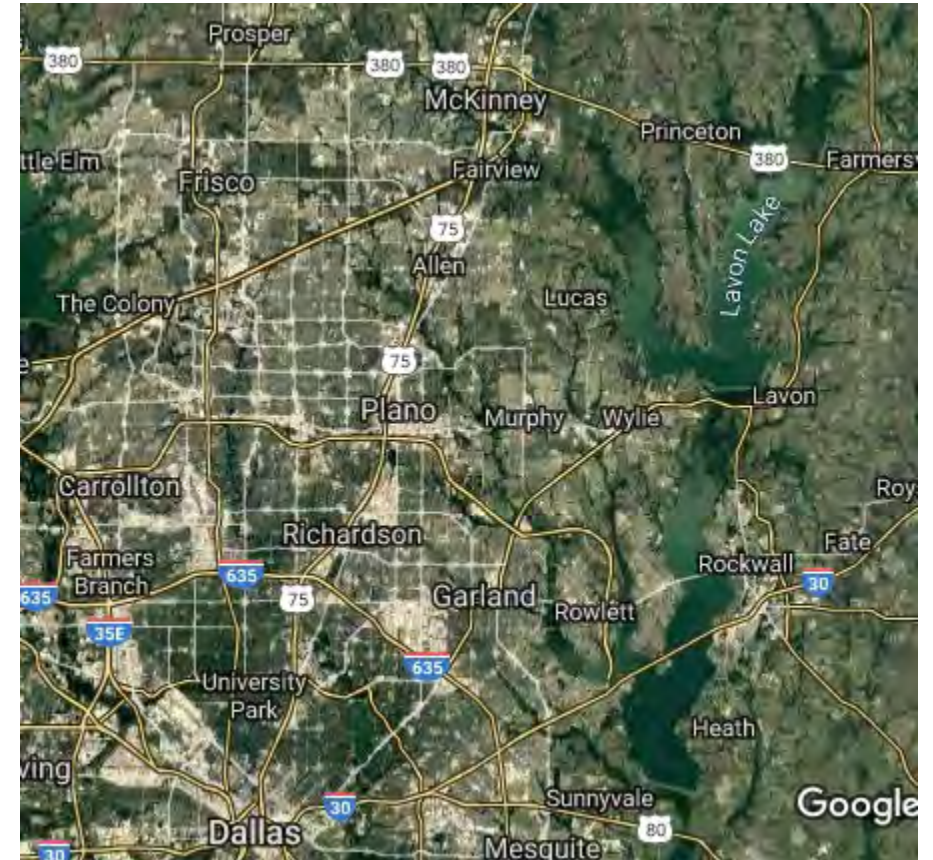


Metropolitan Statistical Area	Population		Change 2020-2023	
	Apr-20	Jan-23	Numeric	Percent
Austin-Round Rock-Georgetown	2283371	2448463	165092	7.2%
Sherman-Denison	135543	145044	9501	7.0%
Dallas-Fort Worth-Arlington	7637387	8060528	423141	5.5%
Tyler	233479	245426	11947	5.1%
Killeen-Temple	475367	496700	21333	4.5%
College Station-Bryan	268248	279718	11470	4.3%
Houston-The Woodlands-Sugar Land	7122240	7416564	294324	4.1%
San Antonio-New Braunfels	2558143	2662490	104347	4.1%
State of Texas	29145505	30301595	1156090	4.0%
Midland-Odessa	340391	352007	11616	3.4%
Lubbock	321368	331892	10524	3.3%
Longview	286184	294063	7879	2.8%
McAllen-Edinburg-Mission	870781	893365	22584	2.6%
Waco	277547	283887	6340	2.3%
Abilene	176579	180426	3847	2.2%
Laredo	267114	272271	5157	1.9%
Amarillo	268691	272560	3869	1.4%
Brownsville-Harlingen	421017	424884	3867	0.9%
El Paso	868859	873059	4200	0.5%
Wichita Falls	148128	148573	445	0.3%
Victoria	98331	98270	-61	-0.1%
Beaumont-Port Arthur	397565	395752	-1813	-0.5%
Corpus Christi	421933	418873	-3060	-0.7%
San Angelo	122888	121630	-1258	-1.0%
Texarkana	92893	91532	-1361	-1.5%

Growth Patterns of North Texas from 1950 to Present



The super-highway (at the time)... U.S. 75, Central Expressway, looking north. The intersection in the foreground is Central and Mockingbird Lane... Note the old Bekins storage building and the Dr. Pepper plant at the right of the picture.



Growth along US 75

- US 75, which is currently 4 lanes at Grayson County Line is rapidly expanding toward the north:
 - Currently under construction to 6 lanes wide within 2 miles of our southern border;
 - 8 lanes wide just 10 miles south of our southern border; and
 - 10 lanes wide just 16 miles south of our southern border.
- Construction has already begun on the first 250 lots in Grayson County

BUSINESS > REAL ESTATE

Hong Kong firm starts 6,000-home community north of Dallas in Collin and Grayson counties

3,000-acre project on U.S. 75 will have thousands of homes and commercial buildings.



Risland US Holdings' Mantua project on U.S. Highway 75 is planned as a major residential and commercial development. (Risland US Holdings)

By Steve Brown
1:48 PM on Sep 13, 2019



Growth Rates by Place in the US 75 Corridor

Ranking	Place	Population		Change 2020-2023	
		Apr-20	Jan-23	Numeric	Percent
	20 Anna	16896	25712	8816	52.2%
	21 Van Alstyne	4369	6596	2227	51.0%
	22 Melissa	13901	20930	7029	50.6%
128	McKinney	195308	217672	22364	11.5%
308	Sherman	43645	45809	2164	5.0%
216	Denison	24479	26179	1700	6.9%
362	Howe	3571	3724	153	4.3%
383	State of Texas	29145505	30301595	1156090	4.0%

Growth Rates by Place in the 289 & 377 Corridor

Ranking	Place	Population		Change 2020-2023	
		Apr-20	Jan-23	Numeric	Percent
10	Celina	16739	33013	16274	97.2%
33	Prosper	30174	40708	10534	34.9%
40	Pilot Point	4381	5700	1319	30.1%
73	Gunter	2060	2420	360	17.5%
115	Pottsboro	2488	2797	309	12.4%
173	Collinsville	1866	2026	160	8.6%
255	Tioga	1142	1211	69	6.0%
383	State of Texas	29145505	30301595	1156090	4.0%
475	Whitesboro	4074	4197	123	3.0%

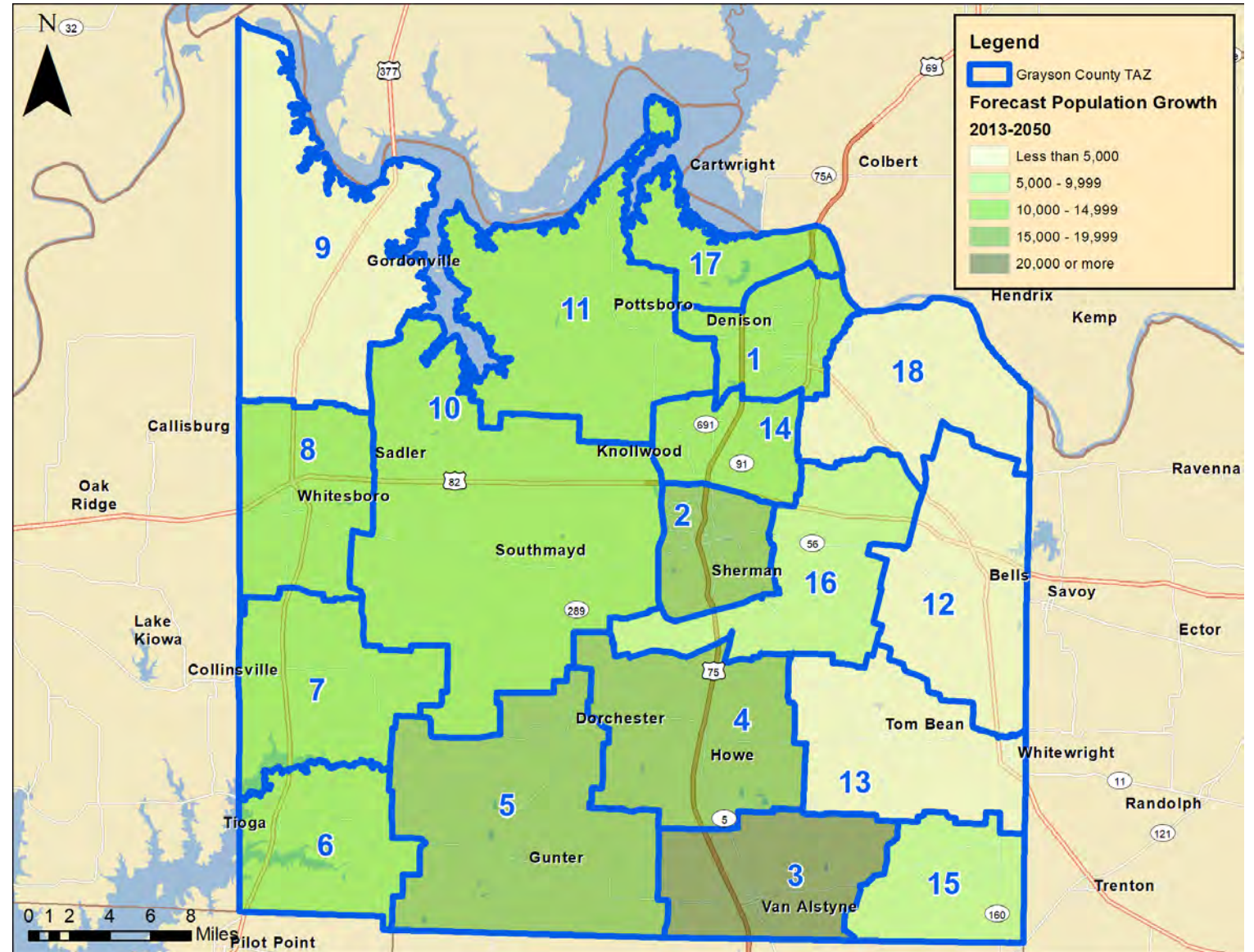
Grayson County Forecast

Historical and Projected Population

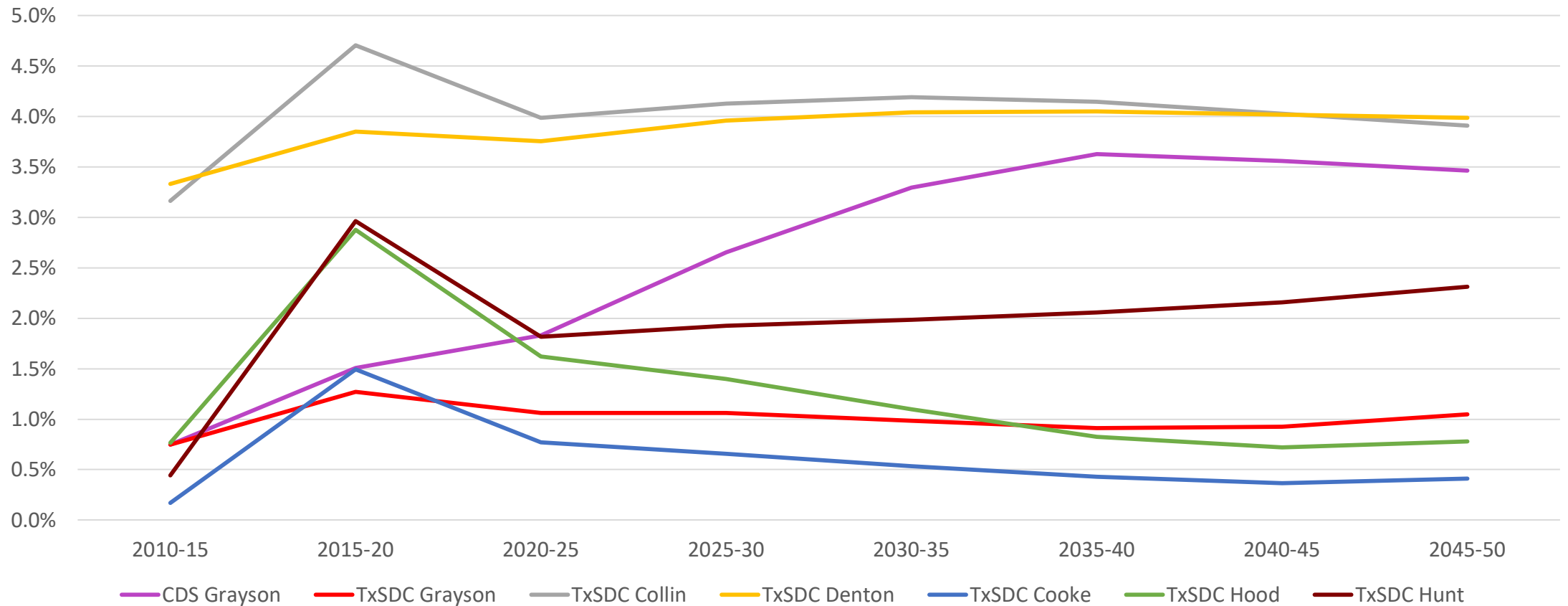
Grayson County	2010	2015	2020	2025	2030	2035	2040	2045	2050
Total	120,877	125,467	135,200	148,044	168,770	198,474	237,176	282,477	334,876
5 Yr. Growth		4,590	9,733	12,844	20,726	29,704	38,702	45,301	52,399

Historical and Projected Compound Annual Growth Rates

Grayson County	2010-15	2015-20	2020-25	2025-30	2030-35	2035-40	2040-45	2045-50
CAGR	0.7%	1.5%	1.8%	2.7%	3.3%	3.6%	3.6%	3.5%

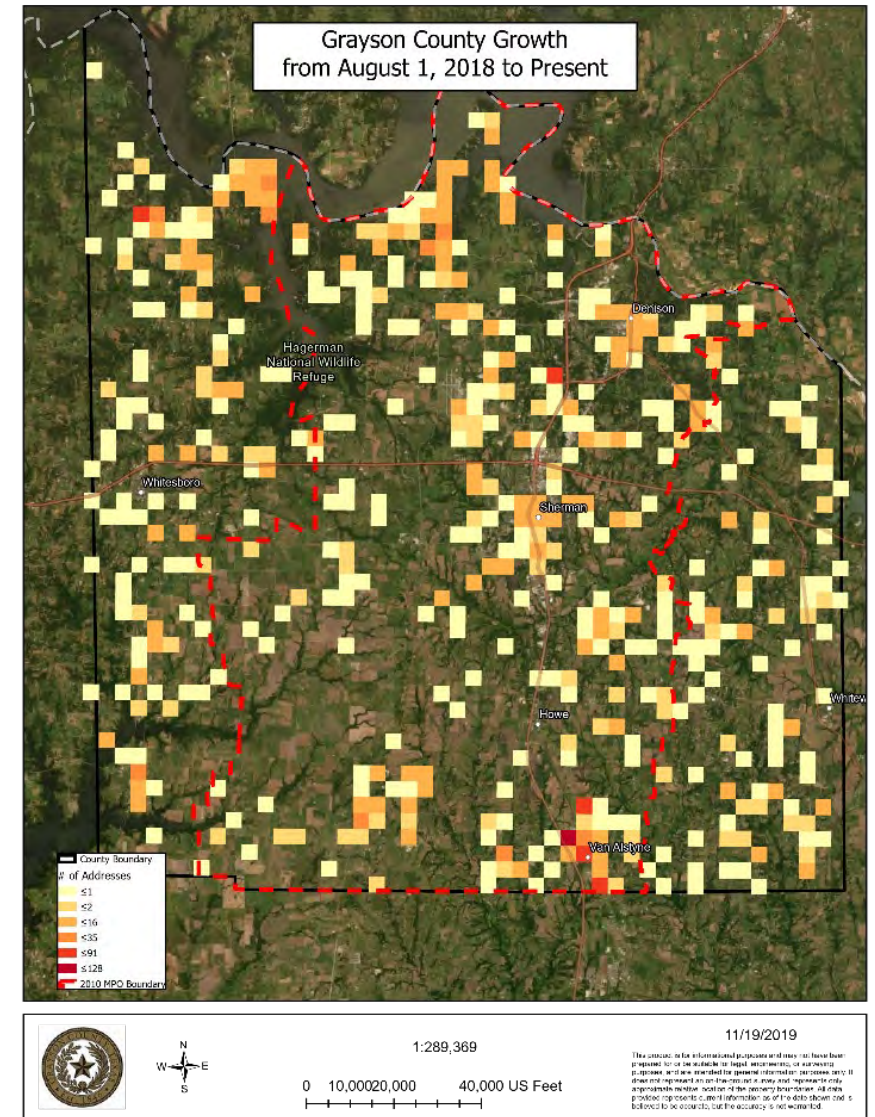
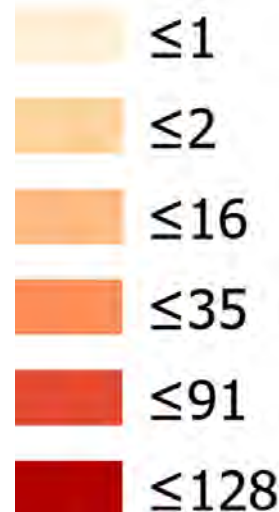


DFW Area Counties Forecast Growth Rates



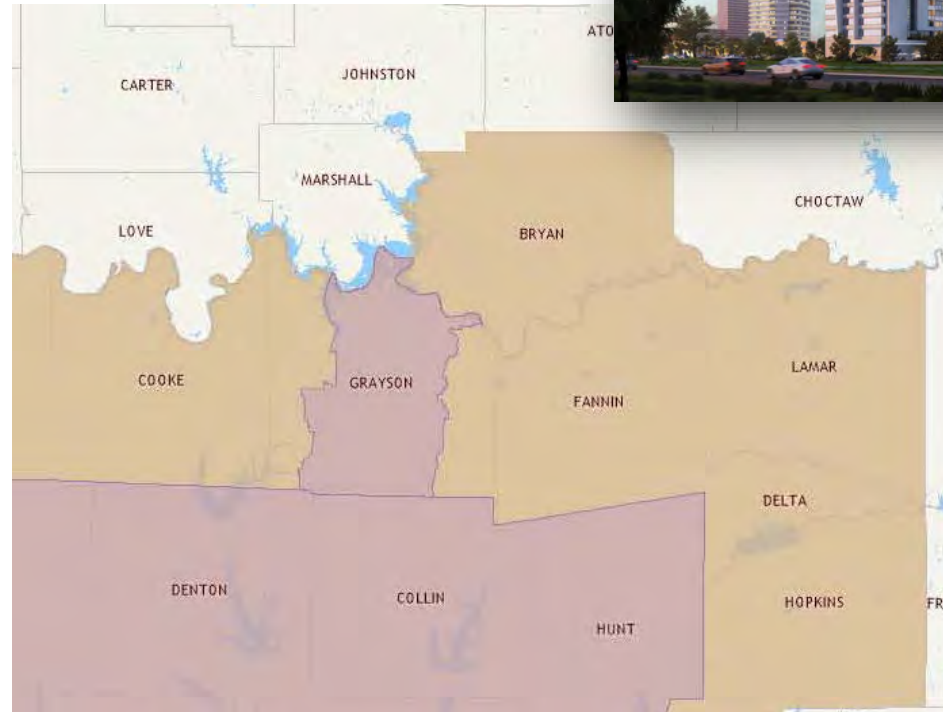
Actual Growth

- If growth is projected to be along the US 75 corridor, then why does it look like this???
- New Residential Addresses through August 13, 2019
 - 1,076 addresses inside the 2010 boundary (63%)
 - 622 addresses outside the 2010 Boundary (37%)



Growth Beyond the Red River

- Colbert growth currently exceeding 1% annually
- Colbert is 4.8 miles from Denison yet property taxes on a \$100,000 home are \$816 in Colbert vs. \$2,624 in Denison (almost 70% savings)
- Choctaw Casino
 - \$500 million Expansion
 - Over 1,600 rooms making it the largest hotel in the State of Oklahoma
 - 1,000 jobs



Project Selection Criteria

- Developed by the TAC and recommended for approval on Nov. 26, 2018
- Adopted by the Policy Board on Dec. 5, 2018
- Revisions developed by the TAC and recommended for approval on September 15, 2021
- Adopted by the Policy Board on September 29, 2021

APPENDIX A PROJECT SELECTION CHART

CRITERIA	CRITERION %	SUBCRITERIA	% OF TOTAL
SAFETY	28.00%	Crash Count: 25%	Estimated Impact on Fatal and Serious Injury Crashes: 50%
			3.5000%
		Crash Rate: 25%	Estimated Impact on Total Crashes: 50%
			3.5000%
			Estimated Impact on Fatal and Serious Injury Crash Rate: 50%
			3.5000%
PRESERVATION	18.58%	Societal Cost Savings: 25%	Estimated Impact on Total Crash Rate: 50%
			3.5000%
		Safety Importance: 25%	Estimated Impact on Total Crash Rate: 50%
			3.5000%
		Safety Project Classification Y/N	50%
			3.5000%
CONGESTION	17.12%	Evaluation Route Y/N	50%
			3.5000%
		Reduction in Structurally Deficient Deck Area: 50%	
			4.6450%
		Deck Area Receiving Preventive Maintenance: 50%	
			4.6450%
EDMECTIVITY	12.02%	Reduction in Poor Lane Miles (by Role Score): 25%	
			2.3225%
		Lane Miles Receiving Preventive Maintenance (by Role Score): 25%	
			2.3225%
		Reduction in Poor Lane Miles (by Distress Score): 25%	
			2.3225%
ECONOMIC	9.74%	Lane Miles Receiving Preventive Maintenance (by Distress Score): 25%	
			2.3225%
		Benefits Congestion Index - Auto: 50%	
			8.5600%
		Benefits Congestion Index - Truck: 50%	
			8.5600%
ENVIRONMENT	4.64%	Congestion/Connectivity Related Y/N: 25%	
			3.0093%
		Trunk System Route Y/N: 25%	
			3.0093%
		Intermodal Connector Y/N: 25%	
			3.0093%
TRANSPORTATION CHOICES	3.90%	Lane Miles of New Connectivity: 25%	
			3.0093%
		National Highway System (NHS) Route Y/N: 33.34%	
			1.4570%
		National Highway Freight Network (NHFN) Y/N: 33.33%	
			1.4568%
COMMUNITY SUPPORT	7.00%	Energy Sector Route Y/N: 33.33%	
			1.4568%
		Base ADT: 50%	
			2.1850%
		Base ADTT: 50%	
			2.1850%
TRANSPORTATION CHOICES	3.90%	Environmental Related Program Y/N: 50%	
			2.3200%
		Environmental Mitigation Cost: 50%	
			2.3200%
		Accesses schools, parks, large employer, multifamily or mixed-use residential, or shopping Y/N: 25.00%	
			0.4875%
TRANSPORTATION CHOICES	3.90%	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%
TRANSPORTATION CHOICES	3.90%	Project included in the Bicycle and Pedestrian Plan (BPP) Y/N: 50.0%	
			1.9500%
		Survey Results: 100%	
			7.0000%

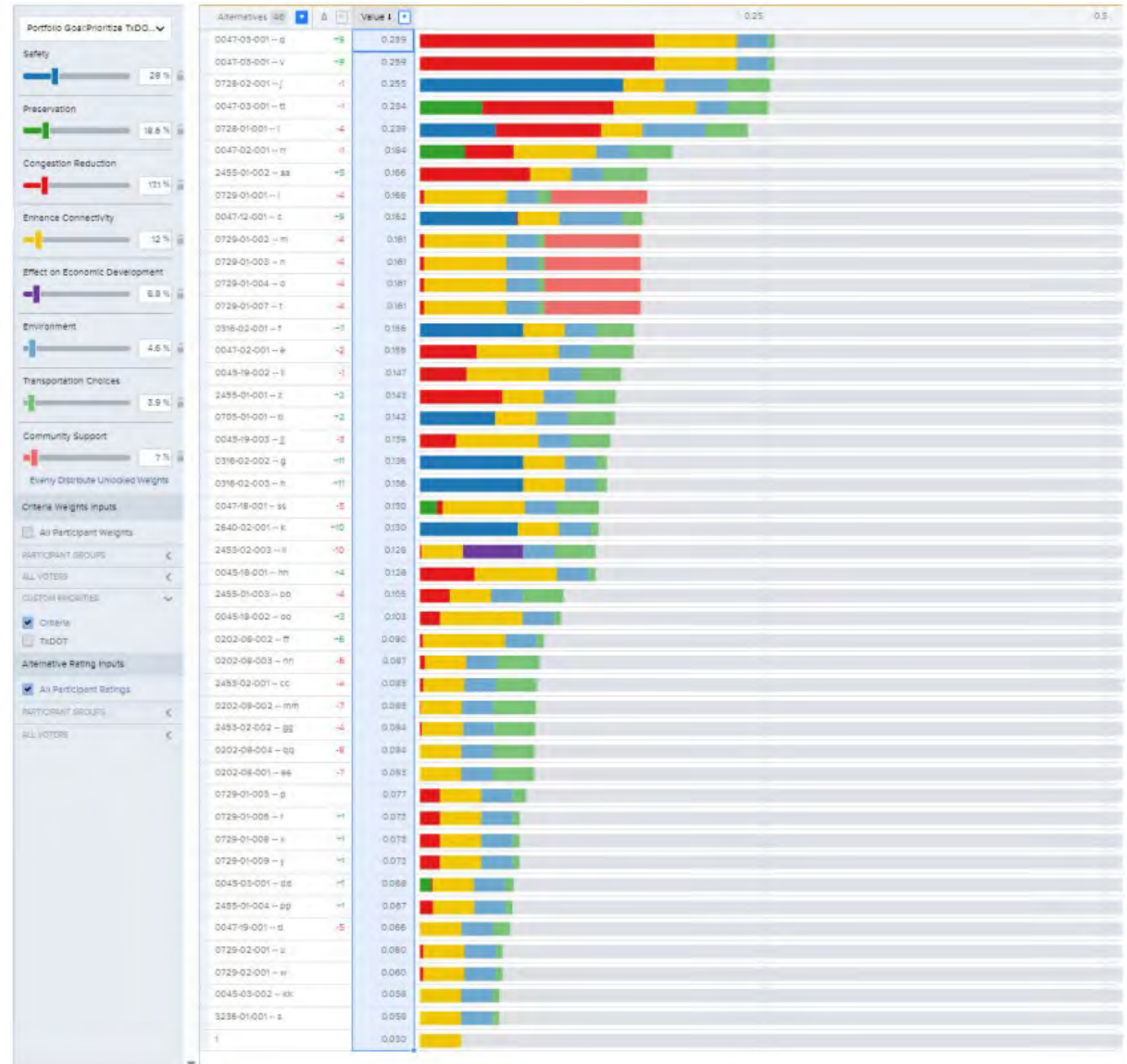
The results from Decision Lens will be divided by the percent of TxDOT funds allocated to the project to arrive at the Final Score for the project in accordance with the following formula:

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

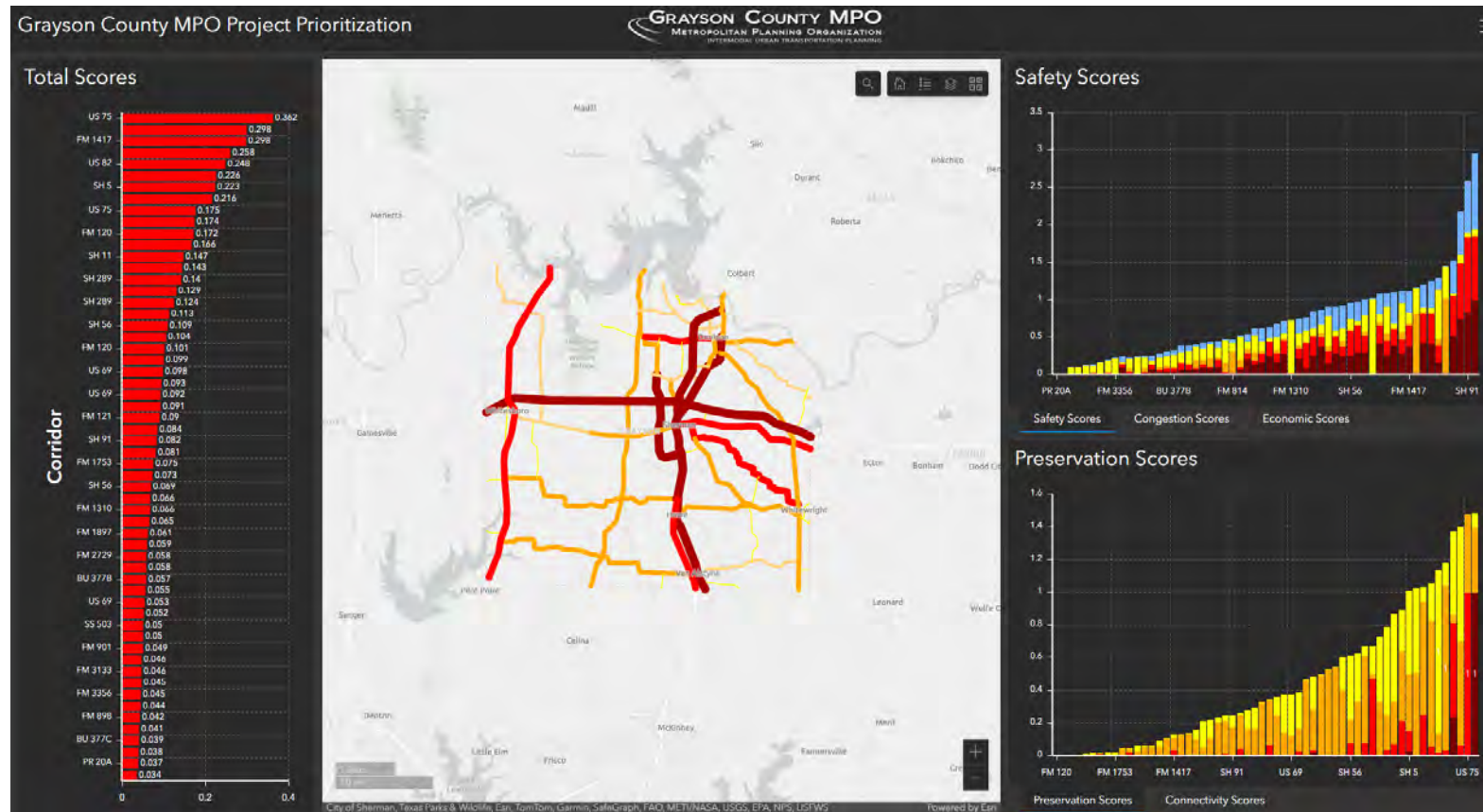
Decision Lens

- Projects are ranked using Decision Lens
- Final Score Calculation

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



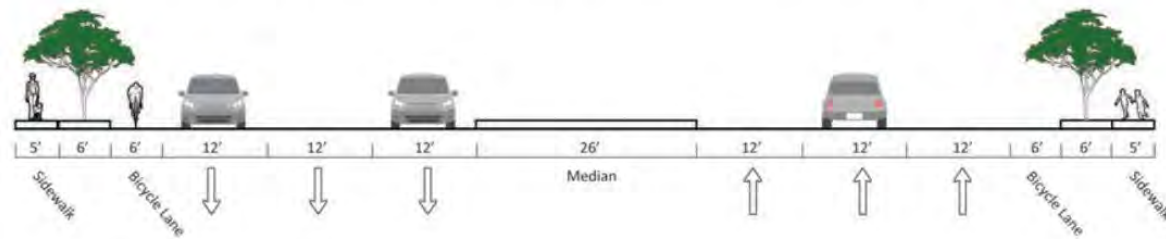
Project Prioritization Project



- [Grayson County MPO Project Prioritization \(arcgis.com\)](https://arcgis.com)

Complete Streets Assessment

Bicycle Lane Complete Street Cross-Section



Shared Use Path Complete Street Cross-Section

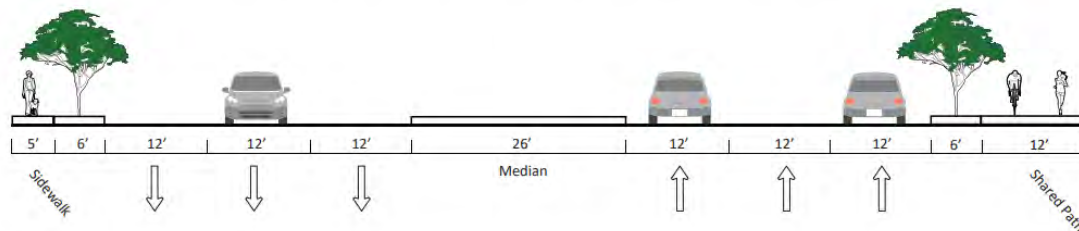
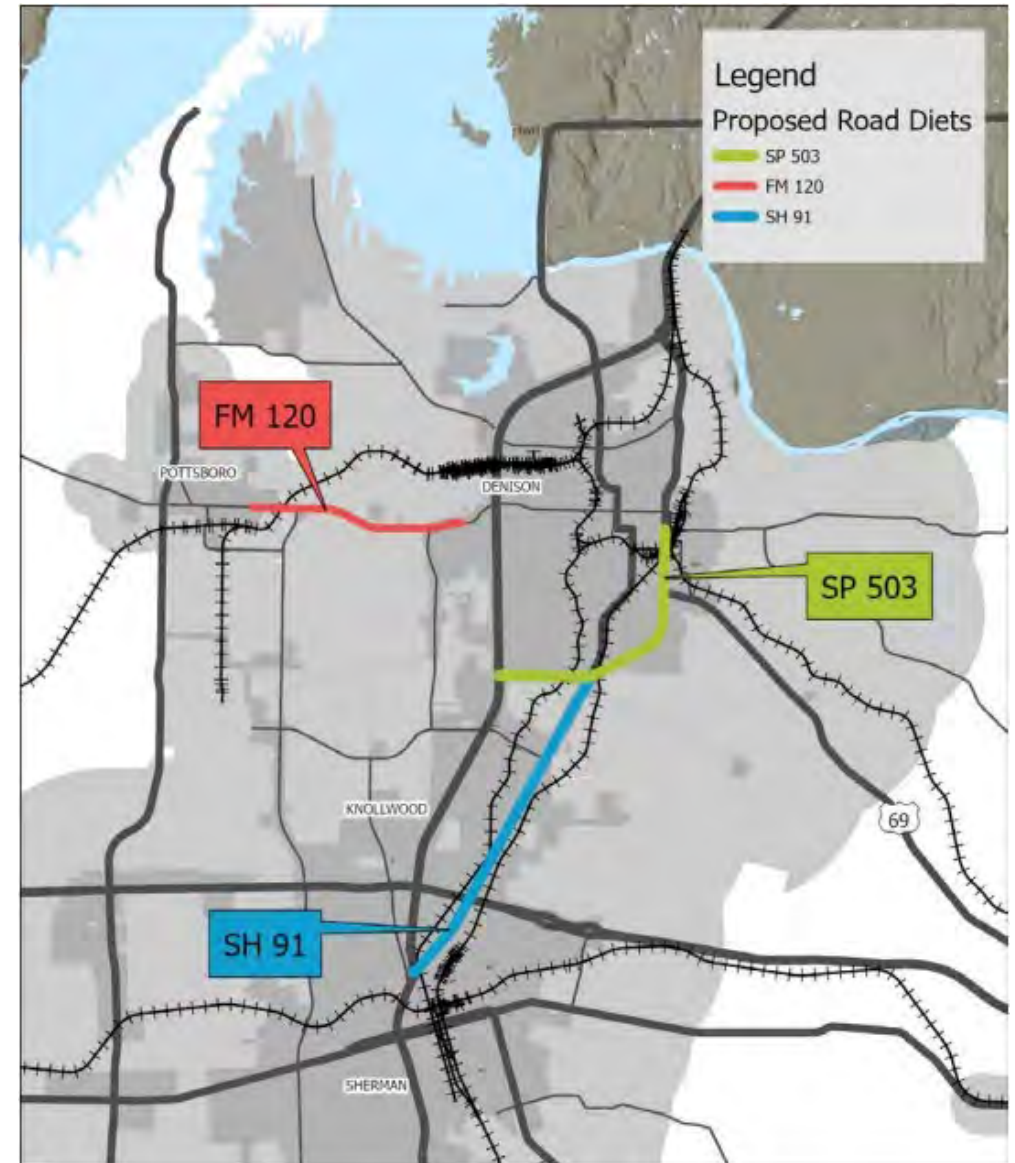


Figure 7.5. Major Arterial Cross-Sections
Source: GCMPO



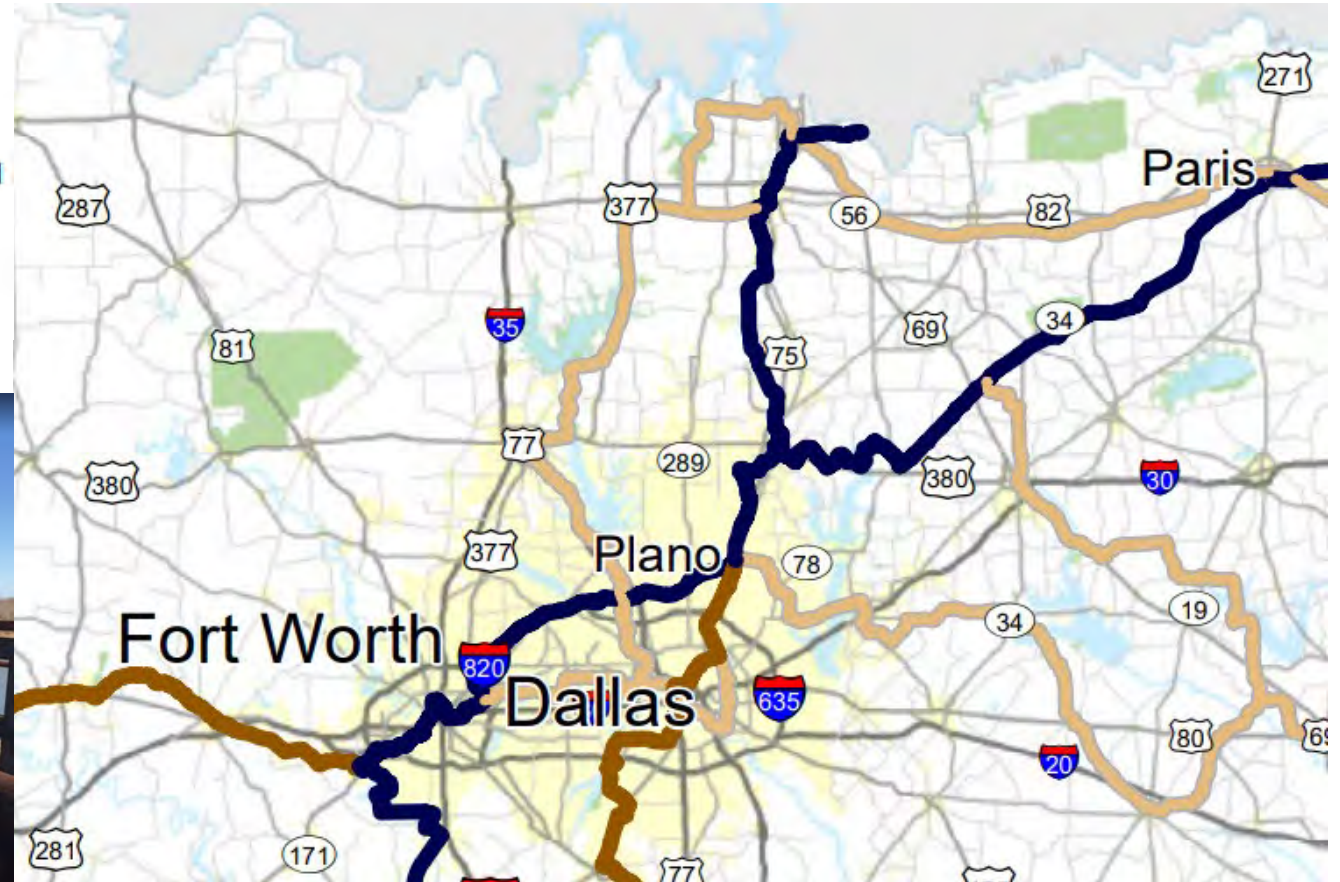
Alternative Transportation Systems

Legend

Example Route Category

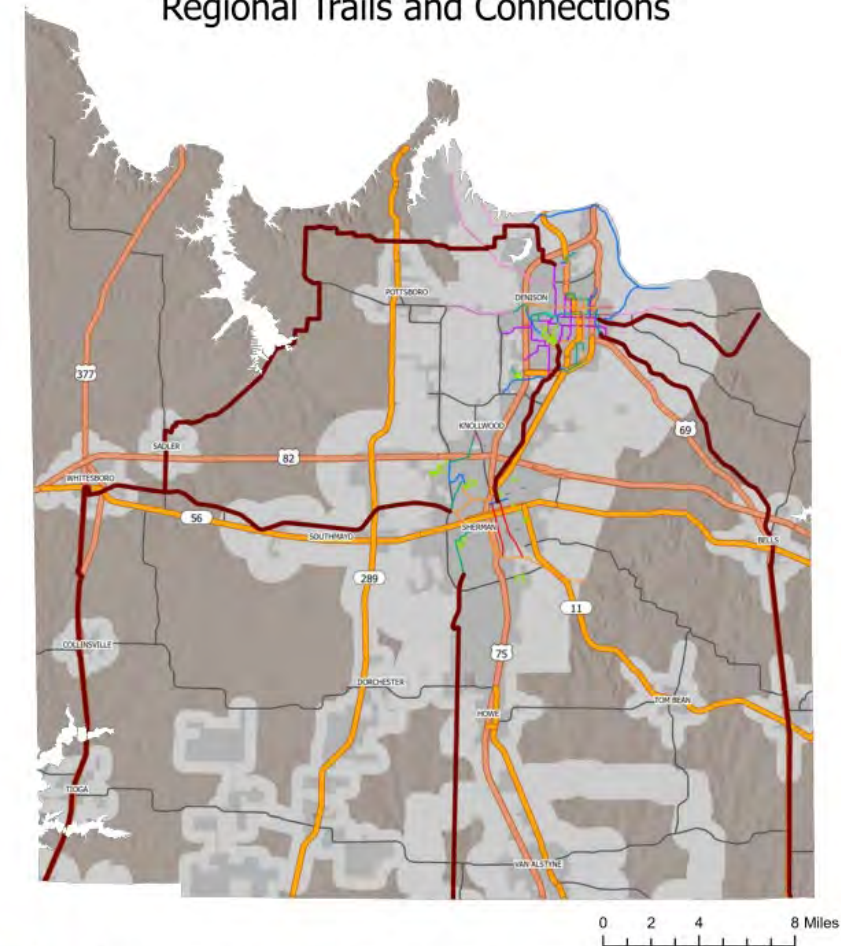
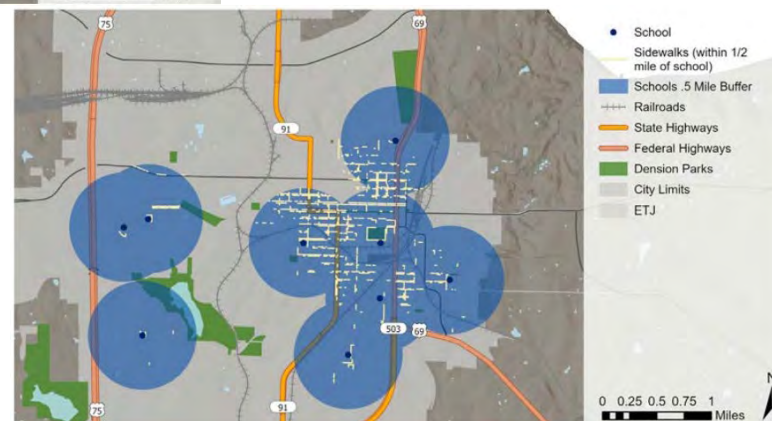
- Cross-state Spines
- Connecting Spurs
- Regional Routes

- Waterbody
- State and National Land
- City Boundary



Bicycle and Pedestrian Plan

Regional Trails and Connections



Denson Trails

- Existing
- Proposed Bike Lane
- Proposed Off-Street Trail
- Shared-Use Lanes
- Proposed Sidepath

Sherman Trails

- Proposed Bike Lane
- Proposed Bike Path
- Existing

- Sidewalk Improvements
- Proposed Soft-Surface Trail
- Proposed Wide Shoulder
- Private Trails
- Proposed Shared Trail
- Proposed Shared Trail/ Bike Path
- State Highways
- Federal Highways
- City Limits
- ETJ

Transportation Improvement Program

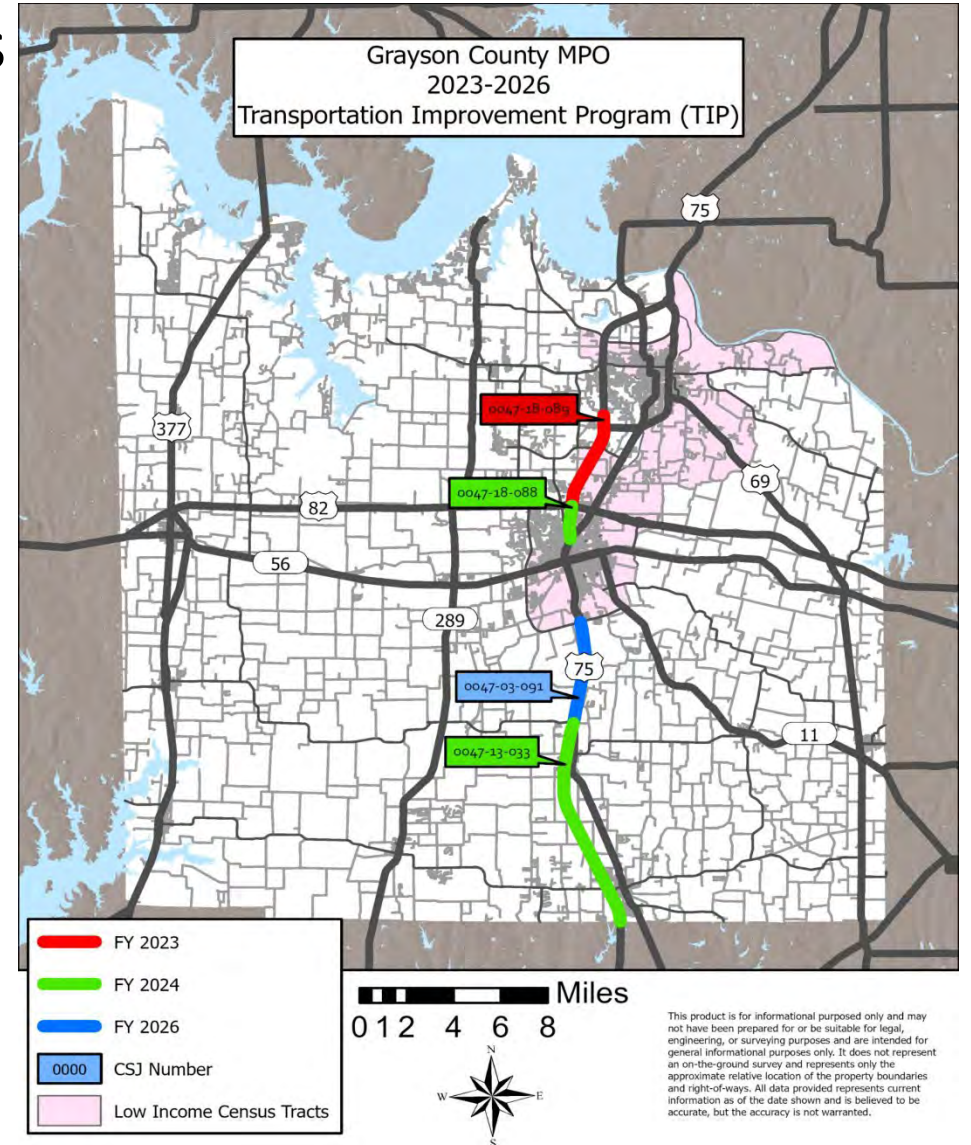
- This document shows how the MTP will be implemented
 - Covers a 4 year period
 - Updated every two years
 - All “capacity enhancement projects” must have come out of the MTP
 - Must be fiscally constrained

Fiscal Year	CSI	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								
2025													
	0047-13-033	SD2024-01	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		\$4,710,000			\$3,545,345	\$83,923,631	\$92,178,976
	0047-18-088	GC2024-02	US 75	US 82	SH 91 (TEXOMA PARKWAY)	WIDENING FROM 4-LN TO 6-LN	\$61,742,701		\$64,957,299				\$126,700,000
	5000-00-205	GC2025-01	US 75	TBD		INSTALL 4 DIRECT CURRENT FAST CHARGE PORTS WITHIN ONE MILE OF THE ELECTRIC ALTERNATIVE FUEL CORRIDORS				\$1,073,050			\$1,073,050
												2025 Total	\$216,957,656
2026	No projects at this time												
												2026 Total	\$0
2027	No projects at this time												
												2027 Total	\$0
2028	No projects at this time												
	0047-03-091	GC2026-01	US 75	FM 902	FM 1417	WIDENING FROM 4-LN TO 6-LN	\$32,023,941	\$13,000,000				\$2,951,188	\$47,975,129
												2028 Total	\$47,975,129
Total							\$93,766,642	\$17,710,000	\$64,957,299	\$1,073,050	\$3,545,345	\$86,874,819	\$267,927,155

Projects on US 75

Project Name	Total Cost (millions)	Local Funding	MPO Funding	TxDOT Funding	Status
The Gap and US 75/US 82 Interchange	\$161.7	\$12.8	\$27.0	\$121.9	Nearing Completion
US 75 from US 82 to Loy Lake (Denison)	\$118.2	\$2.0	\$68.9	\$47.3	Started in January 2024
US 75 from CL to FM 902	\$92.2	\$4.7	\$0.0	\$87.5	Starting in January 2025
US 75 from SH 91 to US 82	\$126.7	\$0.0	\$61.7	\$65.0	Starting in January 2025
US 75 from FM 902 to FM 1417	\$48.0	\$13.0	\$32.0	\$3.0	Currently funded for 2026
Total	\$493.2	\$32.5	\$188.0	\$272.6	
US 75/US 69 in Calera, OK	\$152				Complete

- Represents \$493 million in investments into US 75



Public Involvement



- Public Participation Plan
 - Approved by Policy Board on June 23, 2021
 - Greyhound Lines, Inc.
 - Cities of Sherman and Sherman Main Street Departments
 - Grayson County Office of Emergency Management
 - Title VI/Environmental Justice (EJ) Plan and Limited English Proficiency (LEP) Plan
 - **Will be revised this fiscal year**
 - Change Name from Sherman-Denison MPO to Grayson County MPO
 - Revise language in the CONSULTATION WITH INDIAN TRIBAL GOVERNMENTS Chapter

Webpage Upgrades

- Objectives:
 - Upgrade to HTML 5
 - Make the website mobile friendly
 - Ensure website ADA compliance
 - Freshen up the website
 - Add feeds for:
 - Upcoming events
 - Facebook
 - X
 - Looking into Instagram
- Completed April 13, 2018



Performance Measures and Targets

- Transit Asset Management (TAM) Plan
 - June 30, 2017
 - December 5, 2018
 - December 4, 2019
 - December 2, 2020
 - December 1, 2021
 - December 7, 2022
 - February 7, 2024
- Public Transportation Agency Safety Plan (PTASP)
 - September 2, 2020
 - December 7, 2022
 - February 7, 2024

Performance Measures and Targets Continued

- Safety Performance Measures (PM1)
 - January 22, 2018 for FY 2018 – Chose to support the state targets
 - December 5, 2018 for FY 2019 – Chose to support the state targets
 - December 4, 2019 for FY 2020 – Chose to support the state targets
 - June 3, 2020 for FY 2021 – Chose to support state targets
 - June 1, 2022 for FY 2022 – Chose to support the state targets
 - September 14, 2022 for FY 2023– Chose to support the state targets
 - February 7, 2024 for FY 2024– Chose to support the state targets

Performance Measures and Targets Continued

- Pavement and Bridge Condition Performance Measures (PM2)
 - December 5, 2018 – Chose to support the state targets
 - February 3, 2021 – Chose to support the state targets
 - July 19, 2023 – Chose to support the state targets
- System Performance Measures (PM3)
 - December 5, 2018 – Adopted target shown above
 - July 19, 2023 – Adopted target shown above

System Performance Measure (PM3) Targets for FY 2019-2022

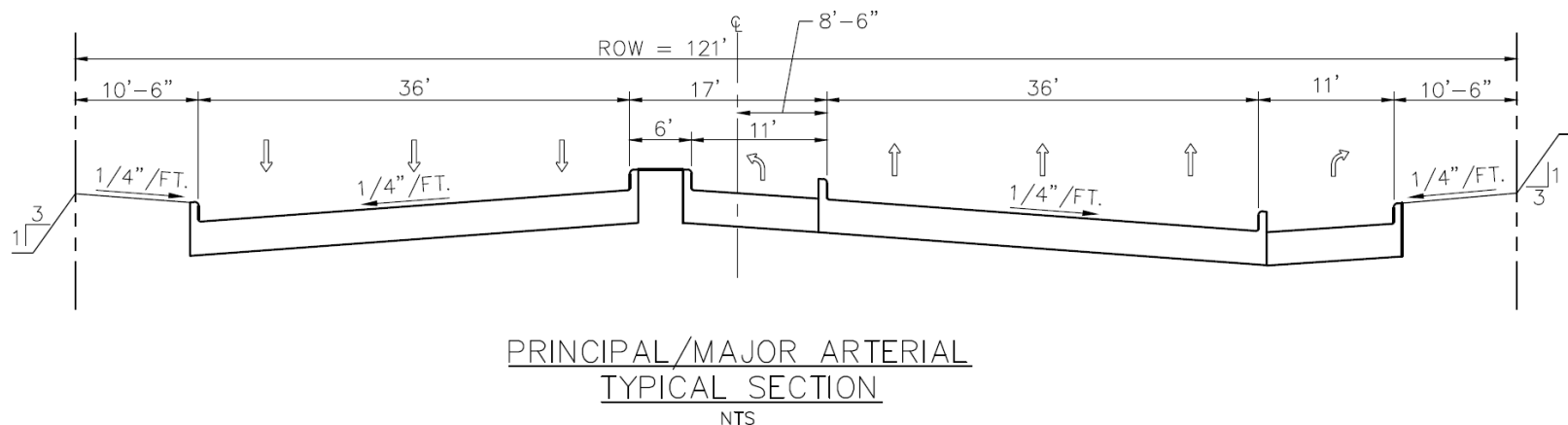
Federal Performance Measure	Baseline	2020 Target	2022 Target
NHS Travel Time Reliability			
Non-IH Level of Travel Time Reliability	99.9%	90.0%	85.0%

System Performance Measure (PM3) Targets for FY 2022-2025

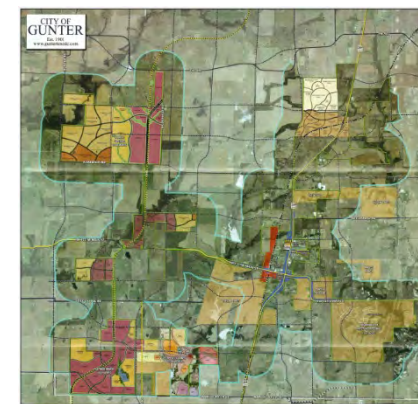
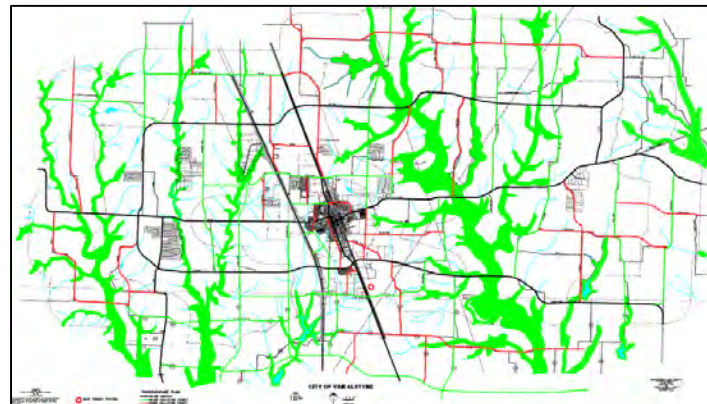
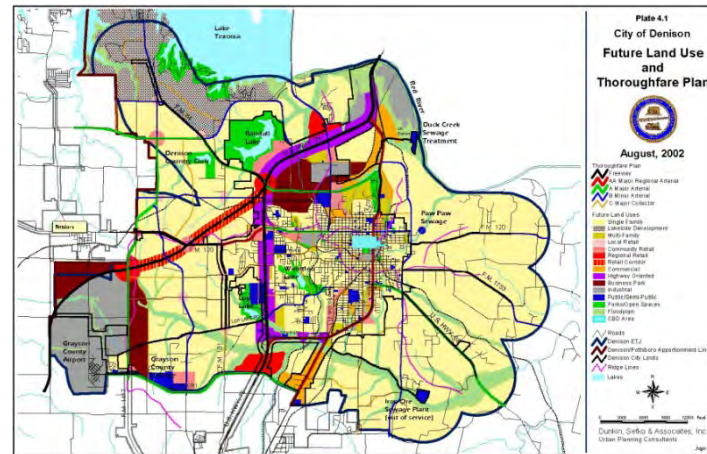
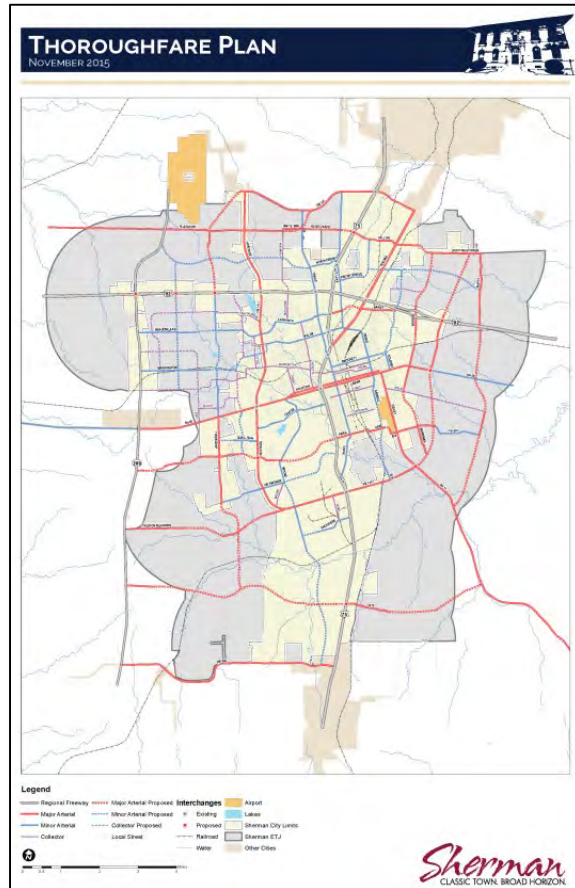
Federal Performance Measure	Baseline	2023 Target	2025 Target
NHS Travel Time Reliability			
Non-IH Level of Travel Time Reliability	99.8%	95.0%	94.0%

Grayson County Thoroughfare Plan

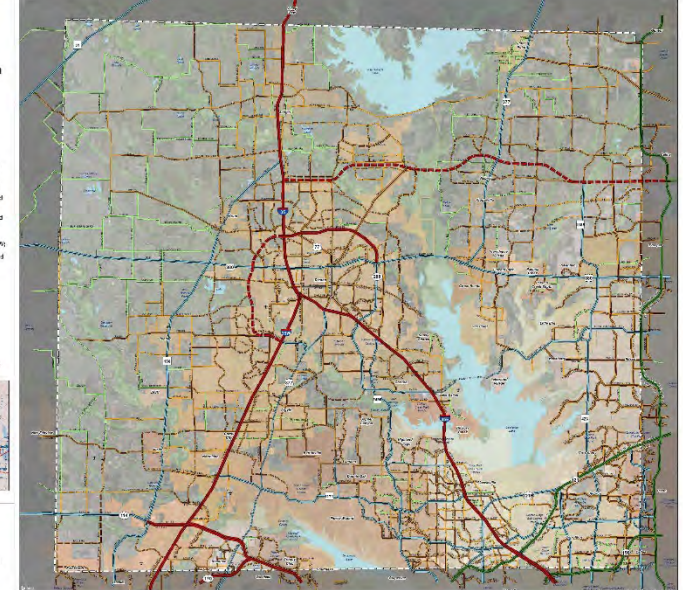
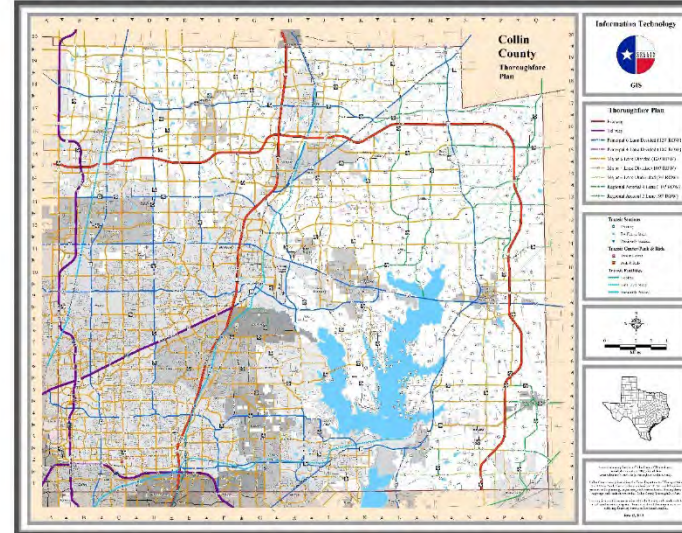
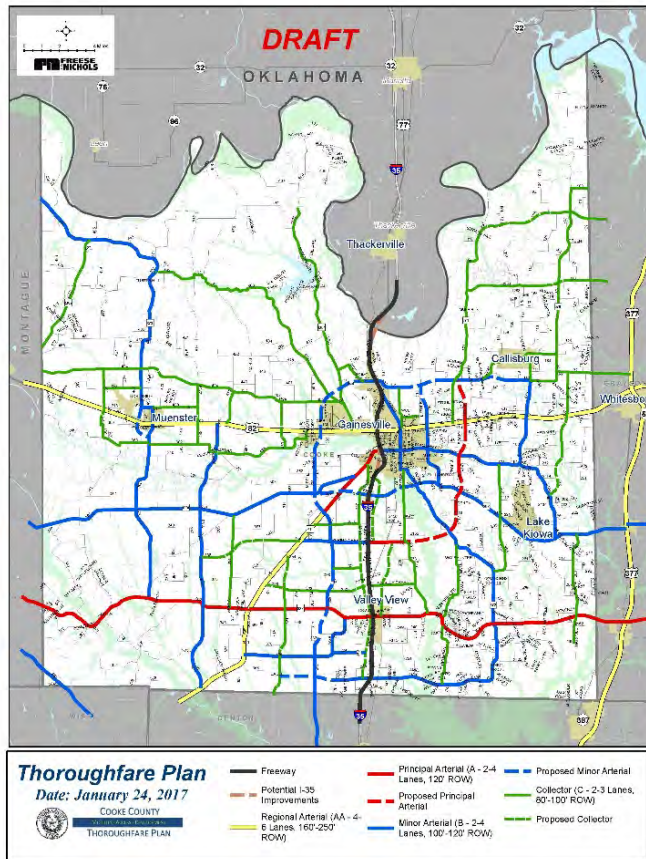
- Purpose
 - Identify transportation needs to serve future growth
 - Preserve corridors and acquire right-of-way for planned facilities as development occurs
 - Guide public investments in improving transportation facilities and services



City Thoroughfare Plans



Regional Thoroughfare Plans



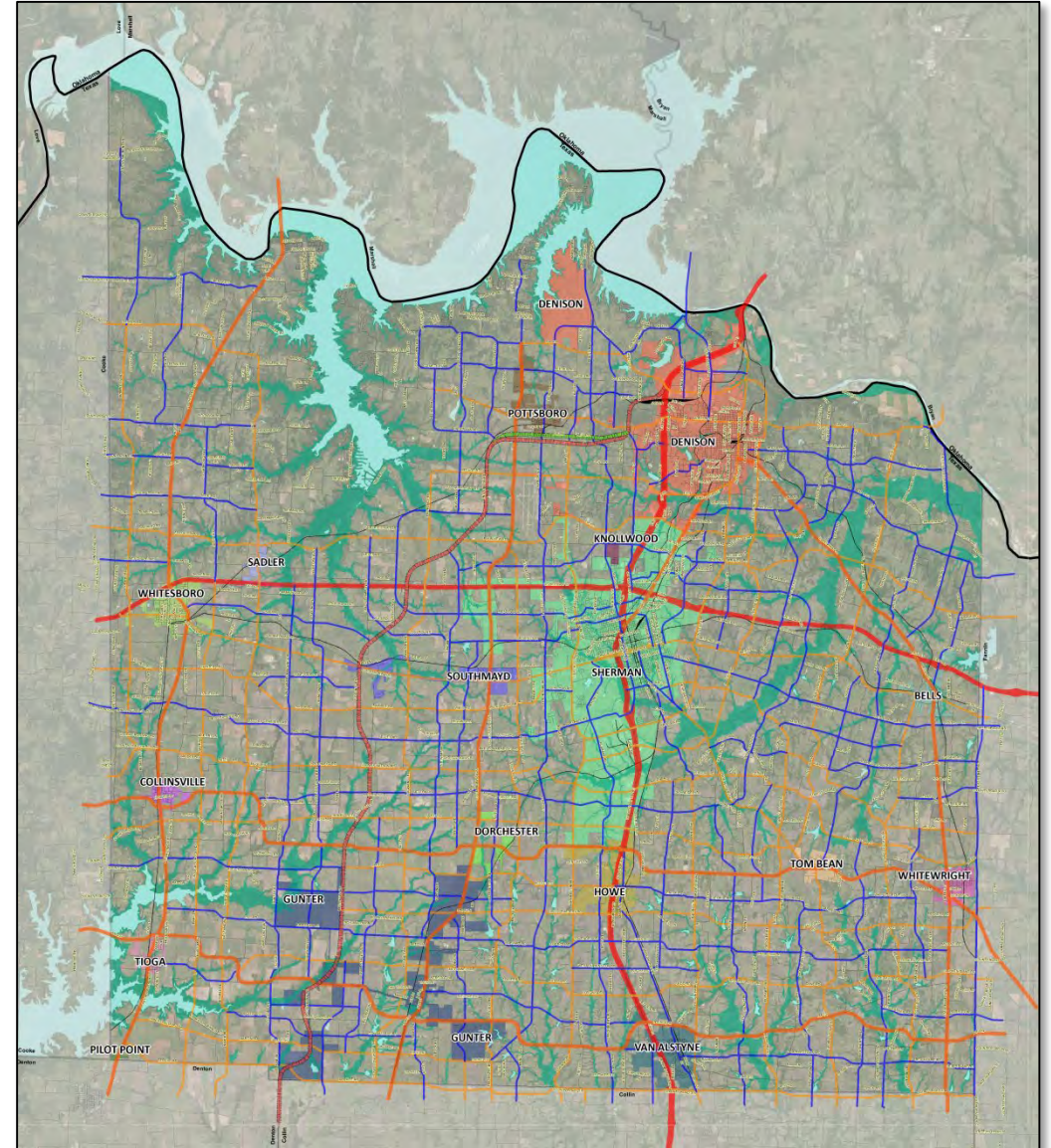
Grayson County Thoroughfare Plan

Identifies:

- Freeways
- Tollways
- Principal Arterials
- Major Arterials
- Minor Arterials

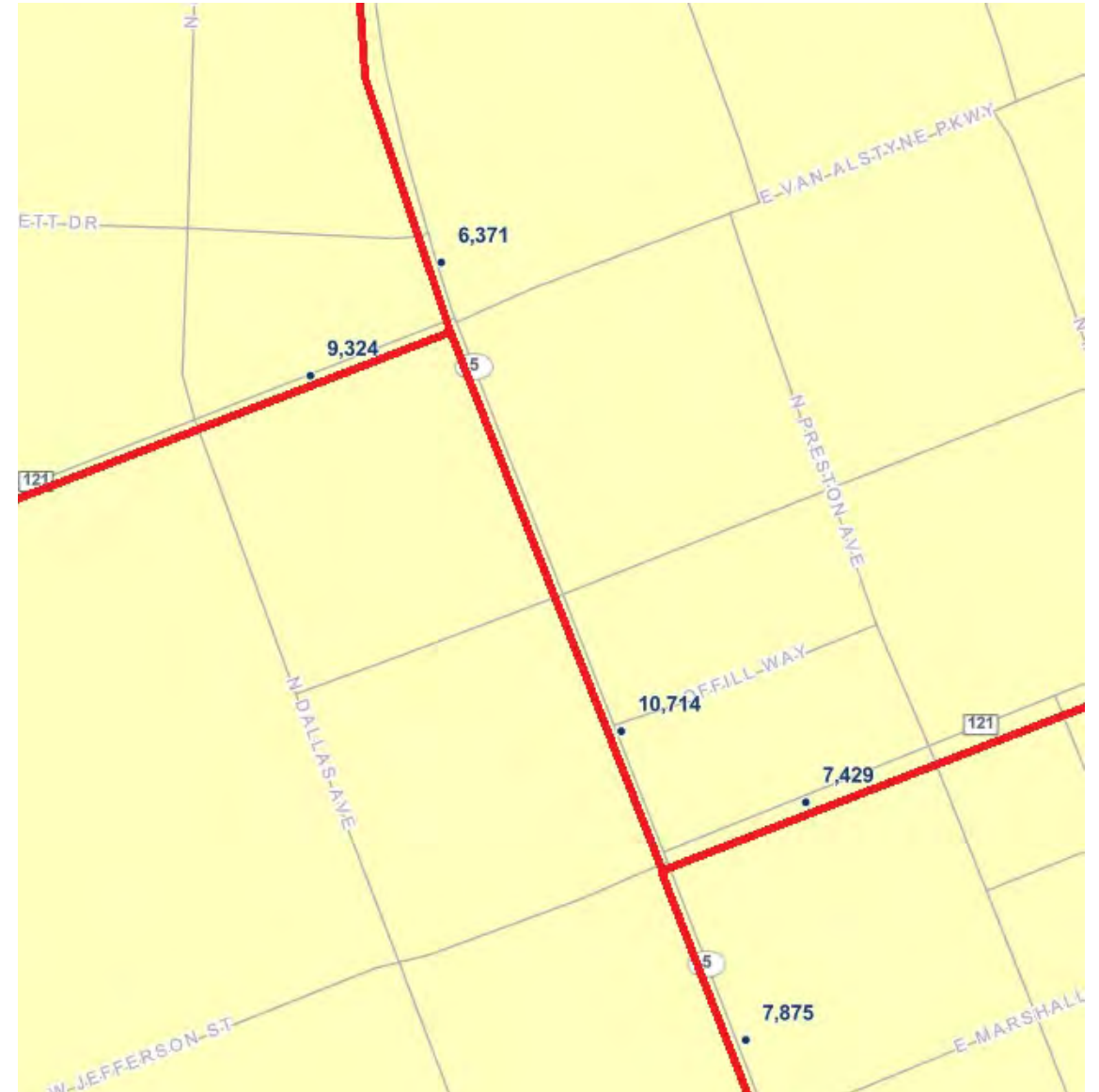
Thoroughfares	
North-South	East-West
US 69/SH 160	FM 121
US 75	FM 902
SH 289	US 82
Grayson Pkwy	
US 377	

Findings: Grayson County suffers from a lack of east-west routes. There is really only three east-west corridors and only one is continuous across the county. The other two need to be developed before widespread growth in the southern part of the county makes them cost prohibitive similar to US 380 in Collin County.



Impending Gridlock

- Intersection of SH 5 and FM 121 in Van Alstyne



Grayson County Thoroughfare Plan (Cont.)

- Cities that have adopted the 2024 Grayson County Thoroughfare Plan
 - Grayson County
 - Denison
 - Gunter
 - Pottsboro
 - Sherman – No Changes in 2024 Thoroughfare Plan
 - Van Alstyne
 - Whitesboro
- Cities that have adopted the 2018 Grayson County Thoroughfare Plan
 - Bells
 - Collinsville
 - Dorchester
 - Howe
 - Southmayd
 - Tioga
 - Tom Bean
 - Whitewright
- Remaining Cities
 - Pilot Point
 - Sadler

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF _____, TEXAS, APPROVING AND ADOPTING THE GRAYSON COUNTY THOROUGHFARE PLAN; PROVIDING FOR SEVERABILITY; PROVIDING FOR A REPEALER; PROVIDING FOR AN EFFECTIVE DATE; FINDING AND DETERMINING THAT THE MEETING AT WHICH THIS ORDINANCE IS PASSED WAS NOTICED AND IS OPEN TO THE PUBLIC AS REQUIRED BY LAW.

WHEREAS, due to certain changes, growth, and development of the City of _____, its extraterritorial jurisdiction, and the incorporated and unincorporated areas of Grayson County, Texas, it has become necessary to design a county-wide thoroughfare plan; and

WHEREAS, pursuant to Chapter 212.010 of the Texas Local Government Code, the City of _____ may require that subdivision plats conform to "... the general plan of the municipality and its current and future streets ..." and "...the general plan for the extension of the municipality and its roads, streets, and public highways within the municipality and in its extraterritorial jurisdiction...."; and

WHEREAS, requirements for right-of-way dedication and construction of street improvements may apply to all subdivision of land within the City's incorporated area and its extraterritorial jurisdiction, and in accordance with the Texas Local Government Code, the City of _____ has adopted rules governing plats and subdivision of land within the municipality's jurisdiction and in the City's extraterritorial jurisdiction, as provided in Chapter __, "Subdivision Regulation", of the City of _____ Code of Ordinances; and

WHEREAS, the City Council of the City of _____, Texas, desires to accept and approve the said Grayson County Thoroughfare Plan;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF _____, TEXAS:

SECTION 1. That all of the above and foregoing recitals and preambles are found to be true and correct and are made a part of this ordinance for all purposes.

SECTION 2. That the City Council of the City of _____, Texas, does hereby accept, as advisory and as a guide, the Grayson County Thoroughfare Plan, a copy of which is attached hereto and incorporated herein for all purposes.

SECTION 3. That the City Council of the City of _____, Texas, hereby submits this Grayson County Thoroughfare Plan to all citizen groups and committees, City boards and commissions, and all citizens interested in the orderly growth and progress of the City of _____, for use as a guide in the planning of future growth and development of the City of _____.

Grayson County Freight Mobility Plan

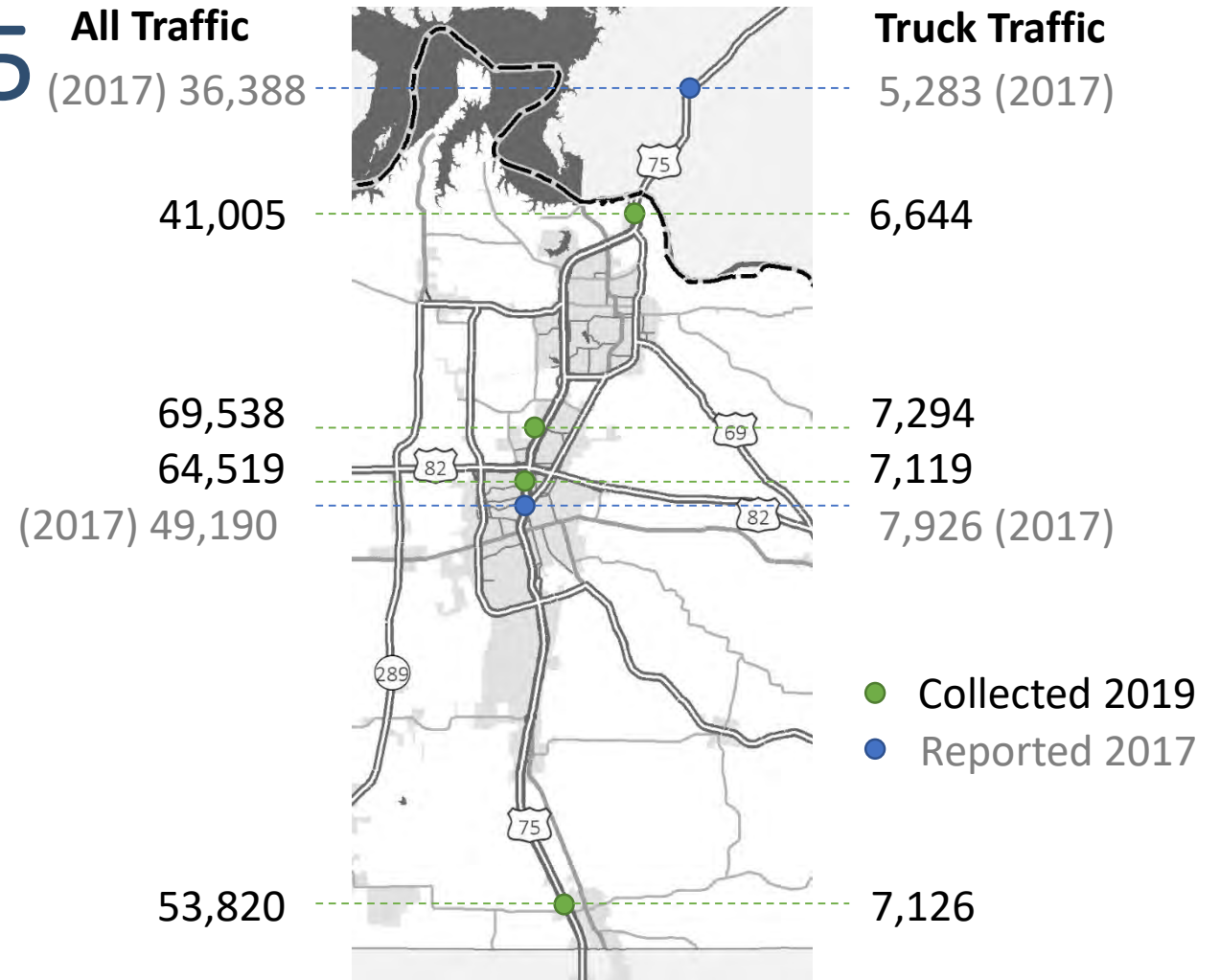
- Grayson County experiences high volumes freight traffic (relative to its size)
- The region's diverse industries require a freight system that can accommodate varied needs
- Provide direction and support for both economic development and transportation investment
- County-level transportation issues should be identified and championed at the local level; ultimately informing both local and TxDOT planning and investment



Methane extractor navigating through Tom Bean, TX on FM 902

Results from Phase 2 Traffic Counts on US 75

- Most traffic near US 75 and US 82
 - **For the first time there is more traffic north of US 82 than South of US 82**
- More traffic at southern end of county than northern
- Compared to nearby location south of US 82:
 - 31% higher total traffic than reported 2017 values
 - -10% truck traffic as 2017
 - Not directly comparable
- Approximately **2,000 more passenger vehicles traveled northbound into Oklahoma on Friday evenings**, presumably to go to Choctaw Casino



US 75 Compared to IH 35 and IH 30

Location	Year	Total Traffic	Truck Traffic	Truck Percent
US 75 south of US 82	2017	49,190	7,926	16%
I-35 south of US 82 (near Gainesville)	2017	48,838	7,383	15%
I-30 east of Greenville	2017	37,037	13,140	35%

Source: 2017: TxDOT STARS II. 2019: Collected by GRAM NTX. Analyzed by Cambridge Systematics.

Results

- Highways

- **US 82 – Highest frequency of crashes per truck mile traveled**
- US 69 – 3 bridges cause truck traffic to divert off of the highway and through the Cities of Bells and Whitewright
- US 75/FM 84 Interchange – Abrupt movements pose dangers for trucks carrying liquid loads as the shifting weight of the load can cause rollovers

- Rail

- Denison Industrial Lead – Capacity is limited for unit trains interchanging with BNSF's track



Studying Safety When Safety Wasn't Cool

- Grayson County Safety and Operations Strategic Plan
 - Presented to TAC August 17, 2022
- Included a chapter on Electric Vehicle Charging Stations

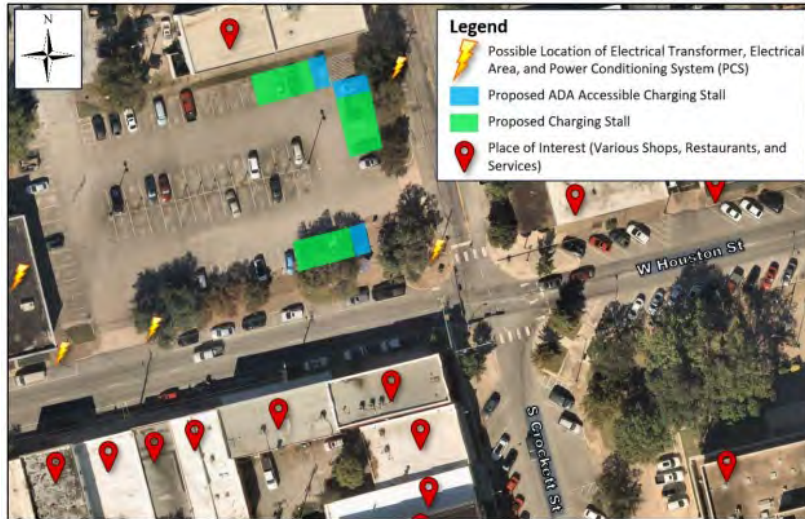
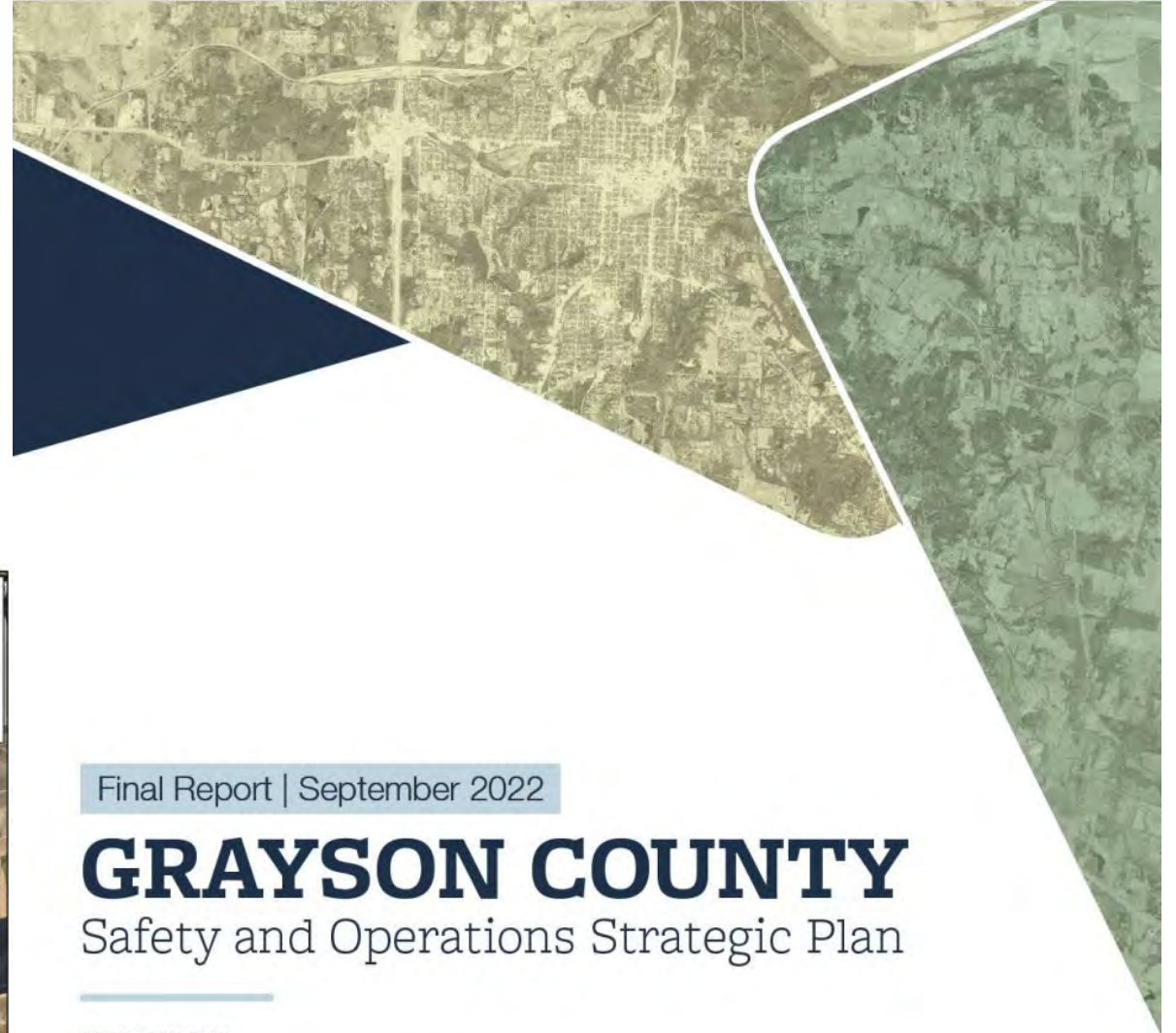


Figure 30 – Downtown Sherman Proposed EV Charging Stations



Questions?



East Side of the Square, 1890

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.

“Good fortune is what happens when opportunity meets with planning.”

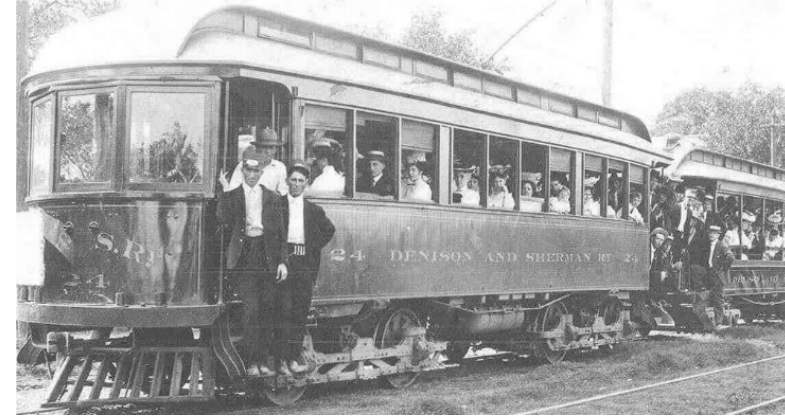
- Thomas A. Edison

Grayson County Transit Overview

Presented to:
Grayson County MPO Policy Board
December 11, 2024

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

GRAYSON COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION
INTERMODAL URBAN TRANSPORTATION PLANNING



Brief History on TAPS



- TAPS operates Public Transportation in 6 counties including Grayson County.
- TAPS purpose is to provide safe, reliable and inexpensive transportation for the general public.
- TAPS provides curb to curb demand response services Monday through Friday 6am to 6pm. With 48 hours advance notice.
- In March 2016, TAPS entered into a Public Private Operating Partnership (PPOP) with Transdev.
- TAPS is currently managed by 9 Board Members and Transdev staff.
- Transdev and the Board are committed to the mission and success of TAPS.

Info and Fares

- Open to the general public
- Flexible scheduling
- Fares have not increased since 1986
- Veteran focused trips
- www.tapsbus.com

GET-A-RIDE ON-DEMAND CURB-TO-CURB SERVICE IN-TOWN TRIPS	ONE-WAY	ROUND TRIP
--	---------	------------

General Public	\$2	\$4
----------------	-----	-----

Students 12+, (Children Under 12 with parental permission)	\$1	\$2
--	-----	-----

Disabled or Senior 60+	\$1	\$2
------------------------	-----	-----

Get-A-RIDE ON-DEMAND CURB-TO-CURB SERVICE OUT OF TOWN TRIPS	ONE-WAY	ROUND TRIP
--	---------	------------

General Public	\$3	\$6
----------------	-----	-----

Students 12+, Children Under 12 (with parental permission)	\$1.50	\$3
--	--------	-----

Disabled or Senior 60+	\$1.50	\$3
------------------------	--------	-----

Get-A-RIDE ON-DEMAND CURB-TO-CURB SERVICE OUT-OF-COUNTY TRIPS	ONE-WAY	ROUND TRIP
--	---------	------------

General Public	\$4	\$8
----------------	-----	-----

Students 12+, Children Under 12 (with parental permission)	\$2	\$4
--	-----	-----

Disabled or Senior 60+	\$2	\$4
------------------------	-----	-----

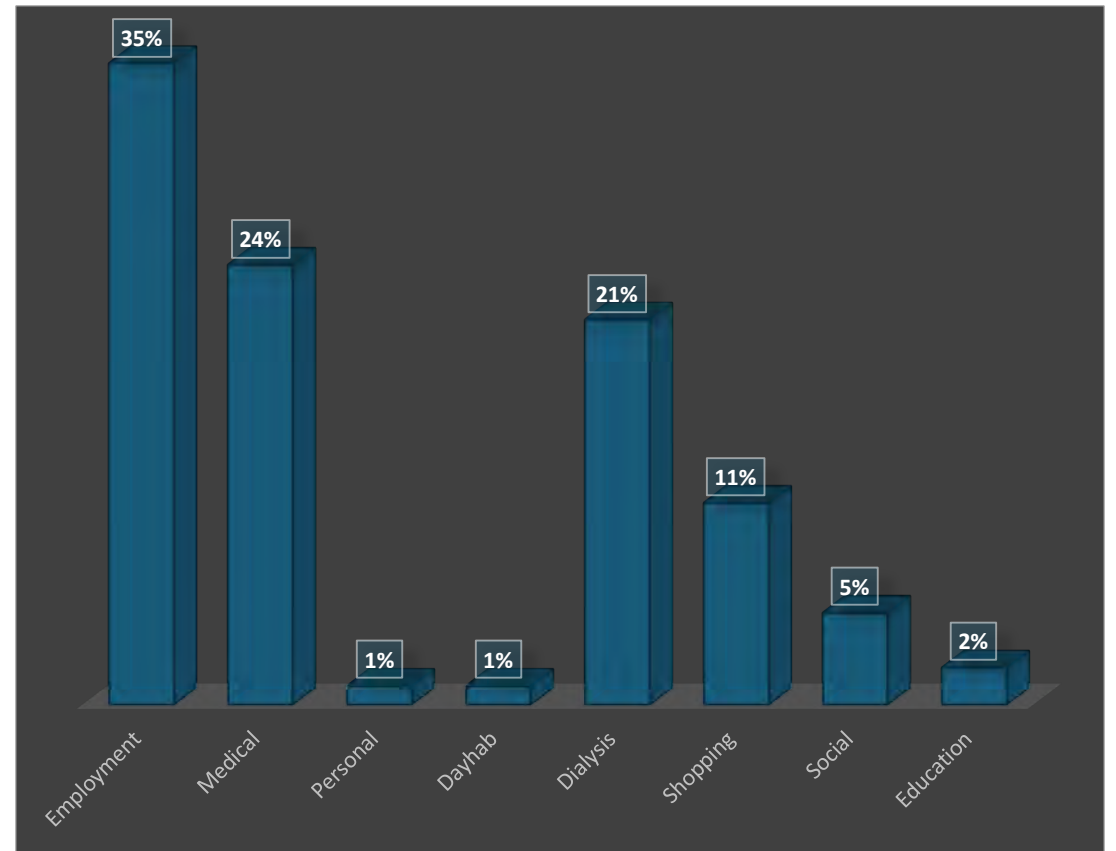
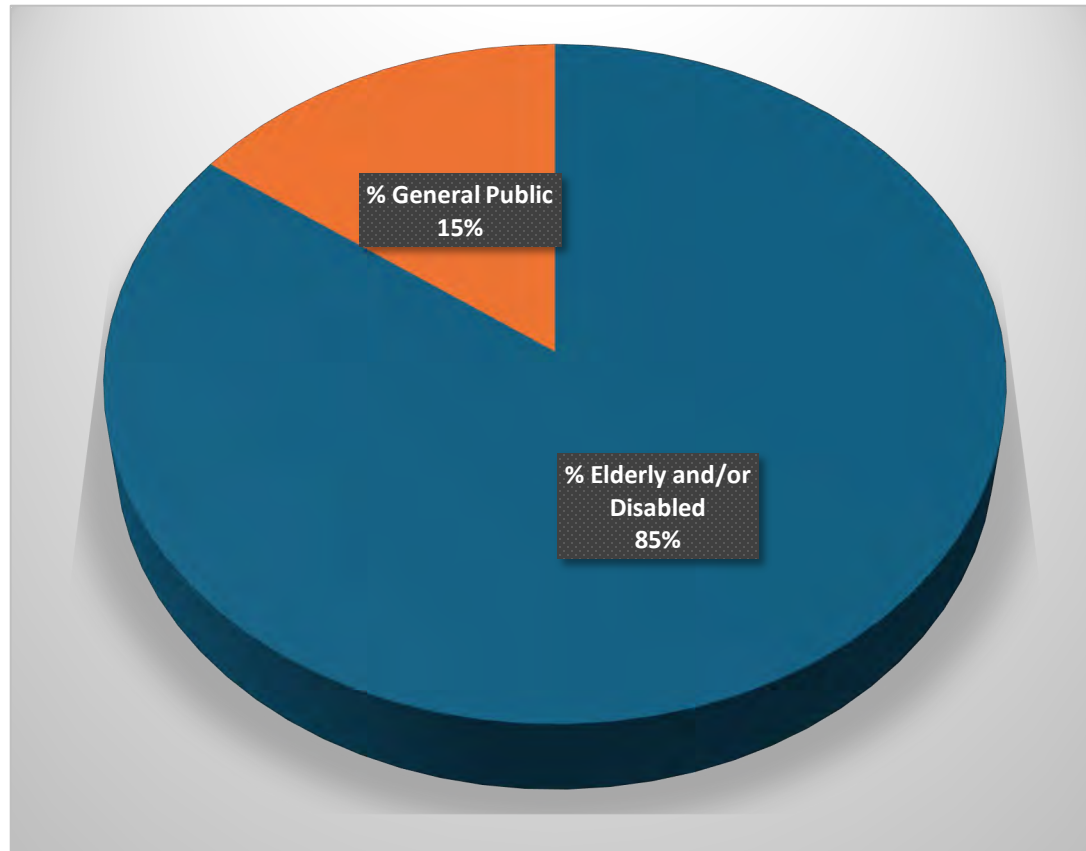
TAPS Service - Three Year Comparison

	FY22	FY23	FY24
Completed Trips	31,883	32,702	38,086
Passengers Carried	33,233	34,600	40,793
Total Service Miles	469,248	454,830	482,228
Total Service Hours	23,402	22,881	25,095
Passengers Per Hour	1.42	1.51	1.63
Miles Per Trip	14.72	13.91	12.66
Trip Denials	2,219	777	1,695

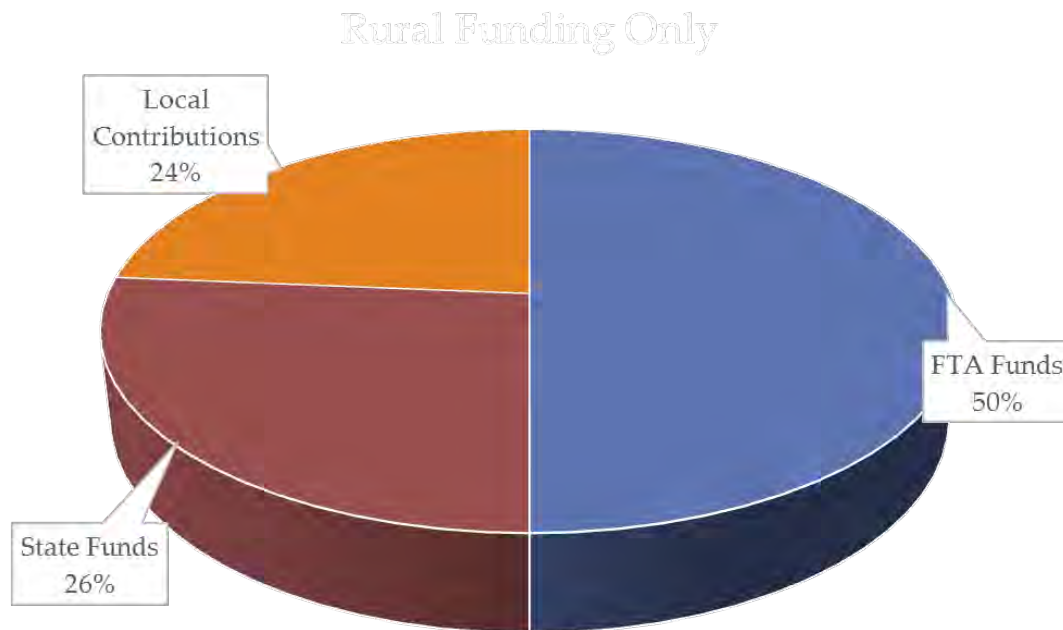
TAPS Services by County

FY24 Totals							
	Total	Grayson Total	Cooke	Fannin	Wise	Clay	Montague
Completed Trips	38,086	25,230	4,546	1,740	5,787	86	697
Passengers Carried	40,793	26,778	5,105	1,996	6,119	98	697
Total Service Miles	482,228	262,905	43,799	41,997	103,715	3,400	26,412
Total Service Hours	25,095	14,891	3,073	1,334	4,595	136	1,066
Passengers Per Hour	1.63	1.80	1.66	1.50	1.33	0.72	0.65
Miles Per Trip	12.66	10.42	9.63	24.14	17.92	39.53	37.89
Trip Denials	1,695	1,156	196	10	320	7	7

Trip Purposes



How TAPS is Funded



- Federal Funding
 - 5307 Small Urban Formula Based Grant Program
 - 5311 Rural Formula Based Grant Program
- State Funding
 - Urban
 - Rural
- Local Funding
 - Local Cities
 - Local Counties
 - Other Local Contributions

Matching Funds



FTA Funds



State or Local
Funds



More Money



More Rides

TAPS Current Local Funding Sources

- Grayson County
- Wise County
- City of Sherman
- City of Denison
- City of Honey Grove
- Sherman CDBG
- Cooke County United Way
- Wise County United Way
- Funds received to help passengers pay fares
 - Ronald McDonald Foundation
 - Munson Foundation

Partnership with Grayson County MPO

- Memorandum of Understanding
 - Grayson County MPO, TxDOT and Texoma Area Paratransit System (TAPS)
 - Executed: January 22, 2018
 - No expiration date
- The purpose is to show our commitment to public transportation.
- TAPS relies on the MPO's Public Participation Plan for outreach activities for TIP, STIP, UPWP, and APL



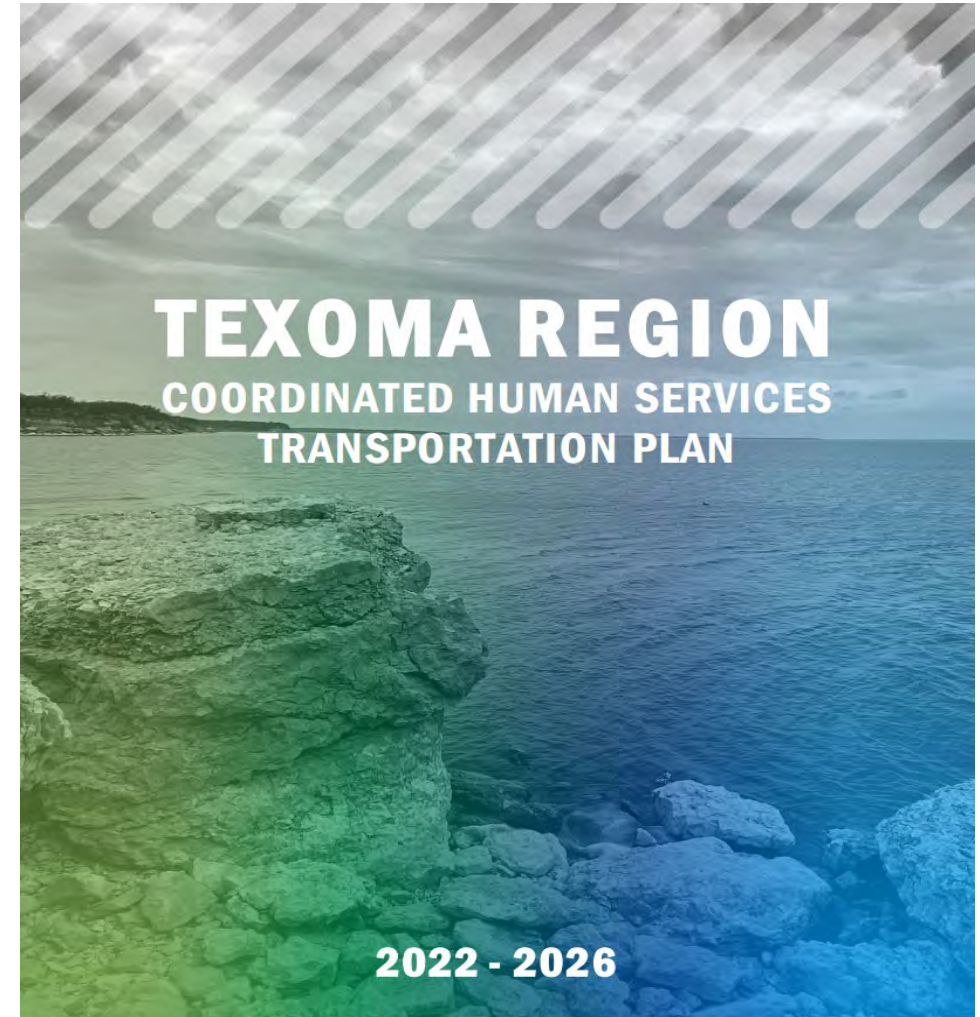
TAPS and GCMPO Relationship Strengths

- Both parties maintain regular communication
- TAPS General Manager regularly attends GCMPO Policy Board and TAC meetings
- Both parties attend various other meetings as it relates to transportation and improving transportation, i.e.
 - Ongoing Regionally Coordinated Plan meetings with the GCMPO Director serving as chair
- TAPS supplies GCMPO with requests on plan updates and project progress



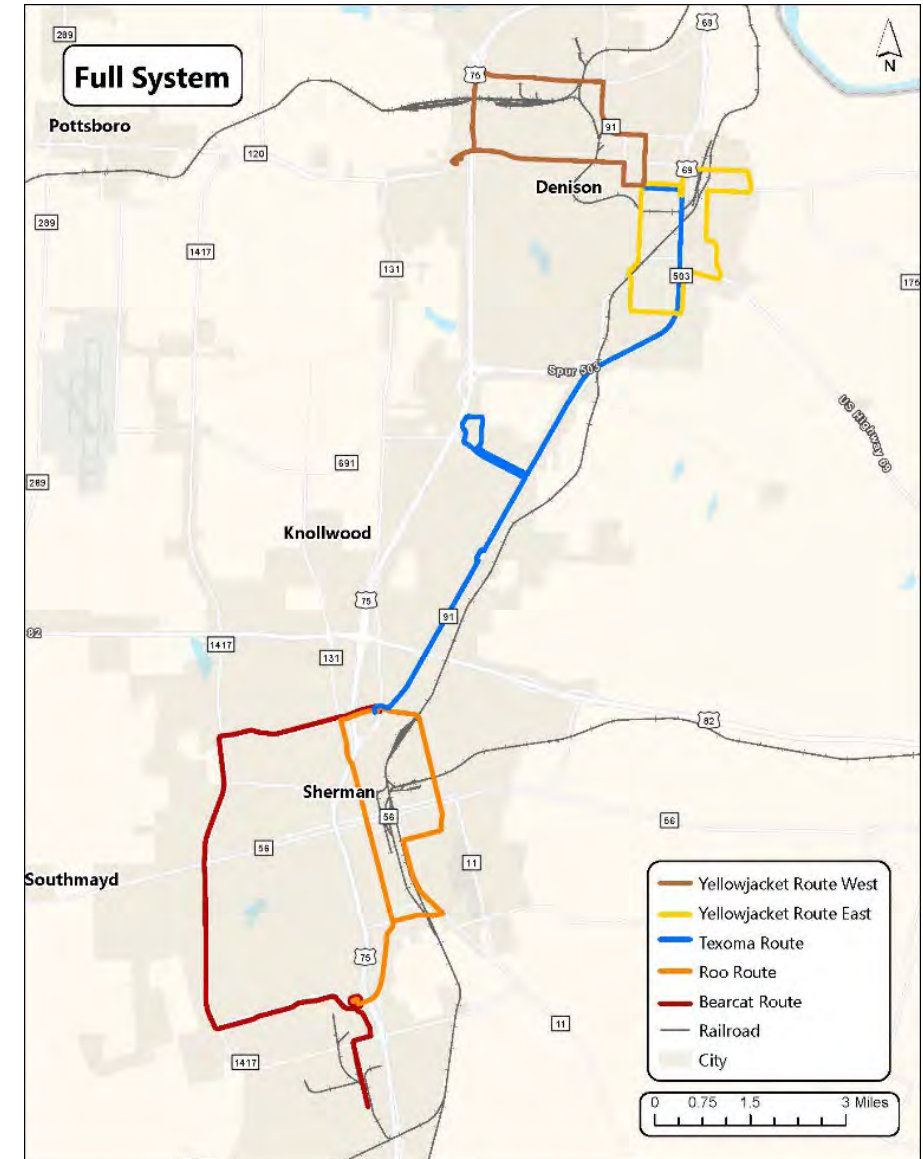
Regionally Coordinated Human Services Transportation Plan

- Updated on March 24, 2022
- Grant moved from TCOG to TAPS
- GCMPO Director voted as chair of the committee
- Meets on a quarterly basis
- By-laws were developed and adopted on October 5, 2022
- Average attendance is around 14 people representing:
 - Texoma Area Paratransit System
 - Grayson County MPO
 - TCOG Aging Services
 - Workforce Solutions
 - Goodwill Industries
 - Meals on Wheels Texoma
 - Salvation Army
 - Texoma Community Center
 - United Way
 - Austin College
 - Habitat for Humanity
 - Grand Central Station
 - Texoma Health Foundation
 - Child & Family Guidance Center of Texoma



Long Range Transit Plan

- Completed in December 2021
- Partnership between TAPS and the GCMPO
- Final phase needed to identify bus stop locations, bus stop design, service hours, frequency, cost, etc.



Questions?



East Side of the Square, 1890

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.

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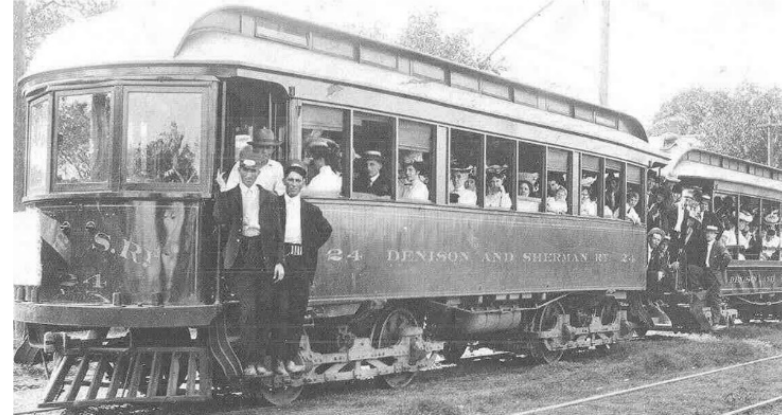
- Thomas A. Edison

Grayson County Safety Strategic Plan

Presented to:
Grayson County MPO Policy Board
December 11, 2024

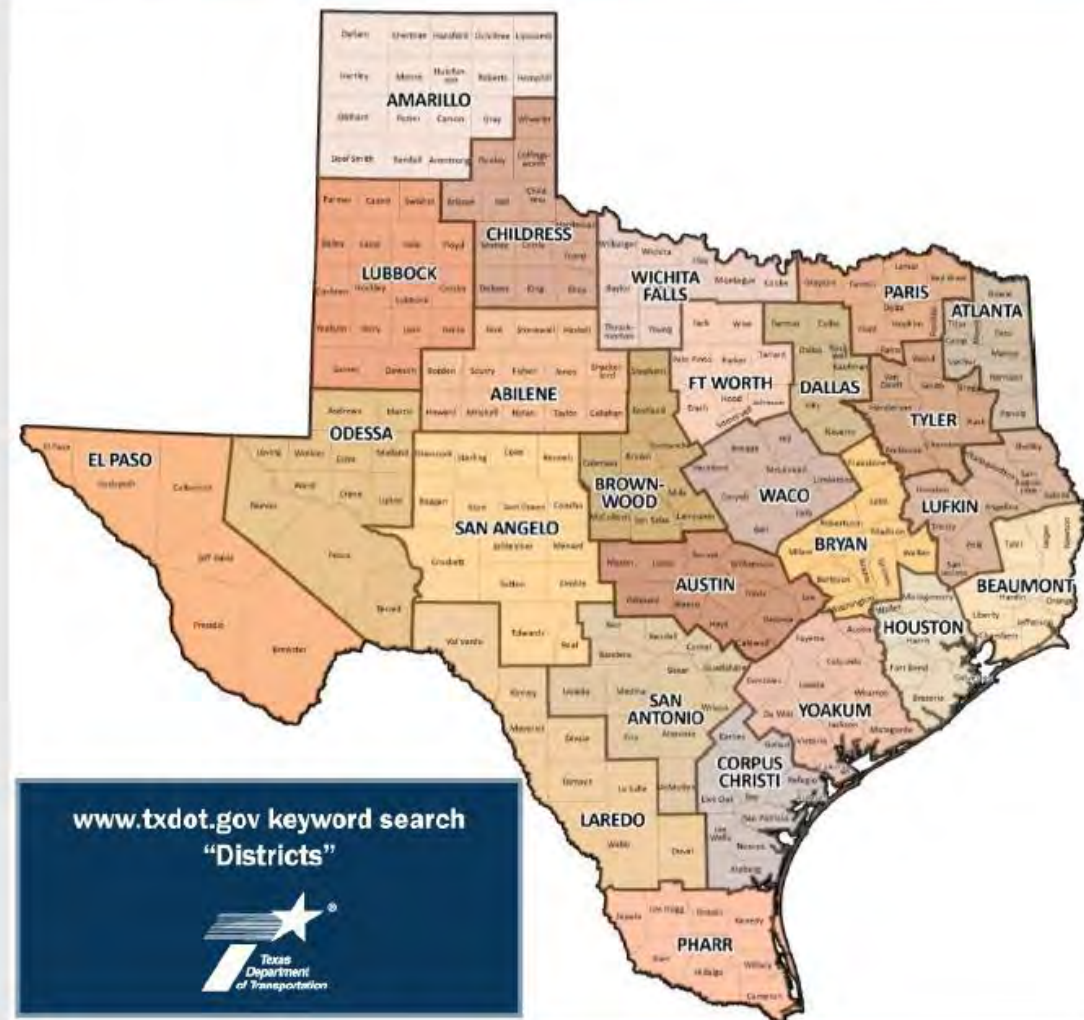
Promoting transportation systems that efficiently maximize the mobility of people and goods with minimal negative impact.

GRAYSON COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION
INTERMODAL URBAN TRANSPORTATION PLANNING



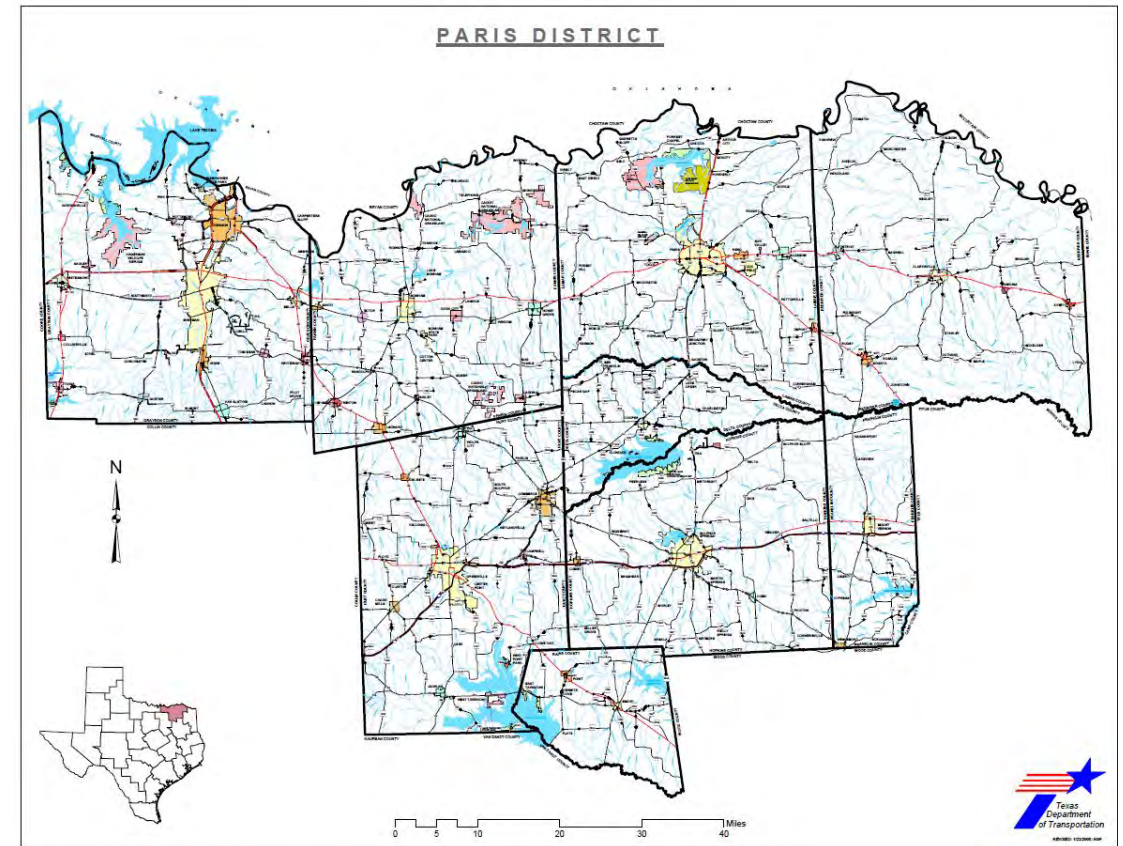
TxDOT Organization

- **Texas Transportation Commission:**
 - Five members appointed by the Governor with the advice and consent of the Senate.
- **25 geographic TxDOT Districts:**
 - Plan, design, build, operate, and maintain the state road system in their districts.
 - Each led by a professional engineer with a multi-disciplinary staff.
- **Divisions:**
 - Support the districts, with engineering divisions providing programs, policies, procedures, and guidelines, and with non-engineering divisions providing functional expertise that allows the districts and the engineering divisions to focus on project delivery, operations, and maintenance.



Paris District

- **9 Counties including Grayson County**
- **Roadway miles in District – 3,567**
- **Roadway Miles in Grayson County – 537**



Where Does the Money Come From?

Proposition 1

November 2014

- Directs a portion of the existing oil and gas production taxes to the State Highway Fund (SHF)
- Passed by Texas Voters with more than 80% approval
- Helps to stabilize funding levels for construction, maintenance and right-of-way acquisition on non-tolled roads through at least FY 2025

Proposition 7

November 2015

- Directs \$2.5B in existing state tax revenue (after initial \$28B, per year) to SHF, beginning in 2018
- Directs 35% of existing state motor vehicle sales and rental tax (after initial \$5B, per year) to SHF, beginning in 2020
- Passed by Texas Voters with more than 80% approval
- Helps to stabilize long term funding for planning and construction through at least 2029

State Highway Fund (Fund 6)

- Constitutes the bulk of TxDOT's funding to design, build and maintain the state's transportation system
- Comprised mainly of federal and state motor fuels taxes as well as vehicle registration fees
- Due to increased use of alternative fuels and increased federal efficiency requirements, this amount is declining for every vehicle on the roadway.

TxDOT has the ability to fund a \$100 B 10-year plan.

- **This will address about 2/3 of the state's current needs.**
- **Roughly 1,100 people are moving to Texas EVERY DAY.**
- **TxDOT expects the number of miles driven per day to nearly double by 2040.**

How are projects selected?

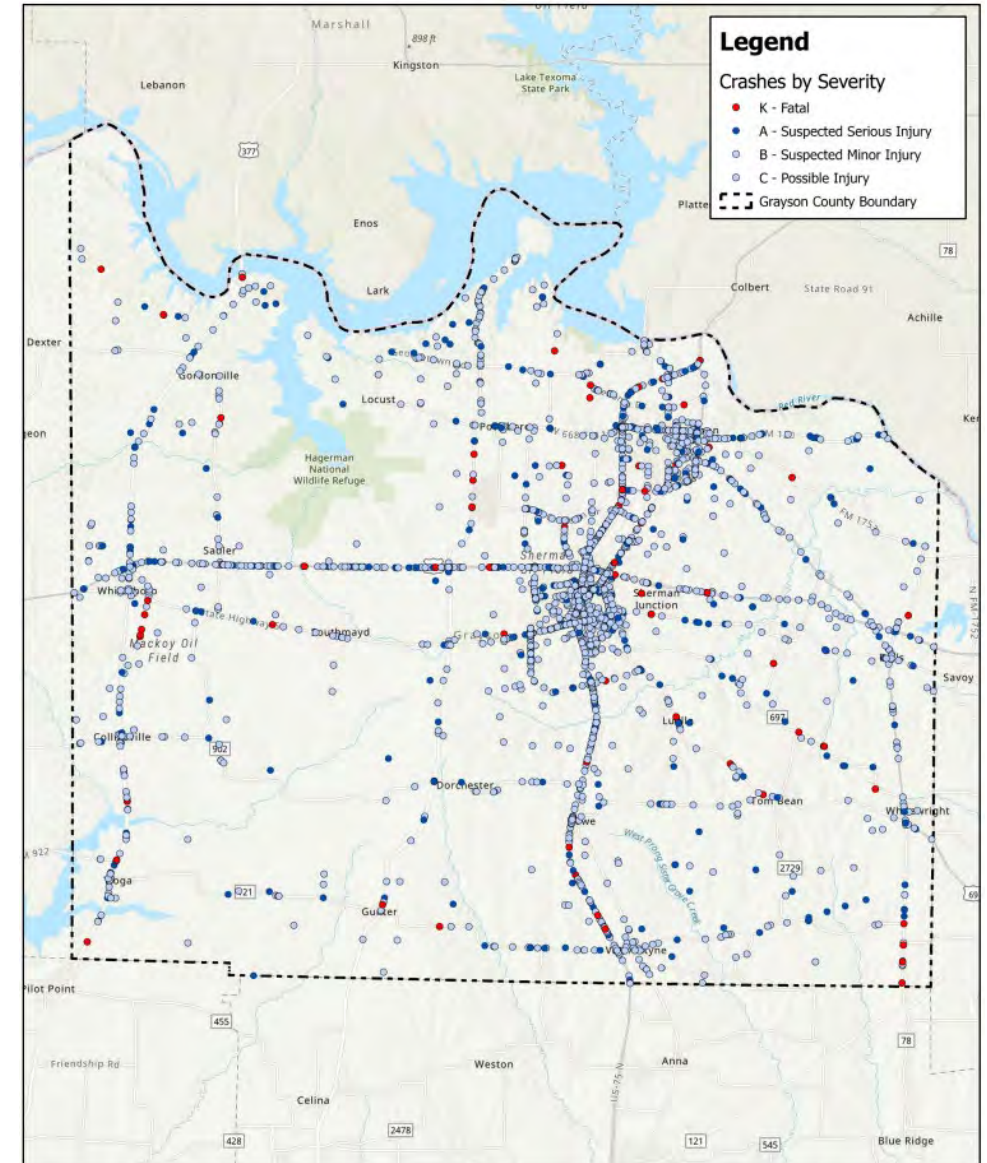
- **HB 20 – Develop rules and implement performance-based planning and Programming**
- **Meet several metrics such as Safety, Maintenance, Mobility, Congestion relief, Economic Impact, Local Support and Financial Leverage etc.**

#EndTheStreakTX

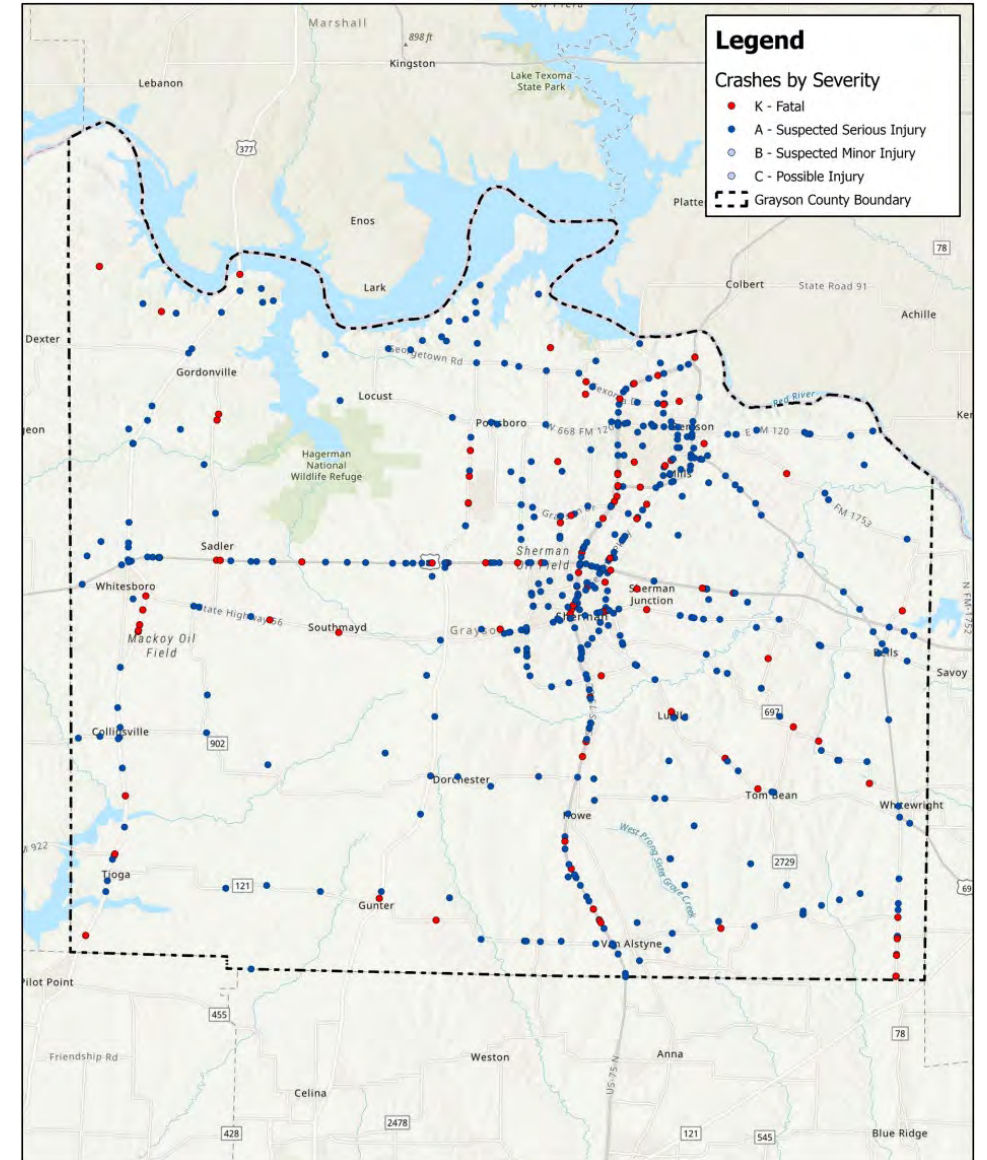
- It has been 24 years since the last day without a death on Texas roadways
 - November 7, 2000
 - Over 87,000 fatalities since
- Last 3 years, Average of 4000 people died on Texas roadways every year(equal to 10 Jumbo Jets):
 - Under the influence
 - Speeding
 - Distracted
 - Seat belts
- Ending the streak takes everyone's effort to raise awareness and to drive safely every time, every ride, every day, every minute.

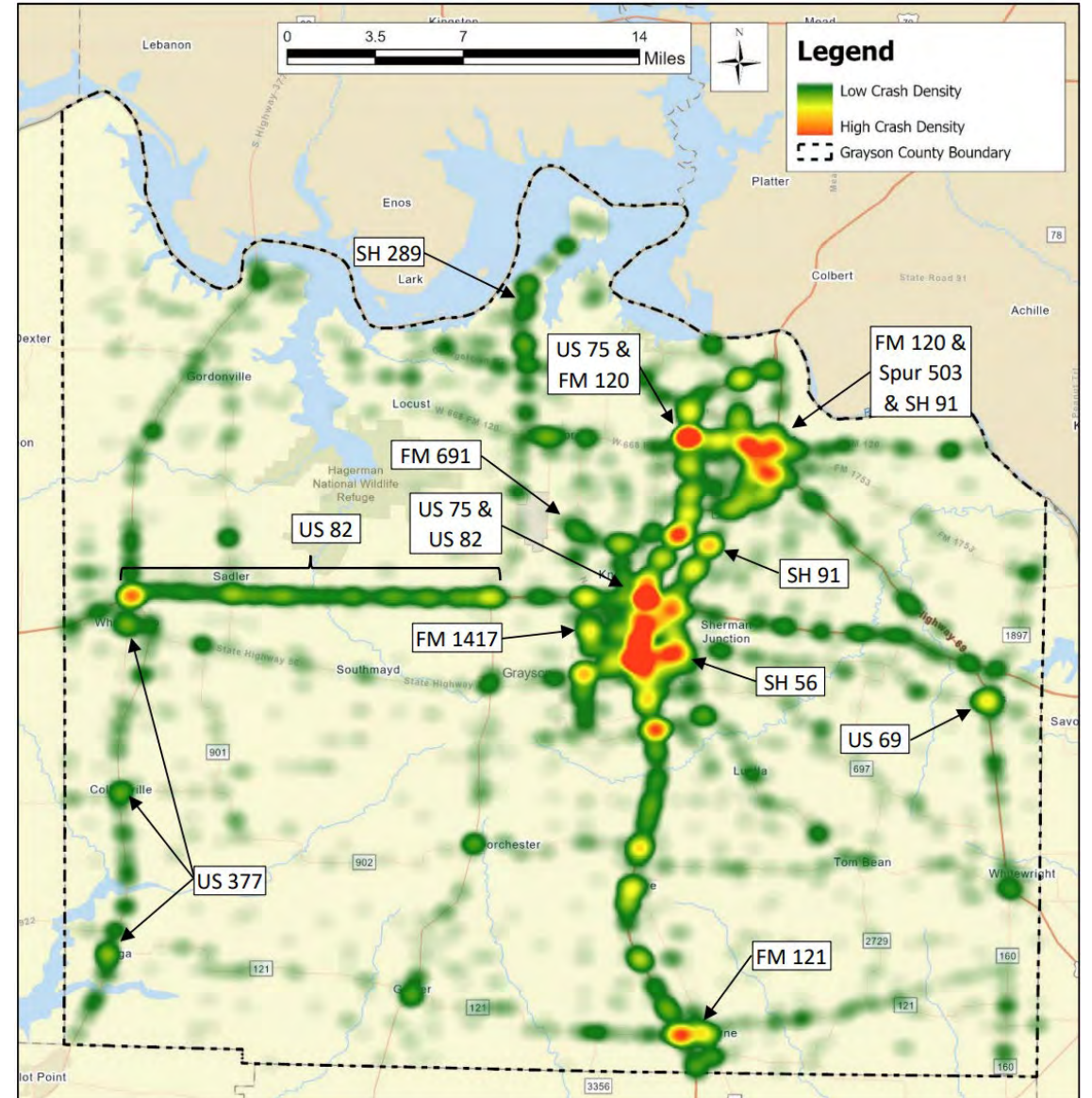


Fatal and All Injury Crash Locations

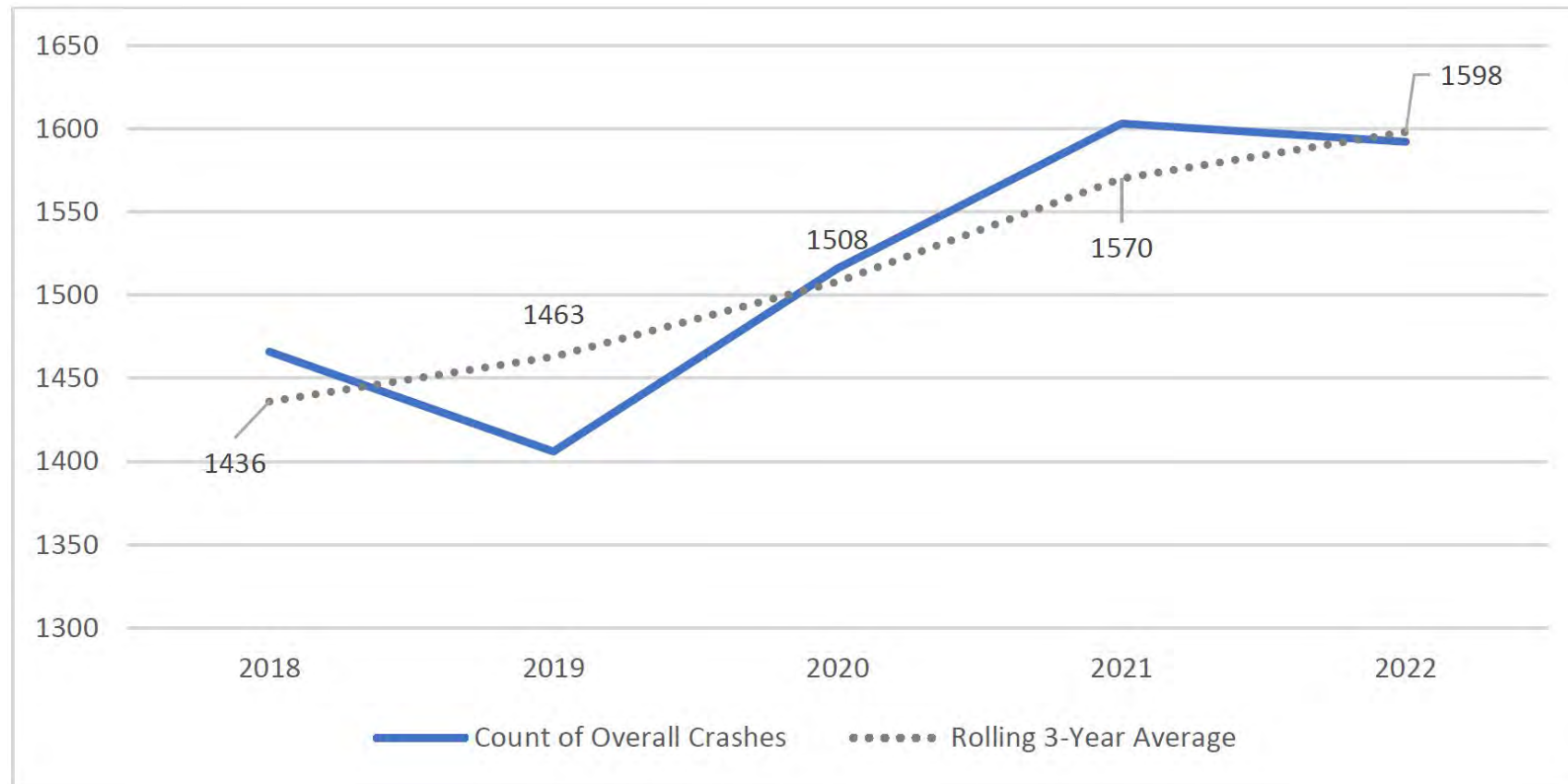


Fatal and Serious Injury Crash Locations

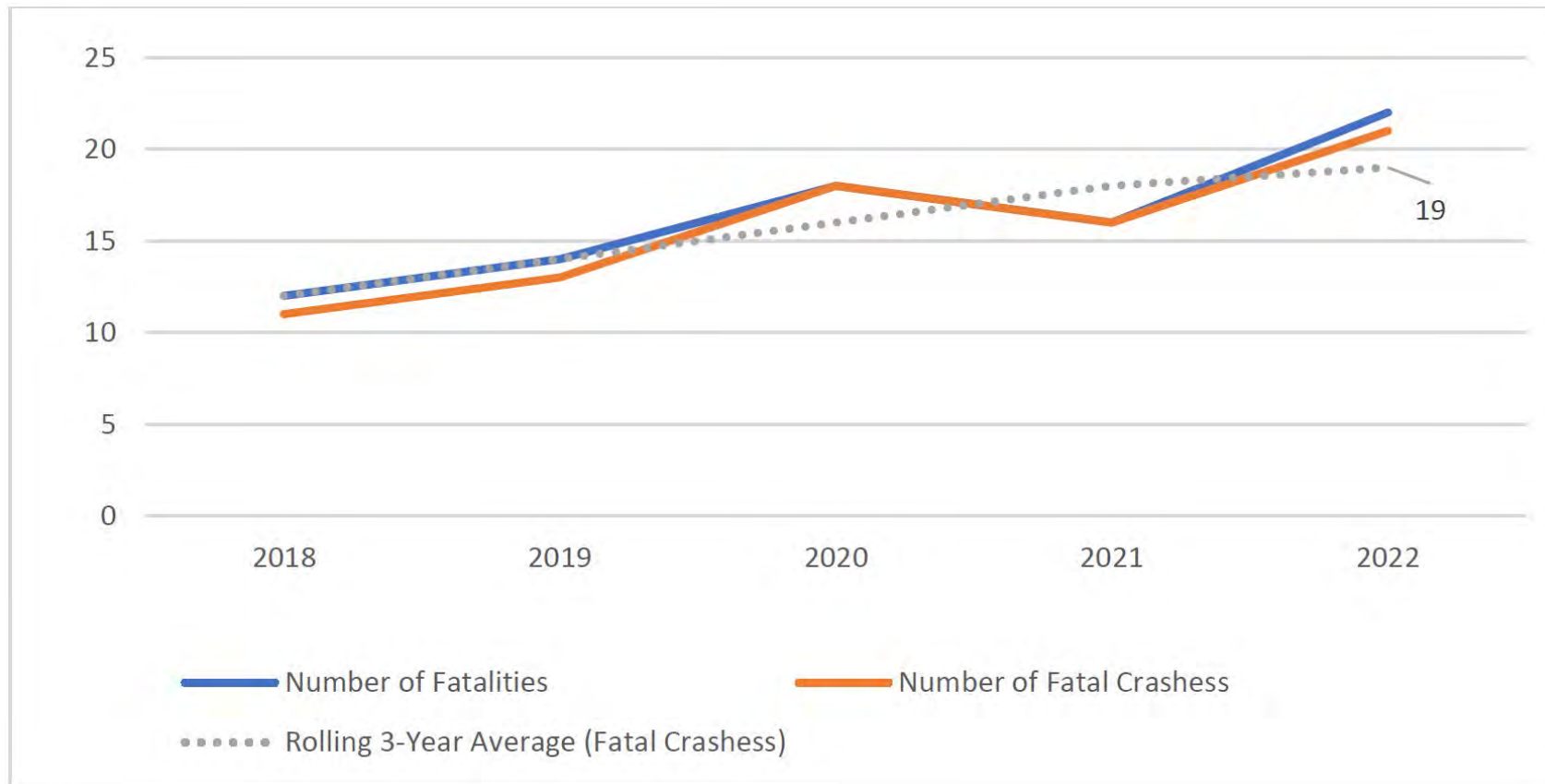




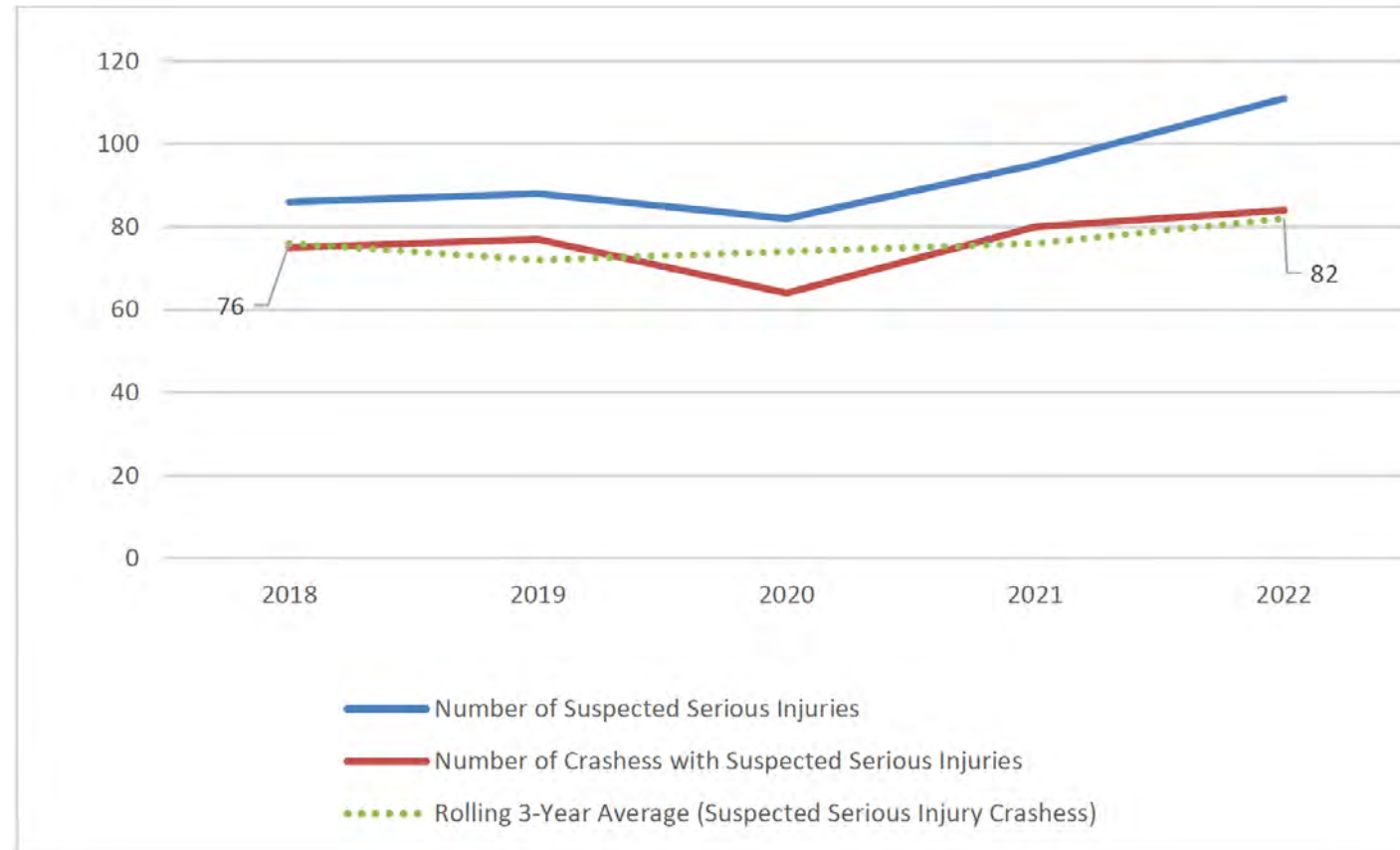
Overall Crash Trends



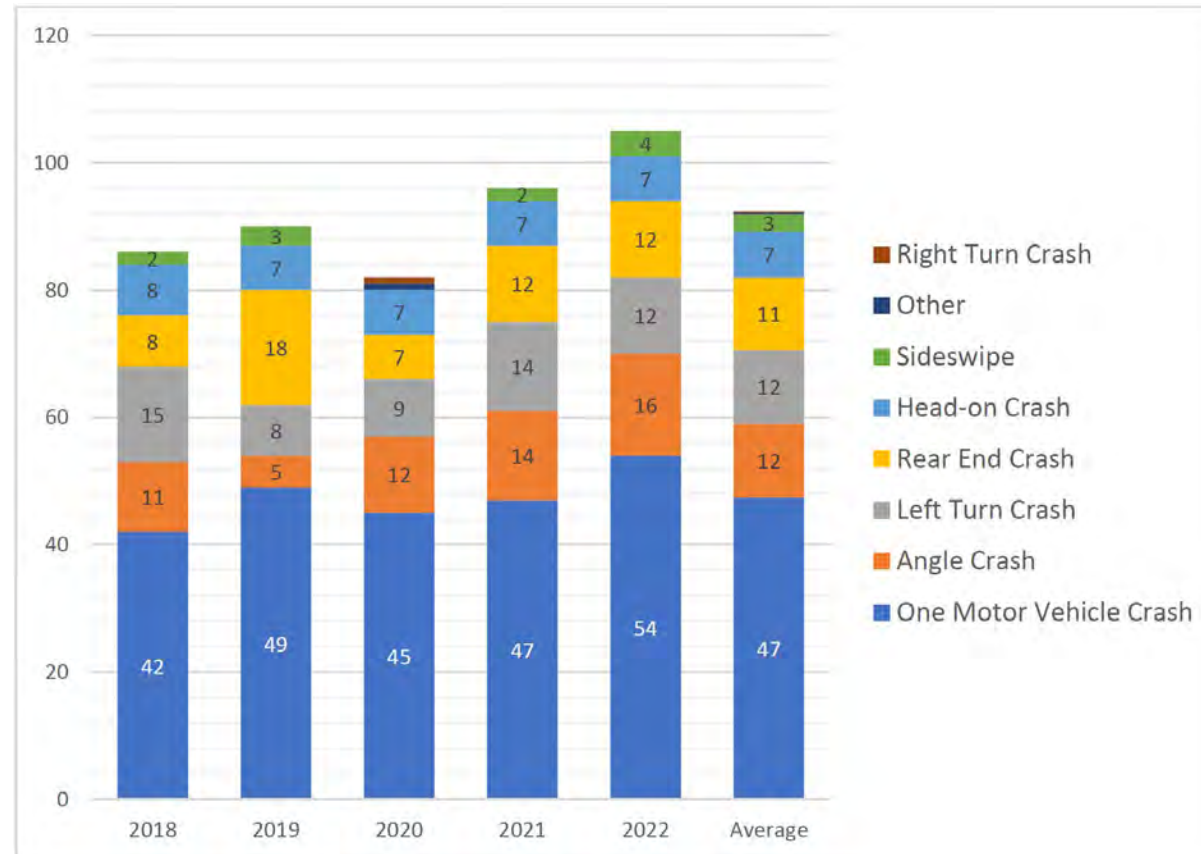
Fatality Crash Count



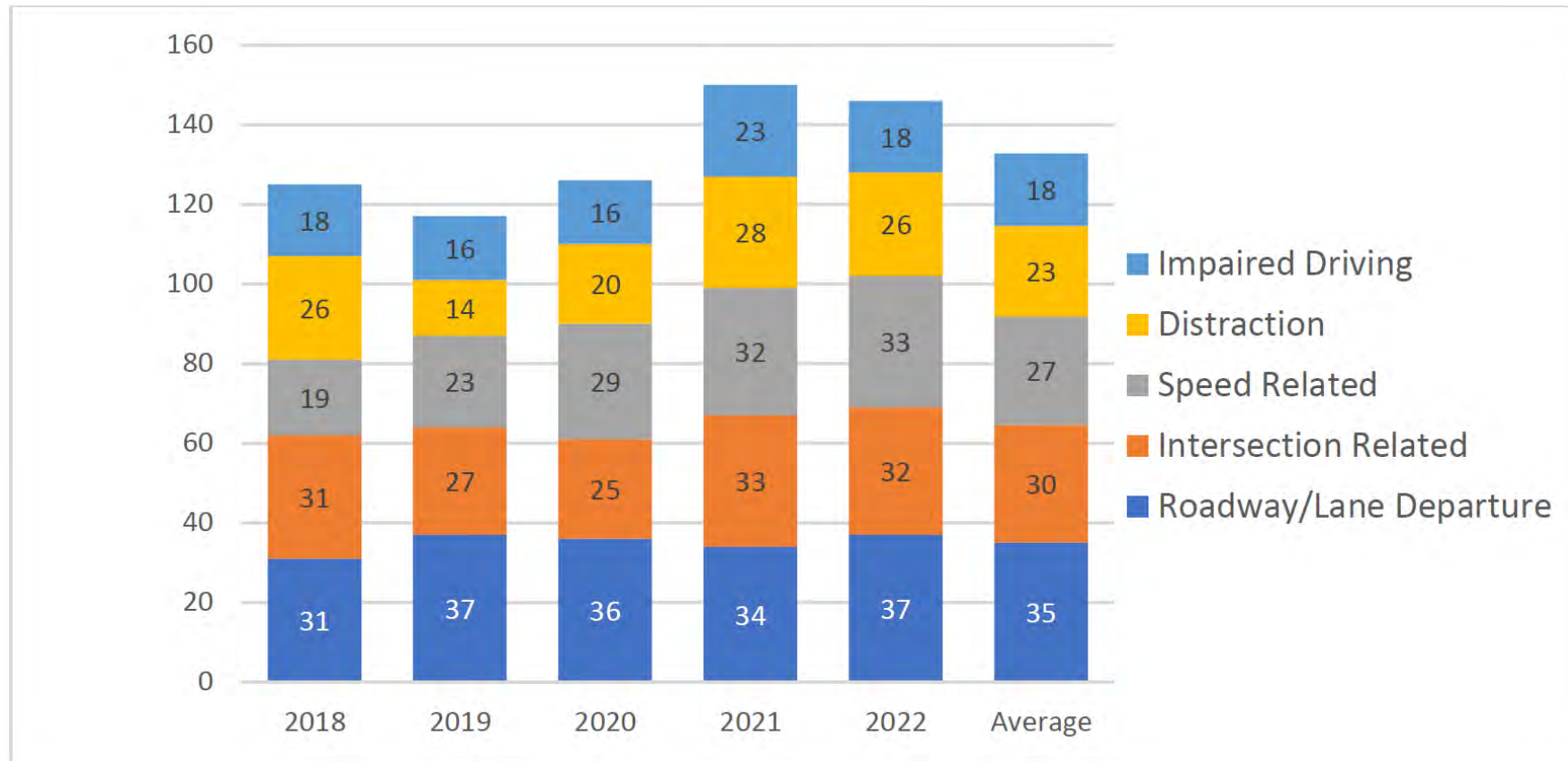
Suspected Serious Injury Crash Count



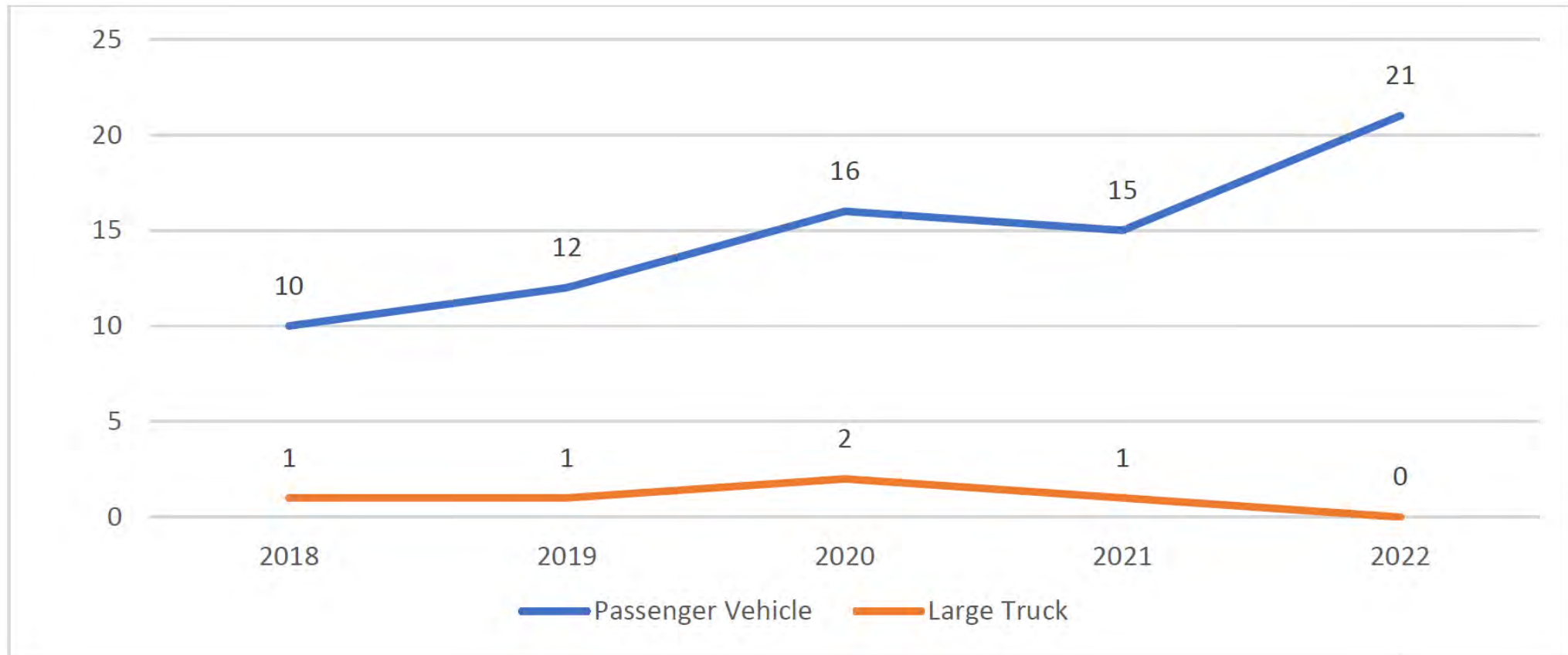
Fatal or Suspected Serious Injury Crash Type Counts



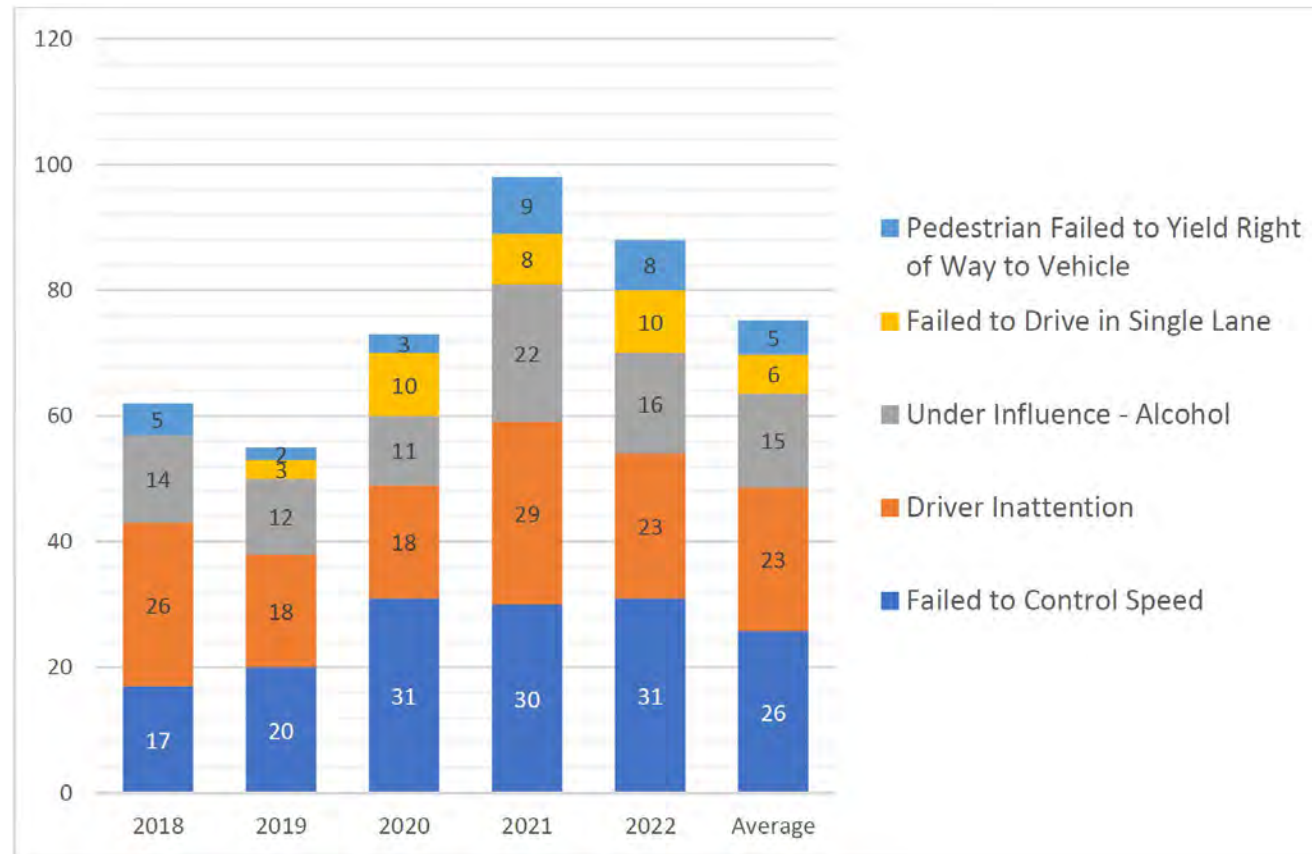
Top Five Regional Crash Emphasis Areas for Fatal or Suspected Serious Injury Incidents



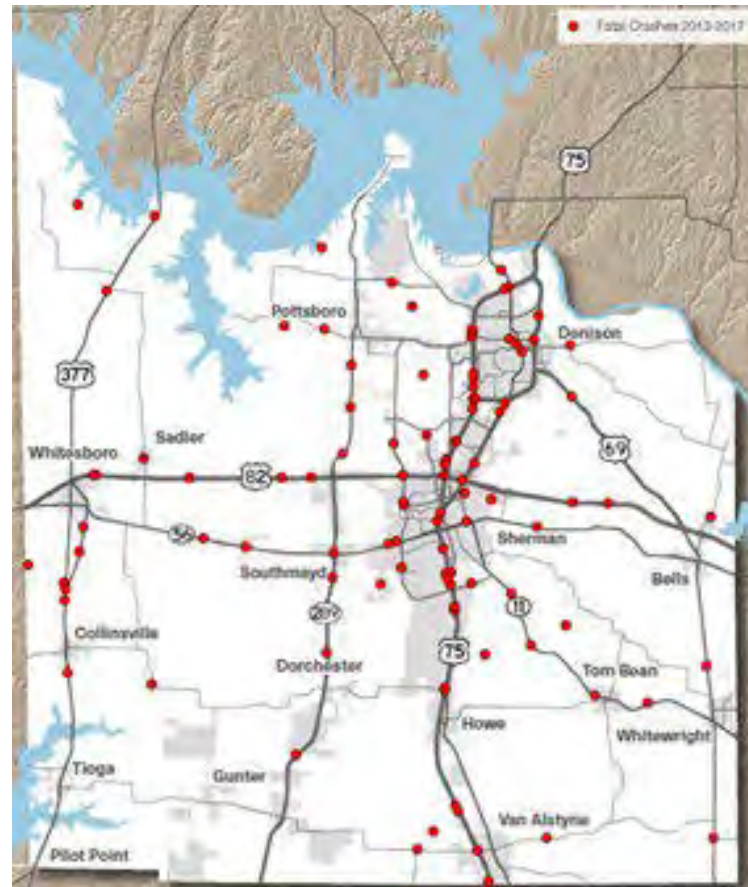
Fatal Crash Counts by Auto and Truck



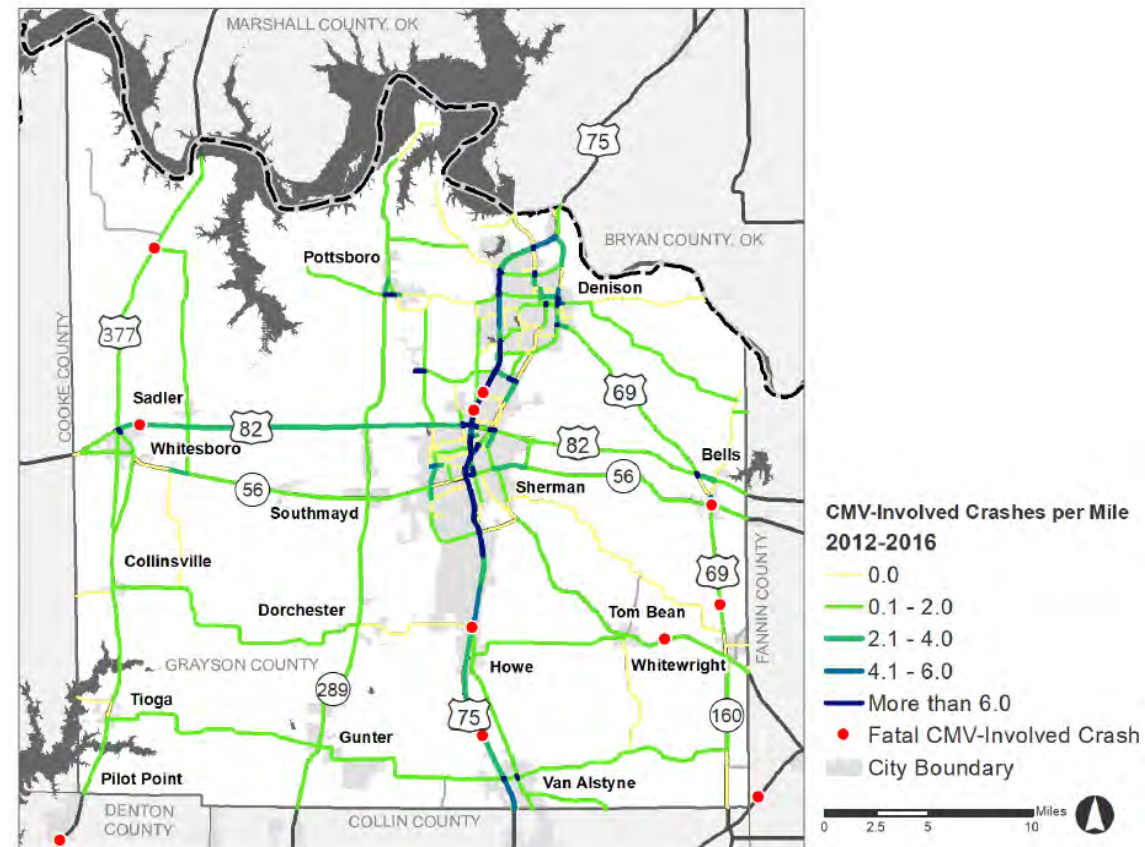
Top Five Regional Contributing Factors for Fatal and Suspected Serious Injury Crashes



Hot Spot Map in Grayson County MPO MTP



Freight Crash Analysis



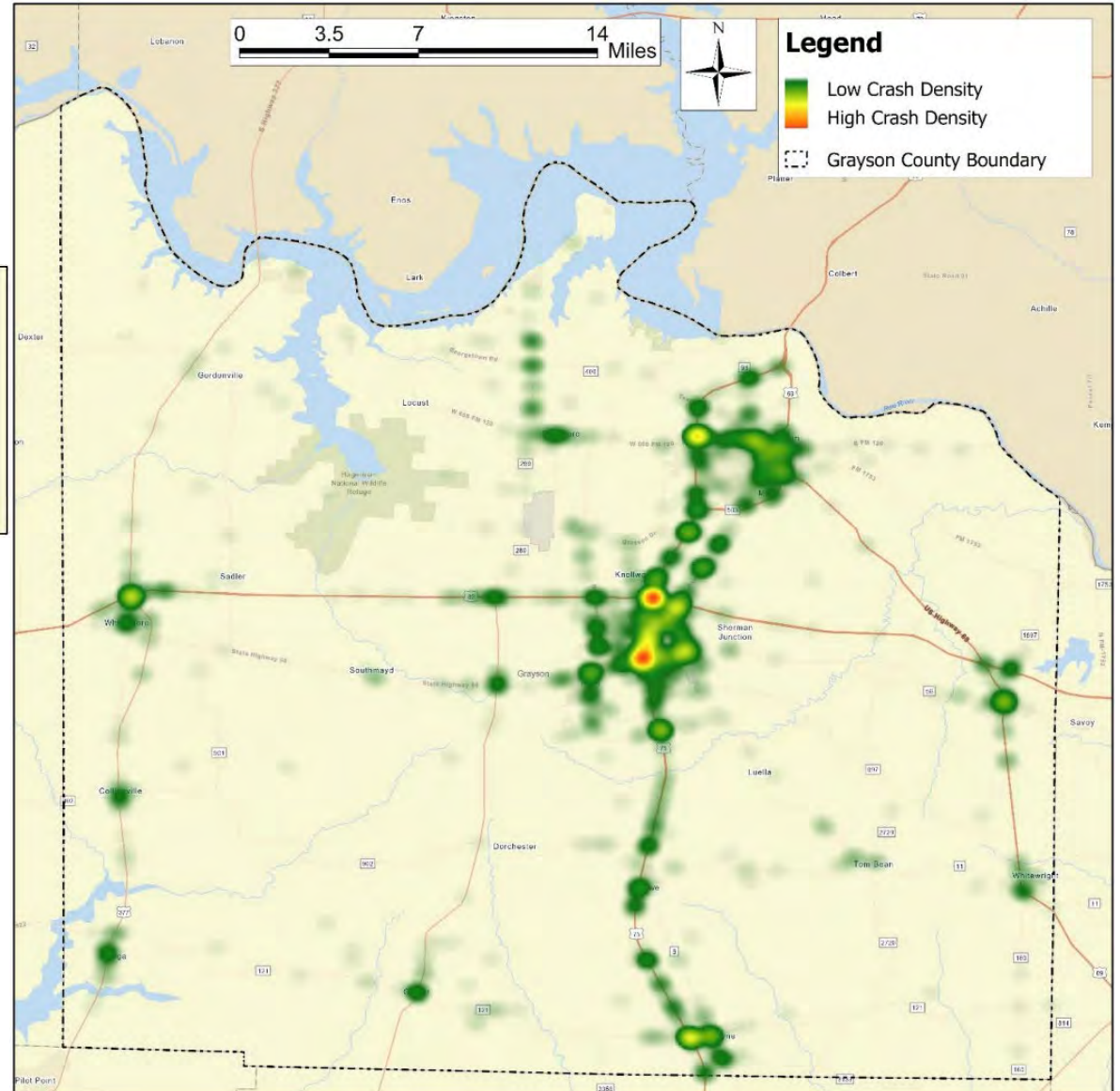
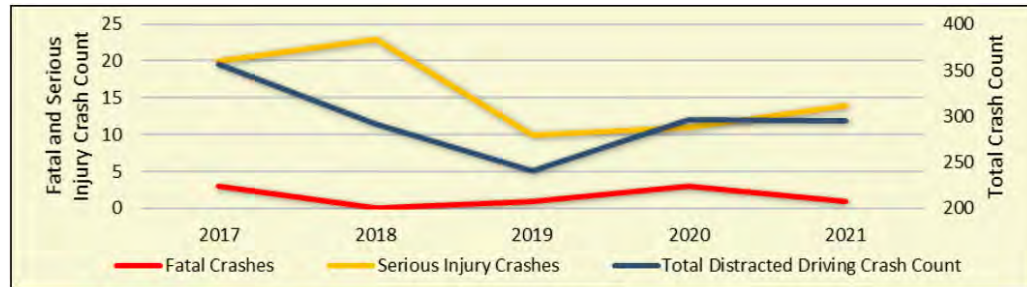
US 75 Corridor Benchmarking

Corridor	U.S. 75 in Grayson County	U.S. 75 in Collin County	I-35 in Cooke County	I-30 in Hunt County
Mobility: 2017 AADT (Location)	49,190 (south of US 82)	117,866 (south of US 380)	48,838 (south of US 82)	37,037 (east of Greenville)
Mobility: 2017 AADTT (Location)	7,926 (south of US 82)	11,660 (south of US 380)	7,383 (south of US 82)	13,140 (east of Greenville)
Current Congestion: Percent of lane-miles congested	3%	93%	0%	0%
Future Congestion: Percent of lane-miles congested	73%	93%	82%	75%
Reliability: Percent of lane-miles unreliable (Buffer Index >= 0.5)	4%	44%	0%	0%
Asset Condition: Percent of lane-miles in poor pavement condition	16%	9%	4%	0%
Safety: CMV-Involved crashes per mile (2012-2016)	7.16	23.66	9.27	10.61
Safety: CMV-Involved fatalities per mile (2012-2016)	0.20	0.07	0.37	0.30
Safety: CMV-Involved crashes per million TVMT (2012-2016)	0.69	2.06	0.63	0.65
Safety: CMV-Involved fatalities per million TVMT (2012-2016)	0.019	0.006	0.025	0.018

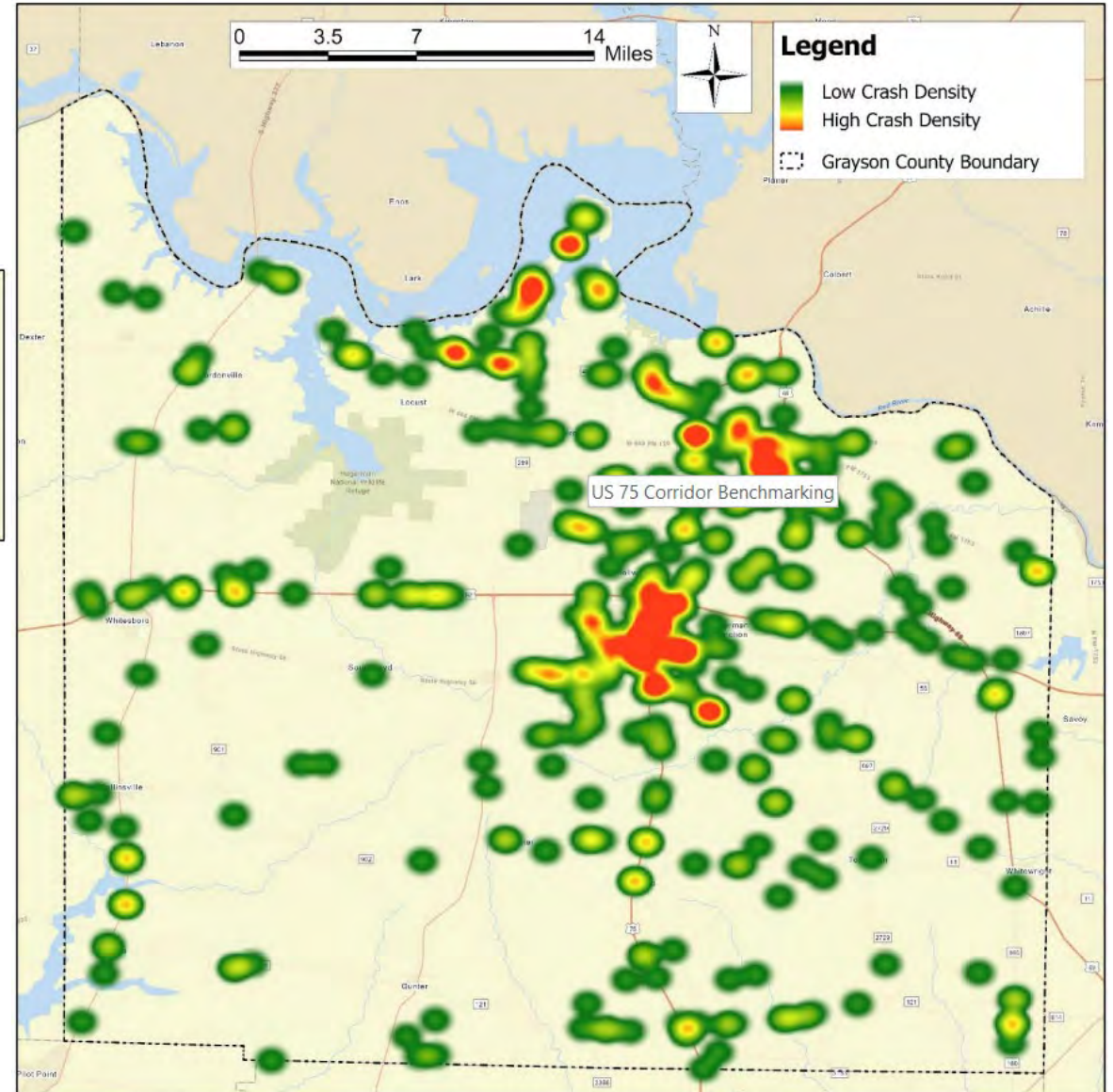
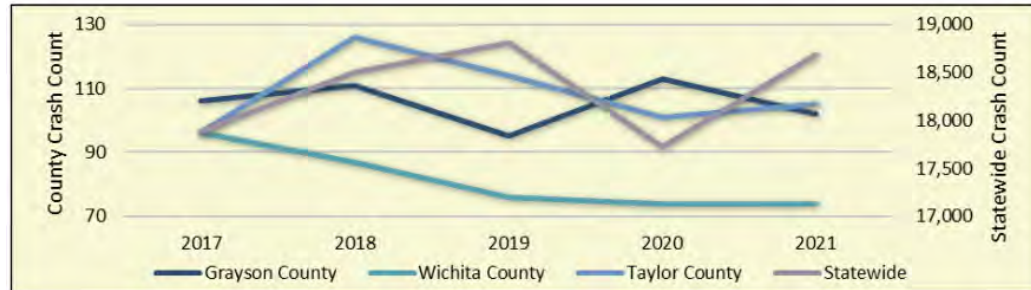
Crashes Related to Texas SHSP Emphasis Areas

SHSP Emphasis Area	By Year					Total Crash Counts for 2017 – 2021		
	2017	2018	2019	2020	2021	All Crashes	Fatal Injury	Serious Injury
Distracted Driving	356	291	240	296	295	1,478	8	78
Impaired Driving	106	111	95	113	102	527	27	60
Intersection Safety	663	698	673	676	797	3,507	21	151
Older Road Users	284	289	292	309	342	1,516	27	79
Pedestrian Safety	12	24	17	18	20	91	22	24
Roadway and Lane Departures	546	624	549	645	613	2,977	42	206
Speeding	146	168	129	182	187	812	13	57

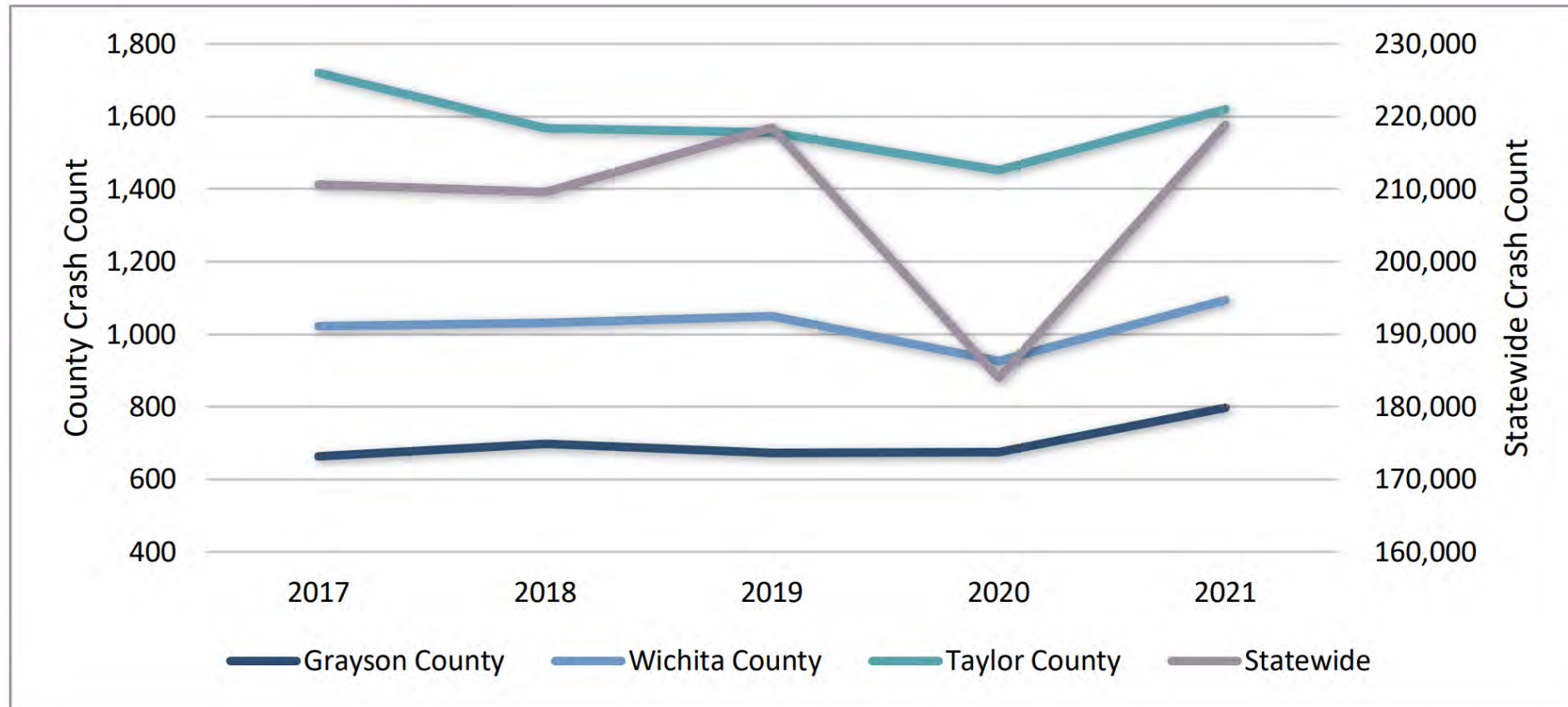
All Distracted Driving Crashes



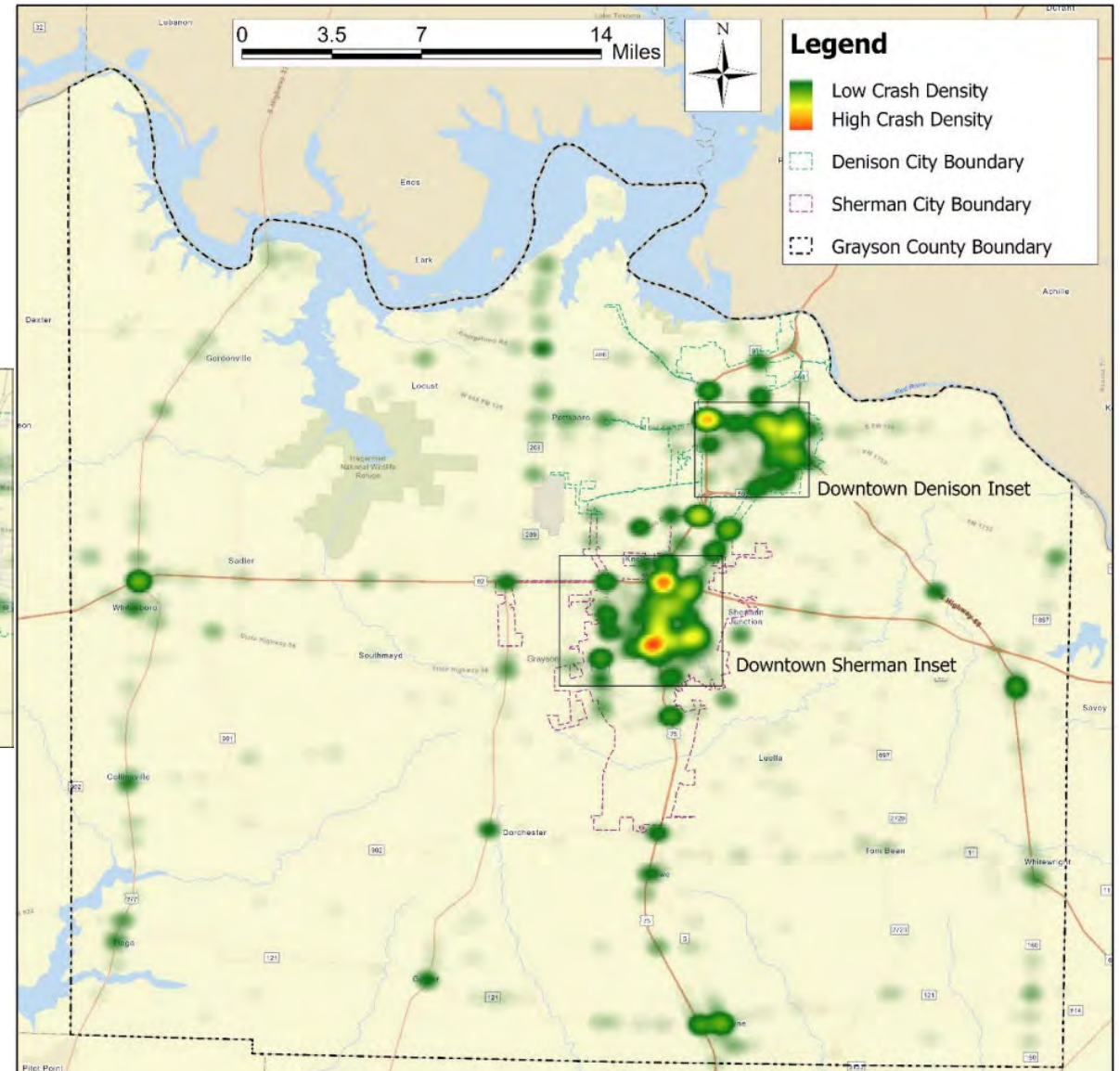
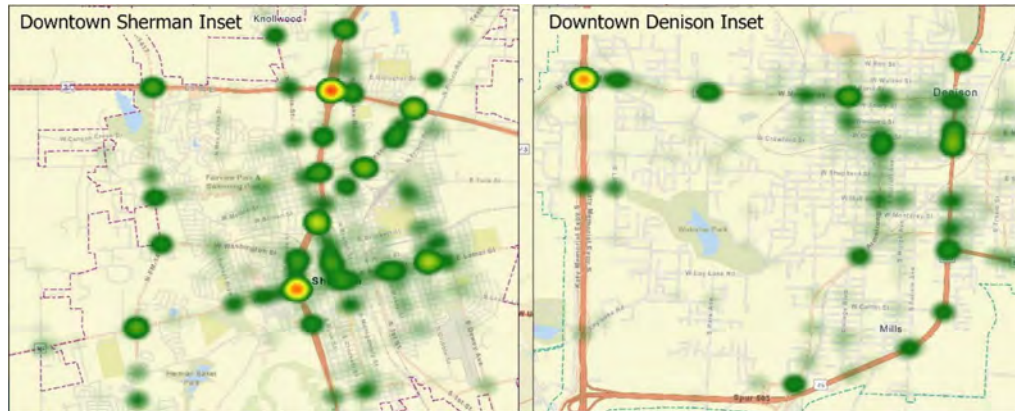
All Impaired Driving Related Crashes

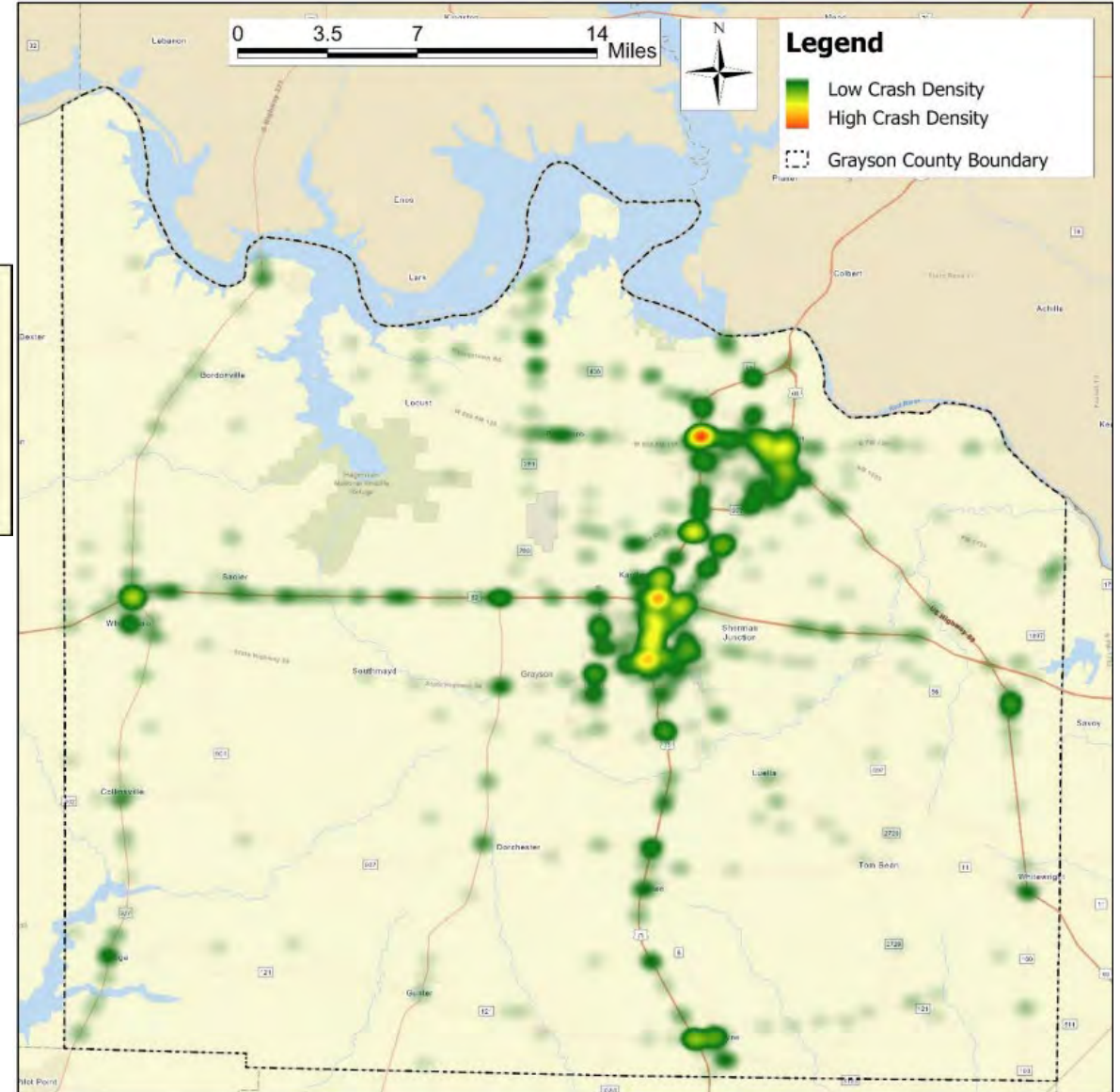


Trendlines for All At Intersection and Intersection Related Crashes

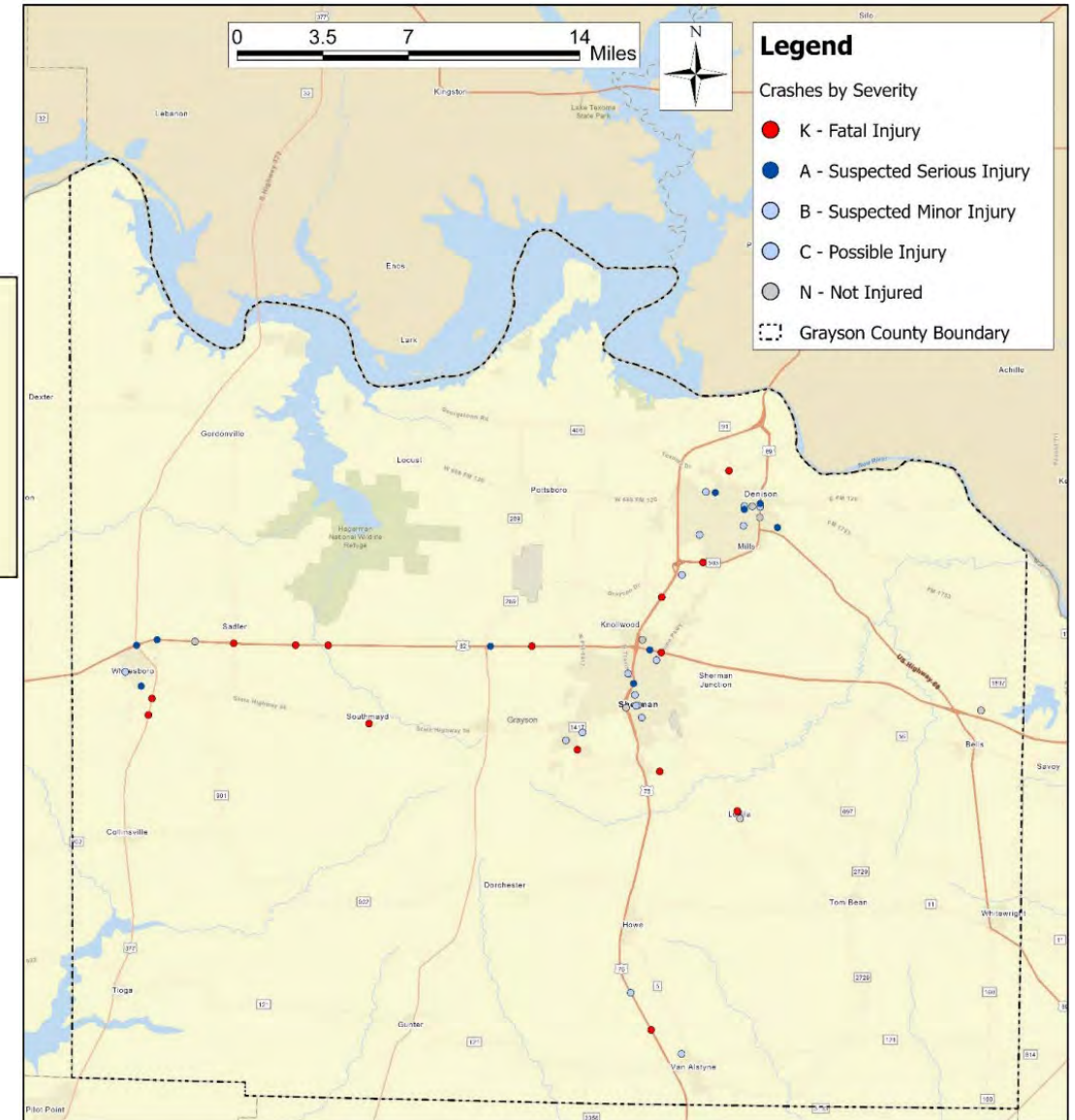
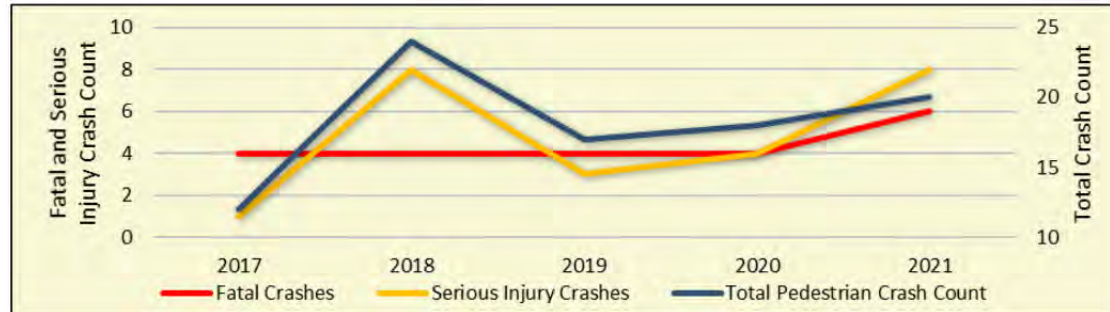


All At Intersection and Intersection Related Crashes Heat Map

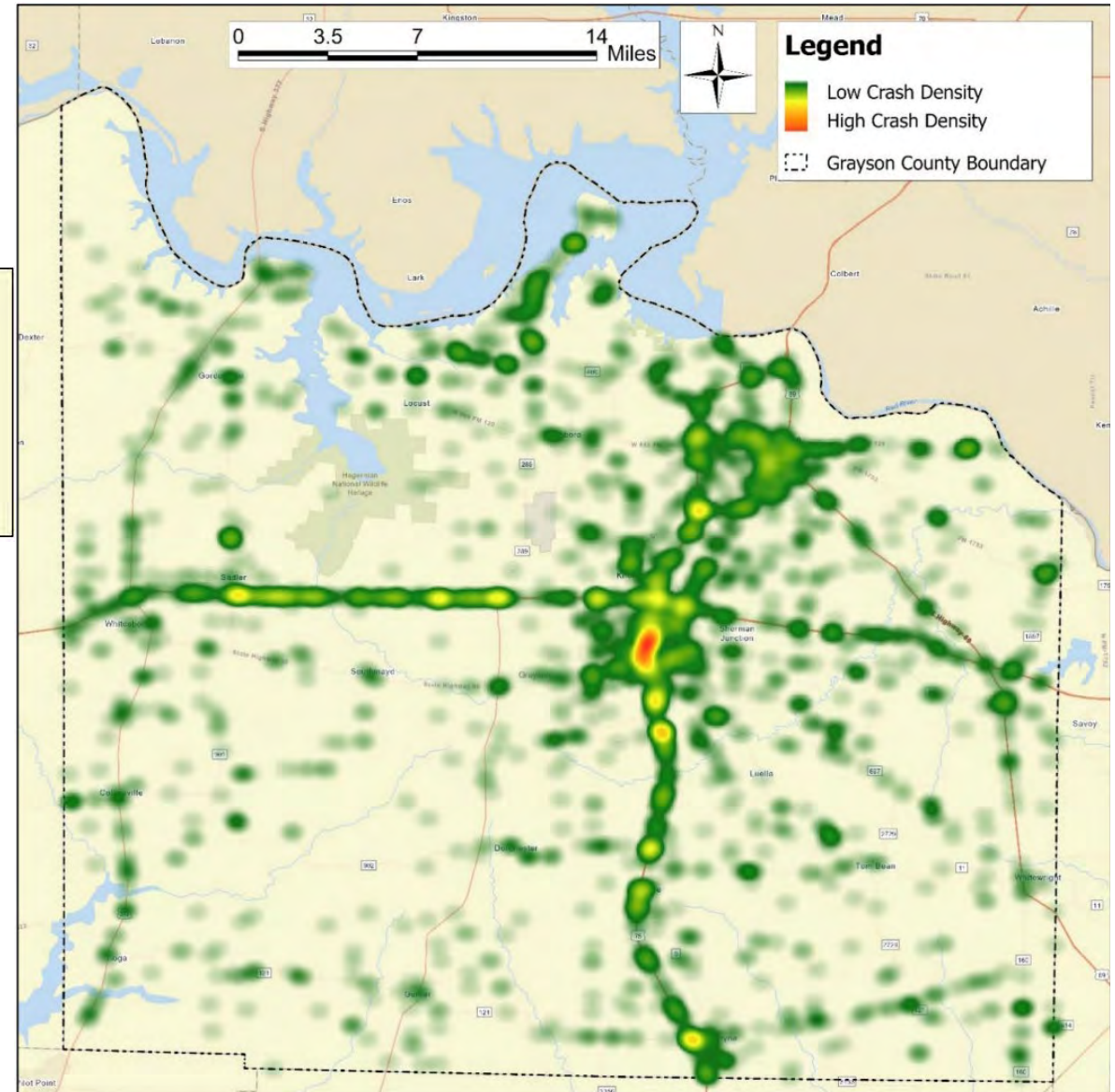
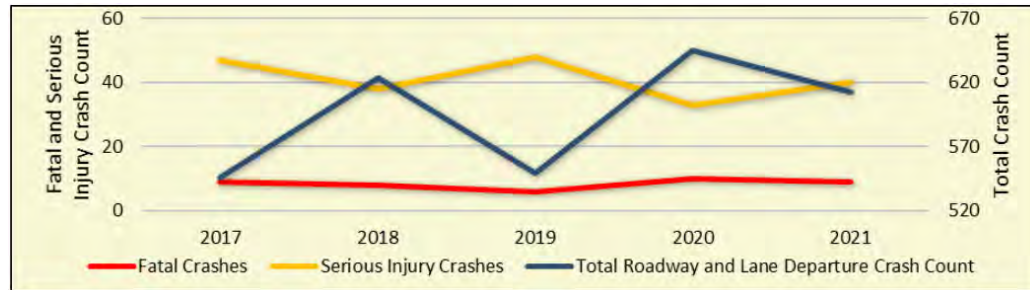




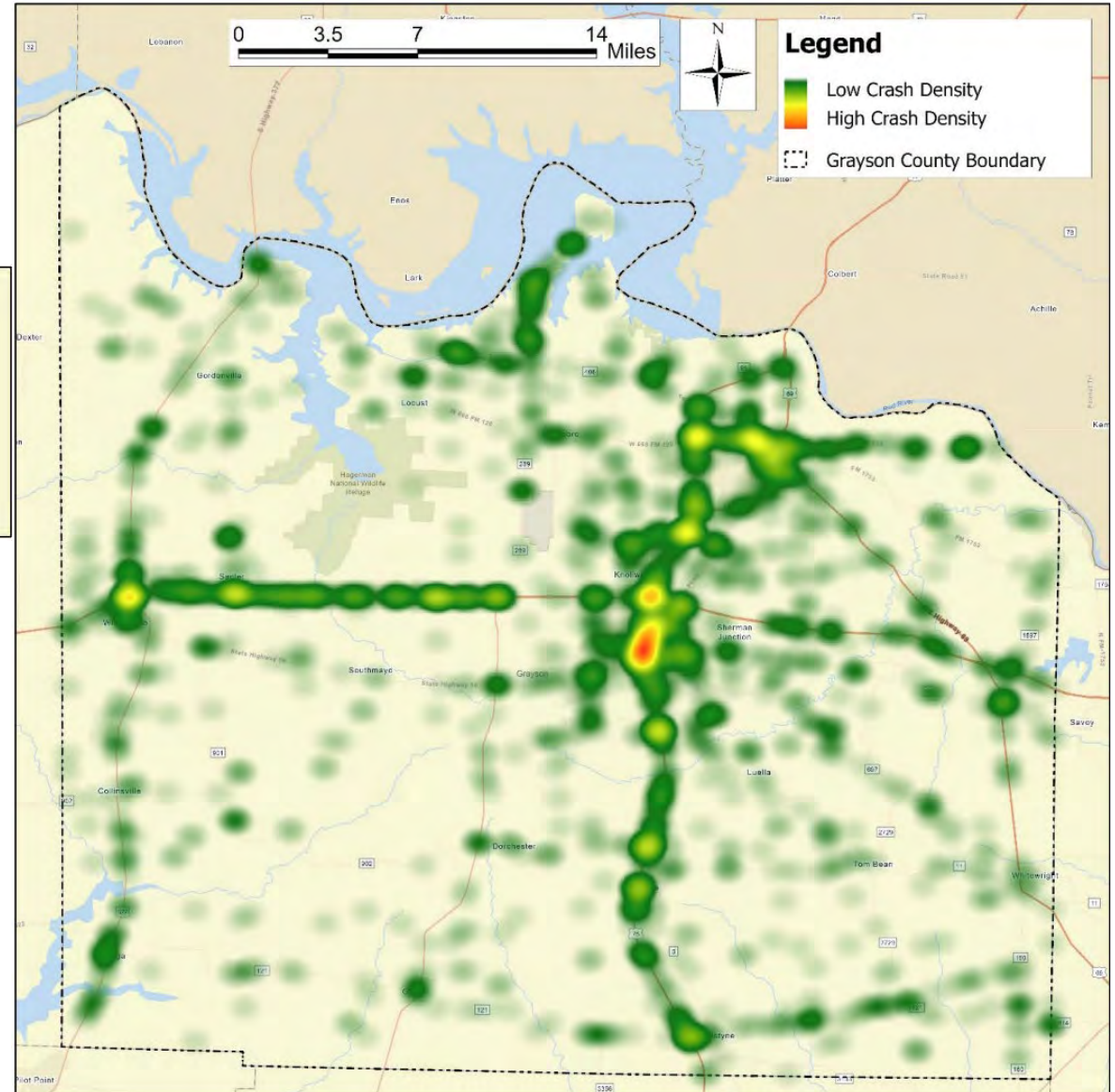
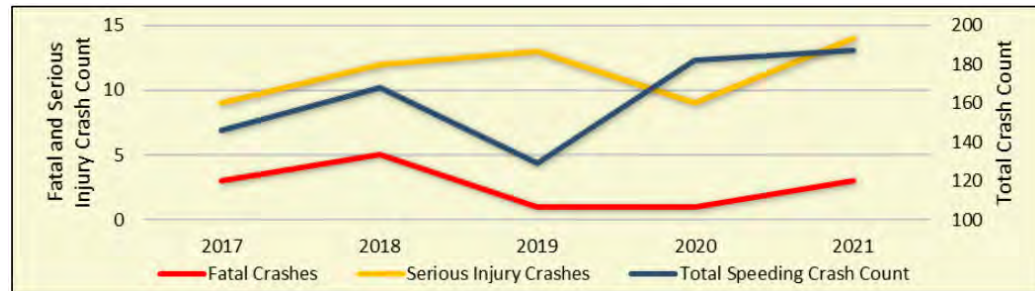
All Pedestrian Crashes



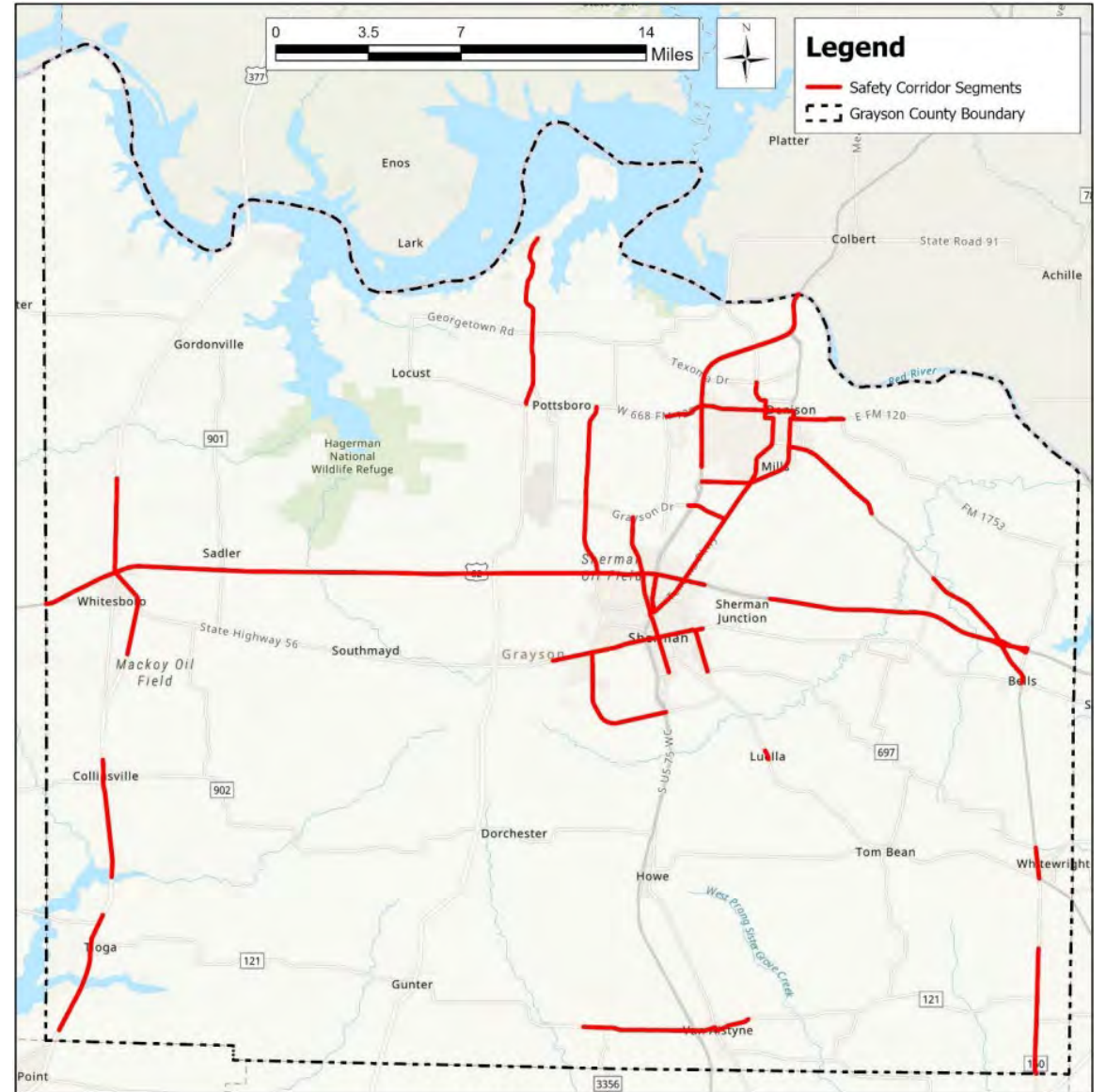
All Roadway and Lane Departure Crashes



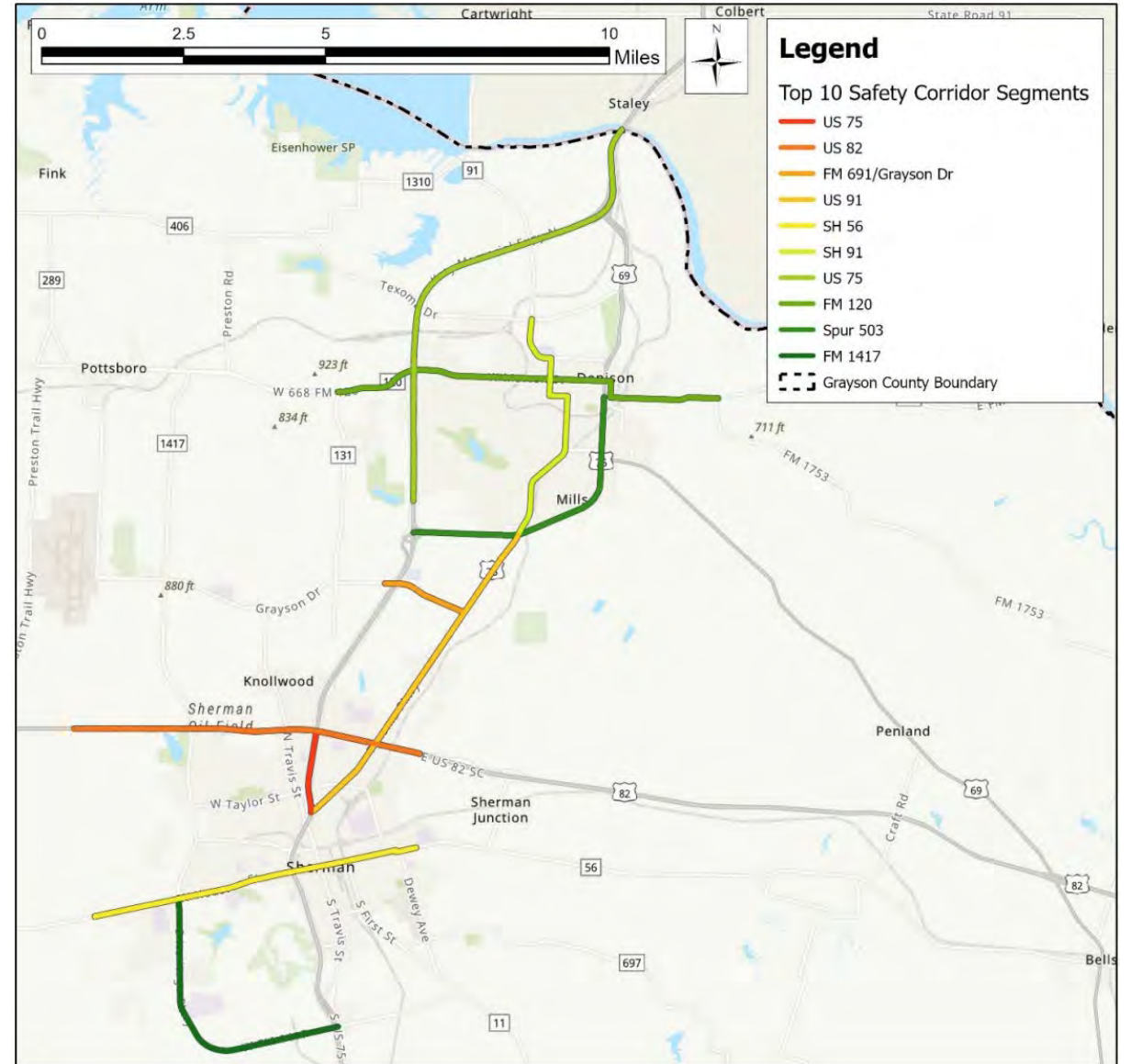
Speed Related Crashes



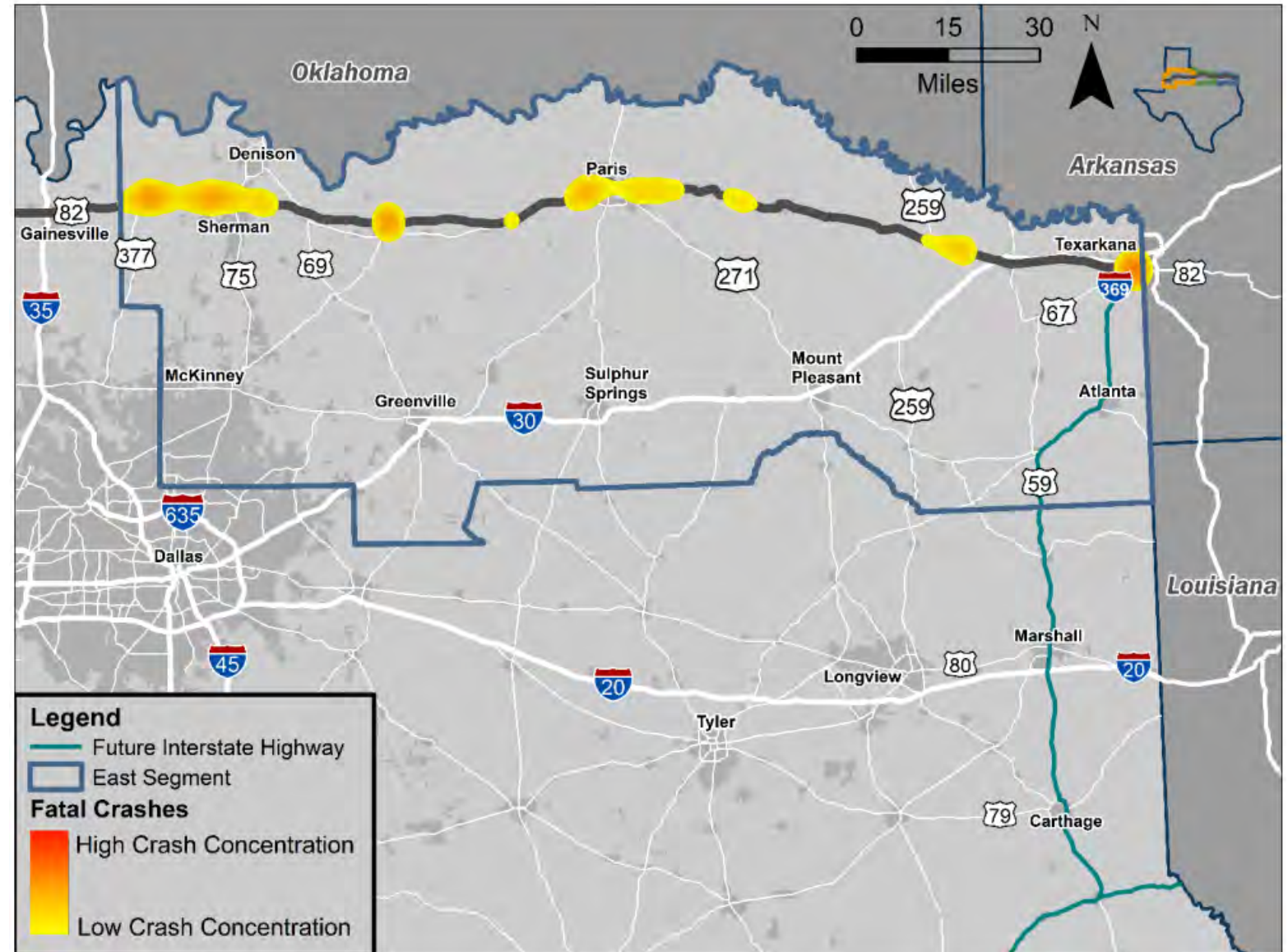
Key Corridor Segments Identified as Safety Concerns



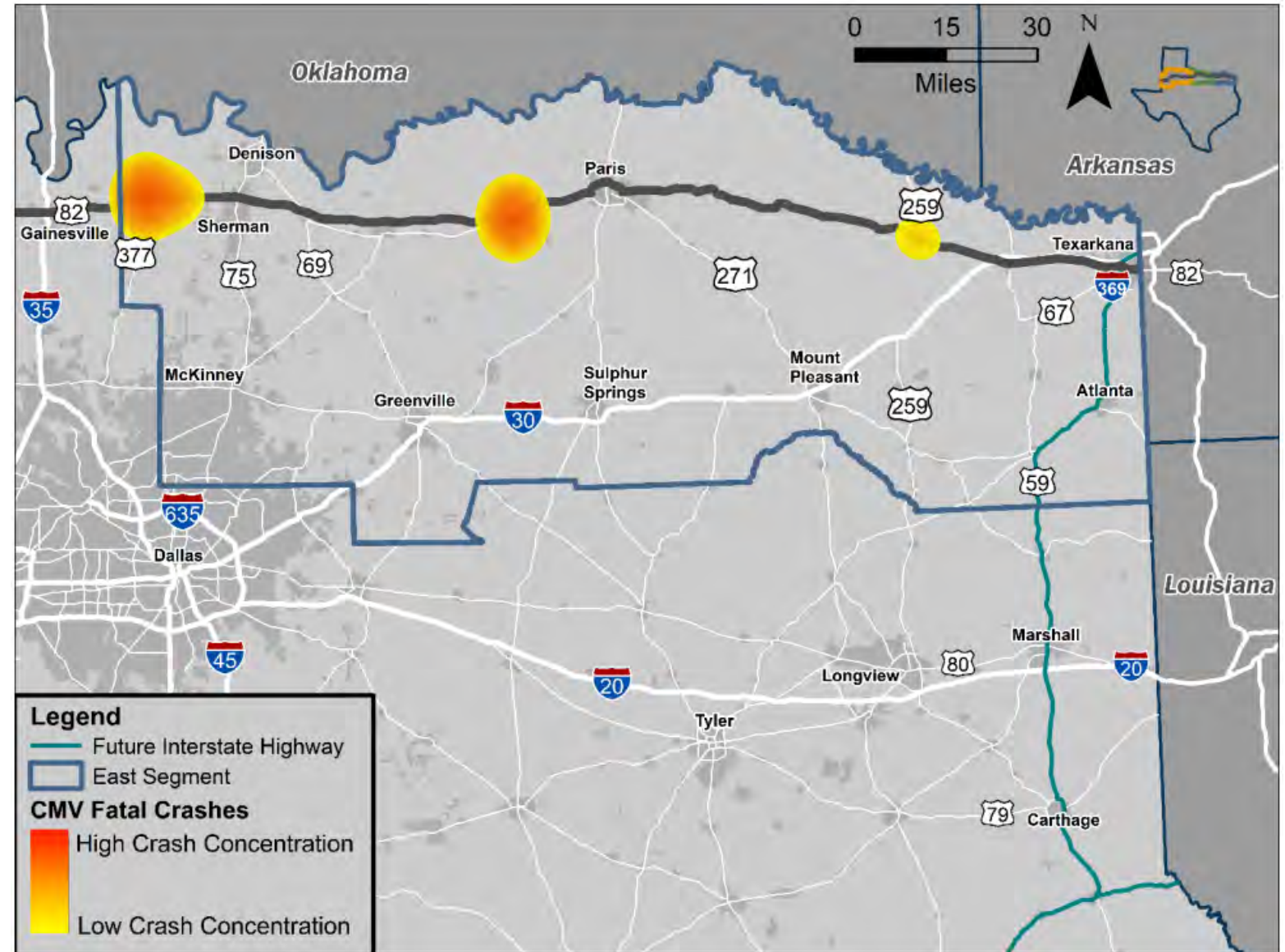
Top 10 Safety Corridor Segments



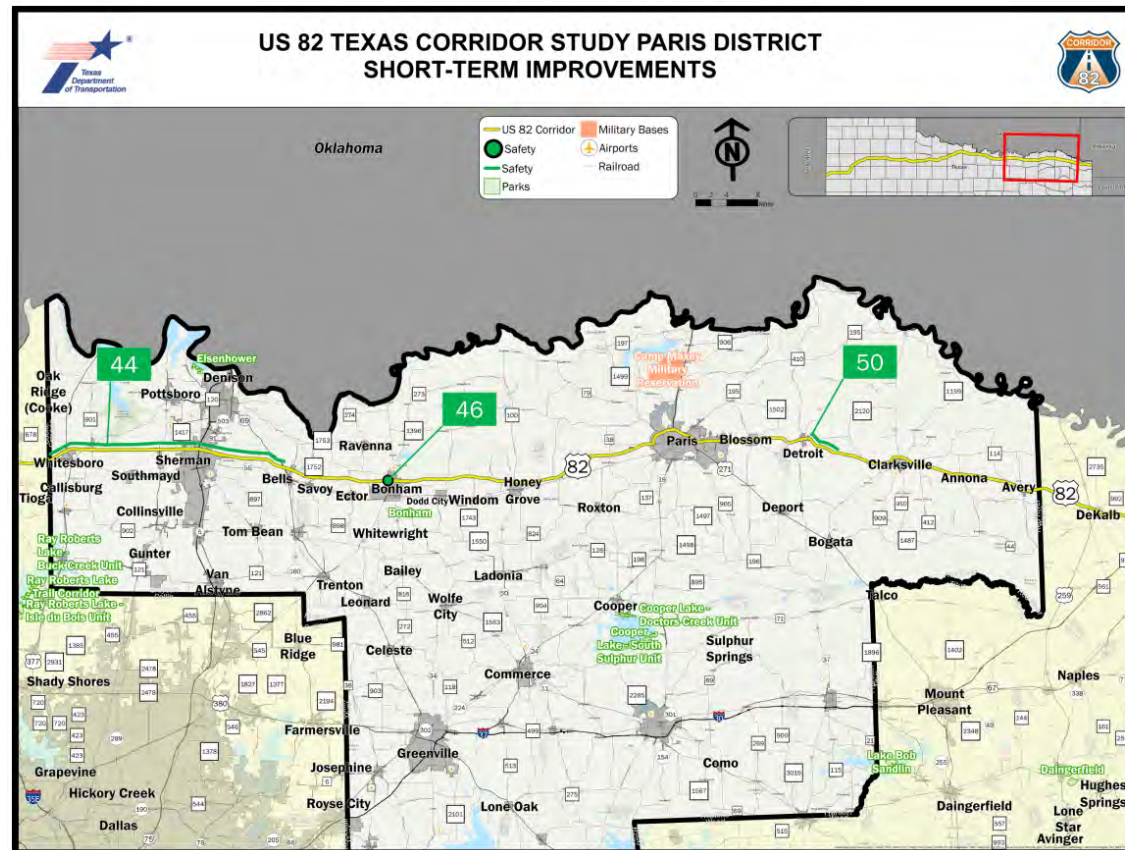
US 82 Fatal Crash Density



US 82 CMV Fatal Crash Density



US 82 Short-Term Improvements



US 82 TEXAS CORRIDOR – PARIS DISTRICT SHORT-TERM IMPROVEMENTS								
ID	TxDOT District	Locality	Improvement Description	Improvement Limits		Length (miles)	Project Type	2024 Cost Estimate (\$M)
				FROM	TO			
44	Paris	Grayson County	Improve speed enforcement, signage, striping, intersection layout, and rumble strips at select locations.	West Boundary of Grayson County	US 69	30.7	Safety	3.7
46	Paris	Fannin County	Improve signal timing/coordination at ramp signals.	US 82 & SH-121	N/A	N/A	Safety	0.06
50	Paris	Red River County	Improve signage such as speed limit and curve warning.	FM 2573	CR 1270	3.9	Safety	0.5

NOTE: In addition to the short-term study recommendations illustrated here, there exist other short-term improvements that are already in the Unified Transportation Program and those are discussed in Chapter 1 and detailed in Appendix B.

Safety Education Programs

- Impaired Driving
- Distracted Driving
- Occupant Protection/Child Passenger Safety
- Pedestrian Safety
- Speeding

Questions?



East Side of the Square, 1890

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.

“Good fortune is what happens when opportunity meets with planning.”

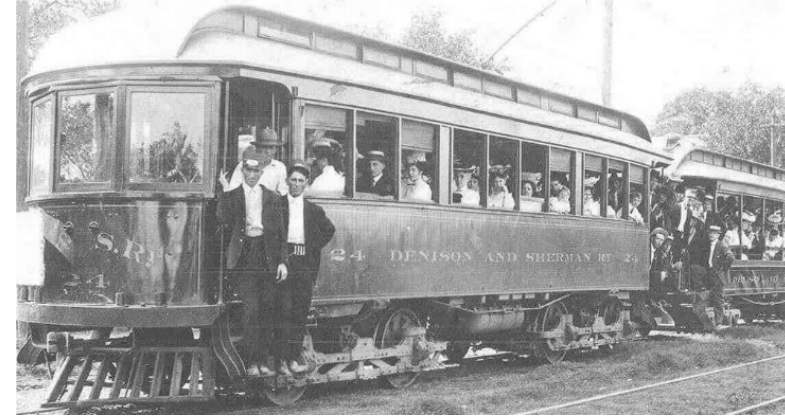
- Thomas A. Edison

Closing Remarks

Presented to:
Grayson County MPO Policy Board
December 11, 2024

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

GRAYSON COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION
INTERMODAL URBAN TRANSPORTATION PLANNING



Planning Needs

- Needed Corridor Studies Identified in the Thoroughfare Plan
 - FM 121 – Approximately \$2 million
 - FM 902 – Approximately \$2 million
- Address Safety
 - Safe Streets for All Grant (SS4A) – Approximately \$120k local match needed for the \$600k study
- Other Needs
 - Travel Demand Model Update – Approximately \$210k
 - Resiliency Study – Approximately \$150k
 - 2030 Census

Construction Needs

- Call for Projects for 2050 MTP issued on May 6, 2024
 - Response totaled **\$784 million**
 - Only Sherman, Denison and Van Alstyne responded
 - Howe and Whitesboro had discussed submitting projects
- TAC met (for 2.5 hours) on July 17, 2024 to select projects for the 2050 MTP
 - They were given **\$125 million** over a 15 year period and tasked with selecting projects.
 - Using **\$25 million in local match**, we were able to leverage **\$382 million** in construction funds over the next 25 years.
 - This leaves a gap of **\$402 million** in construction funds for projects that are needed today and does not address future needs, i.e.:
 - Continuity issues on FM 121 or FM 902
 - Safety issues on US 82 west of Lamberth Road
 - Grayson County Toll Road

County Bond Information

- Grayson County (pop. 135k) passed \$20 million in road bonds in 2017
- Hunt County (pop. 100k) passed \$24 million in road bonds in 2016
- Kaufman County (pop. 145k) passed \$104 million in road bonds in 2019
- Parker County (pop. 148k) passed \$130 million in road bonds in 2023
- Johnson County (pop. 203k) passed \$60 million in road bonds this year
- Collin County (pop. 1,064k) passed \$380 million in road bonds in 2023
- Denton County (pop. 433k) passed \$187 (\$309) million in road bonds in 2004
- Denton County (pop. 663k) passed \$310 (\$461) million in road bonds in 2008
- Denton County (pop. 906k) passed \$571 million in road bonds in 2022

City Bond Information

- Allen (pop. 104k) passed \$47 million for street improvements in 2023
- McKinney (pop. 195k) passed \$243.5 million for street improvements this year
- Prosper (pop. 30k) passed \$150 million for street improvements in 2020
- Plano (pop. 286k) passed \$342 million for street improvements this year
- Frisco (pop. 211k) passed \$240 million for street improvements in 2023 and \$155 million in 2019
- Denton (pop. 140k) passed \$45 million for street improvements in 2023

Ad Valorem Taxes

- Growth should pay for itself

Bringing Others to the Table

- Developers
- Industries
- School Districts
- Nonprofits
- Federal government through grants
- Others?

Questions?



East Side of the Square, 1890

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.

“Good fortune is what happens when opportunity meets with planning.”

- Thomas A. Edison

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM VI
ACTION ITEM

February 5, 2025

Review of a Transit Asset Management (TAM) Plan for the Texoma Area Paratransit System (TAPS) and Consider Approval of a Resolution Adopting the TAM Plan

BACKGROUND:

The Federal Transit Administration (FTA) published a Final Rule on July 26, 2016 that became effective October 1, 2016, that defined “state of good repair (SGR)” and established minimum Federal requirements for transit asset management that applies to all recipients and sub-recipients of Chapter 53 funds that own, operate, or manage public transportation capital assets. This final rule also established SGR standards and four SGR performance measures. In addition, transit providers were required to set performance targets for their capital assets based on the SGR measures and report their targets, as well as information related to the condition of their capital assets, to the National Transit Database.

On November 20, 2024, the Texoma Area Paratransit System (TAPS) Board of Directors approved the Transit Asset Management (TAM) Plan and has forwarded the TAM Plan for consideration by the Policy Board.

Metropolitan Planning Organizations (MPO's) have 180 days from the adoption of performance measure targets by a transit agency to accept those targets or adopt their own targets.

Adopting the TAM Plan was recommended for approval by the Technical Advisory Committee on January 15, 2025.

ACTION REQUESTED:

Approve the Resolution Adopting the Transit Asset Management (TAM) Plan for the Sherman-Denison Metropolitan Area

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2025-01](#)

RESOLUTION NO. 2025-01

A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, APPROVING THE TRANSIT ASSET MANAGEMENT (TAM) PLAN BY THE TEXOMA AREA PARATRANSIT SYSTEM (TAPS), AND CONCURRING IN PERFORMANCE TARGETS APPLICABLE THERETO

WHEREAS, the Grayson County Metropolitan Planning Organization, which is the metropolitan planning organization (MPO) for the Sherman-Denison Metropolitan Area, has the responsibility under Title 23, United States Code, Section 134 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, pursuant to the Infrastructure Investment and Jobs Act (IIJA), the Federal Transit Administration (FTA) has promulgated rules to establish a system to monitor and manage public transportation assets through a Transit Asset Management (TAM) Plan; and

WHEREAS, pursuant to its responsibilities as the Metropolitan Planning Organization (MPO) for the region and must agree with such TAM plan, concur in the performance targets, and accept such targets as being applicable to the Texoma Area Paratransit System (TAPS) in the Sherman-Denison Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, concurs in adoption of performance targets resulting from said TAM Plan in accordance with APPENDIX A attached hereto and incorporated herein, and accepts such targets as being applicable to public transit providers in the Sherman-Denison Metropolitan Area.

ADOPTED in Regular Session on this the 5th day of February, 2025.

GRAYSON COUNTY MPO

BY: _____
ROBERT CRAWLEY, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on February 5, 2025.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR



2025 TRANSIT ASSET MANAGEMENT PLAN

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A Federal grant recipient that owns, operates, or manages: 1) one hundred (100) or fewer vehicles in fixed-route revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode, or has one hundred (100) or fewer vehicles in general demand response service during peak regular service hours; 2) a subrecipient under the Section 5311 Rural Area Formula Program; or 3) any American Indian tribe.

The TAM Rule requires that transit agencies establish state of good repair (SGR) performance measures and targets for each asset class. TAPS reports on the following asset performance measures and categories:

- Rolling Stock (Revenue Vehicles): Percent of vehicles that have either met or exceeded their Useful Life Benchmark (ULB).
- Equipment (Equipment and Service Vehicles): Percent of equipment that have either met or exceeded their ULB.
- Facilities: Percent of Facilities rated below condition 3 on the FTA TERM scale.

The Useful Life Benchmark (ULB) is defined as the expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment. The ULB considers a provider's unique operating environment such as geography, service frequency, and other factors. TAPS uses the service life for rolling stock as suggested in the Altoona Report for each individual vehicle; the IRS (Internal Revenue Service) life of 5 years for Non-Revenue Service Vehicles; and the IRS life of 3 years for automobiles.

This TAM Plan covers 17 transit operators in North Texas. The Plan follows the structure provided in the FTA TAM Plan Template for Small Providers¹, which includes the following elements:

- Define TAM and SGR policy, TAM goals, and performance targets and measures
- Capital asset inventory summary
- Capital asset condition assessment summary
- Investment prioritization and decision support tool description
- Maintenance, overhaul, disposal, and acquisition and renewal strategies
- Proposed investment and capital investment activity schedules.

This plan covers a timeframe through the end of FY 25 and can be easily added to include more long-term goals. This plan includes expected useful life timelines for equipment, includes steps that are performed to maintain equipment in a state of good repair and allows the agency a document to fall back on to monitor progress.

Performance Targets & Measures

The goal of this plan is to assist in maintaining assets to ensure that the agency obtains the maximum amount of use for an asset without sacrificing safety to the public. This assists the agency in planning for the replacement of assets. The agency also can assess progress toward goals and objects.

Asset Category	Performance Measure	Target
Rolling Stock <i>All revenue vehicles</i>	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	20%
Equipment <i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	20%
Facilities <i>All buildings or structures</i>	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	0.01%

Transit Asset Management: Vision

The goal of this plan is to assist in maintaining assets to ensure that the agency obtains the maximum amount of use for an asset without sacrificing safety to the public. This assists the agency in planning for the replacement of assets. The agency also can assess progress toward goals and objects.

Beyond compliance with legislation, regulations, and statutory requirements, TAPS aims to improve asset management awareness, and ensure staff have the knowledge and skills necessary to successfully carryout their roles.

TAM and SGR Policy

TAPS will establish and maintain investment strategies to ensure its capital assets are kept in a state of good repair. The state of good repair is defined as the condition in which a capital asset can operate at a full level of performance throughout its useful life.

To do this, TAPS will:

- Maintain an inventory of all capital assets, including vehicles, facilities, equipment, and infrastructure;

- Consistently monitor the condition and measure the performance of assets over time and report performance of assets each year to the Nation Transit Database;
- Project the future performance of assets consistent with FTA guidelines;
- Establish and adhere to plans for maintenance, risk management, disposal, acquisition, and renewal of capital assets;
- Document policies, procedures, investment priorities, and other elements of TAPS' asset management program in a Transit Asset Management Plan, which will be updated annually

TAM Goals and Objectives

Following the TAM Vision and SGR Policy, the table below provides a list of goals and objectives that this TAM Plan is designed to achieve. Measuring each of these objectives will allow TAPS to track progress towards its goals, policies, and vision for Transit Asset Management.

Goals	Objectives
Increase customer satisfaction score by 20 percent in fiscal year.	Respond to customer feedback from past survey by mid-fiscal year.
	Respond to customer complaints (through 511) within one week of complaint.
Fleet Replacement	Follow through with Fleet Replacement Plan target set for end FY 25
	Continue to monitor fleet maintenance activity to ensure timely and cost-effective delivery of maintenance activities.
Assess TAM	Assess this plan annually to ensure state of good repair.
	This plan will be assessed in the beginning of each FY following the closeout inventory of each FY.

Roles and Responsibilities

Implementing the TAM Plan requires the shared work and responsibility of many people within the agency. These specific people are listed below. The responsibilities include implementing, monitoring, and updating this TAM Plan. TAPS must designate an Accountable Executive to ensure appropriate resources for implementing the agency's TAM plan and the Transit Agency Safety Plan. TAPS' Accountable Executive shall be the General Manager. The General Manager, is a single, identifiable person who has ultimate responsibility for carrying out the safety

management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's public transportation agency safety plan, in accordance with 49 U.S.C. 5329(d), and the agency's transit asset management plan in accordance with 49 U.S.C. 5326.

Department/Individual	Role (Title and/or Description)	
Shellie White	General Manager, Accountable Executive, reports to Board and Oversees all aspects of TAPS	TAPS
Brenda Davis	Accounting Assistant, support in financial planning and annual inventory	TAPS
Joe Penson	Maintenance Manager, maintaining fleet, equipment, and property	TAPS

Section 2 - Asset Portfolio

Asset Inventory Listing

The table below presents a summary of the asset inventory. This plan includes a total of 30 vehicles with an average age of 4.17 years. The equipment inventory includes 6 support vehicles and maintenance equipment. Also included is a maintenance facility, wash bay and land. Please see inventory table for the complete asset inventory listing.

Asset Category	Total Number	Avg Age	Avg Value
Equipment	13	8.5385	\$17,448.00
Facilities	3	15.364	\$670,000.00
Rolling Stock	35	2.88	\$95,072.00

Inventory Table

Asset Category	Asset Class	Asset #	Make	Model	ID/Serial No.	Asset Owner	Age (Yrs)	Purchase Price
Rolling Stock	Vehicle	341	Glaval	Universal	1FDXE4FS8JDC 36336	TAPS/TX DOT	6	\$80,000.00
Rolling Stock	Vehicle	342	Glaval	Universal	1FDXE4FS3JDC 36325	TAPS/TX DOT	4	\$80,000.00
Rolling Stock	Vehicle	344	Glaval	Commute	1FDES8PM6JK B25755	TAPS/TX DOT	6	\$70,000.00
Rolling Stock	Vehicle	345	Glaval	Commute	1FDES8PMXJK B25757	TAPS/TX DOT	6	\$70,000.00
Rolling Stock	Vehicle	346	Glaval	Commute	1FDES8PM7JK B23318	TAPS/TX DOT	6	\$70,000.00
Rolling Stock	Vehicle	347	Glaval	Commute	1FDES8PM9JK B23319	TAPS/TX DOT	6	\$70,000.00
Rolling Stock	Vehicle	348	Glaval	Commute	1FDES8PM5JK B23317	TAPS/TX DOT	6	\$70,000.00
Rolling Stock	Vehicle	349	Glaval	Commute	1FDES8PM8JK B36451	TAPS/TX DOT	6	\$70,000.00
Rolling Stock	Vehicle	351	Glaval	Cutaway	1FDXE4FS2KD C55630	TAPS/TX DOT	4	\$70,000.00
Rolling Stock	Vehicle	352	Lone Star	Promaster	3C6TRVAG0KE 539022	TAPS/TX DOT	4	\$75,000.00
Rolling Stock	Vehicle	353	Lone Star	Promaster	3C6TRVAG9KE 539021	TAPS/TX DOT	4	\$75,000.00
Rolling Stock	Vehicle	354	Glaval	Commute	1FDES6PG6LK B18595	TAPS/TX DOT	3	\$ 75,110.00
Rolling Stock	Vehicle	355	Glaval	Commute	1FDES6PG6LK B18600	TAPS/TX DOT	3	\$ 75,110.00
Rolling Stock	Vehicle	356	Glaval	Commute	1FDES6PG0LK B31830	TAPS/TX DOT	3	\$ 75,110.00
Rolling Stock	Vehicle	357	Glaval	Commute	1FDES6PG0LK B18592	TAPS/TX DOT	2	\$ 75,110.00
Rolling Stock	Vehicle	358	Glaval	Commute	1FDES6PG6LK B31833	TAPS/TX DOT	3	\$ 75,110.00
Rolling Stock	Vehicle	359	Glaval	Commute	1FDES6PG0LK B18611	TAPS/TX DOT	3	\$ 75,110.00
Rolling Stock	Vehicle	360	Glaval	Commute	1FDES6PG4LK B18613	TAPS/TX DOT	3	\$ 75,110.00
Rolling Stock	Vehicle	361	Glaval	Commute	1FDES6PG9LK B18591	TAPS/TX DOT	3	\$ 75,110.00
Rolling Stock	Vehicle	362	Glaval	Commute	1FDXE4FN8ND C13137	TAPS/TX DOT	3	\$ 78,791.00
Rolling Stock	Vehicle	363	Glaval	Commute	1FDXE4FN8ND C13140	TAPS/TX DOT	3	\$ 78,791.00
Rolling Stock	Vehicle	364	Glaval	Commute	1FDXE4FN1ND C13139	TAPS/TX DOT	3	\$ 78,791.00
Rolling Stock	Vehicle	365	Glaval	Commute	1FDXE4FNXND C13138	TAPS/TX DOT	3	\$ 78,791.00

Rolling Stock	Vehicle	366	Chevy Starcraft	Commute	1HA6GUB78N N008621	TAPS/TX DOT	0	\$ 140,287
Rolling Stock	Vehicle	367	Chevy Starcraft	Commute	1HA6GUB78N N008716	TAPS/TX DOT	0	\$ 140,287
Rolling Stock	Vehicle	368	Chevy Starcraft	Commute	1HA6GUB75N N008804	TAPS/TX DOT	0	\$ 140,287
Rolling Stock	Vehicle	369	Chevy Starcraft	Commute	1HA6GUB77N N010327	TAPS/TX DOT	0	\$ 140,287
Rolling Stock	Vehicle	370	Chevy Starcraft	Commute	1HA6GUB78N N010515	TAPS/TX DOT	0	\$ 140,287
Rolling Stock	Vehicle	371	Chevy Starcraft	Commute	1HA6GUB7XN N011150	TAPS/TX DOT	0	\$ 141,299
Rolling Stock	Vehicle	372	Chevy Starcraft	Commute	1HA6GUB74N N011225	TAPS/TX DOT	0	\$ 141,299
Rolling Stock	Vehicle	373	Chevy Starcraft	Commute	1HA6GUB74N N011290	TAPS/TX DOT	0	\$ 141,299
Rolling Stock	Vehicle	374	Chevy Starcraft	Commute	1HA6GUB73N N011393	TAPS/TX DOT	0	\$ 140,287
Rolling Stock	Vehicle	375	Chevy Starcraft	Commute	1HA6GUB76N N012988	TAPS/TX DOT	0	\$ 154,714
Rolling Stock	Vehicle	376	Ford Van	Transit	1FDVU4X82RK A07199	TAPS/TX DOT	0	\$ 104,456
Rolling Stock	Vehicle	378	Ford Van	Transit	1FDVU4X83RK A07275	TAPS/TX DOT	0	\$ 104,456
Equipment	Vehicle	S3	Ford	F-150	1FTFX1CF0FA2 7652	TAPS/TX DOT	10	\$30,000.00
Equipment	Vehicle	S4	Chevy	350	1GC4CVC7KF 171780	TAPS/TX DOT	5	\$48,000.00
Equipment	Vehicle	S5	Ford	350	1FDRF3G62LEE 27054	TAPS/TX DOT	4	\$44,000.00
Equipment	Vehicle	C1	Chevy	Equinox	2GNALDEK3E6 121494	TAPS/TX DOT	10	\$32,000.00
Equipment	Vehicle	C2	Chevy	Impala	1G1125S39EU 143136	TAPS/TX DOT	10	\$34,000.00
Equipment	Vehicle	C4	Chevy	Equinox	3GNAXKEV7LL 311990	TAPS/TX DOT	4	\$23,315.00
Equipment	Vehicle Lift	14225	Rotary	SP015N310	CQK14I0025	TAPS/FTA	10	\$11,000.00
Equipment	Vehicle Lift	14224	Rotary	SP012N7T0	DAU14I0090	TAPS/FTA	10	\$11,000.00
Equipment	Alignment Rack	14223	Hunter	L441	JYB1634	TAPS/FTA	10	\$73,000.00
Equipment	Hydraulic Lift System	14283	Koni	ST-1082FSF US	211H-601201	TAPS/FTA	11	\$30,000.00
Equipment	Fall Protection System					TAPS/FTA	6	\$15,535.00
Facilities	Maintenance Facility	Maintenance	Building	Custom	6104 Texoma Pkwy Sherman, TX	TAPS	17	\$2,000,000.00

		e Facility						
Facilities	Wash Bay	Wash Bay	Building	Custom	6104 Texoma Pkwy Sherman, TX	TAPS	13	\$85,000.00
Facilities	Land	Land	Land	N/A	6104 Texoma Pkwy Sherman, TX	TAPS	29	\$150,000.00

Section 3 - Condition Assessment

Asset Condition Summary

Thirty percent of rolling stock is currently at or past its ULB. All other assets are within their useful life benchmarks. A detailed list is presented below.

Asset Category	Count	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
Equipment	13	8.5385		N/A	\$17,448.00	61.54%
Facilities	3	15.364		4.333333333	\$670,000.00	0.00%
Rolling Stock	35	2.88	88,811	N/A	\$95,072.00	.03%

Rolling Stock Condition Table

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Rolling Stock	Vehicle	327	1FDXE4FS9FDA07204	8	\$80,000.00	5	Yes
Rolling Stock	Vehicle	341	1FDXE4FS8JDC36336	5	\$80,000.00	7	No
Rolling Stock	Vehicle	342	1FDXE4FS3JDC36325	3	\$80,000.00	7	No

Rolling Stock	Vehicle	344	1FDES8PM6JKB25755	5	\$70,000.00	5	Yes	
Rolling Stock	Vehicle	345	1FDES8PMXJKB25757	5	\$70,000.00	5	Yes	
Rolling Stock	Vehicle	346	1FDES8PM7JKB23318	5	\$70,000.00	5	Yes	
Rolling Stock	Vehicle	347	1FDES8PM9JKB23319	5	\$70,000.00	5	Yes	
Rolling Stock	Vehicle	348	1FDES8PM5JKB23317	5	\$70,000.00	5	Yes	
Rolling Stock	Vehicle	349	1FDES8PM8JKB36451	5	\$70,000.00	5	Yes	
Rolling Stock	Vehicle	351	1FDXE4FS2KDC55630	3	\$70,000.00	5	No	
Rolling Stock	Vehicle	352	3C6TRVAG0KE539022	3	\$75,000.00	5	No	
Rolling Stock	Vehicle	353	3C6TRVAG9KE539021	3	\$75,000.00	5	No	
Rolling Stock	Vehicle	354	1FDES6PG6LKB18595	2	\$ 75,110.00	7	No	
Rolling Stock	Vehicle	355	1FDES6PG6LKB18600	2	\$ 75,110.00	7	No	
Rolling Stock	Vehicle	356	1FDES6PG0LKB31830	2	\$ 75,110.00	7	No	
Rolling Stock	Vehicle	357	1FDES6PG0LKB18592	2	\$ 75,110.00	7	No	
Rolling Stock	Vehicle	358	1FDES6PG6LKB31833	2	\$ 75,110.00	7	No	
Rolling Stock	Vehicle	359	1FDES6PG0LKB18611	2	\$ 75,110.00	7	No	
Rolling Stock	Vehicle	360	1FDES6PG4LKB18613	2	\$ 75,110.00	7	No	
Rolling Stock	Vehicle	361	1FDES6PG9LKB18591	2	\$ 75,110.00	7	No	

Rolling Stock	Vehicle	362	1FDXE4FN8NDC13137	2	\$ 78,791.00	7	No	
Rolling Stock	Vehicle	363	1FDXE4FN8NDC13140	2	\$ 78,791.00	7	No	
Rolling Stock	Vehicle	364	1FDXE4FN1NDC13139	2	\$ 78,791.00	7	No	
Rolling Stock	Vehicle	365	1FDXE4FNXNDC13138	2	\$ 78,791.00	7	No	
Rolling Stock	Vehicle	366	1HA6GUB78NN008621	0	\$ 140,287	4	No	
Rolling Stock	Vehicle	367	1HA6GUB78NN008716	0	\$ 140,287	4	No	
Rolling Stock	Vehicle	368	1HA6GUB75NN008804	0	\$ 140,287	4	No	
Rolling Stock	Vehicle	369	1HA6GUB77NN010327	0	\$ 140,287	4	No	
Rolling Stock	Vehicle	370	1HA6GUB78NN010515	0	\$ 140,287	4	No	
Rolling Stock	Vehicle	371	1HA6GUB7XNN011150	0	\$ 141,299	4	No	
Rolling Stock	Vehicle	372	1HA6GUB74NN011225	0	\$ 141,299	4	No	
Rolling Stock	Vehicle	373	1HA6GUB74NN011290	0	\$ 141,299	4	No	
Rolling Stock	Vehicle	374	1HA6GUB73NN011393	0	\$ 140,287	4	No	
Rolling Stock	Vehicle	375	1HA6GUB76NN012988	0	\$ 154,714	4	No	
Rolling Stock	Vehicle	376	1FDVU4X82RKA07199	0	\$ 104,456	4	No	
Rolling Stock	Vehicle	378	1FDVU4X83RKA07275	0	\$ 104,456	4	No	

Facilities Condition Table

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Facilities	Maintenance Facility	Maintenance Facility	6104 Texoma Pkwy Sherman, TX	16	\$2,000,000.00	50	No
Facilities	Wash Bay	Wash Bay	6104 Texoma Pkwy Sherman, TX	12	\$85,000.00	25	No
Facilities	Land	Land	6104 Texoma Pkwy Sherman, TX	28	\$150,000.00	99	No

Equipment Condition Table

Asset Category	Asset Class	Asset Name	ID/Serial No.	Age (Yrs)	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Vehicle	S3	1FTFX1CF0FA27652	9	\$30,000.00	5	Yes
Equipment	Vehicle	S4	1GC4CVCG7KF171780	4	\$48,000.00	5	No
Equipment	Vehicle	S5	1FDRF3G62LEE27054	3	\$44,000.00	5	No
Equipment	Vehicle	C1	2GNALDEK3E6121494	9	\$32,000.00	5	Yes
Equipment	Vehicle	C2	1G1125S39EU143136	9	\$34,000.00	5	Yes
Equipment	Vehicle	C4	3GNAXKEV7LL311990	3	\$25,000.00	5	No
Equipment	Vehicle Lift	14225	CQK14I0025	8	\$11,000.00	8	Yes
Equipment	Vehicle Lift	14224	DAU14I0090	8	\$11,000.00	8	Yes
Equipment	Alignment Rack	14223	JYB1634	8	\$73,000.00	8	Yes
Equipment	Hydraulic Lift System	14283	211H-601201	9	\$30,000.00	8	Yes

Section 4 - Management Approach

Decision Support

TAPS performs annual inventory of assets and keeps excel spreadsheets to track use and condition. For this TAM plan, the FTA-developed excel template for TAM Plans for Small Providers was used to guide parts of the analysis.

Process/Tool	Brief Description
Annual inventory	Annual inventory allows staff to determine annual use and condition of assets. Staff can then compare annual usage to ensure that the fleet replacement plan is in line with projections.
Revenue Vehicle Fluid sampling analysis	This is critical in identifying issues as a vehicle ages and can also reinforce the need to replace a vehicle based on results over time.
Regular inspection of Facilities and Equipment	This allows staff to monitor items over time to ensure that mission critical components/assets are maintained. It also allows staff to detect those assets that may need to be replaced so that the agency can plan accordingly.

Investment Prioritization

Investment prioritization is made based on funding available. The agency seeks to set short term, mid-term, and long-range goals to ensure that assets are maintained in a state of good repair. The agency's short-term goal is to continue downsizing the fleet to be in line with current service levels. The agency does not foresee major growth or expansion. Based on funding available, the agency perceives that sufficient funding exists to replace fleet as it ages out through the end of FY 25.

Risk Management

Risk	Mitigation Strategy
Major Vehicle Breakdowns	Maintain increased vigilance focused on identifying issues in the PM (Preventative Maintenance) process to prevent major damage from occurring (i.e. early detection).
Loss or interruption of federal funds	Increase the amount of local funding/revenues to decrease dependence upon federal stream(s).

Maintenance Strategy

Asset Category/Class	Maintenance Activity	Frequency	Avg Duration (Hrs)	Cost
CUT-AWAY BUS	PM-A includes oil sample analysis	5,000 Miles	1.5 Hours	\$100
CUT-AWAY BUS	PM-B includes oil sample analysis	10,000 Miles	2 Hours	\$160
CUT-AWAY BUS	PM-C includes oil sample analysis	30,000 Miles	4 Hours	\$370
Facility	Routine Inspections conducted	Daily, Weekly, Monthly	1 -2 Hours	Included in Salaries

To mitigate unplanned maintenance needs, oil sample analyses are conducted to ensure early detection of major component breakdown. This causes a reduced cost to correct these unexpected maintenance needs. The agency is also working on creating a fund to use in such cases that would not adversely affect the agency's ability to cash flow such repairs.

Overhaul Strategy

Asset Category/Class	Overhaul Strategy
CUT-AWAY BUS	Major overhaul - rebuild of bus engine, drivetrain as needed based on performances and items detected from regular PM service. Fluid analysis is performed periodically to assist in early detection of major component problems.

Disposal Strategy

Revenue vehicles at the end of their useful life are disposed of via public auction or salvage.

Acquisition and Renewal Strategy

Asset Category/Class	Acquisition and Renewal Strategy
Revenue Vehicles	Assets are inventoried annually, and condition assessed. Agency has a fleet replacement based on projected asset usage.
Support Vehicles	Assets are inventoried annually, and condition assessed. Agency has a fleet replacement based on projected asset usage.
Facilities	Facilities are inspected monthly, weekly, and quarterly to identify areas that need maintenance. This assists agency in early detection of significant issues to ensure the agency can have time to locate funding source in event a major unforeseen issue arises.
Equipment	Equipment is inspected regularly and maintained to ensure safe and lasting use of equipment. Equipment is only used properly and for its intended purpose.

Section 5 - Work Plans & Schedules

Proposed Investments

Project Year	Project Name	Asset/Asset Class	Cost	Priority
FY 2025	Fleet update	Cutaway Bus and small buses	\$600,000.00	Medium
FY 2025	New Transit Facility	Facility	\$4,500,000.00	High

Capital Investment Activity Schedules

TAPS is in the process of making repairs/upgrades to the maintenance facility. Items that have been completed are new pavement in the front parking lot of the maintenance facility and a new fence to protect and secure revenue vehicle parking area.

TAPS will be completing the purchase of new buses and the construction of a new operations facility in the beginning of 2025.

Texoma Area Paratransit System (TAPS)

Resolution No. 30-2024

BOARD APPROVAL OF TAPS' Transit Asset Management Plan

WHEREAS, TAPS is a government entity in the state of Texas that provides rural transportation services in six counties across North Central Texas and receives funds from Texas DOT; and

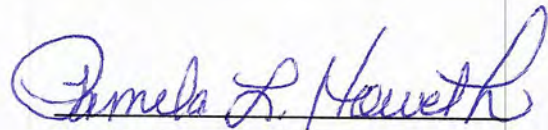
WHEREAS, TAPS is a public transit agency that receives federal funds under federal "5307" Urbanized Area Formula Program funding; and

WHEREAS, TAPS is required to adopt, implement, and maintain a Transit Asset Management Plan;

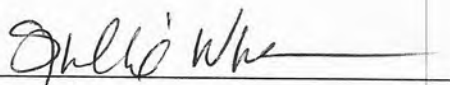
NOW THEREFORE BE IT RESOLVED THAT:

1. The Board adopts and approves the Transit Asset Management Update as presented.
2. The Board further directs the General Manager to serve as its Accountable Executive for the TAM.

**PASSED, APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE
TEXOMA AREA PARATRANSIT SYSTEM ON THIS 20TH DAY OF November 2024.**



Pamela Howeth, Board Chair

Attest: 

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM VII
ACTION ITEM

February 5, 2025

Review of a Public Transportation Agency Safety Plan (PTASP) for the Texoma Area Paratransit System (TAPS) and Consider Approval of a Resolution Adopting the PTASP

BACKGROUND:

Moving Ahead for Progress in the 21st Century (MAP-21) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. MAP-21 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). This authority was continued through the Infrastructure Investment and Jobs Act (IIJA).

In compliance with MAP-21 and the IIJA, FTA promulgated a Public Transportation Safety Program 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.

On November 20, 2024, the Texoma Area Paratransit System (TAPS) Board of Directors approved the PTASP and has forwarded the PTASP for consideration by the Policy Board.

Metropolitan Planning Organizations (MPO's) have 180 days from the adoption of performance measure targets by a transit agency to accept those targets or adopt their own targets.

The Technical Advisory Committee recommended approval of the Resolution Adopting the Public Transportation Agency Safety Plan (PTASP) for the Texoma Area Paratransit System (TAPS) on January 15, 2025.

ACTION REQUESTED:

Approve the Resolution Adopting the Public Transportation Agency Safety Plan (PTASP) for the Texoma Area Paratransit System (TAPS)

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2025-02](#)

RESOLUTION NO. 2025-02

A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, APPROVING THE PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) BY THE TEXOMA AREA PARATRANSIT SYSTEM (TAPS), AND CONCURRING IN PERFORMANCE TARGETS APPLICABLE THERETO

WHEREAS, the Grayson County Metropolitan Planning Organization, which is the metropolitan planning organization (MPO) for the Sherman-Denison Metropolitan Area, has the responsibility under Title 23, United States Code, Section 134 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, pursuant to the Infrastructure Investment and Jobs Act (IIJA), the Federal Transit Administration (FTA) has promulgated rules to adopt Safety Management Systems (SMS) as the foundation for developing and implementing a Public Transportation Agency Safety Plan (PTASP); and

WHEREAS, pursuant to its responsibilities as the Metropolitan Planning Organization (MPO) for the region and must agree with such PTASP, concur in the performance targets, and accept such targets as being applicable to the Texoma Area Paratransit System (TAPS) in the Sherman-Denison Metropolitan Area.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, concurs in adoption of performance targets resulting from said PTASP in accordance with APPENDIX A attached hereto and incorporated herein, and accepts such targets as being applicable to public transit providers in the Sherman-Denison Metropolitan Area.

ADOPTED in Regular Session on this the 5th day of February, 2025.

GRAYSON COUNTY MPO

BY: _____
ROBERT CRAWLEY, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on February 5, 2025.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR

APPENDIX A

Texoma Area Paratransit System, Inc.

Public Transportation Agency Safety Plan

Version

Adopted November 20, 2024

In compliance with 49 CFR Part 673

**Developed in conjunction with the
Texas Department of Transportation**

AGENCY SAFETY PLAN REVISION LOG

Date	Activity (Review/Update/Addendum/ Adoption/Distribution)	Change by:	Remarks
11/17/21	Review Only	Shellie White	
11/16/22	Update	Shellie White	Bipartisan Infrastructure Law Changes
11/15/23	Review Only	Shellie White	
6/24/24	Update	Shellie White	To include infectious disease on page 20
11/12/24	Update	Shellie White	April 2024 changes to 49 CFR part 673 to include new safety performance targets, expanded requirements for continuous improvement and safety training program must include de- escalation training

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Texoma Area Paratransit System, Inc.

Agency Safety Plan

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1. EXECUTIVE SUMMARY

Moving Ahead for Progress in the 21st Century (MAP-21) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. MAP-21 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). This authority was continued through the Fixing America's Surface Transportation Act (FAST Act).

In compliance with MAP-21 and the FAST Act, FTA promulgated a Public Transportation Safety Program 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.

There are several components of the national safety program, including the National Public Transportation Safety Plan (NSP), that FTA published to provide guidance on managing safety risks and safety hazards. One element of the NSP is the Transit Asset Management (TAM) Plan. Public transportation agencies implemented TAM plans across the industry in 2018. The subject of this document is the Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA.

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. At Texoma Area Paratransit System, Inc (TAPS), all levels of management, administration and operations are responsible for the safety of their clientele and themselves. To improve public transportation safety to the highest practicable level in the State of Texas and comply with FTA requirements, the Texas Department of Transportation (TxDOT) has developed this Agency Safety Plan (ASP) in collaboration with TAPS and Transdev.

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the NSP, TAPS and Transdev adopt this ASP and the tenets of SMS including a Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion (SP), per 49 U.S.C. 5329(d)(1)(A).¹ While safety has always been a primary function at TAPS, this document lays out a process to fully implement an SMS over the next several years that complies with the PTASP final rule

¹ Federal Register, Vol. 81, No. 24

A. Plan Adoption – 673.11(a)(1)

This Public Transit Agency Safety Plan is hereby adopted, certified as compliant, and signed by:

Shellie White, Texoma Area Paratransit System, Inc General Manager



ACCOUNTABLE EXECUTIVE SIGNATURE

11/12/24

DATE

The Texoma Area Paratransit System, Inc is governed by the TAPS Board of Directors. Approval of this plan by the TAPS Board of Directors occurred on November 15, 2023 and is documented in Resolution No. 21- 2023 from the TAPS Board of Directors Meeting.

B. Certification of Compliance – 673.13(a)(b)

TxDOT certifies on _____, that this Agency Safety Plan is in full compliance with 49 CFR Part 673 and has been adopted and will be implemented by Texoma Area Paratransit System, Inc as evidenced by the plan adoption signature and necessary TAPS Board of Directors approvals under Section 1.A of this plan.

2. TRANSIT AGENCY INFORMATION – 673.23(D)

TAPS is the public transportation provider for Fannin, Grayson, Cooke, Wise, Clay, and Montague counties in Texas. The TAPS main office/transfer center is located at 6104 Texoma Parkway, Sherman, Texas.

TAPS currently operates 22 vehicles for our demand response service which is the only service TAPS currently operates. The fleet is comprised of small sedan-type vehicles and 26-foot standard cutaway buses (body-on-chassis buses). TAPS requires 15 buses for peak service. All the demand response vehicles are Americans with Disabilities Act (ADA) accessible. Weekday demand response transit service is provided from 6:00 a.m. to 6:00 p.m. (last available pick-up time is 5:30 p.m.). There is no Saturday or Sunday demand response service. TAPS presently does not provide any fixed route service.

TAPS service is contracted to a third-party provider, Transdev Services Inc. The TAPS is managed by the General Manager and the management team consisting of the Operations Manager, Maintenance/Facilities Manager, HR Generalist, Safety Manager, Accounting Assistant and Grants Coordinator.

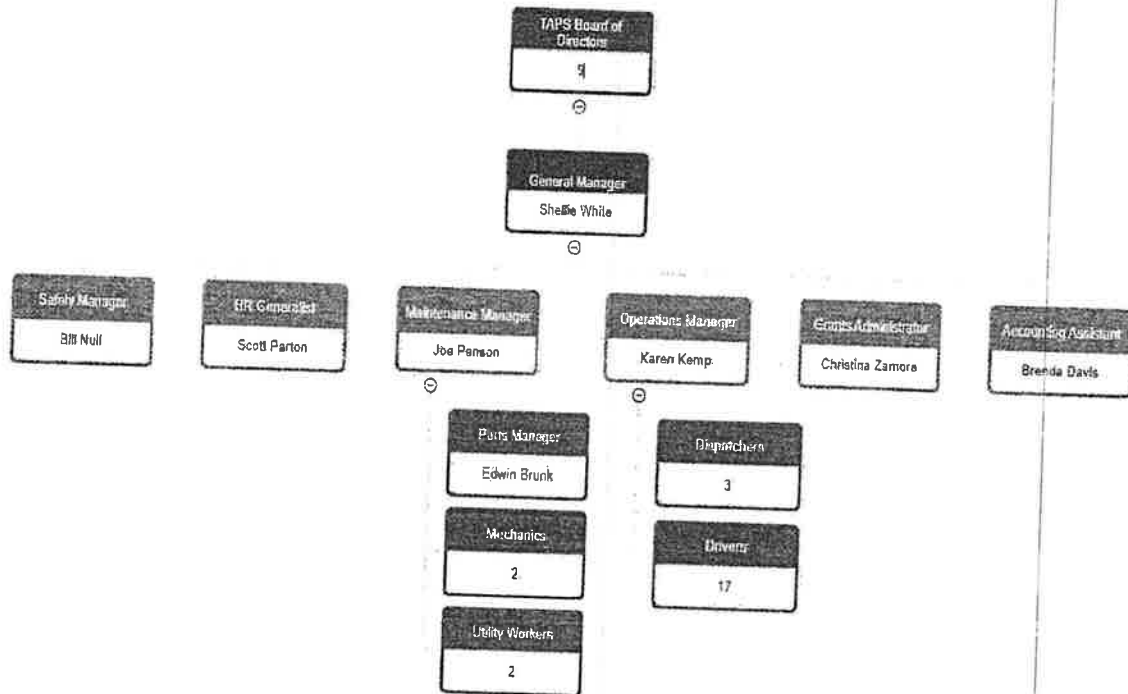
No additional transit service is provided by TAPS on behalf of another transit agency or entity at the time of the development of this plan.

Table 1 contains agency information, while an organizational chart for TAPS is provided in Figure 1.

TABLE 1: AGENCY INFORMATION

Information Type	Information
Full Transit Agency Name	Texoma Area Paratransit System, Inc (TAPS)
Transit Agency Address	6104 Texoma Parkway, Sherman, TX 75090
Name and Title of Accountable Executive 673.23(d)(1)	Shellie White, General Manager
Name of Chief Safety Officer or SMS Executive 673.23(d)(2)	Bill Null, Safety Manager
Key Staff	Karen Kemp, Operations Manager Joe Penson, Maintenance Manager
Mode(s) of Service Covered by This Plan 673.11(b)	Demand Response
List All FTA Funding Types (e.g., 5307, 5310, 5311)	5307, 5310, 5311
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Demand Response
Number of Vehicles Operated	22

FIGURE 1: TAPS ORGANIZATIONAL CHART



A. Authorities & Responsibilities – 673.23(d)

As stated in 49 CFR Part 673.23(d), TAPS is establishing the necessary authority, accountabilities, and responsibilities for the management of safety amongst the key individuals within the organization, as those individuals relate to the development and management of our SMS. In general, the following defines the authority and responsibilities associated with our organization.

The **Accountable Executive** has ultimate responsibility for carrying out the SMS of our public transportation agency, and control or direction over the human and capital resources needed to develop and maintain both the ASP, in accordance with 49 U.S.C. 5329(d), and the agency's TAM Plan, in accordance with 49 U.S.C. 5326. The Accountable Executive has authority and responsibility to address substandard performance in the TAPS SMS, per 673.23(d)(1).

Agency leadership and executive management include members of our agency leadership or executive management, other than the Accountable Executive, CSO/SMS Executive, who have authority or responsibility for day-to-day implementation and operation of our agency's SMS.

The **CSO** is an adequately trained individual who has the authority and responsibility as designated by the Accountable Executive for the day-to-day implementation and operation of the TAPS SMS. As such, the CSO is able to report directly to our transit agency's Accountable Executive.

Key staff are staff, groups of staff, or committees to support the Accountable Executive, CSO, or SMS Executive in developing, implementing, and operating our agency's SMS.

Front line employees perform the daily tasks and activities where hazards can be readily identified so the identified hazards can be addressed before the hazards become adverse events. These employees are critical to SMS success through each employee's respective role in reporting safety hazards, which is where an effective SMS and a positive safety culture begins.

3. SAFETY POLICIES AND PROCEDURES

A. Policy Statement – 673.23(a)

TAPS recognizes that the management of safety is a core value of our business. The management team at TAPS will embrace the SMS and is committed to developing, implementing, maintaining, and constantly improving processes to ensure the safety of our employees, customers, and the general public. All levels of management and frontline employees are committed to safety and understand that safety is the primary responsibility of all employees.

TAPS is committed to:

- Communicating the purpose and benefits of the SMS to all staff, managers, supervisors, and employees. This communication will specifically define the duties and responsibilities of each employee throughout the organization and all employees will receive appropriate information and SMS training.
- Providing appropriate management involvement and the necessary resources to establish an effective reporting system that will encourage employees to communicate and report any unsafe work conditions, hazards, or at-risk behavior to the management team.
- Identifying hazardous and unsafe work conditions and analyzing data from the employee reporting system. After thoroughly analyzing provided data, the transit operations division will develop processes and procedures to mitigate safety risk to an acceptable level.
- Ensuring that no action will be taken against employees who disclose safety concerns through the reporting system, unless disclosure indicates an illegal act, gross negligence, or deliberate or willful disregard of regulations or procedures.
- Establishing Safety Performance Targets (SPT) that are realistic, measurable, and data driven.
- Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective.
- Identifying deficiencies in the agency's SMS or safety performance targets.

B. Employee Safety Reporting Program – 673.23(b)

An effective SMS uses information from a variety of sources. Frontline employees are a significant source of safety data. These employees are typically the first to spot unsafe conditions that arise from unplanned conditions either on the vehicles, in the maintenance shop, or in the field during operations. For this reason, the Employee Safety Reporting Program (ESRP) is a major tenet of the PTASP Rule. Under this rule, agencies must establish and implement a process that allows employees to report safety conditions directly to senior management; provides protections for employees who report safety conditions to senior management; and includes a description of employee behaviors that may result in disciplinary action.

TAPS has a policy in place called the *TAPS Customer Complaint Policy*, which is applicable to all complainants whether internal or external to the agency. The procedure requires that when complaints are submitted, the complaints are first routed to the facility coordinator who will do an initial investigation. The facility coordinator will give the results of the investigation to the respective Operations Manager, Human Resources/Safety Coordinator, or appropriate policy. If the complaint relates to an accident, then the CSO is notified. Over the next year, TAPS will review and modify, if necessary, our *TAPS Customer Complaint Policy* to develop it into a full ESRP to ensure that the procedure complies with 49 CFR Part 673.

As contained in TAPS' *HR Policy Procedures*, TAPS has an Open-Door Policy that allows for both anonymous and identified communication of complaint, question, or suggestion for improvement. This process requires the employee to first approach their immediate supervisor. However, problems may be discussed with a higher-level manager instead of, or in addition to, their supervisor. There is also a Transdev North America, Inc. Ethics & Compliance Hotline that is always available to every employee. TAPS employees are protected from retaliation for using the Open-Door Policy in good faith and TAPS maintains the confidentiality of the employee making the complaint.

In general, the TAPS' *HR Policy Procedures* ensures that all employees are encouraged to report safety conditions directly to senior management or their direct supervisor for elevation to senior management. The policy will include any contract employees. The policy will also spell out what protections are afforded employees who report safety related conditions and will describe employee behaviors that are not covered by those protections. The policy will also elaborate on how safety conditions that are reported will be reported back to the initiator(s) – either to the individual or groups of individuals or organization, dependent on the nature of the safety condition.

To bolster the information received from frontline employees, TAPS will also review our current policy for how our agency receives information and safety related data from employees and customers. If necessary, we will develop additional means for receiving, investigating and reporting the results from investigations back to the initiator(s) – either to the person, groups of persons, or distributed agency-wide to ensure that future reporting is encouraged.

II. Communicating the Policy Throughout the Agency – 673.23(c)

TAPS is committed to ensuring the safety of our clientele, personnel and operations. Part of that commitment is developing an SMS and agencywide safety culture that reduces agency risk to the lowest level possible. The first step in developing a full SMS and agencywide safety culture is communicating our SMP throughout our agency.

The SMP and safety objectives are at the forefront of all communications. This communication strategy will include posting the policy in prominent work locations for existing employees and adding the policy statement to the on-boarding material for all new employees. In addition, the policy statement will become part of our agency's regular safety meetings and other safety communications efforts. The

policy will be signed by the Accountable Executive so that all employees know that the policy is supported by management.

B. PTASP Development and Coordination with TxDOT – 673.11(d)

This PTASP has been developed by TxDOT on behalf of the Sherman-Denison Metropolitan Planning Organization (MPO) and TAPS in accordance with all requirements stated in 49 CFR Part 673 applicable to a small public transportation provider. TxDOT mailed a formal call for participation in a State sponsored PTASP development process to all Texas Section 5307 small bus transit agencies on January 15, 2019 and followed that call with a series of phone calls and additional correspondence. TAPS provided a letter to TxDOT opting into participation on March 15, 2019 and has been an active participant in the development of this plan through sharing existing documentation and participating in communication and coordination throughout the development of this plan. The TAPS documentation used in the development of this plan is presented in Table 7, in Appendix A.

In support of tracking performance on our SA and SP processes, TAPS conducts an internal safety audit and an annual safety culture survey. The internal safety audit and safety culture survey are intended to help TAPS assess how well we communicate safety and safety performance information throughout our organization by gauging how safety is perceived and embraced by TAPS' administrators, supervisors, staff and contractors. The audit and survey are designed to help us assess how well we are conveying information on hazards and safety risks relevant to employees' roles and responsibilities and informing employees of safety actions taken in response to reports submitted through our ESRP. Results from our most recent internal safety audit and safety culture survey were analyzed and incorporated into the implementation strategies contained in this ASP.

Once the documents were reviewed, an on-site interview was conducted with TAPS to gain a better understanding of the agency and agency personnel. This understanding was necessary to ensure that the ASP was developed to fit TAPS' size, operational characteristics, and capabilities.

The draft ASP was delivered to TAPS in March 2020 for review and comment. Once review was completed and any adjustments made, the final was delivered to TAPS for review and adoption.

C. PTASP Annual Review – 673.11(a)(5)

Per 49 U.S.C. 5329(d)(1)(D), this plan includes provisions for annual updates of the SMS. As part of TAPS' ongoing commitment to fully implementing SMS and engaging our agency employees in developing a robust safety culture, TAPS will review the ASP and all supporting documentation annually. The review will be conducted as a precursor to certifying to FTA that the ASP is fully compliant with 49 CFR Part 673 and accurately reflects the agency's current implementation status. Certification will be accomplished through TAPS' annual Certifications and Assurances reporting to FTA.

The annual review will include the ASP and supporting documents (Standard Operating Procedures [SOP], Policies, Manuals, etc.) that are used to fully implement all the processes used to manage safety

at TAPS. All changes will be noted (as discussed below) and the Accountable Executive will sign and date the title page of this document and provide documentation of approval by the TAPS Board of Directors whether by signature or by reference to resolution.

The annual ASP review will follow the update activities and schedule provided below in Table 2. As processes are changed to fully implement SMS or new processes are developed, TAPS will track those changes for use in the annual review.

The annual ASP review will be conducted in cooperation with frontline transit worker representatives. The TAPS Safety Committee includes a representative for frontline transit workers. The annual ASP will be reviewed by the Safety Committee.

TABLE 2: ASP ANNUAL UPDATE TIMELINE

Task	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Review Agency Operations	→							
Review SMS Documentation <ul style="list-style-type: none"> • Safety Policy; • Risk Management; • Safety Assurance; and • Safety Promotion. 		→						
Review Previous Targets and Set or Continue Targets			→					
Report Targets to National Transit Database (NTD), TxDOT, Sherman-Denison MPO					→			
Make Any Necessary Adjustments to PTASP						→		
Update Version No., Adopt & Certify Plan Compliance							→	★

The following table, Table 3, will be used to record final changes made to the ASP during the annual update. This table will be a permanent record of the changes to the ASP over time.

TABLE 3: ASP RECORD OF CHANGES

Document Version	Section/Pages	Changed	Reason for Change	Reviewer Name	Date of Change
Header	Text		Text	Text	Text
Header	Text		Text	Text	Text
Header	Text		Text	Text	Text

The implementation of SMS is an ongoing and iterative process, and as such, this PTASP is a working document. Therefore, a clear record of changes and adjustments is kept in the PTASP for the benefit of safety plan performance management and to comply with Federal statutes.

D. PTASP Maintenance – 673.11(a)(2)(c)

TAPS will follow the annual review process outlined above and adjust this ASP as necessary to accurately reflect current implementation status. This plan will document the processes and activities related to SMS implementation as required under 49 CFR Part 673 Subpart C and will make necessary updates to

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System, Inc.**

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this ASP as TAPS continues to develop and refine our SMS implementation.

E. PTASP Documentation and Recordkeeping – 673.31

At all times, TAPS will maintain documents that set forth our ASP, including those documents related to the implementation of TAPS' SMS and those documents related to the results from SMS processes and activities. TAPS will also maintain documents that are included in whole, or by reference, that describe the programs, policies, and procedures that our agency uses to carry out our ASP and all iterations of those documents. These documents will be made available upon request to the FTA, other Federal entity, or TxDOT. TAPS will maintain these documents for a minimum of three years after the documents are created. These additional supporting documents are cataloged in Appendix A and the list will be kept current as a part of the annual ASP review and update.

F. Safety Performance Measures – 673.11(a)(3)

The PTASP Final Rule, 49 CFR Part 673.11(a)(3), requires that all public transportation providers must develop an ASP to include SPTs based on the safety performance measures established under the NSP. The safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the NTD. The safety performance measures included in the NSP are fatalities, injuries, safety events, and system reliability (State of Good Repair as developed and tracked in the TAM Plan).

There are seven (7) SPTs that must be included in each ASP that are based on the four (4) performance measures in the NSP. These SPTs are presented in terms of total numbers reported and rate per Vehicle Revenue Mile (VRM). Each of the seven (7) is required to be reported by mode as presented in Table 4:

TABLE 4: NSP SAFETY PERFORMANCE MEASURES

Safety Performance Measure	SPT	
Fatalities	Total Number Reported	Rate Per 100,000 VRM
Injuries	Total Number Reported	Rate Per 100,000 VRM
Safety Events	Total Number Reported	Rate Per 100,000 VRM
System Reliability	Mean distance between major mechanical failure	

Table 5 presents baseline numbers for each of the performance measures. TAPS collected the past four (4) years of reported data to develop the rolling averages listed in the table.

TABLE 5: BASELINE 2019 SAFETY PERFORMANCE MEASURES

Mode	Fatalities	Rate of Fatalities*	Injuries	Rate of Injuries*	Safety Events	Rate of Safety Events*	Mean Distance Between Major Mechanical Failure
Demand Response	0	0	3	0.0000006	0	0	83,880

*rate = total number for the year/total revenue vehicle miles traveled

While safety has always been a major component of the TAPS operation, the adoption of this ASP will result in changes across all aspects of the organization. The SPTs set in Table 6 reflect an acknowledgment that SMS implementation will produce new information that will be needed to accurately set meaningful SPTs. We will set our targets at the current NTD reported four-year average as we begin the process of fully implementing our SMS and developing our targeted safety improvements. This will ensure that we do no worse than our baseline performance over the last five years.

TABLE 6: DEMAND RESPONSE SAFETY PERFORMANCE TARGETS

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0%	0%
Injuries	3	3
Rate of Injuries*	0.0000006	0.0000006
Safety Events	0	0
Rate of Safety Events*	0	0
System Reliability	83,880	83,880
Collision Rate*	.000002	.000002
Pedestrian Collision Rate*	0	0
Vehicular Collision Rate*	.000002	.000002
Transit Worker Fatality Rate*	0%	0%
Transit Worker Injury Rate*	0%	0%
Assaults on Transit Workers	0	0
Assaults on Transit Worker Rates*	0%	0%
Other	N/A	N/A

*rate = total number for the year/total revenue vehicle miles traveled

As part of the annual review of the ASP, TAPS will reevaluate our SPTs and determine whether the SPTs need to be refined. As more data is collected as part of the SRM process discussed later in this plan, TAPS may begin developing safety performance indicators to help inform management on safety related investments.

G. Safety Performance Target Coordination – 673.15(a)(b)

TAPS will make our SPTs available to TxDOT and the Sherman-Denison MPO to aid in those agencies' respective regional and long-range planning processes. To the maximum extent practicable, TAPS will coordinate with TxDOT and Sherman-Denison MPO in the selection of State and MPO SPTs as documented in the Interagency Memorandum of Understanding (MOU).

Each year during the FTA Certifications and Assurances reporting process, TAPS will transmit any updates to our SPTs to both the Sherman-Denison MPO and TxDOT (unless those agencies specify another time in writing).

4. SAFETY MANAGEMENT SYSTEMS – 673 SUBPART C

As noted previously, FTA has adopted SMS as the basis for improving safety across the public transportation industry. In compliance with the NSP, National Public Transportation Safety Plan, and 49 CFR Part 673, TAPS is adopting SMS as the basis for directing and managing safety and risk at our agency. TAPS has always viewed safety as a core business function. All levels of management and employees are accountable for appropriately identifying and effectively managing risk in all activities and operations in order to deliver improvements in safety and reduce risk to the lowest practical level during service delivery.

SMS is comprised of four basic components: SMP, SRM, SA, and SP. The SMP and SP are the enablers that provide structure and supporting activities that make SRM and SA possible and sustainable. The SRM and SA are the processes and activities for effectively managing safety as presented in Figure 2.

FIGURE 2: SAFETY MANAGEMENT SYSTEMS

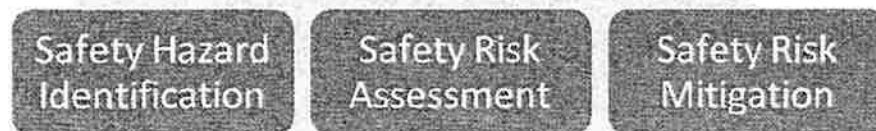


Implementing SMS at TAPS will be a major undertaking over the next several years. This ASP is the first step to putting in place a systematic approach to managing the agency's risk. TAPS has already taken several steps to implement SMS, such as developing this initial ASP and designating a CSO. During the first year of implementation, TAPS will identify SMS roles and responsibilities and key stakeholder groups, identify key staff to support implementation, and ensure the identified staff receive SMS training. TAPS will also develop a plan for implementing SMS, inform stakeholders about the ASP, and discuss our progress toward implementation with the TAPS Board of Directors and our agency's planning partners.

A. Safety Risk Management – 673.25

By adopting this ASP, TAPS is establishing the SRM process presented in Figure 3 for identifying hazards and analyzing, assessing and mitigating safety risk in compliance with the requirements of 49 CFR Part 673.25. The SRM processes described in this section are designed to implement the TAPS SMS.

FIGURE 3: SAFETY RISK MANAGEMENT PROCESS




The implementation of the SRM component of the SMS will be carried out over the course of the next year. The SRM components will be implemented through a program of improvement during which the SRM processes will be implemented, reviewed, evaluated, and revised, as necessary, to ensure the processes are achieving the intended safety objectives as the processes are fully incorporated into TAPS' SOPs.


The SRM is focused on implementing and improving actionable strategies that TAPS has undertaken to identify, assess and mitigate risk. The creation of a Risk Register provides an accessible resource for documenting the SRM process, tracking the identified risks, and documenting the effectiveness of mitigation strategies in meeting defined safety objectives and performance measures. The draft Risk Register is presented in Figure 4.

FIGURE 4: DRAFT RISK REGISTER


Hazard	Type	Likelihood	Consequence	Resolution



What is wrong?



What could happen



What could mitigate this?

As the SRM process progresses through the steps of identifying what may be wrong, what could happen as a result, and what steps TAPS is taking to resolve the risk and mitigate the hazard, the CSO completes and publishes the various components of the Risk Register. These components include the use of safety hazard identification, safety risk assessment, and safety risk mitigation, as described in the following sections.

1. Safety Hazard Identification – 673.25(b)

TAPS has a program called *Hazard Communication Program Transdev-Taps 430* (Appendix A) in place to prevent accidents and ensure the safety and health of employees by identifying hazards. Under this program employees are informed of the contents of the OSHA Hazard Communications Standard, the hazardous properties of chemicals with which they work, safe handling procedures, and measures to take to protect them from these chemicals. This document also includes a list of steps that are to be taken by employees as part of this communication program.

These steps are provided in TAPS' *Hazard Communication Program Transdev-Taps 430*. Additional steps for hazard identification are provided in the *Job Hazard Analysis* (Appendix A) document.

The procedures outlined in the *Job Hazard Analysis* document were based on the OSHA's *Hazard Communication Standard*, along with state and local requirements. Although the current procedures have been effective in achieving our safety objectives, to ensure compliance with 49 CFR Part 673, TAPS is working to implement the following expanded SRM process.

The TAPS SRM process is a forward-looking effort to identify safety hazards that could potentially result in negative safety outcomes. In the SRM process, a hazard is any real or potential condition that can

cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or, damage to the environment.

Hazard identification focuses on out-of-the-norm conditions that need special attention or immediate action, new procedures, or training to resolve a condition that is unacceptable and return conditions to an acceptable level. TAPS uses a variety of mechanisms for identifying and documenting hazards, namely:

- Through training and reporting procedures TAPS ensures personnel can identify hazards and that each employee clearly understands that the employee has a responsibility to immediately report any safety hazards identified to the employee's supervisors. Continued training helps employees to develop and improve the skills needed to identify hazards.
- Employee hazard training coupled with the ESRP ensures that TAPS has full use of information from frontline employees for hazard identification.
- Upon receiving the hazard report, supervisors communicate the identified hazard to the CSO for entry into the risk register for risk assessment, classification and possible mitigation.
- In carrying out the risk assessment, the CSO uses standard reporting forms (e.g. incident reporting process used within the *Incident Reporting Policy*) and other reports completed on a routine basis by administrative, operations and maintenance. The *TAPS Safety Policy & Procedures* contain procedures for flagging and reporting hazards as a part of day-to-day operations.
- Supervisors are responsible for performing and documenting regular *Internal Safety Audit Reports*, which include reporting and recommending methods to reduce identified hazards.
- TAPS uses incident reports and records to determine specific areas of training that need to be covered with employees to ensure safety hazard identification is continually improved, and thus ensure that hazards are identified before an event recurrence.
- Incident reports are also analyzed by the risk management team to identify any recurring patterns or themes that would help to identify underlying hazards and root causes of the event that can be mitigated to prevent recurrence.
- If a hazard is such that an employee would be reluctant to report the information due to perceived negative consequences (e.g. disciplinary action), the Human Resources Policy Procedure policy ensures providing employees the means to report in good faith known violations without fear of retaliation from any sources. The confidentiality of anyone who reports a suspected violation or participates in the investigation of it will be maintained.
- To increase the safety knowledge of our agency, the CSO, risk management personnel and subject matter experts are also encouraged to participate in available professional development

activities and peer-to-peer exchanges as a source of expertise and information on lessons learned and best practices in hazard identification.

- Other sources for hazard identification include:
 - ESRP
 - Inspections of personnel job performance, vehicles, facilities and other data
 - Investigations of safety events
 - Safety trend analysis on data currently collected
 - Training and evaluation records
 - Internal safety audits
 - External sources of hazard information could include:
 - FTA and other federal or state authorities
 - Reports from the public
 - Safety bulletins from manufacturers or industry associations
 - Data and information regarding exposure to infectious disease provided by the CDC or a State Health authority

In addition to identifying the hazard, the hazard identification process also classifies the hazard by type (organizational, technical or environmental) to assist the CSO in identifying the optimal combination of departmental leadership and subject matter expertise to select in assembling the safety risk assessment team.

The various hazard types can also be categorized by subcategory for each type. For example, organizational hazards can be subcategorized into resourcing, procedural, training or supervisory hazards. Each of the subcategories implies different types of mitigation strategies and potentially affect overall agency resources through varying costs for implementation. Technical hazards can be subcategorized into operational, maintenance, design and equipment. Additionally, environmental hazards can be subcategorized into weather and natural, which is always a factor for every operation.

II. Safety Risk Assessment – 673.25(c)

TAPS currently uses a *Threats Form* with a similar framework for assessing risks and threats with reference to security for the transportation system. This form and procedure can be found in Section 4.2 of the *Transit System Security & Emergency Preparedness Program Plan (TSSEPPP)* (Appendix A) and shows specific threats, the likelihood to occur, the impact on transportation assets and systems, and a vulnerability index based on this assessment.

As part of the new SRM process, TAPS has developed methods to assess the likelihood and severity of the consequences of identified hazards, and prioritizes the hazards based on the safety risk. The process continues the use of the Risk Register described in the previous section to address the next two components.

Safety risk is based on an assessment of the likelihood of a potential consequence and the potential severity of the consequences in terms of resulting harm or damage. The risk assessment also considers any previous mitigation efforts and the effectiveness of those efforts. The results of the assessment are used to populate the third and fourth components of the Risk Register as presented in Figure 5.

FIGURE 5: SAFETY RISK ASSESSMENT STEPS IN POPULATING THE RISK REGISTER

Hazard	Type	Likelihood	Consequence	Resolution

The risk assessment is conducted by the CSO and their risk management team through the safety compliance committee supplemented by subject matter experts from the respective department or section to which the risk applies. The process employs a safety risk matrix, similar to the one presented in Figure 6, that allows the safety team to visualize the assessed likelihood and severity, and to help decision-makers understand when actions are necessary to reduce or mitigate safety risk.

FIGURE 6: SAFETY RISK ASSESSMENT MATRIX

RISK ASSESSMENT MATRIX				
SEVERITY LIKELIHOOD	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	High	High	High	Medium
Probable (B)	High	High	Medium	Medium
Occasional (C)	High	Medium	Medium	Low
Remote (D)	Medium	Medium	Low	Low
Improbable (E)	Medium	Low	Low	Low

Although the current version of the matrix relies heavily on the examples and samples that are listed on the PTASP Technical Assistance Center website, lessons learned from the implementation process during the coming years will be used to customize the matrix that TAPS will use to address our unique operating realities and leadership guidance.

The Risk Assessment Matrix is an important tool. If a risk is assessed and falls within one of the red zones, the risk is determined to be unacceptable under existing circumstances. This determination means that management must take action to mitigate the situation. This is the point in the process when SRMs are developed. If the risk is assessed and falls within one of the yellow zones, the risk is determined to be acceptable, but monitoring is necessary. If the risk falls within one of the green zones, the risk is acceptable under the existing circumstances.

Once a hazard's likelihood and severity have been assessed, the CSO enters the hazard assessment into the Risk Register that is used to document the individual hazard and the type of risk it represents. This information is used to move to the next step, which is hazard mitigation.

III. Safety Risk Mitigation – 673.25(d)

As part of the TSSEPPP, TAPS currently has a *Threat and Vulnerability Assessment*, found in Section 4.2. The TSSEPPP lists the specific vulnerability according to the Vulnerability Index and identifies Current Risk Reduction Strategies and Additional Mitigation Actions Planned for each.

Upon completion of the risk assessment, the CSO and the safety committee continue populating the Risk Register by identifying mitigations or strategies necessary to reduce the likelihood and/or severity of the consequences. The goal of this step is to avoid or eliminate the hazard or, when elimination is not likely or feasible, to reduce the assessed risk rating to an acceptable level (Figure 7). However, mitigations do not typically eliminate the risk entirely.

FIGURE 7: RISK REGISTER MITIGATION COMPONENT

Hazard	Type	Likelihood	Consequence	Resolution

To accomplish this objective, the CSO, through the risk management team, works with subject matter experts from the respective department or section to which the risk applies. The risk management team

then conducts a brainstorming exercise to elicit feedback from staff and supervisors with the highest level of expertise in the components of the hazard.

Documented risk resolution and hazard mitigation activities from previous Risk Register entries and the resolution's documented level of success at achieving the desired safety objectives may also be reviewed and considered in the process. If the hazard is external (e.g., roadway construction by an outside agency) information and input from external actors or experts may also be sought to take advantage of all reasonably available resources and avoid any unintended consequences.

Once a mitigation strategy is selected and adopted, the strategy is assigned to an appropriate staff member or team for implementation. The assigned personnel and the personnel's specific responsibilities are entered into the Risk Register. Among the responsibilities of the mitigation team leader is the documentation of the mitigation effort, including whether the mitigation was carried out as designed and whether the intended safety objectives were achieved. This information is recorded in the appendix to the Risk Register for use in subsequent SA activities and to monitor the effectiveness of the SRM program.

B. Safety Assurance – 673.27 (a)

Safety Assurance means processes within the TAPS SMS that function to ensure a) the implementation and effectiveness of safety risk mitigation, and b) TAPS meets or exceeds our safety objectives through the collection, measurement, analysis and assessment of information.

SA helps to ensure early identification of potential safety issues. SA also ensures that safeguards are in place and are effective in meeting TAPS' critical safety objectives and contribute towards SPTs.

1. Safety Performance Monitoring and Measuring – 673.27 (b)

As the first step in the TAPS SA program, TAPS collects and monitors data on safety performance indicators through a variety of mechanisms described in the following sections. Safety performance indicators can provide early warning signs about safety risks. TAPS currently relies primarily on lagging indicators representing negative safety outcomes that should be avoided or mitigated in the future. However, initiatives are underway to adopt a more robust set of leading indicators that monitor conditions that are likely to contribute to negative outcomes in the future. In addition to the day-to-day monitoring and investigation procedures detailed below, TAPS will review and document the safety performance monitoring and measuring processes as part of the annual update of this ASP.

MONITORING COMPLIANCE AND SUFFICIENCY OF PROCEDURES 673.27 (b)(1)

TAPS monitors our system for personnel compliance with operations and maintenance procedures and also monitors these procedures for sufficiency in meeting safety objectives. A list of documents describing the safety related operations and maintenance procedures cited in this ASP is provided in Appendix A of this document.

Supervisors monitor employee compliance with TAPS SOPs through direct observation and review of information from internal reporting systems such as the *Customer Concern Reporting* from both employees and customers.

TAPS addresses non-compliance with standard procedures for operations and maintenance activities through a variety of actions, including revision to training materials and delivery of employee and supervisor training if the non-compliance is systemic. If the non-compliance is situational, then activities may include supplemental individualized training, coaching, and heightened management oversight, among other remedies.

Sometimes personnel are fully complying with the procedures, but the operations and maintenance procedures are inadequate and pose the risk of negative safety outcomes. In this case, the cognizant person submits the deficiency or description of the inadequate procedures to the SRM process. Through the SRM process, the SRM team will then evaluate and analyze the potential organizational hazard and assign the identified hazard for mitigation and resolution, as appropriate. The SRM team will also conduct periodic self-evaluation and mitigation of any identified deficiencies in the SRM process itself.

MONITORING OPERATIONS 673.27(B)(2)

Department Managers are required to monitor investigation reports of safety events and SRM resolution reports to monitor the department's operations to identify any safety risk mitigations that may be ineffective, inappropriate, or not implemented as intended. If it is determined that the safety risk mitigation did not bring the risk to an acceptable level or otherwise failed to meet safety objectives, then the supervisor resubmits the safety risk/hazard to the SRM process. The CSO will work with the supervisor and subject matter experts to reanalyze the hazard and consequences and identify additional mitigation or alternative approaches to implementing the mitigation.

B. Safety Event Investigation – 673.27(B)(3)

TAPS currently conducts investigations of safety events. From an SA perspective, the objective of the investigation is to identify causal factors of the event and to identify actionable strategies that TAPS can employ to address any identifiable organizational, technical or environmental hazard at the root cause of the safety event. TAPS uses the *Incident Reporting Policy* document to identify safety and operational risks based on individual assets. The procedures outlined in the *Incident Reporting Policy* were based on the FTA's Model Bus Safety Programs and Public Transportation System Security and Emergency Preparedness Planning Guide.

Safety Event Investigations that seek to identify and document the root cause of an accident or other safety event are a critical component of the SA process because they are a primary resource for the collection, measurement, analysis and assessment of information. TAPS gathers a variety of information for identifying and documenting root causes of accidents and incidents, including but not limited to:

- A. All agency incidents, non-work and work related injuries or illnesses (to determine preventability)
- B. All Transdev North America incidents (e.g.: collisions, passenger injuries/falls, pedestrian/bicyclist events, etc.), regardless of severity, shall be immediately reported from the scene:
 - a. Operators shall:
 1. Stop the vehicle, notify the Dispatch immediately after the incident occurs, and remain at the scene until released by proper authority.
NOTE: Failure to comply with this requirement shall result in termination
 2. Provide dispatch with incident details and remain in contact with Dispatch until all necessary information has been obtained:
 - The exact location of the accident, vehicle/route number and direction of travel
 - Any inquiries or passenger complaints
 - Condition of the vehicle
 - Damage to any other property
 3. Operators are authorized to call emergency services directly in cases of "imminent danger to life" if not able to immediately contact dispatch
 - b. Dispatch shall immediately report the incident to the Operations Manager and to the Safety Manager
 1. Dispatch will determine the severity of the accident and notify the appropriate emergency response authorities (fire and police).
 2. Dispatch will notify the appropriate Supervisor or Manager and ensure that a street Supervisor responds to the scene.
- 1) Operations Manager/Safety Manager shall enter the incident into WebRisk as soon as possible but within 24 hours and update the WebRisk entry as the investigation is completed and/or more information becomes available.
- 2) Operations Manager/Safety Manager uploads/updates pertinent documents reports in WebRisk as they become available.
- C. Work-Related Injury or Illness reporting:
 - 1) When an incident occurs, the employee must report all injuries or illnesses to the Safety Manager immediately.
 - 2) All worked related injuries or illnesses are to be reported by calling:
Clinical Consult
888-836-5426
(888-VEOLIA6)
 - 3) In the event of a medical emergency, the injured employee should not wait to speak with a nurse. The employee should go to the nearest emergency room or call 911.

- 4) The injured employee should be present for the call to speak with the nurse. After the injury assessment and care recommendations are provided the call will be transferred to intake.
- 5) The Safety Manager should instruct the employee to proceed with the care recommendations provided as the employee does not need to be present for the intake portion of the call.
- 6) The Safety Manager will provide the needed information to intake.

D. Critical Incident Reporting

In the case of Critical Incidents, in addition to the above, managers shall follow the procedures listed in the Critical Incident Protocol and take the additional steps outlined below:

1) Obtain the following basic information:

- a. Time and Place of incident
- b. Driver name and Date of Hire
- c. Vehicle number and type (cut-away, van, bus, sedan, etc.)
- d. Injuries, if transported from the scene – where to and by whom.
- e. Damage description
- f. Basic facts of incident

2) Call and notify the following persons:

a. Risk Management

1. Vehicle Crash or Passenger Incident:

- B2G (Transit): Richard Freed, Director of Liability
- B2B/B2C (Business Services/SuperShuttle/Taxi): Beth Edinger, Director of Risk

2. Work-Related Injuries:

- B2G (Transit): Sandy Rosenwinkel, Director of Work Comp
- B2B/B2C (Business Services/SuperShuttle/Taxi): Beth Edinger, Director of Risk

b. Regional Vice President

c. Regional Safety Director

If the above cannot be reached, contact the Vice President of Safety.

- 3) General Manager or designee submits a "Critical Incident Notification": Go to "Outlook" and enter the required information.
- 4) Regional Safety Director and/or the Regional Vice President will continue the phone tree to the senior executives listed on an "as needed" basis. The Regional Safety Director will personally contact the Vice President of Safety for fatal or catastrophic events.
- 5) If the Regional Safety Director and/or the Regional Vice President or Vice President of Safety is not available, please contact the Chief Operating Officer.

MONITORING INTERNAL SAFETY REPORTING PROGRAMS 673.27(b)(4)

As a primary part of the internal safety reporting program, our agency monitors information reported through the ESRP. When a report originating through the complaint process documents a safety hazard, the supervisor submits the hazards identified through the internal reporting process, including previous mitigation in place at the time of the safety event. The supervisor submits the hazard report to the SRM process to be analyzed, evaluated, and if appropriate, assigned for mitigation/resolution.

OTHER SAFETY ASSURANCE INITIATIVES

Because leading indicators can be more useful for safety performance monitoring and measurement than lagging indicators, TAPS is undertaking efforts to implement processes to identify and monitor more leading indicators or conditions that have the potential to become or contribute to negative safety outcomes. This may include trend analysis of environmental conditions through monitoring National Weather Service data; monitoring trends toward or away from meeting the identified SPTs; or other indicators as appropriate.

C. Safety Promotion – 673.29

Management support is essential to developing and implementing SMS. SP includes all aspects of how, why, when and to whom management communicates safety related topics. SP also includes when and how training is provided. The following sections outline both the safety competencies and training that TAPS will implement and how safety related information will be communicated.

1. Safety Competencies and Training – 673.29(a)

TAPS provides comprehensive training to all employees regarding each employee's job duties and general responsibilities. This training includes safety responsibilities related to the employee's position. In addition, regular driver safety meetings are held to ensure that safety related information is relayed to the key members of our agency's safety processes.

As part of SMS implementation, TAPS will be conducting the following activities:

- Conduct a thorough review of all current general staff categories (administrative, driver, supervisor, mechanic, maintenance, etc.) and the respective staff safety related responsibilities.
- Assess the training requirements spelled out in 49 CFR Part 672 and the various courses required for different positions. (TAPS is not subject to the requirements under 49 CFR Part 672, but will review the training requirements to understand what training is being required of other larger agencies in the event these trainings might be useful).
- Assess the training material available on the FTA PTASP Technical Assistance Center website.

- Review other training material available from industry sources such as the Community Transportation Association of America and the American Public Transportation Association websites.
- Develop a set of competencies and trainings required to meet the safety related activities for each general staff category.
- Develop expectations for ongoing safety training and safety meeting attendance.
- Develop a training matrix to track progress on individuals and groups within the organization.
- Adjust job notices associated with general staff categories to ensure that new personnel understand the safety related competencies and training needs and the safety related responsibilities of the job.
- Include refresher training in all trainings and apply it to agency personnel and contractors.

II. Safety Communication – 673.27(b)

TAPS regularly communicates safety and safety performance information throughout our agency's organization that, at a minimum, conveys information on hazards and safety risks relevant to employees' roles and responsibilities and informs employees of safety actions taken in response to reports submitted through the ESRP (noted in Section 3.A.1) or other means.

TAPS reports any safety related information to the TAPS Board of Directors at their regular meetings and will begin including safety performance information. In addition, TAPS holds regularly scheduled meetings with drivers to ensure that any safety related information is passed along that would affect the execution of the drivers' duties. TAPS also posts safety related and other pertinent information in a common room for all employees.

TAPS will begin systematically collecting, cataloging, and, where appropriate, analyzing and reporting safety and performance information to all staff. To determine what information should be reported, how the information should be reported and to whom, TAPS will answer the following questions:

- What information does this individual need to do their job?
- How can we ensure the individual understands what is communicated?
- How can we ensure the individual understands what action must be taken as a result of the information?
- How can we ensure the information is accurate and kept up-to-date?
- Are there any privacy or security concerns to consider when sharing information? If so, what should we do to address these concerns?

In addition, TAPS will review our current communications strategies and determine whether others are needed. As part of this effort, TAPS has conducted, and will continue to conduct, a Safety Culture Survey

to understand how safety is perceived in the workplace and what areas TAPS should be addressing to fully implement a safety culture at our agency.

5. APPENDIX A

TABLE 7: TAPS SUPPORTING DOCUMENTS

File Name	Revision Date	Document Name	Document Owner
2018 Trends & Analysis.pdf	2018	Vehicle Events	TAPS
Compliance Audit Procedures.pdf		Maintenance Performance / Quarterly Compliance Audit Procedures	Transdev
Customer Concern Reporting.pdf		Customer Complaint Policy	TAPS
D&A Policy.pdf	Dec-18	Zero Tolerance Drug and Alcohol Policy for Employees in Safety Sensitive Job Functions	Transdev / TAPS
Doc & Data Control.pdf	2012	Document and Data Control	Transdev
Facilities Plan.pdf	12/1/2016	Facility Maintenance Plan	TAPS
Fleet Management Plan.pdf	2016	Fleet Management Plan	Transdev / TAPS
Funding Sources.pdf	2019	Funding Sources	TAPS
Governing Board Policy.pdf	1/28/2009	Bylaws of TAPS	TAPS
HAZCOM Program.pdf	10/20/2017	Hazard Communication Program	Transdev / TAPS
HR Policy_Procedures.pdf	Sep-17	Policies and Procedures Handbook	Transdev
Incident Reporting Policy.pdf	3/12/2018	Incident Reporting	Transdev
Incident Reporting_Paratransit.pdf	Feb-18	Accident/Incident Reporting Forms	Transdev
Job Descriptions.pdf		Job Description Postings	TAPS
Job Hazard Analysis.pdf	12/13/2018	Job Safety Analysis Plan	Transdev / TAPS
Job Hazard Analysis_2.pdf	4/18/2018	Job Hazard Analysis: Drivers / Operations	TAPS
Job Hazard Analysis_3.pdf	4/18/2018	Job Hazard Analysis: Maintenance	TAPS
Job Hazard Analysis_4.pdf	4/18/2018	Job Hazard Analysis: Office	TAPS
Maintenance Plan.pdf	5/10/2016	Maintenance Plan	Transdev
MPO Map.pdf		MPO Map	TAPS

File Name	Revision Date	Document Name	Document Owner
MPO Plans.pdf	10/15/2014	Sherman-Denison 2040 MTP: Guiding Principles, Objectives, and Policies	Sherman-Denison MPO
MPO Plans_2.pdf	12/5/2018	Unified Planning Work Program	Sherman-Denison MPO
MPO Plans_3.pdf	5/25/2018	Transportation Improvement Plan (2019-2022)	Sherman-Denison MPO
Organizational Structure.pdf		Organization Chart	TAPS
PPE Plan.pdf	10/13/2017	Personal Protective Equipment (PPE) Plan	Transdev / TAPS
Procurement P&P.pdf	Mar-17	Procurement Policies & Procedures	TAPS
Safety Committee.pdf	2/2/2018	Safety Committees	Transdev
Safety KPI.pdf	2019	2017-2019 Safety Measures	TAPS
Safety P&P.pdf		Safety Policies and Procedures	Transdev
Safety Training Manual.pdf	2018	Safe Driving Reference Guide	Transdev
SOPs.pdf	6/29/2017	Standard Operating Procedures	Transdev
TAPS Description.pdf		TAPS Description	TAPS
TAPS Services.pdf		Get-a-Ride Services	TAPS
Training Program.pdf	3/22/2018	Recommended New Paratransit Operator Development Syllabus	Transdev
Transit Asset Management (TAM).pdf	8/29/2018	2018 Transit Asset Management Plan	TAPS
Triennial Review Report.pdf	10/16/2017	Preliminary Findings of Deficiency: FY 2017 Triennial Review	TAPS / FTA
TSSEPPP.pdf	5/2/2019	Transit System Security & Emergency Preparedness Program Plan (TSSEPPP)	Transdev
Safety Data Collections.pdf		Safety Data Collections	TAPS
CHIEF SAFETY OFFICER (002).pdf		Chief Safety Officer	TAPS
CHIEF SAFETY OFFICER (002).pdf		TAPS Organizational Chart	TAPS
Hazardous Materials > Appendix B - Internal EMS Audit.pdf	Mar-16	Environmental Management System (EMS) Manual: Appendix B - Internal EMS Audit	Transdev

File Name	Revision Date	Document Name	Document Owner
Hazardous Materials > Chapter 00 - Cover Page & Table of Content.pdf	Mar-16	Environmental Management System (EMS) Manual: Table of Contents	Transdev
Hazardous Materials > Chapter 01 - Introduction.pdf	Mar-16	Environmental Management System (EMS) Manual: Introduction	Transdev
Hazardous Materials > Chapter 02 - EMS Structure and Elements.pdf	Mar-16	Environmental Management System (EMS) Manual: EMS Structure & Elements	Transdev
Hazardous Materials > Chapter 03 - EPCRA.pdf	Mar-16	Environmental Management System (EMS) Manual: Emergency Planning and Community Right-to- Know Act (EPCRA)	Transdev
Hazardous Materials > Chapter 04 - Employee Right-to-Know Program.pdf	Mar-16	Environmental Management System (EMS) Manual: Employee Right-to-Know Program	Transdev
Hazardous Materials > Chapter 05 - Hazardous Waste Management Program.pdf	Mar-16	Environmental Management System (EMS) Manual: Hazardous Waste Management (HASMAT) Program	Transdev
Hazardous Materials > Chapter 06 - Clean Water Management Program.pdf	Mar-16	Environmental Management System (EMS) Manual: Clean Water Management Program	Transdev
Hazardous Materials > Chapter 07 - Clean Air Management Program.pdf	Mar-16	Environmental Management System (EMS) Manual: Clean Air Management Program	Transdev
Hazardous Materials > Chapter 08 - Storage Tank Program.pdf	Mar-16	Environmental Management System (EMS) Manual: Storage Tank Program	Transdev

A. Glossary of Terms

Accident: means an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of transit vehicles; an evacuation for life safety reasons; at any location, at any time, whatever the cause.

Accountable Executive (typically the highest executive in the agency): means a single, identifiable person who has ultimate responsibility for carrying out the SMS of a public transportation agency, and control or direction over the human and capital resources needed to develop and maintain both the

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agency's PTASP, in accordance with 49 U.S.C. 5329(d), and the agency's TAM Plan in accordance with 49 U.S.C. 5326.

Assault on a Transit Worker: means, as defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

Agency Leadership and Executive Management: means those members of agency leadership or executive management (other than an Accountable Executive, CSO, or SMS Executive) who have authorities or responsibilities for day-to-day implementation and operation of an agency's SMS.

CDC: means the Centers for Disease Control and Prevention of the United States Department of Health and Human Services.

Chief Safety Officer (CSO): means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A CSO may not serve in other operational or maintenance capacity, unless the CSO is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Corrective Maintenance: Specific, unscheduled maintenance typically performed to identify, isolate, and rectify a condition or fault so that the failed asset or asset component can be restored to a safe operational condition within the tolerances or limits established for in-service operations.

Equivalent Authority: means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's PTASP.

Event: means an accident, incident, or occurrence.

Federal Transit Administration (FTA): means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

Hazard: means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Injury: means any harm to persons as a result of an event that requires immediate medical attention away from the scene.

Incident: means an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

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incident, or hazard, for the purpose of preventing recurrence and mitigating risk.

Key staff: means a group of staff or committees to support the Accountable Executive, CSO, or SMS Executive in developing, implementing, and operating the agency's SMS.

Major Mechanical Failures: means failures caused by vehicle malfunctions or subpar vehicle condition which requires that the vehicle be pulled from service.

National Public Transportation Safety Plan (NSP): means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

Occurrence: means an event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

Operator of a Public Transportation System: means a provider of public transportation as defined under 49 U.S.C. 5302(14).

Passenger: means a person, other than an operator, who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.

Performance Measure: means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Performance Target: means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.

Preventative Maintenance: means regular, scheduled, and/or recurring maintenance of assets (equipment and facilities) as required by manufacturer or vendor requirements, typically for the purpose of maintaining assets in satisfactory operating condition. Preventative maintenance is conducted by providing for systematic inspection, detection, and correction of anticipated failures either before they occur or before they develop into major defects. Preventative maintenance is maintenance, including tests, measurements, adjustments, and parts replacement, performed specifically to prevent faults from occurring. The primary goal of preventative maintenance is to avoid or mitigate the consequences of failure of equipment.

Public Transportation Agency Safety Plan (PTASP): means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and this part.

Risk: means the composite of predicted severity and likelihood of the potential effect of a hazard.

Risk Mitigation: means a method or methods to eliminate or reduce the effects of hazards.

Road Calls: means specific, unscheduled maintenance requiring either the emergency repair or service of a piece of equipment in the field or the towing of the unit to the garage or shop.

Safety Assurance (SA): means the process within a transit agency's SMS that functions to ensure the implementation and effectiveness of safety risk mitigation and ensures that the transit agency meets or exceeds our safety objectives through the collection, analysis, and assessment of information.

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defines the transit agency's safety objectives and the accountabilities and responsibilities of the agency's employees regarding safety.

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Safety Management System (SMS): means the formal, top-down, data-driven, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

Safety Management System (SMS) Executive: means a CSO or an equivalent.

Safety Objective: means a general goal or desired outcome related to safety.

Safety Performance: means an organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

Safety Performance Indicator: means a data-driven, quantifiable parameter used for monitoring and assessing safety performance.

Safety Performance Measure: means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Safety Performance Monitoring: means activities aimed at the quantification of an organization's safety effectiveness and efficiency during service delivery operations, through a combination of safety performance indicators and safety performance targets.

Safety Performance Target (SPT): means a quantifiable level of performance or condition, expressed as a value for a given performance measure, achieved over a specified timeframe related to safety management activities.

Safety Promotion (SP): means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety Risk: means the assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome.

Safety Risk Assessment: means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

Safety Risk Management (SRM): means a process within a transit agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

Safety Risk Mitigation: means the activities whereby a public transportation agency controls the probability or severity of the potential consequences of hazards.

Safety Risk Probability: means the likelihood that a consequence might occur, taking as reference the worst foreseeable, but credible, condition.

Safety Risk Severity: means the anticipated effects of a consequence, should the consequence materialize, taking as reference the worst foreseeable, but credible, condition.

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Small Public Transportation Provider: means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

State: means a State of the United States, the District of Columbia, or the Territories of Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of Good Repair: means the condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency: means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR part 674.

Transit Agency: means an operator of a public transportation system.

Transit Asset Management (TAM) Plan: means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

Transit Worker: means any employee, contractor, or volunteer working on behalf of the transit agency. **Vehicle Revenue Miles (VRM):** means the miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles include layover/recovery time and exclude deadhead; operator training; vehicle maintenance testing; and school bus and charter services.

B. Additional Acronyms Used

ADA: Americans with Disabilities Act

ASP: Agency Safety Plan

ESRP: Employee Safety Reporting Program

FAST Act: Fixing America's Surface Transportation Act

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MAP-21: Moving Ahead for Progress in the 21st Century Act

MOU: Memorandum of Understanding

MPO: Metropolitan Planning Organization

NTD: National Transit Database

SOP: Standard Operating Procedure

TAPS: Texoma Area Paratransit System, Inc.

TSSEPPP: Transit System Security & Emergency Preparedness Program Plan

TxDOT: Texas Department of Transportation

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6. APPENDIX B

A. Board Minutes or Resolution

Texoma Area Paratransit System (TAPS)

Resolution No. 35-2024

BOARD APPROVAL OF TAPS' Public Transportation Agency Safety Plan

WHEREAS, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR Part 673), which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans and included processes and procure to implement Safety Management Systems (SMS); and

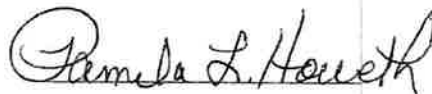
WHEREAS, the development and implementation of a PTASP is required of Public Transportation Systems that receive federal and/or state funds through the Texas Department of Transportation (TXDOT); and

WHEREAS, TAPS is required to adopt, implement, and maintain a PTASP;

NOW THEREFORE BE IT RESOLVED THAT:

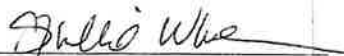
1. The Board adopts and approves the PTASP Update as presented.
2. The Board further directs the General Manager to serve as its Accountable Executive for the PTASP.

**PASSED, APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE
TEXOMA AREA PARATRANSIT SYSTEM ON THIS 20TH DAY OF November 2024.**



Pamela Howeth, Board Chair

Attest:



GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM VIII
ACTION ITEM

February 5, 2025

Review of the Targets for Safety Performance Measures (PM1) for Fiscal Year 2025 As Established by the Texas Department of Transportation and Approve a Resolution Adopting the PM1

BACKGROUND:

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP21) and subsequent Infrastructure Investment and Jobs Act (IIJA) Act, the Federal Highway Administration (FHWA) published a Final Rule on April 14, 2016 that requires that state departments of transportation adopt performance measures and targets for safety.

On December 17, 2024, the Texas Department of Transportation (TxDOT) adopted five (5) targets for Safety Performance Measures (PM1) as indicated below:

- 1) Total number of traffic fatalities (C-1);
- 2) Total number of serious injuries (C-2);
- 3) Fatalities per 100 million vehicle miles traveled (C-3);
- 4) Serious injuries per 100 million vehicle miles traveled; and
- 5) Total number of non-motorized fatalities and serious injuries.

These targets are identical to FY 2024.

Metropolitan Planning Organizations (MPO's) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those targets or adopt their own targets.

The Technical Advisory Committee recommended approval of the Resolution Adopting Targets for PM1 for FY 2025 on January 15, 2025.

ACTION REQUESTED:

Approve the Resolution Adopting Targets for Safety Performance Measures (PM1) for Fiscal Year 2025 As Established by the Texas Department of Transportation

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2025-03](#)

RESOLUTION NO. 2025-03

A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, ADOPTING TARGETS FOR SAFETY PERFORMANCE MEASURES (PM1) FOR FISCAL YEAR 2025 AS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION

WHEREAS, the Grayson County Metropolitan Planning Organization, which is the metropolitan planning organization (MPO) for the Sherman-Denison Metropolitan Area, has the responsibility under Title 23, United States Code, Section 134 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and,

WHEREAS, the Texas Department of Transportation (TxDOT) has adopted its Strategic Highway Safety Plan (SHSP), a data-driven statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads; and

WHEREAS, the State of Texas Department of Transportation (TxDOT) has established targets for 5 Safety Performance measures based on five-year rolling averages for:

1. Number of Fatalities;
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
3. Number of Serious Injuries;
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries, and

WHEREAS, the Texas Department of Transportation (TxDOT) has officially established safety targets and has adopted identical safety targets for number of fatalities, rate of fatalities, and number of serious injuries as set forth in the SHSP, and as shown in APPENDIX A, Attached hereto.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, that the Policy Board hereby supports and adopts the Safety Performance Measures (PM1) and Targets for Fiscal Year 2025 as established by the Texas Department of Transportation as indicated in APPENDIX A, attached hereto.

BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD will plan and program projects compatible with the achievement of said targets.

ADOPTED in Regular Session on this the 5th day of February, 2025.

GRAYSON COUNTY MPO

BY: _____
ROBERT CRAWLEY, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on February 5, 2025.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR

APPENDIX A

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2024 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,567 fatalities in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2024	3,046
2024 Target expressed as 5-year average	3,567

As noted in the table above, the calendar year target for 2024 would be 3,046 fatalities.

Target: Total number of serious injuries

2024 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2024	18,242
2024 Target expressed as 5-year average	18,096

As noted in the table above, the calendar year target for 2024 would be 18,242 serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 17,062.

Target: Fatalities per 100 million vehicle miles traveled

2023 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2024	1.14
2024 Target expressed as 5-year average	1.36

As noted in the table above, the calendar year target for 2024 would be 1.14 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2024 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2024	6.77
2024 Target expressed as 5-year average	6.64

As noted in the table above, the calendar year target for 2024 would be 6.77 serious injuries per 100 MVMT. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 6.39.

Target: Total number of non-motorized fatalities and serious injuries

2024 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2024	2,360
2024 Target expressed as 5-year average	2,371

As noted in the table above, the calendar year target for 2023 would be 2,360 non-motorized fatalities and serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 2,357.

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM IX
ACTION ITEM

February 5, 2025

Review and Approve a Resolution Adopting Targets for Pavement and Bridge Condition Performance Measures (PM2) for Fiscal Year 2023-2026 As Established by the Texas Department of Transportation

BACKGROUND:

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP21) and subsequent Infrastructure Investment and Jobs Act (IIJA) Act, the Federal Highway Administration (FHWA) published a Final Rule on May 20, 2017 that requires that state departments of transportation adopt performance measures and targets for pavement and bridge conditions.

On December 17, 2024 the Texas Department of Transportation (TxDOT) adopted six (6) targets for Pavement and Bridge Condition Performance Measures (PM2) as indicated below:

- 1) Percentage of Interstate System pavement in good or better condition;
- 2) Percentage of Interstate System pavement in poor condition;
- 3) Percentage of Non-Interstate National Highway System pavement in good condition;
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition;
- 5) Percentage of Bridge Deck on the National Highway System in good condition; and
- 6) Percentage of Bridge Deck on the National Highway System in poor condition.

Metropolitan Planning Organizations (MPO's) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those targets or adopt their own targets.

Adopting Targets for Pavement and Bridge Condition Performance Measures (PM2) for Fiscal Year 2023-2026 as Established by the Texas Department of Transportation was recommended for approval by the Technical Advisory Committee on January 15, 2025.

ACTION REQUESTED:

Approve the Resolution Adopting Targets for Pavement and Bridge Condition Performance Measures (PM2) for Fiscal Year 2023-2026 As Established by the Texas Department of Transportation

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2025-04](#)

STAFF CONTACT: Clay Barnett, P.E., 903.328.2090, cbarnett@huitt-zollars.com

RESOLUTION NO. 2025-04

A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, ADOPTING TARGETS FOR PAVEMENT AND BRIDGE CONDITION PERFORMANCE MEASURES (PM2) FOR FISCAL YEARS 2023-2026 AS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION

WHEREAS, the Grayson County Metropolitan Planning Organization, which is the metropolitan planning organization (MPO) for the Sherman-Denison Metropolitan Area, has the responsibility under Title 23, United States Code, Section 134 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and,

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), signed into law November 15, 2021, requires the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, on December 17, 2024 the Texas Department of Transportation (TxDOT) adopted six (6) targets for **Pavement and Bridge Performance Measures (PM2)** as indicated below:

- 1) Percentage of Interstate System pavement in good or better condition;
- 2) Percentage of Interstate System pavement in poor condition;
- 3) Percentage of Non-Interstate National Highway System pavement in good condition;
- 4) Percentage of Non-Interstate National Highway System pavement in poor condition;
- 5) Percentage of Bridge Deck on the National Highway System in good condition; and
- 6) Percentage of Bridge Deck on the National Highway System in poor condition; and,

WHEREAS, Metropolitan Planning Organizations (MPO's) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those targets or adopt their own targets.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, that the Policy Board hereby supports and adopts the Pavement and Bridge Condition Performance Measures (PM2) and Targets for Fiscal Years 2023-2026 as established by the Texas Department of Transportation as indicated in APPENDIX A, attached hereto.

BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD will plan and program projects compatible with the achievement of said targets.

ADOPTED in Regular Session on this the 5th day of February, 2025.

GRAYSON COUNTY MPO

BY: _____
ROBERT CRAWLEY, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on February 5, 2025.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR

APPENDIX A

TxDOT Established Bridge and Pavement Performance Measure (PM2) Targets for FY 2023-2026

Federal Performance Measure		Baseline	2024 Target	2026 Target
Pavement on IH				
	% in “good” condition	64.5%	63.9%	63.6%
	% in “poor” condition	0.1%	0.2%	0.2%
Pavement on non-IH NHS				
	% in “good” condition	51.7%	45.5%	46.0%
	% in “poor” condition	1.3%	1.5%	2.5%
NHS Bridge Deck Condition				
	% in “good” condition	49.2%	48.5%	47.6%
	% in “poor” condition	1.1%	0.9%	1.5%

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM X
ACTION ITEM

February 5, 2025

Review and Approve a Resolution Adopting Targets for System Performance Measures (PM3) for Fiscal Year 2023-2026

BACKGROUND:

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP21) and subsequent Infrastructure Investment and Jobs Act (IIJA) Act, the Federal Highway Administration (FHWA) published a Final Rule on May 20, 2017 that requires that state departments of transportation adopt performance measures and targets for pavement and bridge conditions.

On December 17, 2024, the Texas Department of Transportation (TxDOT) adopted twenty-two (22) targets for System Performance Measures (PM3). Twenty-one (21) 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, staff is recommending that the Policy Board adopt one system performance measure, which is: percentage of person-miles traveled on Non-Interstate National Highway System facilities rated "reliable" (TTR Non-IH). The targets for the performance measure were produced by the Texas A&M Transportation Institute. 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.

Metropolitan Planning Organizations (MPO's) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those targets or adopt their own targets.

Adopting Targets for System Performance Measures (PM3) for Fiscal Year 2023-2026 was recommended for approval by the Technical Advisory Committee on January 15, 2025.

ACTION REQUESTED:

Approve a Resolution Adopting Targets for System Performance Measures (PM3) for Fiscal Year 2023-2026

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2025-05](#)

STAFF CONTACT: Clay Barnett, P.E., 903.328.2090, cbarnett@huitt-zollars.com

RESOLUTION NO. 2025-05

A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, ADOPTING TARGETS FOR SYSTEM PERFORMANCE MEASURES (PM3) FOR FISCAL YEAR 2023-2026

WHEREAS, the Grayson County Metropolitan Planning Organization, which is the metropolitan planning organization (MPO) for the Sherman-Denison Metropolitan Area, has the responsibility under Title 23, United States Code, Section 134 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and,

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA), signed into law November 15, 2021, requires the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, on December 17, 2024 the Texas Department of Transportation (TxDOT) adopted targets for **System Performance Measures (PM3)**; and,

WHEREAS, Metropolitan Planning Organizations (MPO's) have 180 days from the adoption of performance measure targets by a state department of transportation to accept those targets or adopt their own targets.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, hereby adopts the System Performance Measures (PM3) and Targets for Fiscal Years 2023-2026 as indicated in APPENDIX A, attached hereto.

BE IT FURTHER RESOLVED, THAT THE MPO POLICY BOARD will plan and program projects compatible with the achievement of said targets.

ADOPTED in Regular Session on this the 5th day of February, 2025.

GRAYSON COUNTY MPO

BY: _____
ROBERT CRAWLEY, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on February 5, 2025.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR

APPENDIX A

System Performance Measure (PM3) Targets for FY 2023-2026

Federal Performance Measure	Baseline	2024 Target	2026 Target
NHS Travel Time Reliability			
Non-IH Level of Travel Time Reliability	99.8%	95.0%	90.0%

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM XI
ACTION ITEM

February 5, 2025

Review and Consider Approval of the FY 2022 Annual Listing of Obligated Projects (ALOP)

BACKGROUND:

The **Annual Listing of Obligated Projects** (ALOP) is a requirement established through Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA - LU). It has been continued in the Infrastructure Investment and Jobs Act (IIJA).

This list should be submitted to TxDOT by December 15th each year. It should include both highway and transit projects that received funding during the previous fiscal year. The ALOP should be compiled in conjunction with the TxDOT District Office and Transit Providers. The purpose of this list is to update the public and everyone involved in the planning process on the projects that are being funded within the MPO study area. The list is to be made available to the public through the MPO's web site www.gcmpo.org.

ACTION REQUESTED:

Approve the FY 2022 Annual Listing of Obligated Projects (ALOP) As Presented

ATTACHMENTS: *click underlined items for attachment*

- [FY 2022 Annual Listing of Obligated Projects](#)

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION

FY 2022

ANNUAL LISTING OF OBLIGATED PROJECTS

FEDERAL FUNDS OBLIGATED REPORT

**Submitted to the Texas Department of Transportation – January 8, 2025
Approved by the Policy Board on February 5, 2025**

"Obligation" and Reimbursement of Federal Funds

Funding for projects is programmed or reserved until a project is "obligated". Obligation is a way of ensuring that actual cash is available to pay for project expenditures. Obligation of funds occurs on a project phase basis (i.e. design, right of way or construction). Key activities under each phase will trigger obligation of funds. Typically these are critical points at which commitments are made, but expenditures have yet to start. Such items as advertisement of consultant or construction contracts and preparing offers for property acquisition are actions which will obligate funds.

Before an agency can obligate funds, it must have approval to do so. In the case of highway and/or streets projects, the authority to approve the obligation of funds is passed from the Federal Highway Administration (FHWA) on to the Texas Department of Transportation (TxDOT). TxDOT has specific processes that must be followed for an agency to get to a point in which funds can be obligated. These vary depending on the program, but generally include submitting a "project authorization request" and/or entering into an Agreement with TxDOT. For transit related projects, the lead agency for the project must transmit specific information directly to the Federal Transit Administration (FTA).

Once an agency has authorization to proceed with a project, it can obligate funds. Every federal program will have specific time limits in which funds must be obligated.

Federal funding is typically transferred to an agency on a reimbursement basis. Therefore, the agency must ensure it has adequate cash flows to cover planned project expenditures. Typically once expenditures are incurred, the agency can request reimbursement for those costs. If the agency is required to provide matching monies to the federal funds, those must also be expended. Once the project is complete, the lead agency may have to conduct an audit to ensure funds were spent in accordance with the grant or funding program guidelines.

This document was developed by the Grayson County MPO for informational purposes and is not warranted for any other use. The information contained in the document was provided to Grayson County MPO by the Texas Department of Transportation and the transit provider in the Grayson County MPO region.

Documentation regarding the public participation process can be found in Appendix A. A virtual public hearing was held on June 14, 2022. There were no members of the public who attended the public hearing that wished to comment on the Annual Listing of Obligated Projects for Fiscal Year 2022.

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number:			
1902268			

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
2455-01-031	SD2018-2A	SDMPO	C, E, R

Project Name/Facility:	Limits:	Funding Categories:
FM 1417	From: US 82 To: TAYLOR STREET	1, 11, 3LC, 4U

Project Description:
WIDEN FROM 2-LN TO 4-LN

Amount of Federal Funding Programmed in MPO TIP: \$12,508,882.00

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

Federal-Aid Project Number:			
1902268			

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
2455-01-034	SD2018-2B	SDMPO	C, E, R

Project Name/Facility:	Limits:	Funding Categories:
FM 1417	From: TAYLOR STREET To: SH 56	1

Project Description:
WIDEN FROM 2-LANE TO 4-LANE, RECONST INTERCHANGE AT SH 56, REPLACE BRIDGE AT SAND CREEK

Amount of Federal Funding Programmed in MPO TIP: \$7,203,086.00

Amount of Federal Funding Obligated in Fiscal Year: \$15,179,337.43

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number:
2016622

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0729-01-039	SDHWY086	SDMPO	C, E, R

Project Name/Facility:	Limits:	Funding Categories:
FM 121	From: 1200 FT WEST OF FM 3356 To: JIM JONES ROAD	1, 11

Project Description:
WIDEN NON-FREEWAY

Amount of Federal Funding Programmed in MPO TIP: \$9,242,420.00

Amount of Federal Funding Obligated in Fiscal Year: \$5,407,908.41

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

Federal-Aid Project Number:
2020008

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0047-02-150	US75-GAP2	SDMPO	C, E, R

Project Name/Facility:	Limits:	Funding Categories:
US 75	From: SH 91 To: 0.651 MI S OF CENTER STREET	12, 31C, 4R, 4U, 6

Project Description:
RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number:
2020008

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0047-03-087	US75-GAP1	SDMPO	C, E, R

Project Name/Facility:	Limits:	Funding Categories:
US 75	From: 0.651 MI S OF CENTER STREET	12, 3LC, 4R, 4U, 6
	To: FM 1417	

Project Description:
RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN

Amount of Federal Funding Programmed in MPO TIP:

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

Federal-Aid Project Number:
2020008

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0047-18-083	US75-US82	SDMPO	C, E, R

Project Name/Facility:	Limits:	Funding Categories:
US 75	From: AT US 82	4R
	To:	

Project Description:
WIDEN FRONTAGE ROADS AND RECONFIGURE RAMP

Amount of Federal Funding Programmed in MPO TIP:

Amount of Federal Funding Obligated in Fiscal Year:

Amount of Federal Funding Remaining and Available for Subsequent Years:

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number:
1702403

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0901-19-190			C

Project Name/Facility:	Limits:	Funding Categories:
CR	From: BNSF DOT 672079F RRMP 656.35	8
	To: FEDERAL SIGNAL PROGRAM	

Project Description:
INSTALL RAILROAD LIGHTS AND GATES

Amount of Federal Funding Programmed in MPO TIP: \$292,301.00

Amount of Federal Funding Obligated in Fiscal Year: \$292,301.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

Federal-Aid Project Number:
2016434

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0901-19-179			C, E

Project Name/Facility:	Limits:	Funding Categories:
CR	From: CR 830-2	6
	To: AT BRUSHY CREEK	

Project Description:
BRIDGE REPLACEMENT

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$368,581.55

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number:
2020392

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0009-08-032			C, E

Project Name/Facility:	Limits:	Funding Categories:
SH 24	From: FM 499	1
	To: IH 30	

Project Description:
PREVENTIVE MAINTENANCE

Amount of Federal Funding Programmed in MPO TIP: \$1,197,722.91

Amount of Federal Funding Obligated in Fiscal Year: \$1,197,722.91

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

Federal-Aid Project Number:
2021793

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0316-03-010			C, E

Project Name/Facility:	Limits:	Funding Categories:
FM 1753	From: FM 1897	1
	To: FM 120	

Project Description:
REHABILITATE EXISTING ROADWAY

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$3,000,000.00

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number:
2022167

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0045-06-055			C, E

Project Name/Facility:	Limits:	Funding Categories:
SH 56	From: SL 205	1
	To: US 82	

Project Description:
HAZARD ELIMINATION & SAFETY

Amount of Federal Funding Programmed in MPO TIP: \$5,790,636.37

Amount of Federal Funding Obligated in Fiscal Year: \$5,790,636.37

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

Federal-Aid Project Number:
2022168

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0009-13-179			C, E

Project Name/Facility:	Limits:	Funding Categories:
IH 30	From: SH 24 (SFR)	1
	To: HOPKINS COUNTY LINE	

Project Description:
PREVENTIVE MAINTENANCE

Amount of Federal Funding Programmed in MPO TIP: \$1,554,086.90

Amount of Federal Funding Obligated in Fiscal Year: \$1,554,086.90

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number:
2022196

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0009-06-052			C, E

Project Name/Facility:	Limits:	Funding Categories:
SH 66	From: FM 6	1
	To: US 69	

Project Description:
PREVENTIVE MAINTENANCE

Amount of Federal Funding Programmed in MPO TIP: \$2,400,357.98

Amount of Federal Funding Obligated in Fiscal Year: \$2,400,357.98

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

Federal-Aid Project Number:
2022395

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0045-03-055			C, E

Project Name/Facility:	Limits:	Funding Categories:
SH 56	From: AT POST OAK CREEK	6
	To: .	

Project Description:
BRIDGE MAINTENANCE

Amount of Federal Funding Programmed in MPO TIP: \$312,603.09

Amount of Federal Funding Obligated in Fiscal Year: \$312,603.09

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number:
2022530

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0081-08-011			C, E

Project Name/Facility:	Limits:	Funding Categories:
BU 377B	From: US 377 N	1
	To: US 377 S	

Project Description:
PREVENTIVE MAINTENANCE

Amount of Federal Funding Programmed in MPO TIP: \$3,712,721.73

Amount of Federal Funding Obligated in Fiscal Year: \$3,712,721.73

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Bicycle & Pedestrian Projects

Federal-Aid Project Number:
2021597

CSJ Number:	MPO Project ID:	Sponsor:	Phase of Work:
0047-03-096		OTHER (CITY) -	C, E

Project Name/Facility:	Limits:	Funding Categories:
SH 5	From: NEWPORT DR AT PARTIN ELEMENTARY SCHOOL	9
	To: 0.645 MI S OF FM 3133 AT MOORE PARK	

Project Description:
BICYCLE AND PEDESTRIAN IMPROVEMENTS

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$602,520.58

Amount of Federal Funding Remaining and Available for Subsequent Years: \$0.00

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Transit						
Project ID:	TX-2017-082-00			Federal Cost:		\$70,000.00
CSJ Number:	5307			State Cost:		\$0.00
Project Name:	Planning			Local Cost:		\$14,000.00
County Name:	Grayson			Local Contribution:		\$
From:				Total:		\$84,000.00
To:				Let Date:		
				Funding Category:		5307
Work Type:				Estimated Completion Date:		30-Sep
Project ID:	TX-2020-056-00			Federal Cost:		\$54,000.00
CSJ Number:	5307 CARES ACT			State Cost:		\$0
Project Name:	Prev. Maint			Local Cost:		
County Name:	Grayson			Local Contribution:		\$0.00
From:				Total:		\$54,000.00
To:				Let Date:		
				Funding Category:		5307
Work Type:				Estimated Completion Date:		30-Sep
Project ID:	TX-2017-082-00			Federal Cost:		\$45,000.00
CSJ Number:	5307			State Cost:		\$0
Project Name:	Prev. Maint			Local Cost:		\$11,250.00
County Name:	Grayson			Local Contribution:		\$0.00
From:				Total:		\$56,250.00
To:				Let Date:		
				Funding Category:		5307
Work Type:				Estimated Completion Date:		30-Sep
Project ID:	TX-2020-056-00			Federal Cost:		\$240,000.00
CSJ Number:	5307 CARES ACT			State Cost:		\$0.00
Project Name:	Operations			Local Cost:		\$0.00
County Name:	Grayson			Local Contribution:		\$0.00
From:				Total:		\$240,000.00
To:				Let Date:		
				Funding Category:		5307
Work Type:				Estimated Completion Date:		30-Sep

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Project ID:	TX-2017-082-00				Federal Cost:		\$167,000.00
CSJ Number:	5307				State Cost:		\$167,000.00
Project Name:	Operations				Local Cost:		\$0.00
County Name:	Grayson				Local Contribution:		\$0.00
From:					Total:		\$334,000.00
To:					Let Date:		
					Funding Category:		5307
Work Type:					Estimated Completion Date:		30-Sep
Total Federal Funds Obligated in FY 2022 (Transit Projects)							\$576,000.00

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM XII
ACTION ITEM

February 5, 2025

Review and Approve the FY 2024 Annual Performance and Expenditure Report (APER)

BACKGROUND:

The **Annual Performance and Expenditure Report** (APER) is a requirement established by FHWA per 23 CFR 420.117(b). It is due to TxDOT on December 15th each year per 43 TAC 16.52(a)(5). The purpose of the APER is to update the public and everyone involved in the planning process on the tasks outlined in the Unified Planning Work Program (UPWP). The APER is to be made available to the public through the MPO's Public Participation Plan (PPP) and posted on our web site www.gcmpo.org.

The Technical Advisory Committee recommended approval of the FY 2024 APER on January 15, 2025.

ACTION REQUESTED:

Approve the FY 2024 Annual Performance and Expenditure Report (APER)

ATTACHMENTS: *click underlined items for attachment*

- [FY 2024 Annual Performance and Expenditure Report](#)



Grayson County MPO

Annual Performance and Expenditure Report

FY 2024

Task 1 – ADMINISTRATION AND MANAGEMENT

TASK SUMMARY

Work elements in this activity are administrative and management tasks associated with the function, coordination and day-to-day activities of the MPO and the multi modal transportation planning process. The development of goals, objectives, and policies; committee structures and staffing; interagency linkage and information; and staffing of various work elements are the main concerns of transportation planning coordination. Required duties include informing the public and committee members of meetings, preparation of meeting packets, attendance at meetings, coordination of projects/programs, and oversight of planning activities. Additionally, this task will meet the technical objectives of the organization regarding computer equipment and/or software packages.

Subtask 1.1 - Administration

Prepare and submit required reports, certification and administrative documentation to maintain continuity and credibility of the Study. Prepare budgets, maintain financial records, equipment inventory and ensure monies are spent appropriately. Coordinate activities between participating agencies and other public and private interests. Prepare request for proposals, as required, and solicit for contractual services and supervise the work. Assist participating agencies as needed. The MPO will review and evaluate the work accomplished during the previous fiscal year under this work program. An Annual Performance and Expenditure Report will be prepared at the end of each fiscal year (2023 & 2024) in accordance with TxDOT policy and procedures.

Maintain the computer equipment and software, funding is allocated and/or service contracts are in operation for the maintenance and upgrade of all automated information processing equipment and software purchased. Staff will continue updating MPO equipment and software when appropriate. Staff must stay abreast of current trends in technology, as they are applicable to the urban transportation planning process and effectiveness of operations and the planning process. All computer equipment will continue to be inventoried by identification number, physical location and staff member(s) responsible. Purchases of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters and related computer equipment or computer software: equipment purchases exceeding \$5,000 per unit require prior approval from TxDOT-TTP.

Monitor, evaluate and implement Title VI Civil Rights/Environmental Justice compliance, guidance and requirements for plans and programs; continue to collect and analyze data related to minority or low income populations and the effect of the transportation programs and system on those populations; identify ways to mitigate impacts of the system and programs on the identified populations; expand the database of citizens and businesses in low income or minority areas to facilitate effective outreach to those populations.

Subtask 1.1 Work Performed and Status – *All administrative tasks, day-to-day activities and operations of the urban transportation planning process were devised, implemented and accomplished through coordination by the Grayson County Metropolitan Planning Organization (MPO) and Texas Department of Transportation (TxDOT) Area staff. The majority of administrative tasks are on-going and carry-over fiscal years.*

Subtask 1.2 – Public Involvement

Community involvement and input, vital elements in transportation planning and design, will be sought in the developmental stages of all transportation plans, MTP, TIP, and UPWP, to acknowledge community transportation needs, demands, and goals. Public participation will include public and private agencies, transit providers, civic groups, local and regional interest groups, elected officials and concerned citizens. In accordance with the MPO's published PPP, all PB meetings will be advertised and open to the public. Open forums will precede any changes in the MTP and the TIP. Media outlets will be used whenever necessary to ensure public notification and encourage maximum public participation.

This sub-task for Public Involvement covers the day-to-day responses to the public (via email and/or phone) as well as maintenance of the MPO's website. The internet web site: www.sdmpo.org will be maintained and updated as needed.

The Annual Project Listings document will be developed and published. On-going emphasis is placed in ensuring Environmental Justice issues are addressed and a complaint procedure is included into the PPP.

The PPP was updated in 2021. The MPO continues its visibility among minority and low-income communities. This is accomplished through announcements of meetings, etc. via neighborhood churches, or other local organizations.

Subtask 1.2 Work Performed and Status – *Conducted Policy Board meetings: October 4, 2023, February 7, 2024 and May 1, 2024. Conducted Technical Advisory Committee (TAC) meetings: January 24, 2024, April 17, 2024, July 17, 2024, and September 18, 2024. Three (3) public meetings were conducted throughout the year. Two (2) of the public meetings were conducted in conjunction with the adoption of the 2050 Metropolitan Transportation Plan on March 21, 2024 and September 18, 2024. The third public meeting was held in conjunction with the adoption of the 2025-2028 Transportation Improvement Program on April 17, 2024. Meetings were posted and advertised according to federal, state and GCMPO's Public Participation Plan.*

Additionally, staff gave presentations about the MPO to the Sherman Noon Lions Club on December 20, 2023 and January 3, 2024, and presentations about the 2050 Metropolitan Transportation Plan to the Denison Rotary on June 13, 2024 and the Northeast Texas Chapter of the Texas Society of Professional Engineers on June 13, 2024.

Staff held an Enhanced Planning Review with FHWA and TxDOT-TPP on February 7, 2024.

Staff completed revisions to the Public Participation Plan. The revised Public Participation Plan is anticipated to be adopted in the first quarter of FY 2025.

Subtask 1.3 – Staff Education and Training

To ensure that the local urban transportation planning process remains viable and productive, the MPO staff will attend relevant seminars, workshops, conferences, and courses appropriate to a continued increase in staff expertise with regard to urban transportation planning techniques, methodologies, and recent developments. In addition, the Director will attend all TEMPO meetings as well as participate in TEMPO applicable subcommittee and executive committee meetings. The participation in training events, which include FHWA, FTA, TxDOT meetings, workshops, conferences, and Association of MPOs (AMPO) and Transit Association's meetings, as well as local options (community and four-year college courses on pertinent skill sets) will assist the staff in developing skills and expertise in all forms of transportation planning and gather information to share with communities and transit service providers. This Subtask includes funds to reimburse MPO staff, for travel expenses when traveling on MPO related duties.

Subtask 1.3 Work Performed and Status – *Staff attended the Texas Association of MPOs (TEMPO) Meeting on November 30-December 1, 2023 and September 5-6, 2024 and virtually attended the TEMPO Meeting on March 21, 2024 and June 28, 2024.*

Task 1 - Funding Summary

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$101,330	\$101,308	\$22	99.98%
Local Planning Funds	\$0	\$0	\$0	
FTA (Sec. 5307)	\$0	\$0	\$0	
CMAQ	\$0	\$0	\$0	
STP MM	\$0	\$0	\$0	
TOTAL	\$101,330	\$101,308	\$22	99.98%

Task 2 – DATA DEVELOPMENT AND MAINTENANCE

TASK SUMMARY

Urban transportation planning requires constant monitoring and maintenance of a myriad of databases and mapping/graphic inventories. This provides the knowledge necessary to make accurate evaluations

of existing conditions and to make logical estimates of future transportation system upgrades. This is a continuing ongoing process.

Subtask 2.1 - TDM Updates and Maintenance

The TDM is an integral tool in the MPO's decision making process. Additionally, it is given to TTI for use in the statewide model that is used by decision makers at the state level. To ensure that the model kept up to date, the MPO with the assistance of a consultant began the process of updating the TDM in FY 2021 to a base year of 2018 and a forecast year of 2055 with interim years of 2023, 2028, 2033 and 2050. The process for updating the model includes the following:

1. Review the latest Model Area Boundary (MAB) and prepare recommendations in accordance with TxDOT's practices;
2. Prepare and update all data for the new Master network using TexPACK application standards and formats;
3. Using the revised MAB and network geography, prepare zonal boundary recommendations in accordance with TxDOT's practice as described in "*Master Network Editing Guidebook*", "*TexPACK Model Documentation*" and "*Socio-Economic Guidelines*" documentation; and
4. Update the base, interim and forecast demographics for each model year in accordance with TxDOT's "*Socio-Economic Guidelines*" documentation.

The TDM has been given to TxDOT-TTP to complete. TxDOT-TTP has committed to return the TDM to the MPO by the fourth quarter of FY 2023. Once complete, the model will be delivered to TTI for use in the statewide model.

Subtask 2.1 Work Performed and Status – *MPO staff received the completed Travel Demand Model from TxDOT-TTP and participated in training regarding the new model on October 17-18, 2023. MPO staff assisted TxDOT-TTP/TTI in the development of the model on an as needed basis throughout the fiscal year. The model was utilized in the development of the 2050 Metropolitan Transportation Plan.*

Subtask 2.2 - Geographic Information System

To fully allow the MPO to utilize the GIS in its work program, there are necessary enhancements and routine maintenance efforts that must be undertaken as part of its work program. Maps will be produced for staff projects, planning, technical and PB meetings, and public information, showing various population and transportation related characteristics within the planning area based on a variety of factors. The MPO intends to use staff provided by its fiscal agent to complete this effort. A consultant may assist staff as needed on completion of this subtask. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO. Maps will be made available to the public according to the fiscal agent's approved policies.

Subtask 2.2 Work Performed and Status – *Staff prepared maps for MPO staff projects, Policy Board and Technical Advisory Committee meetings, and public information. Examples include maps for TIP, thoroughfare plan maps for cities in the MPA, and maps for*

presentations by the Policy Board chairman and GCMPO director to different civic groups and city councils in the MPA.

Task 2 - Funding Summary

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$29,210	\$25,258	\$3,952	86.47%
Local Planning Funds	\$0	\$0	\$0	
FTA (Sec. 5307)	\$0	\$0	\$0	
CMAQ	\$0	\$0	\$0	
STP MM	\$0	\$0	\$0	
TOTAL	\$29,210	\$25,258	\$3,952	86.47%

TASK 3 – SHORT RANGE PLANNING

TASK SUMMARY

The objective of this task is to complete those planning activities that are more specific and are necessary for the planning process. This includes those required by the FAST Act such as the update of the 2022-2023 Unified Planning Work Program (UPWP) and revisions to the 2023-2026 Transportation Improvement Program (TIP), and development of the new 2025-2028 TIP.

Subtask 3.1 - Transportation Improvement Plan (TIP) and Self Certification

Projects in the TIP will be consistent with the 2045 MTP. Any TIP updates will incorporate input from citizens, public agencies, transit operators and other interested parties. Project selection will ultimately rest with the State, via TxDOT, in cooperation with the PB. Update or amend the 2023-2026 TIP as needed and allow citizens, public agencies, and private transportation providers an opportunity to comment on the program.

The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. In FY 2024, the MPO will develop a TIP covering the years 2025 through 2028.

The Self-Certification Statement requires that the 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 23 U.S.C. 450.336;

2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the IIJA (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. 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;
7. 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;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Subtask 3.1 Work Performed and Status – *Staff developed an amendment to the 2023-2026 TIP that was adopted by the Policy Board on October 4, 2023. Revisions in this amendment include: 1) changing the letting year and funding allocations for CSJs 0047-13-033 and 0047-18-088, and 2) adding funds to the transit projects in order to allow the purchase of new rolling stock.*

Additionally, Staff developed the new 2025-2028 TIP that was adopted by the Policy Board on May 1, 2024.

Staff developed Safety Performance Measures (PM1) that were adopted on February 7, 2024.

Subtask 3.2 - Unified Planning Work Program (UPWP)

The 2024-2025 UPWP will be monitored and revised as necessary by the PB and submitted for review and approval by appropriate committees and agencies. Work program tasks will be dedicated to providing continuing and coordinated multimodal transportation planning for the MPO region.

Each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPA. The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task. The 2026-2027 UPWP will be developed incorporating all appropriate provisions of appropriate federal transportation re-authorization bill.

Subtask 3.2 Work Performed and Status – *Staff developed an amendment to the 2024-2025 UPWP that was adopted by the Policy Board on February 7, 2024. Revisions to the UPWP included: 1) Task 1.2 – Adding the remaining funds from FY 2023 in order to complete the update to the Public Participation Plan; 2) Task 2.1 – Combining unspent funds from*

previous fiscal years and funds from removing Task 5.3 to allow for additional funding to maintain the travel demand model; 3) Task 4.0 – Rolling over the remaining funds from FY 2023 to complete the 2050 Metropolitan Transportation Plan and Bicycle & Pedestrian Plan; 4) Task 5.3 – Removing all funding for this project (funding was moved to Task 2.1); and 5) Task 5.5 – Rolling over funding from FY 2023 to complete the Grayson County Thoroughfare Plan.

Additionally, Staff developed the FY 2023 Annual Performance and Expenditure Report that was adopted by the Policy Board on February 7, 2024.

Subtask 3.3 - Short Range Transit Planning

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

Every five (5) years, all planning regions in the United States must complete a Regionally Coordinated Transportation Plan (RCTP) in order to qualify for federal transit funding. Grayson County, along with Cooke and Fannin Counties comprise Planning Region 22. The current RCTP for Planning Region 22 was adopted on March 24, 2022. The Regionally Coordinated Transportation Planning Committee must meet on a regular basis to implement the Goals and Objectives outlined in the RCTP. The GCMPO director currently serves as chair of the Regionally Coordinated Transportation Planning Committee. This subtask will be used for any preparation time and meetings held by the Regionally Coordinated Transportation Planning Committee or any associated subcommittees.

Subtask 3.3 Work Performed and Status – *Staff coordinated with the Texoma Area Paratransit System (TAPS) on the Transit Asset Management (TAM) Plan and Public Transportation Agency Safety Plan (PTASP), both of which were adopted by the Policy Board on February 7, 2024.*

Additionally, Staff served as chair of the Regionally Coordinated Transportation Planning Committee (RCTPC). The committee met on October 25, 2023, February 28, 2024, May 22, 2024 and August 28, 2024.

Task 3 - Funding Summary

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$24,800	\$24,800	\$0	100.00%
Local Planning Funds	\$0	\$0	\$0	
FTA (Sec. 5307)	\$0	\$0	\$0	
CMAQ	\$0	\$0	\$0	
STP MM	\$0	\$0	\$0	
TOTAL	\$24,800	\$24,800	\$0	100.00%

TASK 4 – METROPOLITAN TRANSPORTATION PLAN

TASK SUMMARY

The MTP process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in §450.306 as the factors relate to a minimum 20-year forecast period. The next installment of this document will be the 2050 MTP. The update to the MTP will extend the planning horizon out to the year 2050 and will include the following components:

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

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

Subtask 4.1 - Metropolitan Transportation Plan (MTP)

MPO will continue to update the current 2045 MTP as needed. MPO will publish any revisions to the MTP on the MPO website. Staff will review the 2045 MTP to ensure all TIP projects are listed, and to ensure that the MTP conforms to revised Federal and State guidelines, such as those for Environmental Justice.

Additionally, staff will complete the effort to update the MTP to reflect the new horizon of 2050. Adoption of the 2050 plan will occur at the October 2, 2024 Policy Board meeting. The MPO intends to use a consultant to complete this task.

Subtask 4.1 Work Performed and Status – *Staff developed the 2050 MTP that was adopted by the Policy Board on October 2, 2024.*

Subtask 4.2 - Complete Streets Planning Activities

For FY 2024, a minimum of 2.5% of the MPO's PL funds were included in the contract with the consultant on the MTP to develop a Complete Streets Assessment. The Complete Streets Assessment will be utilized by staff in planning activities for complete streets.

Subtask 4.2 Work Performed and Status – *A complete streets assessment was included as an individual chapter in the 2050 MTP.*

Subtask 4.3 - Bicycle and Pedestrian Plan Update

For FY 2024, funds were included in the contract with the consultant on the MTP to complete the update to the Bicycle and Pedestrian Plan. The Bicycle and Pedestrian Plan will include all of the Metropolitan Planning Area. Scope of services for the project include:

- Assessment of existing bicycle and pedestrian facilities;
- Identify safe school access needs;
- Identify potential intercity trails;
- Identify potential transportation alternatives funding sources; and
- Prepare a map of existing and proposed conditions.

Subtask 4.3 Work Performed and Status – *A complete streets assessment was included as an individual chapter in the 2050 MTP.*

Task 4 - Funding Summary

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$131,100	\$131,100	\$0	100.00%
Local Planning Funds	\$0	\$0	\$0	
FTA (Sec. 5307)	\$0	\$0	\$0	
CMAQ	\$0	\$0	\$0	
STP MM	\$0	\$0	\$0	
TOTAL	\$131,100	\$131,100	\$131,100	100.00%

TASK 5 - SPECIAL STUDIES

TASK SUMMARY

Occasionally, a study is warranted for projects of special interests that staff does not have the resources to complete without support staff. The objective of this task is to provide funding for the completion of such projects. Information gathered will aid staff in transportation plan development and revisions. These studies may include, but are not limited to: long range transit planning, thoroughfare planning, freight mobility planning, safety issues, and other issues as they arise.

Subtask 5.1 - Long Range Transit Planning

Texoma Area Paratransit System (TAPS) utilizing a combination of FTA Sect. 5307 and local funding will perform long range planning projects needed to meet federal requirements recognizing established Planning Emphasis Areas. Such activities include: development of a plan to provide a high quality fixed-route service in the urbanized area that balances the needs of the riders for transit service within the constraints of the transit budget, defining parameters of an acceptable level of service (fixed-route, demand responsive service etc.) that TAPS can provide, and performing studies necessary to ensure that TAPS continues to comply with Title VI guidelines and all other federal service requirements. MPO staff will assist TAPS when requested. This subtask will be used for any assistance of this nature given to TAPS.

Prior to beginning fixed route service in the Sherman-Denison Urbanized Area, TAPS must determine the following:

- Utilize community engagement to identify potential refinement to the route concepts, schedules, transit facility concept definition and locations, standards of service, equity review, vehicle needs, and sequence of service roll-out;
- Identify steps required to initiate the system, including designation of agencies for direct receipt of future FTA Section 5307 funding, development of the full funding grant agreement, and an overall program of projects;
- Identify steps required to apply for and receive funding from the FTA Section 5307 program; and
- Complete the oversight policy documents required to address FTA requirements such as a transit development plan, agency safety plan, ADA complementary service evaluation, public participation statement and plan, Title VI evaluation, service standard development, etc.
- This task will be utilized by MPO staff for any assistance TAPS requests in this regard.

This task will be utilized by MPO staff for any assistance TAPS requests in this regard.

Subtask 5.1 Work Performed and Status – *TAPS delayed the next phase of their fixed route survey. Therefore, there was no work performed on this subtask in FY 2024. This is partially the reason for the remaining balance under this task. TAPS is anticipating starting in the first quarter of FY 2025.*

Subtask 5.2 - US 82 Texas Corridor Study

TxDOT-TPP has begun the process of conducting a long-term, comprehensive analysis of the US 82 Corridor from a multimodal approach. The study includes the entire US 82 Corridor from

the Texas/New Mexico state line to the Texas/Arkansas state line, approximately 575 miles. The US 82 Corridor Study will examine currently planned transportation projects, analyze safety, connectivity, and mobility concerns, as well as identify short-, medium-, and long-term improvements to address the needs of the corridor. Findings and recommendations will assist in guiding the future of the corridor as it evolves.

The director of the Grayson County MPO was asked to serve on the working group for the eastern segment as well as the steering committee for the entire corridor. This effort is anticipated to be complete in the third quarter of FY 2024. This subtask will be used to participate in the eastern working group and steering committee for the project and any additional assistance requested by TxDOT-TPP.

Subtask 5.2 Work Performed and Status – *Staff attended US 82 Texas Corridor Study meetings hosted by TxDOT-TPP on April 30, 2024 and June 14, 2024. Additionally, Staff reviewed the final document. Unfortunately, TxDOT-TPP struggled to forward correspondence and invitations to meetings regarding the study. This is partially the reason for the remaining balance under this task.*

Subtask 5.3 – Safe Streets for All – Grayson County Safety Action Plan

The IIJA established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The program supports the development of a comprehensive safety action plan (Action Plan) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. Action Plans are the foundation of the SS4A grant program. SS4A requires an eligible Action Plan be in place before applying to implement projects and strategies. The SS4A program provides funding for two types of grants, namely: Planning and Demonstration Grants and Implementation Grants. In order to qualify for the Implementation Grants, an Action Plan must have already been completed. This task will utilize a Planning and Demonstration Grants for the Sherman-Denison Metropolitan Planning Area.

Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. Planning and Demonstration Grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan. The Department encourages including demonstration activities in an application.

The comprehensive safety action plan that a Safe Streets and Roads for All grant funds includes the following key components:

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries.

- Planning structure through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- Equity considerations developed through a plan using inclusive and representative processes.
- Policy and process changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- Strategy and project selections that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- Progress and transparency methods that measure progress over time after an Action Plan is developed or updated, including outcome data.

The application window for a Planning and Demonstration Grant closes on July 10, 2023. The local contribution required by the grant is anticipated to be \$100,000.

The MPO intends to utilize a consultant to develop the Grayson County Safety Action Plan. This subtask will be used for any assistance the consultant needs during the development of the Grayson County Safety Action Plan.

Subtask 5.3 Work Performed and Status – *Unfortunately, staff was unable to obtain a commitment for the local match required for the SS4A Grant. Staff will attempt to obtain the required local match in the next fiscal year.*

Subtask 5.4 – Grayson County Resiliency Plan

The objective of the Grayson County Resiliency Plan is to:

- Improve the resilience of the surface transportation system, including highways and public transportation,
- Provide continued operation or rapid recovery of crucial local, regional, or national surface transportation facilities;
- Identify and utilize nature-based solutions to reduce flood risks, erosion, and heat impacts while also creating habitat, filtering pollutants, and providing recreational benefits;
- Reduce damage and disruption to the transportation system;
- Improve the safety of the traveling public; and
- Improve equity by addressing the needs of disadvantaged populations that are often the most vulnerable to hazards.

The MPO intends to utilize a consultant to develop the Grayson County Resiliency Plan. This subtask will be used for any assistance the consultant needs during the development of the Grayson County Resiliency Plan.

Subtask 5.4 Work Performed and Status – *No funds were budgeted for this subtask for FY 2024. Staff will undertake the project in FY 2025.*

Subtask 5.5 – Grayson County Thoroughfare Plan

An analysis of water features, topography, built features, and parcel boundaries in relationship to the existing Grayson County Thoroughfare Plan will be conducted, and adjustments will be made to proposed alignments to mitigate constraints and minimize impacts to both the built and natural environment. Scope will include working with participating developers and land owners to refine alignments to be consistent with approved and proposed site plans and adjust alignments to optimize the efficient use of productive land as well as to support drainage plans, circulation plans and effective ingress and egress for residents, emergency response and service vehicles. The goal is a supportive interaction of land use and transportation that supports community resiliency and economic vitality. The MPO intends to use to complete Phases 3 and 4 of this effort.

Subtask 5.5 Work Performed and Status – *Staff continued to work with governments in Grayson County to adopt the 2024 Grayson County Thoroughfare Plan. The City of Denison adopted the thoroughfare plan on June 17, 2024. Staff presented the thoroughfare plan to the City of Gunter on September 19, 2024. The City of Gunter adopted the thoroughfare plan at the meeting. The City of Howe adopted the thoroughfare plan on April 16, 2024. The City of Pottsboro adopted the thoroughfare plan on April 1, 2024. The City of Van Alstyne adopted the thoroughfare plan on April 9, 2024. The City of Whitesboro adopted the thoroughfare plan on June 12, 2024. The City of Sherman is not required to adopt the 2024 Grayson County Thoroughfare Plan as there were no changes within the city limits or extra territorial jurisdiction. The 2024 Grayson County Thoroughfare Plan will be on the agenda to be adopted by the Grayson County Commissioners Court on November 12, 2024 and the Policy Board on February 5, 2025.*

Task 5 - Funding Summary

Funding Source	Amount Budgeted	Amount Expended	Balance	% Expended
Transportation Planning Funds (PL 112 & FTA 5303)	\$41,834	\$29,825	\$12,009	71.29%
Local Planning Funds	\$0	\$0	\$0	
FTA (Sec. 5307)	\$0	\$0	\$0	
CMAQ	\$0	\$0	\$0	
STP MM	\$0	\$0	\$0	
TOTAL	\$41,834	\$29,825	\$12,009	71.29%

BUDGET SUMMARY

Total Transportation Planning Funds (TPF)
Budgeted and Expended FY 2024

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
1.0	\$101,330	\$101,308	\$22	99.98%
2.0	\$29,210	\$25,258	\$3,952	86.47%
3.0	\$24,800	\$24,800	\$0	100.00%
4.0	\$131,100	\$131,100	\$0	100.00%
5.0	\$41,834	\$29,825	\$12,009	71.29%
TOTAL	\$328,274	\$312,291	\$15,983	95.13%

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM XIII
ACTION ITEM

February 5, 2025

Review and Consider Approval of a Resolution Adopting the 2024 Grayson County Thoroughfare Plan

BACKGROUND:

The 2024 Grayson County Thoroughfare Plan identifies all future highways, tollways, principal arterials, major arterials and minor arterials within Grayson County.

A Public Notice was sent on July 7, 2023 to the Grayson County Judge, mayor and highest ranking staff person of all municipalities in Grayson County, the Grayson County MPO maintained Interested Parties List, local TV news media (KTEN and KXII), Chambers of Commerce, local emergency response agencies, local tourism departments (City of Sherman Tourism/Main Street Manager and City of Denison Main Street Director), private providers of transportation (Greyhound), Texoma Council of Governments (TCOG) and the general public by posting the Public Notice on the bulletin board at the Grayson County Courthouse. The Public Notice advised them that the Grayson County MPO was releasing proposed amendments to the Grayson County Thoroughfare Plan for public review and comment. Additionally, the information was placed on the Grayson County MPO's website, www.gcmpo.org.

A public hearing was held on August 9, 2023 in conjunction with the TAC meeting.

Comments were received until 2:00 pm on August 18, 2023. All comments received were made a part of the public record and are available for review upon request.

The Technical Advisory Committee recommended approval of the Resolution Adopting the 2024 Grayson County Thoroughfare Plan on January 15, 2025.

ACTION REQUESTED:

Approve the Resolution Adopting the 2024 Grayson County Thoroughfare Plan as presented.

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2025-06](#)

STAFF CONTACT: Clay Barnett, P.E., 903.328.2090, barnettc@gcmpo.org

RESOLUTION NO. 2025-06

**A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY
METROPOLITAN PLANNING ORGANIZATION, ADOPTING THE 2025
GRAYSON COUNTY THOROUGHFARE PLAN**

WHEREAS, the Grayson County Metropolitan Planning Organization, which is the metropolitan planning organization for the Sherman-Denison Metropolitan Area, has the responsibility under Title 23, United States Code, Section 134 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, due to certain changes, growth, and development of the metropolitan planning area of the Grayson County Metropolitan Planning Organization, it has become necessary to design a county-wide thoroughfare plan; and

WHEREAS, the Grayson County Metropolitan Planning Organization has followed all procedures and done all things required by State law for the preparation of the 2024 Grayson County Thoroughfare Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION:

SECTION 1. That all of the above and foregoing recitals and preambles are found to be true and correct and are made a part of this resolution for all purposes.

SECTION 2. That the Policy Board of the Grayson County Metropolitan Planning Organization does hereby accept, as advisory and as a guide, the 2024 Grayson County Thoroughfare Plan, a copy of which is attached hereto and incorporated herein for all purposes.

SECTION 3. That the Policy Board of the Grayson County Metropolitan Planning Organization hereby submits this 2024 Grayson County Thoroughfare Plan to all citizen groups, and all citizens interested in the orderly growth and progress of the metropolitan planning area of the Grayson County Metropolitan Planning Organization, for use as a guide in the planning of future growth and development of the metropolitan planning area of the Grayson County Metropolitan Planning Organization.

ADOPTED in Regular Session on this the 5th day of February, 2025.

GRAYSON COUNTY MPO

BY: _____
ROBERT CRAWLEY, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on February 5, 2025.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR



Grayson County 2024 Thoroughfare Plan

Grayson County Metropolitan Planning Organization

Roadway Legend

- | | | |
|---------------------|-------------------------------|-----------------|
| Freeway and Tollway | Principal and Major Arterials | Minor Arterials |
| Freeway | Major Arterial | Minor Arterial |
| Tollway | Principal Arterial | |

City Limits

- | | | |
|--------------|-------------|-------------|
| BELLS | KNOLLWOOD | TIOGA |
| COLLINSVILLE | PILOT POINT | TOM BEAN |
| DENISON | POTTSBORO | VAN ALSTYNE |
| DORCHESTER | SADLER | WHITESBORO |
| GUNTER | SHERMAN | WHITEWRIGHT |
| HOWE | SOUTHMAYD | |

Flood Zones

- | | |
|---|----|
| A | AE |
|---|----|

ETJ

- | |
|---|
| LIMITS OF EXTRATERRITORIAL JURISDICTION |
|---|



0 1.25 2.5 5 7.5 10 Miles

**HUITT
HZ ZOLLARS**

GRAYSON COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION
INTERMODAL URBAN TRANSPORTATION PLANNING

The thoroughfare plan delineates general alignments and functional classes of existing and proposed major thoroughfares. The plan includes access and mobility requirements, design standards and typical sections, and also considers preservation of right-of-way over the long term. Alignments of new roads shown on the thoroughfare plan are conceptual and for planning purposes only. Actual alignments may vary and will be determined in future studies and preliminary engineering design. The thoroughfare plan does not specify the timing of proposed roadway improvements. Source data compiled from Grayson County Metropolitan Planning Organization (GCMP) files and data, aerial photography, data provided by cities, and various maps throughout Grayson County. GCMP recognizes Grayson County, all municipalities in Grayson County, Texas Department of Transportation (TxDOT), North Texas Tollway Authority (NTTA), and Grayson County Regional Mobility Authority as collaborative partners in the planning, engineering and construction of thoroughfares, highways and roads shown on the thoroughfare plan. This map is a graphic representation of Grayson County and should only be used for illustrative purposes. Data and attributes shown on this document are believed to be accurate. However, Grayson County makes no warranties, express or implied, including fitness for use. In no way should this map be used to settle any boundary dispute or locational conflict.

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM XIV
ACTION ITEM

February 5, 2025

Review an Amendment to the 2050 Metropolitan Transportation Plan (MTP) and Approve a Resolution Adopting the 2050 MTP

BACKGROUND:

The amendment to the 2050 MTP was released for public comment in accordance with our Public Participation Plan on January 7, 2025. There was a public hearing held on January 21, 2025 at 2:00 pm. There were no comments regarding the amendment to the 2050 MTP at the public hearing. The public comment period ended at 2:00 pm on January 31, 2025. There were no public comments received. This is the first amendment to the 2050 MTP and it supersedes Page 128 included in the original document.

Revisions in the amendment include:

- 1) Adding MPO Project No. 2025-02 to Figure 9.7 – MTP Selected Projects List.

The Technical Advisory Committee recommended approval of the Resolution Adopting the Amendment to the 2050 MTP on January 15, 2025.

ACTION REQUESTED:

Approve the Resolution Adopting the Amendment to the 2050 MTP as presented

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2025-07](#)

RESOLUTION NO. 2025-07

**A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY
METROPOLITAN PLANNING ORGANIZATION, ADOPTING AN AMENDMENT
TO THE 2050 METROPOLITAN TRANSPORTATION PLAN**

WHEREAS, 23 Code of Federal Regulations (CFR) Subpart C – Metropolitan Transportation Planning and Programming requires Metropolitan Planning Organizations (MPOs) develop a Metropolitan Transportation Plan (MTP) that meets the requirements of 23 CFR part 450.322 related to the development and content of the MTP; and

WHEREAS, 43 Texas Administrative Code (TAC) Section 16.53 requires that the MTP be based on the funding assumptions and forecasts set forth in TAC §16.151 and §16.152 as well as reasonably expected local funding options and contingent state, federal, and local funding sources in accordance with federal regulations; and

WHEREAS, federal, state, regional, and local agencies and organizations concerned with transportation planning in the MPO boundary have cooperatively developed the MTP to satisfy all federal planning requirements; and

WHEREAS, a draft of the Amendment to the 2050 MTP was made available to the public for review and comment for at least 21 days in accordance with the MPO's Public Participation Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION: That the Amendment to the 2050 Metropolitan Transportation Plan is hereby adopted in accordance with APPENDIX A attached hereto and incorporated herein.

ADOPTED in Regular Session on this the 5th day of February, 2025.

GRAYSON COUNTY MPO

BY: _____
ROBERT CRAWLEY, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on February 5, 2025.

BY: _____
CLAY BARNETT, P.E., EXECUTIVE DIRECTOR

APPENDIX A

FISCAL YEAR	MPO PROJECT NO	CSJ#	CITY	FACILITY	FROM	TO	DESCRIPTION	CAT 2U COST (Millions)	LOCAL CONTRIBUTION (Millions)	TOTAL CONST COST (Millions)	TOTAL PROJECT COST (YOE) (Millions)
2025-2028	SD2024-01	0047-13-033	HOWE	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	\$0.00	\$4.71	\$92.18	\$107.54
2025-2028	GC2024-02	0047-18-088	SHERMAN	US 75	US 82	SH 91 (TEXOMA PARKWAY)	WIDENING FROM 4-LN TO 6-LN	\$61.75	\$0.00	\$126.70	\$147.80
2025-2028	GC2025-02	5000-00-205	SHERMAN	US 75	742 E HWY 82		INSTALL 4 DIRECT CURRENT FAST CHARGE PORTS WITHIN ONE MILE OF THE ELECTRICAL ALTERNATIVE FUEL CORRIDORS (US 75)	\$0.00	\$0.00	\$1.08	\$1.08
2029-2034	GC2026-01	0047-03-091	SHERMAN	US 75	FM 902	FM 1417	WIDENING FROM 4-LN TO 6-LN	\$32.03	\$13.00	\$112.60	\$140.75
2035-2050	GC2030-01	0047-18	DENISON	US 75	FM 120	LOY LAKE ROAD (DENISON)	WIDENING FROM 4-LN TO 6-LN	\$47.00	\$3.00	\$100.00	\$125.00
2035-2050	GC2036-01	0047-13	VAN ALSTYNE	US 75	AT FM 121		WIDEN OVERPASS FROM 3-LN TO 6-LN	\$25.50	\$4.50	\$60.00	\$75.00
2035-2050	GC2039-01	2455-01	SHERMAN	FM 1417	SH 56	US 75	WIDEN FROM 2-LN TO 4-LN WITH MEDIAN	\$16.27	\$4.07	\$40.68	\$50.85
2035-2050	GC2040-01	0045-18	SHERMAN	US 82	REYNOLDS ROAD	FM 1417	ADD 2-LN FRONTAGE ROAD BOTH DIRECTIONS AND ADD OVERPASS AT FRIENDSHIP	\$34.23	\$0.00	\$68.46	\$85.58
2035-2050	GCRMA01		DENISON	GCT	PRESTON ROAD	US 75	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$28.44	\$28.44	\$35.55
2035-2050	GCRMA02		DENISON	GCT	SH 289	PRESTON ROAD	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$21.67	\$21.67	\$27.09
2035-2050	GCRMA03		SHERMAN	GCT	SH 289	US 82	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$113.28	\$113.28	\$141.60
2035-2050	GCRMA04		SOUTHMAYD	GCT	US 82	FM 902	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$82.50	\$82.50	\$103.13
2035-2050	GCRMA05		GUNTER	GCT	FM 902	FM 121	CONSTRUCT 2 LANE SEGMENT OF GRAYSON COUNTY TOLLROAD	\$0.00	\$34.48	\$34.48	\$43.10
TOTAL								\$216.78	\$309.65	\$882.07	\$1,084.07

Figure 9.7. MTP Selected Projects List

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
POLICY BOARD (PB)
AGENDA ITEM XV
INFORMATION ITEM

February 5, 2025

Review the Grayson County MPO Bylaws

BACKGROUND:

At the Policy Board meeting on December 11, 2024, the Policy Board directed that an item be placed on the February 5, 2025 agenda for review of the current Grayson County MPO Bylaws. The current Grayson County MPO Bylaws are attached for reference. The request for the review of the Grayson County Bylaws was centered around MPO Policy Board Membership. There are a few items to consider during the review:

- Representation on the Policy Board must be representative of the population,
- The current bylaws do not address how a tie vote is handled,
- At 200k (we are at roughly 75k today) in the urbanized area, the local transit provider (Texoma Area Paratransit System) must have a representative that serves on the Policy Board,
- We must have a quorum present at any meeting in order to conduct business, and
- We should avoid having a quorum of any other governing body serving on the Policy Board/Staff at any one time.

Population Information (2023 Population Estimates from the Texas Demographics Center):

City	Census 2020 Count	Jan 1, 2024 Population Estimate	Numerical Change 2020 to 2024	Percent Change 2020 to 2024
Sherman	43,645	48,225	4,579	10.50%
Denison	24,479	26,893	2,414	9.90%
Howe	3,571	3,472	(99)	-2.80%
Gunter	2,060	2,470	410	19.90%
Pottsboro	2,488	2,809	321	12.90%
Van Alstyne	4,369	7,138	2,769	63.40%
Bells	1,521	1,554	33	2.20%
Collinsville	1,866	2,033	167	8.90%
Dorchester	69	69	0	0.00%
Pilot Point *	4,381	6,537	2,156	49.20%
Sadler	336	341	5	1.50%
Southmayd	978	1,044	66	6.70%
Tioga	1,142	1,345	203	17.80%
Tom Bean	930	910	(20)	-2.20%
Whitesboro	4,074	4,253	179	4.40%
Whitewright	1,725	1,765	40	2.30%

* Denton County

ACTION REQUESTED:

None

ATTACHMENTS: *click underlined items for attachment*

- [Bylaws as adopted on June 1, 2022](#)

STAFF CONTACT: Clay Barnett, P.E., 903.328.2090, cbarnett@huitt-zollars.com

APPENDIX A



**BYLAWS
OF THE
GRAYSON COUNTY METROPOLITAN
PLANNING ORGANIZATION (MPO)**

Adopted on: September 29, 2021

Amended on: June 1, 2022

PREPARED BY:

THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION

As part of the continuing, cooperative and comprehensive transportation planning process for the Grayson County Metropolitan Planning Area

SPONSORING AGENCIES:

Cities of: Sherman and Denison in cooperation with urban area small cities

County of: Grayson

Texas Department of Transportation

IN COOPERATION WITH:

U.S. Department of Transportation

Federal Highway Administration

Federal Transit Administration

ARTICLE I – ORGANIZATION AND MANAGEMENT

A. ORGANIZATIONAL STRUCTURE

The Grayson County Metropolitan Planning Organization shall be comprised of:

1. MPO Policy Board;
2. Technical Advisory Committee;
3. MPO Director and staff; and
4. Other Committees and/or Sub-committees as may be needed.

The MPO Policy Board is responsible for providing policy guidance for the study area. The MPO Policy Board may create other committees and subcommittees as needed.

CODE OF ETHICS

The Grayson County MPO Policy Board shall adopt an Ethics Policy applicable to the Grayson County Policy Board and Technical Advisory Committee and employees representing the Grayson County MPO. Each new employee or official representing the Grayson County MPO shall receive a copy of the Ethics Policy no later than the third business day after the date the person begins employment or the person qualifies for office. Grayson County MPO staff shall keep a record of the Ethics Policy distribution method.

B. MPO POLICY BOARD MEMBERSHIP

Participation by policy makers, technical staff, and citizens is required in order for the MPO to fulfill its responsibilities for transportation planning and programming. The Grayson County MPO Policy Board shall be made up of the following representatives from the following entities, each having one (1) vote:

VOTING MEMBERS:

- County Judge, Grayson County
- Mayor, City of Denison
- Mayor, City of Sherman
- Mayor, Small Cities Representative
- TxDOT Paris District Engineer

EX-OFFICIO MEMBERS:

- Texoma Area Paratransit System (TAPS) One (1) representative, appointed by TAPS Board

All elected MPO Policy Board members shall be residents of the entity he/she represents. The Grayson County representative shall represent the unincorporated areas of the MPO planning areas and all incorporated areas with a population of less than 10,000 within the MPO planning area. The Metropolitan Planning Area (MPA) shall be defined as covering the area delineated by the Grayson County boundaries – north, south, east, and west.

SMALL CITIES REPRESENTATIVE

The term of the current Small Cities Representative, Van Alstyne, shall be extended one year, until September 30, 2023, and then Van Alstyne shall be allowed to immediately repeat its next two-year term beginning on October 1, 2023, which would end on September 30, 2025, after which the next small city in the rotation – Howe – will begin its two-year term on October 1, 2025. Thereafter, each city will resume its place in the rotation – Pottsboro, Gunter, Van Alstyne and Howe – with each Small Cities Representative serving a two-year term. The MPO Policy Board small city representative can only represent the city in which they are elected.

ADDITION OF NEW MEMBERS

There are two categories of membership on the MPO Policy Board: permanent membership and small city (rotating) membership. The four permanent seats are comprised of the City of Denison, City of Sherman, Grayson County, and TxDOT District Engineer. The small city rotating membership currently consists of the cities of Howe, Pottsboro, Gunter, and Van Alstyne.

Any city wishing to join the MPO Policy Board, subsequent to the adoption of these bylaws, in the small city rotating membership category must have, at a minimum, a population of 10,000.

Any city wishing to join the MPO Policy Board, subsequent to the adoption of these bylaws, as a permanent member must have, at a minimum, a population of 25,000.

C. MPO POLICY COMMITTEE OFFICERS

CHAIRMAN

The MPO Policy Board Chairman shall be the elected representative from Denison, Sherman or Grayson County and shall serve a two (2) year rotating term. Effective October 1, 2022, the rotation order shall be Sherman, Denison and Grayson County. The Chairman may vote on any item, not solely for tie breaker.

If the representative from the designated city is unable or does not wish to be the chairman, the position shall go to the entity next in the rotation cycle. That person will then also serve a full two (2) year term in addition to the unexpired term.

If the current Chairman loses representation, the position shall go to the entity next in the rotation cycle. That person will then also serve a full two (2) year term in addition to the unexpired term.

If the representative next in the rotation loses office at the same time as the current Chairman, the next entity in the rotation shall be Chairman. In the event that all three (3) entities lose office at the same time, the position shall be filled in accordance with the rotation cycle.

DUTIES OF THE CHAIRMAN

1. The Chairman shall preside at all meetings of the MPO Policy Board and shall be an ex-officio member of any subcommittees formed within this body;

2. The Chairman shall authenticate, by signature, all minutes of Policy Board meetings and resolutions adopted by the MPO Policy Board; and
3. Notify members when not in conformance with minimum attendance standards and take appropriate action.

VICE-CHARIMAN

The MPO Policy Board Vice-Chairman shall be a current member of the MPO Policy Board, shall be elected by the entire MPO Policy Board, and shall serve a two (2) year term beginning on October 1.

DUTIES OF THE VICE-CHAIRMAN

In the absence of, or in case of the inability of the Chairman to act, it shall be the duty of the Vice-Chairman to perform all duties of the Chairman.

PRESIDING OFFICER

In the event that the Chairman and Vice-Chairman are both absent from a meeting and a quorum still exists, prior to the commencement of the meeting the Chairman shall appoint a representative from the remaining officials to conduct the meeting until the conclusion of the meeting or until the Chairman or Vice-Chairman arrives. If the Chairman is not able to appoint someone to stand in, the Vice-Chairman shall do so.

ARTICLE II – OPERATIONAL PROCEDURES

A. ATTENDANCE POLICY

Attendance at the MPO Policy Board meetings is necessary to fulfill the obligations entrusted to the MPO Policy Board. If a member fails to attend two (2) MPO Policy Board meetings in a calendar year, the MPO Director shall draft a letter for the signature of the MPO Policy Board Chairman. This letter will be to the attention of the absent MPO Policy Board member stating the attendance requirements and of the absences. In the case that it is the Chairman who has the absences, this issue will be addressed by the Vice-Chairman. If the small cities representative is absent three (3) times in a calendar year, the position shall go to the entity next in the rotation cycle. That person will then also serve a full two (2) year term in addition to the unexpired term. If the Chairman is absent three (3) times in a calendar year, the position shall go to the entity next in the rotation cycle. That person will then also serve a full two (2) year term in addition to the unexpired term.

B. BOARD RESPONSIBILITIES

The MPO Policy Board shall have the following responsibilities:

1. Provide policy for the MPO and the transportation planning process;

2. Review and adopt changes in the continuing planning process at appropriate intervals and annually review the Metropolitan Transportation Plan (MTP);
3. Review and approve the Unified Planning Work Program (UPWP) and its revisions;
4. Review and adopt the Transportation Improvement Program (TIP) and its revisions, including project priorities and any changes in the priority schedule;
5. Review the limits of the Study Area and make revisions if necessary (not to include deletion or addition of any political subdivision);
6. Act on recommendations of the Technical Advisory Committee, including those relative to certification and re-certification action for the study;
7. Serve as liaison representatives between various agencies in the study area to obtain optimum cooperation of all governmental agencies in implementing the various elements of the Transportation Plan; and
8. Designate such other committees or task forces necessary to carry out the planning process.

C. FREQUENCY OF MEETINGS

This Board shall meet as often as necessary to perform its functions but no less than once every four (4) months. All meetings will be held within the MPO study area.

D. METHODS OF CALLING MEETINGS

Meetings of the MPO Policy Board may be called in any of the following ways:

1. Chairman may call meeting through the MPO Director; or
2. MPO Director may call meeting with Chairman's concurrence.

The Chairman shall approve the agenda before it is posted.

E. MEETING NOTICES

The MPO Director shall be responsible for notifying board members and the public of the date, time, place and agenda items for meetings in accordance with the Texas Open Meetings Act and with concurrence from the Chairman prior to posting.

F. QUORUM

A quorum shall be established by having a majority (three fifths) of Board Members present.

G. VOTE OF THE MEMBERSHIP

The following guidelines shall govern voting by the MPO Policy Board:

- Each member shall have one (1) vote;

- There must be a majority vote of the quorum at a duly called meeting to authorize an action to be taken on behalf of the board;
- Voting on all issues shall be open; and
- Alternate members shall be allowed for the MPO Policy Board so that the name, elected officer (i.e., mayor, county judge, etc.) of a representative political body may designate another current member of the officer's political body to serve in his or her place on the MPO Policy Board. The designee shall serve at the will of the named, elected officer of the representative political body.

H. EXECUTIVE SESSIONS

The MPO Policy Board will hold executive sessions in accordance with the Texas Open Meetings Act. Executive sessions are not open to the public, but the subject matter shall be posted on the agenda and no action shall be taken during the Executive Session.

I. MEETING MINUTES

The MPO staff shall produce minutes of all MPO Policy Board meetings.

ARTICLE III – TECHNICAL ADVISORY COMMITTEE

A standing Technical Advisory Committee (TAC), in addition to other committees created by the MPO Policy Board, shall assist the MPO Director in ensuring that plans and programs are developed and conducted in accordance with current legislation. This includes: technical tasks associated with the development of the MTP and the TIP, and review projects and make recommendations regarding these to the MPO Policy Board.

The TAC will advise the MPO Policy Board on technical matters. All official action of adopting policies, endorsing the UPWP, approving the MTP, and adopting the TIP resides with the MPO Policy Board. The MPO Policy Board may direct the TAC to present alternatives for its consideration with accompanying recommendations and supporting documentation.

A. TAC MEMBERSHIP

The TAC shall be made up of the following representatives from the following entities each having one (1) vote:

VOTING MEMBERS:

- MPO Director – Chairman
- Grayson County
- City of Denison
- City of Sherman
- Small Cities Representative
- TxDOT Sherman Area Engineer (Alternate: TxDOT Assistant Sherman Area Engineer)

EX-OFFICIO MEMBERS:

- Texoma Area Paratransit System (TAPS)
- TxDOT TPP Division
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Other agencies as appropriate

The voting members from the City of Denison, City of Sherman, and Small Cities Representative shall be professional employees (i.e. city manager, engineering staff, or planning staff) appointed by their respective governments through a resolution. An original of the resolution shall be forwarded to the MPO Director prior to serving on the TAC. Consultants may be substituted for professional employees only if they: 1) serve in the same capacity for the city; 2) are a resident of the MPO study area or a contiguous county; 3) do not have any contracts with any other MPO in Texas; and 4) do not serve as a member of any body of any other MPO in Texas. Consultants cannot represent more than one (1) city at a time. Each voting member shall have designated alternate member(s) who may serve at any TAC meeting in the voting member's absence. Alternate member(s) shall meet the same qualifications as voting members and shall have the same rights and privileges as voting members when serving in the absence of the voting member. In the event that a member becomes unable to serve, the MPO Director shall notify the appropriate city at which time said city shall nominate a replacement within thirty (30) days.

The voting member for Grayson County shall be a resident of the MPO study area and a professional (i.e. licensed engineer, certified planner, or real estate broker) with experience in transportation planning appointed by the Commissioners Court through a resolution. An original of the resolution shall be forwarded to the MPO Director prior to serving on the TAC.

The MPO Director shall serve as the facilitator and chairperson of the TAC, and will be considered a voting member of the TAC. There shall be no officers elected for the TAC.

A quorum shall be established by having four (4) TAC members present.

B. TAC ATTENDANCE POLICY

Attendance at the TAC meetings is necessary to fulfill the obligations entrusted to the TAC by the Policy Board. If a voting member or an alternate fails to attend two (2) TAC meetings in a calendar year, the MPO Director shall draft a letter for the signature of the MPO Policy Board Chairman. This letter will be to the attention of the absent TAC member stating the attendance requirements and of the absences. If there are three (3) absences in a calendar year, the MPO Director shall draft a letter for the Chairman's signature requesting that the entity represented by the absentee TAC member appoint another voting member and/or alternate member(s).

ARTICLE IV – MPO DIRECTOR AND MPO STAFF

The MPO Director serves as staff to the MPO Policy Board and any other sub-committees created by the MPO Policy Board. The MPO Director and MPO staff shall comply with the requirements of the contract between the MPO Policy Board, the Texas Department of Transportation and the Fiscal Agent (Grayson County) and any additional requirements as designated by the MPO Policy Board.

ARTICLE V – AMENDMENT OF BYLAWS

These Bylaws may be amended by a three-fifths affirmative vote of the membership present and voting at any scheduled MPO Policy Board meeting of the members.