

Grayson County Metropolitan Planning Organization (MPO)

POLICY BOARD

AGENDA

Wednesday, April 2, 2025 @ 8:30 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. [Consider approval of the minutes of the MPO Policy Board meeting of February 2, 2025](#)
 Action Information
- V. [Review and Consider Approval of an Amendment to the 2024-2025 Unified Planning Work Program \(UPWP\)](#)
 Action Information
- VI. [Review and Consider Approval of the FY 2023 Annual Listing of Obligated Projects \(ALOP\)](#)
 Action Information
- VII. [Review and Consider Approval of the FY 2024 Annual Listing of Obligated Projects \(ALOP\)](#)
 Action Information
- VIII. [Review of the Draft 2026-2027 Unified Planning Work Program \(UPWP\)](#)
 Action Information
- IX. [Authorizing Execution of an Agreement between the Grayson County MPO, the Texas Department of Transportation \(TxDOT\) and Grayson County](#)
 Action Information
- X. Update on the status of the revisions to the Bylaws
 Action Information
- XI. Pursuant to Tex. Gov’t Code, Sec. 551.074, the Grayson County MPO Policy Board reserves the right to convene in an executive session to discuss a personnel matter.
 Action Information
- XII. Consider and take action on any matter discussed during executive session.
 Action Information
- XIII. Announcements
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
 - TAC Next meeting date May 21, 2025
 - MPO Policy Board Next meeting date June 4, 2025
 - Freight Advisory Committee Next meeting date TBD

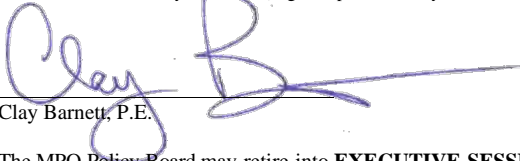
XIV. Adjournment

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 March 28, 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.

1 Grayson County Metropolitan Planning Organization (MPO)
2 POLICY BOARD
3 Commissioners Courtroom, Grayson County Courthouse
4 100 W Houston St, Sherman, TX 75090
5 Wednesday, February 5, 2025 at 8:00 am
6

7 **Board Members Present:**

8 Mayor Robert Crawley, Chairman City of Denison
9 Mayor Shawn Teamann City of Sherman
10 Judge Bruce Dawsey Grayson County
11 Mayor Jim Atchison City of Van Alstyne
12

13 **Board Members Absent:**

14 Noel Paramanantham, P.E. TxDOT Paris District Engineer
15

16 **Ex-Officio Members Present:**

17 None
18

19 **Ex-Officio Members Absent:**

20 Shellie White Texoma Area Paratransit System
21

22 **Non-Voting Members Present:**

23 Barbara Maley Federal Highway Administration (FHWA)
24

25 **Non-Voting Members Absent:**

26 Phillip Tindall TxDOT-TPP Division
27 Michelle Bloomer Federal Transit Administration (FTA)
28

29 **Technical Advisory Committee Members Present:**

30 Aaron Bloom, P.E. TxDOT Sherman Area Engineer
31 Bill Benton Grayson County TAC Representative
32 Mary Tate City of Denison
33 Alex Glushko City of Van Alstyne
34

35 **Staff Present:**

36 Clay Barnett, P.E. Grayson County MPO
37

38 **Guests Present:**

39 Josh Marr Grayson County, Commissioner, Pct. 1
40 Art Arthur Grayson County, Commissioner, Pct. 2
41 Lindsay Wright Grayson County, Commissioner, Pct. 3
42 Matt Hardenberg Grayson County, Commissioner, Pct. 4
43 Mayor Karla McDonald City of Howe
44 Monte Walker City of Howe
45 Steven Flores Huitt-Zollars, Inc.
46 William Stevens Grayson County

2
3 **I. Call to Order**

4
5 Chairman Crawley called the meeting to order at 8:21 a.m.

6
7 **II. Acknowledgment of Quorum by Chairman**

8
9 Chairman Crawley declared a quorum of the Policy Board present.

10
11 **III. Public Comment Period**

12
13 No Public Comments

14
15 **IV. Recognition and appreciation of Sherman Mayor David Plyler for his service to the Grayson County MPO**

16
17
18 The Policy Board recognized Sherman Mayor David Plyler for his leadership on the MPO Policy Board.

19
20
21 **V. Consider approval of the minutes of the MPO Policy Board meeting of December 11, 2024**

22
23
24 Chairman Crawley inquired if all members had reviewed the minutes from the previous Policy Board meeting on December 11, 2024.

25
26
27 Motion to approve by Judge Dawsey, seconded by Mayor Teamann. Motion Carries.

28
29 **VI. Review of a Transit Asset Management (TAM) Plan for Texoma Area Paratransit System (TAPS) and Consider Approval of a Resolution Adopting the TAM Plan**

30
31
32 Mr. Barnett stated that this is the first of several items on performance measures. He stated that adoption of a TAM Plan for the MPO was required within 180 days of approval of the TAMP Plan by TAPS. He stated that he had reviewed the TAM Plan and did not see any issues and that it was recommended for approval by the Table Advisory Committee on January 15, 2025.

33
34
35
36
37 Motion to approve by Mayor Atchison, seconded by Judge Dawsey. Motion Carries.

38
39 **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**

40
41
42
43 Mr. Barnett stated that TAPS is required by law to set performance measures for safety in order to make riding and driving for TAPS as safe as possible. The TAPS Board of Directors had reviewed and adopted the PTASP on November 20, 2024. He stated that the Policy Board has 180 days to act on them. The Technical Advisory Committee recommended them for approval on January 15,

1 2025.

2

3 Motion to approve by Judge Dawsey, seconded by Mayor Teamann. Motion Carries.

4

5 **VIII. Review of the Targets for Safety Performance Measures (PM1) for Fiscal Year 2025**
6 **As Established by the Texas Department of Transportation and Consider Approval**
7 **of a Resolution Adopting the PM1**

8

9 Mr. Barnett stated that this is the first of the three performance measures this year – PM1 is
10 required to be updated annually while PM2 and PM3 are to be updated every four years.

11

12 Mr. Barnett stated that TxDOT is behind on developing performance measures for this past year
13 and requested that MPOs reapprove the 2024 PM1 Presented today are the same performance
14 measures adopted in 2024 for FY 2025. He stated these were adopted by TxDOT on December
15 17, 2025. The Board has 180 days to act on them. He stated they were recommended for approval
16 by the Technical Advisory Committee on January 15, 2025.

17

18 Motion to approve by Judge Dawsey, seconded by Mayor Atchison. Motion Carries.

19

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

23

24 Mr. Barnett stated that TxDOT is required to adopt performance measures for PM2 – Pavement
25 and Bridge Condition Performance Measures, which were previously approved by TxDOT on
26 December 17, 2024. The Policy Board has 180 days to partner with TxDOT to meet the goals for
27 the entire state, or just set goals for Grayson County MPO. Barnett has reviewed the PM2
28 performance measures without comments and is recommending approval by the Policy Board.
29 These were recommended for approval by the Technical Advisory Committee on January 15,
30 2025. Mayor Atchison mentioned that the Performance Measures are degrading over time. Mr.
31 Barnett commended Mayor Atchison’s observation of the Performance Measures and added that
32 there are approximately 800 people moving to Texas everyday and the current level of funding is
33 insufficient to maintain roads and bridges across the State of Texas at a level to where they do not
34 degrade.

35

36 Motion to approve by Judge Dawsey, seconded by Mayor Teamann. Motion Carries.

37

38 **X. Review and Approve a Resolution Adopting Targets for System Performance**
39 **Measures (PM3) for Fiscal Year 2023-2026**

40

41 Mr. Barnett stated that this is the last of the federally mandated Performance Measures. He stated
42 that PM3 is updated every four years by the state. The state reviewed and adopted twenty-three
43 (23) system performance measures on December 17, 2024. He stated that twenty-two (22) of the
44 Twenty-three (23) system performance measures do not apply to Grayson County. Mr. Barnett
45 stated that he could not endorse the adoption of the state targets for PM3 by the Grayson County
46 MPO when the MPO cannot impact the majority of those performance measures. He stated that he

1 recommends setting our own targets system performance measures as we did four years ago for
2 Grayson County, by adopting the only one that applies to Grayson County, which is “percentage
3 of personal miles traveled on non-interstate, national highways system rated reliable.” He stated
4 that Texas A&M Transportation Institute assisted in developing the presented performance
5 measure and that that it was recommended for approval by the Technical Advisory Committee on
6 January 15, 2025.

7
8 Motion to approve by Mayor Teamann, seconded by Mayor Atchison. Motion Carries.

9
10 **XI. Review and Consider Approval of the FY 2022 Annual Listing of Obligated Projects**
11 **(ALOP)**

12
13 Mr. Barnett stated that the previously tabled topic is up for approval. He stated TxDOT has adopted
14 a new system to manage their projects and has recommended final adoption of the FY 2022 ALOP.

15
16 Motion to approve by Judge Dawsey, seconded by Mayor Atchison. Motion Carries.

17
18 **XII. Review and Consider Approval of the FY 2024 Annual Performance and Expenditure**
19 **Report (APER)**

20
21 Mr. Barnett stated that the MPO is required to develop and publish the APER at the conclusion of
22 each fiscal year. He stated that the purpose of the APER is to update the Policy Board and the
23 public on the activities undertaken during the fiscal year.

24
25 Motion to approve by Mayor Teamann, seconded by Mayor Atchison. Motion Carries.

26
27 **XIII. Review and Consider Approval of a Resolution Adopting the 2024 Grayson County**
28 **Thoroughfare Plan**

29
30 Mr. Barnett stated that the public notice was sent on July 7, 2023 to the County Judge, Mayor and
31 highest-ranking staff members in all municipalities within Grayson County, the Grayson County
32 MPO maintained interest parties list, local television media, Chambers of Commerce, local
33 emergency management agencies, local tourism development, private providers of transportation
34 and TCOG publicly advertising the 2024 Grayson County Thoroughfare Plan was open for
35 comment. Public comment was held in conjunction with a TAC meeting on August 9, 2023.
36 Comments were received through 2:00 pm on August 18, 2023. Subsequently, additional
37 conversations were had – no changes were made making it consistent with the way the plan was
38 published on July 7th aside from four streets that were labeled with the wrong color. He stated that
39 the map for the City of Sherman has blue for minor arterials and red for major arterials, which was
40 the opposite was on the Grayson County Thoroughfare Plan leading to the four streets being
41 misidentified. Corrections were made and the corrected version is attached to the resolution.

42
43 Motion to approve by Judge Dawsey, seconded by Mayor Teamann. Motion Carries.

1 **XIV. Review an Amendment to the 2050 Metropolitan Transportation Plan (MTP) and**
2 **Approve a Resolution Adopting the Amendment to the 2050 MTP**
3

4 Mr. Barnett stated that subsequent to the adoption of the MTP on October 2, 2024, it was brought
5 to his attention that the electric vehicle charging station that is to be constructed at the corner of
6 US75 and US82 needed to be included. He stated the electric vehicle charging station project is
7 \$1.08M and the MTP amendment includes this amount in order to begin construction. He stated
8 there is a federal grant for the construction and maintenance of the project. The location of this
9 charging station was relocated due to the fact that the original location was in a flood zone area.
10 Judge Dawsey asked if the grant was still funded given all of the changes at the federal level. Mr.
11 Barnett stated that it was currently still active and that TxDOT was still currently requesting
12 passage of the MTP amendment. Mayor Atchison asked where the local match was coming from
13 on the project. Mr. Barnett stated that the contractor is contributing the required local match. Mayor
14 Atchison asked how many electric vehicle charging stations does \$1.08 million purchase. Mr.
15 Barnett stated that the facility will initially have four (4) stations, but this it is expandable to sixteen
16 (16).

17
18 Motion to approve by Judge Dawsey, seconded by Mayor Teamann. Motion Carries.
19

20 **XV. Review the Grayson County MPO Bylaws**
21

22 Mr. Barnett stated that at the December 11, 2024 Policy Board Meeting, the Board directed an
23 item be placed on the February agenda reviewing of the current MPO Bylaws. He stated the current
24 MPO Bylaws are attached for reference. He stated the request for the review was centered around
25 MPO Policy Board membership. He stated that federal law requires that representation of the
26 Policy Board must be representative of the population. He stated the current Bylaws do not state
27 how a tie vote is to be handled. He added that when we reach a population of 200k in the urbanized
28 area, we must have a member from the local transit provider (TAPS) as a representative on the
29 Policy Board. He states that we are required to have a quorum president at any meetings in order
30 to conduct business and wanted to avoid any situation that may lead to not having a quorum
31 present. He stated he would like to avoid proxies, which is allowed by the current bylaws. He
32 stated that the 2023 Demographics were included in the agenda packet as a reference. He stated
33 that the 2024 Demographics are not released at this time. He stated that the growth rate as a state
34 is 4.5%, however, our local area is over the 4.5%. He stated he would like to have a consensus on
35 what the Policy Board would like to do in regards to this item. He stated that following the
36 discussion, a document will be drafted based on the consensus of today's comments and reviewed
37 at the next Policy Board meeting.
38

39 No action was taken on this item.
40

41 **XVI. Adjourn MPO Policy Board Meeting to Convene Joint Meeting Between the Policy**
42 **Board and Technical Advisory Committee**
43

44 Chairman Crawley adjourned the MPO Policy Board Meeting and convened a joint meeting
45 between the MPO Policy Board and the Technical Advisory Committee. Mr. Barnett conveyed
46 some transportation needs for Grayson County. These included funding the local match required

1 for a Safe Streets for All grant, a corridor study on FM 121 and FM 902, design and construction
2 of FM 84, design and construction of the US 75/FM 121 interchange and construction of FM 1417
3 between SH 56 and US 75. Additionally, Mr. Barnett gave a presentation, which is attached here
4 to and incorporated herein.

5
6 **XVII. Reconvene MPO Policy Board Meeting and Act, if Necessary, on Issues Raised**
7 **During the Joint Meeting Between the Policy Board and Technical Advisory**
8 **Committee**
9

10 Chairman Crawley reconvened the MPO Policy Board meeting at 12:04 pm.

11
12 No action was taken on this item.

13
14 **XVIII. Announcements**
15

16 Mr. Barnett stated that the next TAC meeting will be on March 19, 2025 and the next Policy Board
17 meeting will be on April 2, 2025. He stated that we will hold both of those meetings.

18
19 **XIX. Adjournment**
20

21 Having no further business to discuss, Chairman Crawley adjourned the meeting at 10:16 am.
22
23

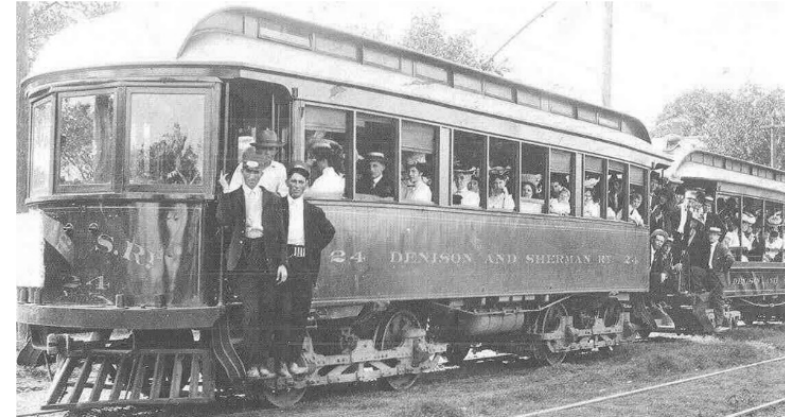
24 _____
25 Robert Crawley, Chairman, GCMPO Policy Board

TxDOT Travel Survey Program

Presented to:
Grayson County MPO Policy Board
February 5, 2025

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



Informative Video



Travel Surveys and Data inputs for Modelling

1) Household (HH) = all residents who live in one housing unit.

- a) Trip Production Rates
- b) Trip Length Distribution
- c) Travel Mode Usage
- d) Other Travel Estimates of Residents

2) Establishment = Workplace (WP) or Special Generator (SG) and any Commercial Vehicles (CV) operated at these locations.

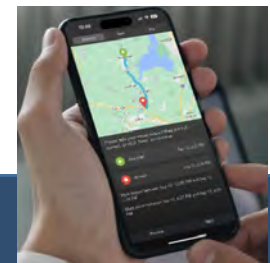
- a) Trip Attraction Rates
- b) Trip Length Distribution
- c) Travel Mode Usage
- d) Travel Estimates of Commercial Vehicles

Household Survey –Recruitment and Retrieval

Step 1: Randomly selected households are mailed a postcard requesting them to participate. Grayson County goal is 1,200 HHs.

Step 2: If a Household chooses to participate, they are directed to take an online **recruitment** survey to see if they qualify.

Step 3: **Retrieval** Phase – once qualified, residents in participating Households are asked to record travel for 24 hours, on an assigned weekday, during the school year, using a downloaded APP, Web Travel Log or by reporting their travel over the phone.



Workplace Survey – Recruitment and Retrieval

Step 1: Randomly contacted businesses via a mailed letter.

Step 2: **Recruitment** survey via phone of 300 Workplaces in each survey location.

Step 3: **Retrieval** Phase – businesses are assigned a field date at their site and at that time, the vendor will perform intercept interviews with visitors and staff and capture pedestrian and vehicle counts.



Special Generators (SGs)– Recruitment and Retrieval

Step 1: **Recruitment** Meeting – receive approval, identify correct point of contacts, discuss survey objectives, review site plans, and coordinate a field date.

Step 2: Data **Retrieval** – on the field date, the vendor performs counts and intercept surveys:

- Grayson County (5 SGs scheduled): Texas Instruments, Grayson College, Tyson Foods, Globitech, Texoma Medical Center (partial).

Commercial Vehicle (CV) Survey – Recruitment and Retrieval

Step 1: Randomly contact businesses via a phone call for **Recruitment** of 300 CVs in each survey location.

Step 2: **Retrieval** Phase – businesses are assigned a travel date for their site, upon which the vendor leaves a smartphone to be placed into each vehicle to record their trips for this travel day.



Project Schedule – Estimated Dates

1) Project Started 01/07/2025

- Survey Implementation Plan and Startup Docs. – Complete in Jan.
- **Develop Survey Materials** – ongoing through early Feb. 2025

2) Main Survey Collection – End of February* - Early Fall 2025

- Households – End of February through early Fall 2025
- Establishments – Workplace – Spring 2025
- Commercial Vehicles – Spring 2025
- Special Generators – May 2025

* – **request MPO/District assistance with Awareness**

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

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 \$100k local match needed for the \$500k study (will be less since Denison is funding their own)
- MPO Funded Projects
 - Travel Demand Model Update – Approximately \$125k (FY 2025)
 - Resiliency Improvement Plan – Approximately \$200k (FY 2026)

Programming 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
 - Preston Harbor Development

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

April 2, 2025

Review and Consider Approval of a Draft Amendment to the 2024 – 2025 Unified Planning Work Program (UPWP)

BACKGROUND:

The Unified Planning Work Program (UPWP) is the two year program budget for the MPO. This document identifies the funding sources and projects/plans that the MPO intends to undertake over a two (2) fiscal year period.

Following is a brief summary of the requested changes:

- Task 2.3 – The Travel Demand Model is updated every five (5) years and was last updated in 2021. TxDOT-TPP has expressed an interest in completing the model update for this 5-year cycle, which would free up MPO resources for other projects. As a condition of TxDOT-TPP completing the model update for the GCMPO, they have requested that we deliver the demographic information needed for the model update this year as opposed to next year. Therefore, Task 2.3 is a new task that undertakes updating the demographics this fiscal year.
- Task 4.2 – TxDOT is changing how they are billing the federal government for the complete streets program going forward. Since it does not appear this funding will be utilized in this manner, I have split it between Subtasks 2.3 and 5.3.
- Task 5.3 – Added funds sufficient to complete a Safe Streets for All (SS4A) Grant should they have an additional call this fiscal year and the grant is awarded to the Grayson County MPO.
- Task 5.4 – Staff was anticipating receiving State Planning and Research (SPR) funding to cover the shortfall for this subtask. However, there is no SPR funding available. This subtask will be deferred to the 2026-2027 UPWP.

A public hearing was held in conjunction with the Technical Advisory Committee (TAC) meeting on March 19, 2024. No public comments were received at the meeting. The draft amendment to the 2024-2025 UPWP was recommended for approval by the Technical Advisory Committee at the meeting.

ACTION REQUESTED:

Approve the Draft Amendment to the 2024-2025 Unified Planning Work Program (UPWP) As Presented

ATTACHMENTS: *click underlined items for attachment*

- [Draft Amendment to the 2024-2025 UPWP](#)
- [Summary of Changes to the Draft Amendment to the 2024-2025 UPWP](#)

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



UNIFIED PLANNING WORK PROGRAM

FISCAL YEARS 2024 - 2025

Approved by the Policy Board on: July 19, 2023

Amended by the Policy Board on: February 7, 2024

Amended by the Policy Board on: April 2, 2025

Prepared by:

Grayson County Metropolitan Planning Organization

SPONSORING AGENCIES:

CITIES OF: SHERMAN and DENISON in cooperation with urban area small cities

COUNTY OF: GRAYSON

TEXAS DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH:

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL TRANSIT ADMINISTRATION

"The preparation of this report was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The views and opinions of the authors [or agency] expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation."

UNIFIED PLANNING WORK PROGRAM

Contents

I. INTRODUCTION.....	1
II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT	7
III. TASK 2.0 – DATA DEVELOPMENT & MAINTENANCE	11
IV. TASK 3.0 - SHORT RANGE PLANNING.....	15
V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE.....	18
VI. TASK 5.0 – SPECIAL STUDIES.....	21
VII. BUDGET SUMMARY	26
APPENDIX A.....	27
APPENDIX B.....	28
APPENDIX C.....	29
APPENDIX D.....	30
APPENDIX E	31
APPENDIX F	32

I. INTRODUCTION

The Governor of the State of Texas has designated Grayson County as the fiscal agent for the Grayson County Metropolitan Planning Organization (MPO). Acting through its Policy Board, the MPO, in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), administers the transportation planning process in the Sherman-Denison urbanized area. The **Unified Planning Work Program (UPWP)** for the MPO describes the transportation planning process and MPO activities for the period of October 1, 2023 through September 30, 2025. The program documents each project's funding by source (federal, state, and local), explains how funds will be expended (type of project), and assigns responsibility for each work task. Federal Planning Rules for MPOs are described in Title 23, United States Code, Section 134 (The Urban Transportation Planning Process), and further regulated by Title 23 Code of Federal Regulations 420 and 450. Key federal legislation that further refines the planning processes was brought about by the Infrastructure Investment and Jobs Act (IIJA) and previous federal transportation legislation, such as ISTEA, TEA-21, SAFETEA-LU, MAP-21 and the FAST Act. The FY 2024-2025 UPWP was developed in accordance with regulations set forth in the IIJA, which was signed into law on November 15, 2021. The MPO is responsible, together with the State of Texas, for carrying out the provisions of the IIJA.

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

The UPWP is a two (2) year planning budget, which outlines those planning activities to be undertaken by the MPO, which are funded by federal, state, and local sources. The UPWP work elements were developed using a performance-based approach to meet the goals, planning factors, and planning emphasis areas of the IIJA, which are continued from MAP-21 and the FAST Act. Additionally, these planning factors will continue to be utilized throughout the transportation decision-making process. The planning factors included in 23 U.S.C. §134 and established in 23 CFR 450.306, are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency,
2. Increase the safety of the transportation system for motorized and non-motorized users,
3. Increase the security of the transportation system for motorized and non-motorized users,
4. Increase the accessibility and mobility of people and for freight,
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns,
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
7. Promote efficient system management and operation,
8. Emphasize the preservation of the existing transportation system,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation, and

10. Enhance travel and tourism.

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

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

The latest version of the Public Participation Plan (PPP) for the MPO was approved on June 23, 2021. These procedures include posting on our web site www.gcmpo.org, and maintaining a current mailing list of those persons who are interested in the transportation process. The PPP is available for review at the MPO and can be found on our website. Additionally, MPO staff is available to answer stakeholders' questions and requests for information. All meetings are advertised and are open to the public. To foster an atmosphere of public cooperation and in the spirit of the IIJA, the MPO staff actively participates in various public organizations. A mailing list of those who have expressed interest is maintained.

The American with Disabilities Act (ADA) of 1990 encourages the involvement of people with disabilities in the development and improvement of transportation and para-transit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO take place in locations that are accessible to persons with mobility limitations and other aids as needed.

The MPO website, www.gcmpo.org, provides additional opportunities for public involvement. Stakeholders may view and download MPO publications, as well as send e-mail to MPO staff with any questions regarding transportation planning. The website contains transportation planning information, and public transportation planning information. Links to public documents and agencies such as the latest Federal Transportation Law (IIJA), FHWA, FTA, TxDOT, cities, and county governments may also be found on the MPO web site.

B. DEFINITION OF AREA

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

C. ORGANIZATION

The Grayson County MPO Policy Board (PB) is the governing body of the MPO, performs its duties in accordance with state & federal laws, and is organized under its published By-Laws. The Grayson County MPO also has a Technical Advisory Committee (TAC) whose membership consists of technical staff from the member local governments. The TAC is responsible for advising the PB on all urban transportation planning matters and to help guide the metropolitan planning process. Additionally, this committee advises on issues of a technical nature and provides recommendations of MPO policy issues, provides input regarding the development of all of the MPO's planning documents, any special studies that may arise, and has developed a project selection process that has been adopted by the PB as part of the development of the 2045 MTP. The Grayson County MPO, its staff and its fiscal agent, are responsible along with the State, for carrying out this work program. The voting members of the PB and TAC are found in Appendix B. The UPWP is reviewed and approved by the PB.

D. PRIVATE SECTOR INVOLVEMENT

The MPO encourages the participation of both public and private organizations. Since the technology required to properly plan for the future transportation network is both complicated and constantly changing, the MPO from time to time hires private consultants to accomplish part of the planning process. The MPO has also strived to do its part by purchasing equipment from a Historically Underutilized Business (HUB) when possible and Disadvantaged Business Enterprises (DBE) are actively solicited for each contract.

E. PLANNING ISSUES AND EMPHASIS AREAS

The UPWP emphasizes Federal requirements for transportation, especially those included in the IJJA. Along with those requirements, the MPO has identified planning issues and emphasis areas, which illustrate the key highway and transit planning issues facing the MPO. These are listed in the following subcategories:

Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan is the MPO's long-range plan that has a twenty-five (25) year focus and is updated every five (5) years. The 2045 MTP was adopted on December 4, 2019, and covers fiscal years 2020 to 2045. This long-range plan focuses on multi-modal transportation needs within the MPO area and serves as the basis for the planning needs and decision-making guidelines for the MPO Board. This is accomplished through identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated costs for implementation of those needs, and including other innovative approaches to transportation. Updates to the MTP will be part of the planning process and changes will be incorporated as they become necessary.

A major part of this UPWP will be to complete the next update to the MTP, namely the 2050 MTP. This effort began last fiscal year and is partially complete. The 2050 MTP is expected to be adopted at the October 2, 2024 Policy Board meeting.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the MPO's short-term planning document. The TIP is a four (4) year program of highway and transit projects proposed for funding by Federal, State, and local resources within the Sherman-Denison study area. The TIP is updated at least every two (2) years and approved by the MPO. The FHWA and the FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the States, MPOs and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607). The TIP may be amended as transportation needs or funding levels change.

The TIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects can be implemented using proposed revenue sources while at the same time maintaining and operating the existing transportation system. Only projects for which construction and operating funds can reasonably be expected to be available are included.

Projects listed in the TIP must be consistent with the long-range transportation plan. In addition to those projects, regionally significant transportation projects are included. A regionally significant project means a transportation project that is on a facility which serves regional transportation needs regardless of

funding source (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal and major arterials and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Travel Demand Model (TDM)

The latest update to the Travel Demand Model (TDM) for the Sherman-Denison Urbanized Area was completed in 2022. Part of the process includes working closely with TxDOT staff to improve the roadway network and data collection needs associated with the TDM. The TDM is an important part of the MPO's functions and includes updates to the Geographic Information System (GIS); analysis of demographic data; updates to the roadway network; analysis of land use data for impacts on the transportation network; analysis and review of traffic count data and patterns; and analysis and review of traffic accident data and patterns.

Public Participation and Education

Emphasis is also placed on improving the public participation and the education of those interested in the transportation planning process. This could include fostering issues such as multi-modal studies, land-use analysis, and many others related to the improvement of transportation within our MPO boundary. This process is continually analyzed and evaluated to ensure that the public is aware and active with transportation issues in their community.

Transportation Awareness

Another area includes broadening the staff capabilities of the MPO to incorporate changes necessary for the smooth functioning of transportation planning. This is an on-going process to promote more efficient use of transportation elements, plans, and documents and improvements for the transit reporting procedures; and consideration of safety and security in all modes of the transportation planning process.

Environmental Justice

The MPO continues to monitor and ensure compliance with Federal and State guidance on Title VI and Environmental Justice. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." Environmental Justice and Title VI are not new concerns; however, because of the evolution of the planning process, greater emphasis is being placed on understanding and addressing the unique needs of different socioeconomic groups. The MPO's Environmental Justice initiatives strive to involve potentially affected citizens in developing transportation projects that fit harmoniously within their communities without sacrificing safety or

mobility using its Public Participation Plan (PPP). By involving the public in transportation decisions in their neighborhoods, the MPO strives to make sure that every transportation project considers the effect on the human environment and provides as much positive benefit to them as possible. Work on Environmental Justice and Title VI will be completed with Tasks 1.1, 1.2, 2.1, 2.2, 3.1, 3.3, 4.1, 4.2, 4.3, 5.1, 5.2, 5.3 and 5.4.

Planning Areas

This document is organized under the ten planning factors of the IJJA. The IJJA requires MPOs to organize its planning process, which is to be continuous, cooperative and comprehensive (3C), around consideration of the general guidelines of ten broad areas as enumerated in the Act itself. The work tasks, special emphasis items, and special studies contained in the UPWP have considered the ten areas, some more directly than others have.

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

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future – Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change;
2. Equity and Justice⁴⁰ in Transportation Planning – advance racial equity and support for underserved and disadvantaged communities;
3. Complete Streets – review current policies, rules, and procedures to determine their impact on safety for all road users;
4. Public Involvement – increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices;
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination – coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities;
6. Federal Land Management Agency (FLMA) Coordination – coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands;
7. Planning and Environment Linkages (PEL) – implement PEL as part of the transportation planning and environmental review processes; and
8. Data in Transportation Planning – incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected products include correspondence, memoranda, agreements, agenda, record keeping, and minutes necessary to document on-going activities of the study office. This task includes the purchase of office supplies, office furniture, and the associated costs to post public notices and other expenses as appropriate. Specific projects include: Annual Project Listing; Program Management and Coordination, Annual Performance and Expenditure Report; Self-Certification Statement; Interagency Planning Agreements; Public Participation Plan update as needed; Staff Education and Training; and Web site maintenance and update as needed. Other products of this task are training and expenses incurred while staff members travel to training, meetings, conferences, and/or workshops. The MPO will work with member agencies to prevent duplication of effort. The MPO may use interns to assist staff when appropriate. Grayson County, the MPO's fiscal agent, may provide additional resources as needed. 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. Staff will attend training courses and seminars as appropriate. All out of state travel must have prior approval by TxDOT.

C. PREVIOUS WORK

This is an ongoing planning activity as required by 23 CFR 450. All PB, TAC and public meetings were conducted under this task. Staff attended all Texas Metropolitan Planning Organization (TEMPO) meetings and workshops, various workshops/conferences and made presentations at various city council and civic meetings. Previous year projects and products also included the FHWA Annual Performance and Expenditure Report and Annual List of Federally Funded Projects. Additionally, staff began preparation of an update to the PPP that included a Title VI/Nondiscrimination Plan and a Limited English Proficiency Plan in FY 2020 that was completed and formally adopted on June 23, 2021.

D. DESCRIPTION OF SUBTASKS

1.1 Administration

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

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.

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.

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.

E. FUNDING SUMMARY

TASK 1.0 - FY 2024 - 2025 (Amended 02-07-2024)

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2024	2025	2024	2025	2024	2025	2024	2025	
1.1	MPO	\$42,250	\$36,250							\$78,500
1.2	MPO	\$43,320	\$13,320							\$56,640
1.3	MPO	\$15,760	\$16,160							\$31,920
TOTAL		\$101,330	\$65,730	\$0	\$0	\$0	\$0	\$0	\$0	\$167,060

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

III. TASK 2.0 – DATA DEVELOPMENT & MAINTENANCE

A. OBJECTIVE

Urban transportation planning requires constant monitoring and maintenance of a myriad of databases and mapping/graphic inventories. This provides the knowledge necessary to make accurate evaluations of existing conditions and to make logical estimates of future transportation system upgrades. This is a continuing ongoing process.

B. EXPECTED PRODUCTS

Expected products of this task will be the on-going maintenance of the MPO’s Travel Demand Model (TDM) and various datasets in the MPO’s Geographic Information System (GIS). The TDM is utilized during the development of the MTP to identify and anticipate needs in the transportation network. The GIS is utilized in a myriad of applications, including analyzing data necessary to comply with Title VI/Environmental Justice directives and limited English proficiency guidance. This ongoing process of maintenance of the TDM and GIS data has become critical to the proper execution of transportation management functions.

Grayson County, the MPO’s fiscal agent, will provide the bulk of needed GIS services to the MPO, typically at no cost to the MPO. The MPO may use consultants or interns to assist when appropriate. 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.

C. PREVIOUS WORK

The latest update to the TDM, which had a base year of 2013, was completed in FY 2020. This model was supplied to Texas Transportation Institute (TTI) for their use in updating the statewide model. Staff began the effort with the assistance of a consultant to update the TDM to a base year of 2018 in FY 2021 and was completed in FY 2022. The model has been given to TxDOT-TPP to complete the remaining work. TxDOT-TPP has committed to return the model to the MPO by the end of FY 2023, so the MPO may utilize the model in the development of the 2050 TMP. A presentation on the updates made to the TDM was presented to the TAC prior to final acceptance. GIS data was updated as necessary to revise the updates to the TIP and PPP as well as provide maps necessary for PB and TAC presentations and for the PB Chairman and staff to make presentations to city councils and area civic groups.

D. DESCRIPTION OF SUBTASKS

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.

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.

2.3 Demographics

MPO staff will work with local governmental staff to determine anticipated areas of growth, possible changes to land uses over the next 25 years, and to incorporate local comprehensive land use plans into the MTP. On-going updates and maintenance of data and maps related to population, minority populations, low-income population, building permits, land use, housing, and employment within the current Metropolitan Planning Area (MPA) would be geared towards developing a socio-economic base for the MTP.

Areas of primary trip-generation activity will be inventoried, tabulated and grouped by Traffic Analysis Zones (TAZ).

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

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

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

1. Identify low-income/minority populations relevant to environmental justice issues;
2. Define the geographic areas where the noted low-income/minority conditions exist in the MPO area, utilizing data from the 2020 Census if available, and other relevant data sets;
3. Examine the existing transportation and transit system as it relates to the areas noted above;
4. Examine the location of future transportation projects via the MTP and the TIP, and study the correlation of these future projects to the areas noted above;
5. Create maps, and/or charts, and/or other relevant graphics to depict the existing and potential future conditions relevant to environmental justice, utilizing GIS and other automated tools;
6. Reference these maps in the MPO's/PB discussion of its Title VI activities (UPWP, MTP, Public Participation Plan);
7. Consider maps when organizing public involvement activities and consulted during project selection; and
8. Create a summary report that documents the process and findings of this analysis.

The findings of this analysis should be taken into consideration for future transportation planning and capital projects in the MPO study area.

E. FUNDING SUMMARY

TASK 2.0 - FY 2024 - 2025 (Amended 04-02-2025)

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2024	2025	2024	2025	2024	2025	2024	2025	
2.1	MPO	\$26,730	\$7,440							\$34,170
2.2	MPO	\$2,480	\$2,480							\$4,960
2.3	MPO	\$0	\$132,815							\$132,815
TOTAL		\$29,210	\$142,735	\$0	\$0	\$0	\$0	\$0	\$0	\$171,945

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

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

The objective of this task is to complete those planning activities that are more specific and are necessary for the planning process. This includes those required by the FAST Act such as the update of the 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.

B. EXPECTED PRODUCTS

Comprehensive networking within the communities in an overall planning effort will continue to be pursued, monitored and evaluated through coordination agreements with local transit operators. Some specific products may include: Monitor and maintain the 2023-2026 TIP; Recommend any needed changes to the MTP and TIP; Look at community and regional involvement in transportation issues that may have an effect on the MPO's transportation network. Grayson County, the MPO's fiscal agent, may provide additional resources as needed. The MPO may use interns to assist staff when appropriate. 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. Staff will attend planning seminars and work sessions as appropriate. MPO staff will also participate in TEMPO subcommittees through teleconferences as well as any scheduled meetings/seminars as appropriate.

C. PREVIOUS WORK

Previous work includes the preparation of the 2022-2023 UPWP, implementation of and amendments to the 2023-2026 TIP, and other documents as appropriate. In cooperation with TxDOT's area and district offices, staff developed and conducted public involvement meetings for the 2023-2026 TIP.

In FY 2020, MPO staff worked with Texoma Area Paratransit System (TAPS), our local transit provider, in development of the Transit Asset Management (TAM) Plan, Public Transportation Agency Safety Plan (PTASP), the 2022-2023 UPWP, the 2023-2026 TIP, and the 2022 Annual List of Federally Funded Projects. Additionally, staff assisted TCOG with the development of a Coordinated Human Services Transportation Plan. The Coordinated Human Services Transportation Plan was funded by Federal 5307 Planning Funds as received by TCOG. The objective of the Coordinated Human Services Transportation Plan is to improve transportation services for everyone who uses them in the region—including, but not limited to, people with disabilities, seniors, and individuals with lower incomes.

D. DESCRIPTION OF SUBTASKS

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.

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.

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.

E. FUNDING SUMMARY

TASK 3.0 - FY 2024 - 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2024	2025	2024	2025	2024	2025	2024	2025	
3.1	MPO	\$14,880	\$4,960							\$19,840
3.2	MPO	\$4,960	\$14,880							\$19,840
3.3	TAPS/MPO	\$4,960	\$4,960			\$45,000	\$45,000	\$9,000	\$9,000	\$117,920
TOTAL		\$24,800	\$24,800	\$0	\$0	\$45,000	\$45,000	\$9,000	\$9,000	\$157,600

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

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

A. OBJECTIVE

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.

B. EXPECTED PRODUCTS

The MPO will develop and follow a time line to ensure the development of the next MTP addresses needs within the study area. The process will ensure that analytical techniques are properly used. The finished product should be a comprehensive document that reflects the vision and includes the set of actions to accomplish the objectives established by the public and the Policy Board. The current plan will continue to be monitored for any dynamics and will be updated and changed as needed. Community and regional involvement in transportation issues that may have an effect on the MPO's transportation network will be reviewed.

C. PREVIOUS WORK

Staff began the effort on the 2050 MTP update along with the Bicycle and Pedestrian Plan, and Complete Streets Planning Activities in FY 2023 and is approximately fifty percent (50%) complete. One of the two meetings required by the MPO's PPP for the MTP update has been held.

D. DESCRIPTION OF SUBTASKS

4.1 Metropolitan Transportation Plan

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.

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.

In FY 2025, MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel modes for people of all ages and abilities as prescribed in Section 11206 of the Infrastructure Investment and Jobs Act.

- Staff will compile and share data and information on active transportation;
- Evaluate active transportation system to understand system performance needs to identify regional activities;
- Hold public outreach sessions to share information and encourage active transportation;
- Work with other interested parties to advance and improve the program;
- Look for innovative ways to optimize funding for active transportation projects; and
- Support and align statewide and regional active transportation strategies and actions.

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.

E. FUNDING SUMMARY

TASK 4.0 - FY 2024 - 2025 (Amended 04-02-2025)

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2024	2025	2024	2025	2024	2025	2024	2025	
4.1	MPO/Consultant	\$99,500	\$4,960							\$104,460
4.2	MPO/Consultant	\$7,600	\$0							\$7,600
4.3	MPO/Consultant	\$24,000	\$0							\$24,000
TOTAL		\$131,100	\$4,960	\$0	\$0	\$0	\$0	\$0	\$0	\$136,060.00

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

VI. TASK 5.0 – SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected products for this task vary by subtask. The MPO may use consultants or interns to assist staff when appropriate. 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. Staff will attend planning seminars and work sessions as appropriate. Databases developed and maintained in Task 2 will be refined and used in these subtasks.

C. PREVIOUS WORK

The MPO completed the Grayson County Thoroughfare Plan in FY 2018. Since that time, it has become necessary to revise the thoroughfare plan based on the fast paced growth occurring across Grayson County. The MPO began the first phase of this effort in FY 2020 with the assistance of a consultant. At the completion of the first phase, MPO staff discussed the possibility of utilizing fiscal agent’s staff to complete subsequent phases. Under this approach, Phases 2 and 3 were successfully completed in FY 2021 and FY 2022. The fourth and final phase of the Grayson County Thoroughfare Plan was completed in FY 2023. The Grayson County Thoroughfare Plan will continue to be monitored and may be included in a future task when updates are needed.

In FY 2020 and FY 2021, staff assisted TAPS with the development of a Long-Term Transit Plan. The Long-Range Transit Plan was funded by Federal 5307 Planning Funds as received by TAPS. The objective of the Fixed Route Study was to identify challenges, investment strategies, policies and data needed to operate a fixed route transit system in the Sherman-Denison Urbanized Area. When the Long-Term Transit Plan was completed in FY 2021, it was obvious that an additional phase would be needed give TAPS all of the information needed to implement a fixed route service.

In FY 2023, TxDOT-TPP began 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.

The Grayson County Safety and Operations Strategic Plan was completed in FY 2022. The purpose of the Grayson County Safety and Operations Strategic Plan was to identify and prioritize potential improvements to the transportation system that can increase safety, reduce congestion, improve travel time reliability, and support increased reliance on renewable energy for transportation in the region. This plan will be instrumental in the development of a Safe Streets for All Grant should the region commit the local resources needed to apply for the grant.

D. DESCRIPTION OF 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.

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.

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.

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.

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.

E. FUNDING SUMMARY

TASK 5.0 - FY 2024 - 2025 (Amended 04-02-2025)

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2024	2025	2024	2025	2024	2025	2024	2025	
5.1	TAPS/MPO	\$4,960	\$4,960			\$60,000	\$60,000	\$12,000	\$12,000	\$153,920
5.2	TxDOT-TPP/MPO	\$4,960	\$0							\$4,960
5.3	MPO/Consultant	\$0	\$7,815				\$400,000		\$100,000	\$507,815
5.4	MPO/Consultant	\$0	\$0							\$0
5.5	MPO/Consultant	\$31,914	\$0							\$31,914
TOTAL		\$41,834	\$12,775	\$0	\$0	\$60,000	\$460,000	\$12,000	\$112,000	\$698,609

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

VII. BUDGET SUMMARY**TABLE 1 - SHERMAN-DENISON MPO URBAN TRANSPORTATION STUDY - FY 2024 - 2025
(Amended 04-02-2025)**

UPWP Task	Description	TPF Funds ¹	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$167,060	\$0	\$0	\$0	\$167,060
2.0	Data Development and Maintenance	\$171,945	\$0	\$0	\$0	\$171,945
3.0	Short Range Planning	\$49,600	\$0	\$90,000	\$18,000	\$157,600
4.0	Metropolitan Transportation Plan	\$136,060	\$0	\$0	\$0	\$136,060
5.0	Special Studies	\$54,609	\$0	\$520,000	\$124,000	\$698,609
TOTAL		\$579,274	\$0	\$610,000	\$142,000	\$1,331,274

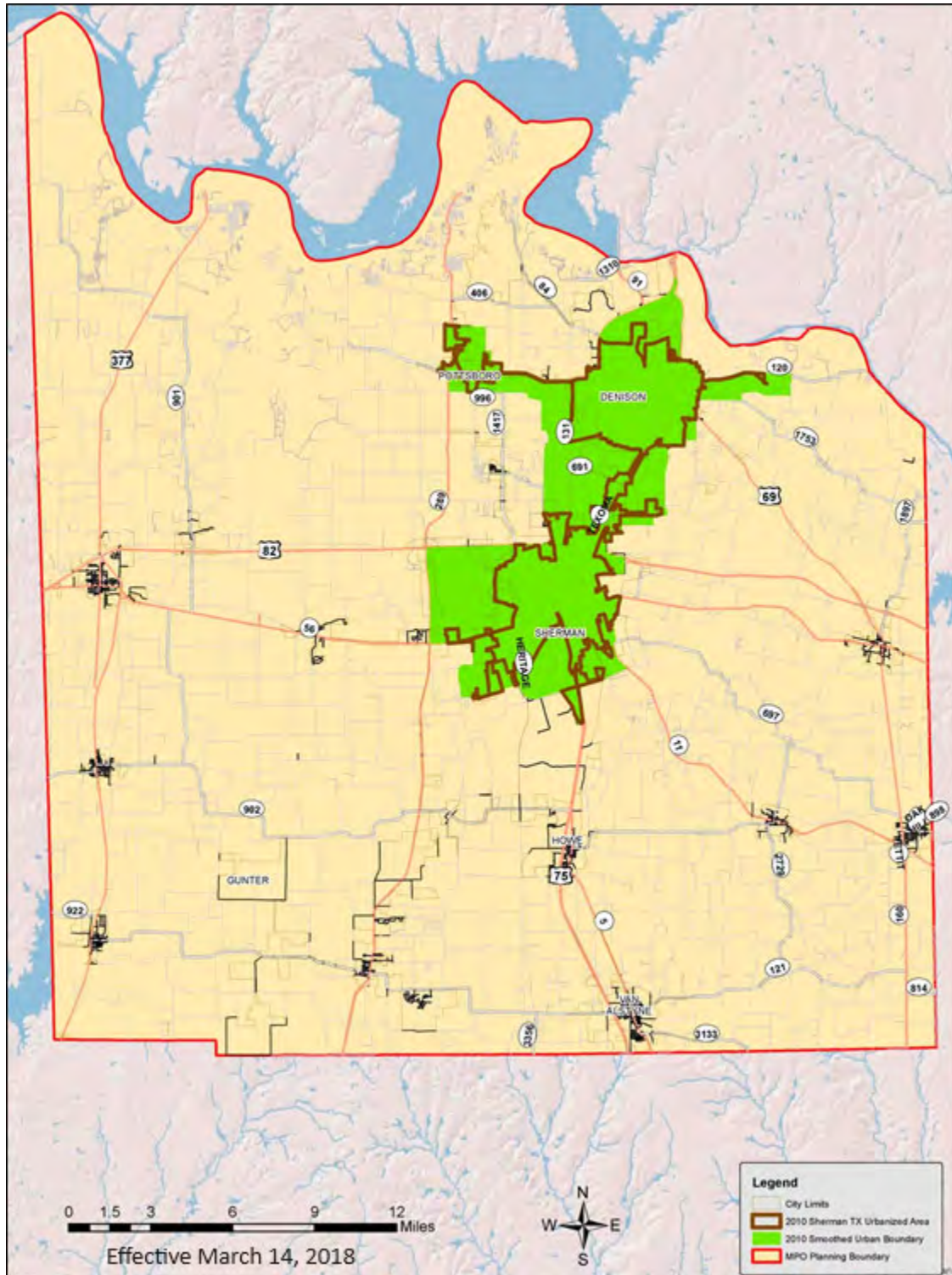
¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds ²	\$561,267
Estimated Unexpended Carryover	\$148,563
TOTAL TPF	\$709,830

²Estimate based on prior years' authorizations

APPENDIX A

METROPOLITAN AREA BOUNDARY MAP



APPENDIX B

POLICY BOARD MEMBERSHIP

Grayson County Metropolitan Planning Organization


Policy Board Voting Members		
Shawn Teamann	Mayor	City of Sherman
Robert Crawley	Mayor, Chairman	City of Denison
Bruce Dawsey	County Judge, Vice-Chairman	Grayson County
Jim Atchison	Mayor	City of Van Alstyne
Noel Paramanatham, P.E.	District Engineer	TxDOT – Paris District
Policy Board Non-Voting Members		
Barbara Maley, AICP	Air Quality Specialist and Transportation Planner	FHWA – Texas Division Austin
Michelle Bloomer	Community Planner	FTA – Region 6 – Fort Worth
Phillip Tindall	Planner	TxDOT – Transportation Planning and Programming Division
Shellie White	General Manager	Texoma Area Paratransit System (TAPS)
Technical Advisory Committee		
Clay Barnett, P.E.	Executive Director	Grayson County MPO
Rob Rae, AICP	Director of Development Services	City of Sherman
Mary Tate	Executive Director of Planning & Community Development	City of Denison
Bill Benton	Commissioners Court Appointee	Grayson County
Alex Glushko, AICP	Director of Development Services	City of Van Alstyne
Aaron Bloom, P.E.	Area Engineer	TxDOT – Paris District

APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

- (1) The **Grayson County MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals;
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*



Signature - Chairman, MPO Policy Board

MAYOR, CITY OF SHERMAN

Title

July 19, 2023

Date

APPENDIX D


LOBBYING CERTIFICATION

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

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

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



Signature - Chairman, MPO Policy Board

MAYOR, CITY OF SHERMAN

Title

GRAYSON COUNTY MPO

Agency

JULY 19, 2023

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE


I, DAVID PLYLER, CHAIRMAN, MAYOR, CITY OF SHERMAN
(Name and Position, Typed or Printed)

a duly authorized officer/representative of GRAYSON COUNTY MPO

(MPO)

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

July 19, 2023
Date


Signature - Chairman, MPO Policy Board

Attest:

Name

DIRECTOR, GRAYSON COUNTY MPO
Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, DAVID PLYLER CHAIRMAN, MAYOR, CITY OF SHERMAN
(Name and Position, Typed or Printed)

a duly authorized officer/representative of GRAYSON COUNTY MPO

(MPO)

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

July 19, 2023
Date

[Signature]
Signature - Chairman, MPO Policy Board

Attest:
[Signature]
Name

DIRECTOR, GRAYSON COUNTY MPO
Title

TASK 5.0 - FY 2024 - 2025 (Amended 02-07-2024)

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2024	2025	2024	2025	2024	2025	2024	2025	
5.1	TAPS/MPO	\$4,960	\$4,960			\$60,000	\$60,000	\$12,000	\$12,000	\$153,920
5.2	TxDOT-TPP/MPO	\$4,960	\$0							\$4,960
5.3	MPO/Consultant	\$0	\$0					\$0		\$0
5.4	MPO/Consultant	\$0	\$65,000							\$65,000
5.5	MPO/Consultant	\$31,914	\$0							\$31,914
TOTAL		\$41,834	\$69,960	\$0	\$0	\$60,000	\$60,000	\$12,000	\$12,000	\$255,794

TASK 5.0 - FY 2024 - 2025 (Amended 04-02-2025)

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2024	2025	2024	2025	2024	2025	2024	2025	
5.1	TAPS/MPO	\$4,960	\$4,960			\$60,000	\$60,000	\$12,000	\$12,000	\$153,920
5.2	TxDOT-TPP/MPO	\$4,960	\$0							\$4,960
5.3	MPO/Consultant	\$0	\$7,815				\$400,000		\$100,000	\$507,815
5.4	MPO/Consultant	\$0	\$0							\$0
5.5	MPO/Consultant	\$31,914	\$0							\$31,914
TOTAL		\$41,834	\$12,775	\$0	\$0	\$60,000	\$460,000	\$12,000	\$112,000	\$698,609

TABLE 1 - SHERMAN-DENISON MPO URBAN TRANSPORTATION STUDY - FY 2024 - 2025 (Amended 02-07-2024)

UPWP Task	Description	TPF Funds	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$167,060	\$0	\$0	\$0	\$167,060
2.0	Data Development and Maintenance	\$39,130	\$0	\$0	\$0	\$39,130
3.0	Short Range Planning	\$49,600	\$0	\$90,000	\$18,000	\$157,600
4.0	Metropolitan Transportation Plan	\$140,090	\$0	\$0	\$0	\$140,090
5.0	Special Studies	\$111,794	\$0	\$120,000	\$24,000	\$255,794
TOTAL		\$507,674	\$0	\$210,000	\$42,000	\$759,674

TABLE 1 - SHERMAN-DENISON MPO URBAN TRANSPORTATION STUDY - FY 2024 - 2025 (Amended 04-02-2025)

UPWP Task	Description	TPF Funds	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$167,060	\$0	\$0	\$0	\$167,060
2.0	Data Development and Maintenance	\$171,945	\$0	\$0	\$0	\$171,945
3.0	Short Range Planning	\$49,600	\$0	\$90,000	\$18,000	\$157,600
4.0	Metropolitan Transportation Plan	\$136,060	\$0	\$0	\$0	\$136,060
5.0	Special Studies	\$54,609	\$0	\$520,000	\$124,000	\$698,609
TOTAL		\$579,274	\$0	\$610,000	\$142,000	\$1,331,274

TASK 5.0 - FY 2024 - 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2024	2025	2024	2025	2024	2025	2024	2025	
5.1	TAPS/MPO	\$0	\$0			\$0	\$0	\$0	\$0	\$0
5.2	TxDOT-TPP/MPO	\$0	\$0							\$0
5.3	MPO/Consultant	\$0	\$7,815			\$0	\$400,000	\$0	\$100,000	\$507,815
5.4	MPO/Consultant	\$0	-\$65,000							-\$65,000
5.5	MPO/Consultant	\$0	\$0							\$0
TOTAL		\$0	-\$57,185	\$0	\$0	\$0	\$400,000	\$0	\$100,000	\$442,815

TABLE 1 - SHERMAN-DENISON MPO URBAN TRANSPORTATION STUDY - FY 2024 - 2025

UPWP Task	Description	TPF Funds	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$0	\$0	\$0	\$0	\$0
2.0	Data Development and Maintenance	\$132,815	\$0	\$0	\$0	\$132,815
3.0	Short Range Planning	\$0	\$0	\$0	\$0	\$0
4.0	Metropolitan Transportation Plan	-\$4,030	\$0	\$0	\$0	-\$4,030
5.0	Special Studies	-\$57,185	\$0	\$400,000	\$100,000	\$442,815
TOTAL		\$71,600	\$0	\$400,000	\$100,000	\$571,600

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

April 2, 2025

Review and Consider Approval of the FY 2023 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 2023 Annual Listing of Obligated Projects (ALOP) As Presented

ATTACHMENTS: *click underlined items for attachment*

- [*FY 2023 Annual Listing of Obligated Projects*](#)

**GRAYSON COUNTY
METROPOLITAN PLANNING
ORGANIZATION**

FY 2023

ANNUAL LISTING OF OBLIGATED PROJECTS

FEDERAL FUNDS OBLIGATED REPORT

Submitted to the Texas Department of Transportation - April 2, 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.

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FY 2023 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	4U,11,3LC,1

Project Description
WIDEN FROM 2-LN TO 4-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	

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

Amount of Federal Funding Programmed in MPO TIP	MOD
Amount of Federal Funding Obligated in Fiscal Year	\$4,097,985
Amount of Federal Funding Remaining and Available for Subsequent Years	

FY 2023 Annual Project Listing Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number
2017412

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-04-066	SDTAP2017-1	SHERMAN	C,E

Project Name/Facility	Limits	Funding Categories
SH 56	From: 0.492 MI E OF US 75 (LAMAR ST) To: 0.767 MI W OF SH 11(N THROCKMORTON)	9TAP

Project Description
CONSTRUCT SHARED USE PATH AND STREETSCAPE

Amount of Federal Funding Programmed in MPO TIP	MOD
Amount of Federal Funding Obligated in Fiscal Year	\$17,562
Amount of Federal Funding Remaining and Available for Subsequent Years	

Federal-Aid Project Number
2B23048

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-18-089	GC2025-01	GRAYSON COUNTY MPO	C

Project Name/Facility	Limits	Funding Categories
US 75	From: NORTH LOY LAKE ROAD To: US 82	1,2,3LC,4U,12

Project Description
WIDEN FROM 4 LANE TO 6 LANE

Amount of Federal Funding Programmed in MPO TIP	\$92,990,720
Amount of Federal Funding Obligated in Fiscal Year	\$127,344,173
Amount of Federal Funding Remaining and Available for Subsequent Years	

FY 2023 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2020188

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0202-03-042	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
US 69	From: 0.30 MI N OF CR 5070 To: 0.24 MI S OF CR 5070	N/A-Grouped

Project Description
US 69 FROM 0

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$130,990
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

Federal-Aid Project Number
2021157

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0010-03-015	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
US 67	From: Franklin County Line To: IH 30	N/A-Grouped

Project Description
FY 21 Seal Coat

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$115,747
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2023 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2022044

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0729-02-034	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
FM 121	From: Preston Ave To: John Douglas Rd	N/A-Grouped

Project Description
FM 121 FROM PRESTON AVENUE TO JOHN DOUGLAS ROAD

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$160,039
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

Federal-Aid Project Number
2022159

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0901-19-199	N/A-Grouped		C,E

Project Name/Facility	Limits	Funding Categories
CR 408	From: Lynch Crossing Rd To: At Jordan Creek	N/A-Grouped

Project Description
COUNTY ROAD 408 FROM LYNCH CROSSING ROAD TO JORDAN CREEK

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$526,576
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2023 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2022395

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-03-055	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
SH 56	From: At Post Oak Creek To: .	N/A-Grouped

Project Description
SH 56 AT POST OAK CREEK

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$320,000
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

Federal-Aid Project Number
2022800

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-11-045	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
US 82	From: US 82 To: At FM 1502	N/A-Grouped

Project Description
US 82 AT FM 1502

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$476,198
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2023 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2023231

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-12-091	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
US 82	From: SH 37 To: BU 37	N/A-Grouped

Project Description
VARIOUS LOCATIONS IN THE PARIS DISTRICT TO INCLUDE US 75 FROM LOY LAKE ROAD TO NORTH LOY LAKE ROAD

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$4,425,661
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

Federal-Aid Project Number
2023238

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-03-099	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
SH 5	From: US 75 To: Collin County Line	N/A-Grouped

Project Description
FY 2023 Seal Coat

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$10,448,664
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2023 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2023514

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0729-02-032	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
FM 121	From: Van Alstyne To: SH 160	N/A-Grouped

Project Description
ON FM 121 FROM VAN ALSTYNE TO SH 160

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$9,608,652
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

Federal-Aid Project Number
2023658

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0901-19-216	N/A-Grouped		E

Project Name/Facility	Limits	Funding Categories
SISTER GROVE RD	From: Sister Grove Road To: At West Prong Sister Grove Creek	N/A-Grouped

Project Description
SISTER GROVE ROAD AT WEST PRONG SISTER GROVE CREEK

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$63,648
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2023 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2B20148

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0081-10-048	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
US 377	From: FM 901 E To: US 82	N/A-Grouped

Project Description
US 377 FROM FM 901 EAST TO US 82

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$1,634,533
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

Federal-Aid Project Number
2B23047

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-19-065	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
US 82	From: FM 1417 To: Skaggs Rd	N/A-Grouped

Project Description
US 82 FROM FM 1417 TO SKAGGS ROAD

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$2,499,477
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2023 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2B23297

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-03-100	N/A-Grouped		E

Project Name/Facility	Limits	Funding Categories
SH 5	From: Williams Way To: E Van Alstyne Pkwy (FM 121)	N/A-Grouped

Project Description
SH 5 FROM WILLIAMS WAY TO EAST VAN ALSTYNE PKWY (FM 121)

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$204,690
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2023 Annual Project Listing Grayson County Metropolitan Planning Organization

Bicycle & Pedestrian Projects

Federal-Aid Project Number
2021601

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-02-040		TxDOT, City of Whitesboro	C,E

Project Name/Facility	Limits	Funding Categories
SH 56	From: Union Street To: Collinsville Street	3,9

Project Description
CONSTRUCT SIDEWALKS AND RECONSTRUCT PARKING PAVEMENT ON EACH SIDE OF MAIN STREET WITH ADA COMPLIANCE

Amount of Federal Funding Programmed in MPO TIP	MOD
Amount of Federal Funding Obligated in Fiscal Year	\$99,746
Amount of Federal Funding Remaining and Available for Subsequent Years	

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Transit Projects

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
YOE = Year of Expenditure			
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS23	Federal (FTA) Funds	\$64,279
		State Funds from TxDOT	\$0
		Other Funds	\$16,070
Apportionment Year	2023	Fiscal Year Cost	\$80,349
Project Phase	N/A		
Brief Project Description	Planning (80/20)	Total Project Cost	\$80,349
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS23	Federal (FTA) Funds	\$334,715
		State Funds from TxDOT	\$214,310
		Other Funds	\$120,405
Apportionment Year	2023	Fiscal Year Cost	\$669,430
Project Phase	N/A		
Brief Project Description	Operating (50/50)	Total Project Cost	\$669,430
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS23	Federal (FTA) Funds	\$178,590
		State Funds from TxDOT	\$0
		Other Funds	\$44,648
Apportionment Year	2023	Fiscal Year Cost	\$223,238
Project Phase	N/A		
Brief Project Description	Preventative Maintenance (80/20)	Total Project Cost	\$223,238
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Transit Projects

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
YOE = Year of Expenditure			
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	21SDHBUS23	Federal (FTA) Funds	\$1,500,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	FY2020/FY2021	Fiscal Year Cost	\$1,500,000
Project Phase	N/A		
Brief Project Description	Capital (80/20)	Total Project Cost	\$1,500,000
		Trans. Dev. Credits Requested	\$300,000
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
* These 5307 funds will be used for the TAPS Admin Building located at 6104 Texoma Parkway, Sherman, TX. TxDOT will be furnishing \$3,000,000 of Rural 5339 funds.			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texoma Area Paratransit System	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	21SDHBUS23	Federal (FTA) Funds	\$150,000
		State Funds from TxDOT	\$0
		Other Funds	\$0
Apportionment Year	2023	Fiscal Year Cost	\$150,000
Project Phase	N/A		
Brief Project Description	Bus Acquisition or Bus Facility (80/20)	Total Project Cost	\$150,000
		Trans. Dev. Credits Requested	\$22,500
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

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

April 2, 2025

Review and Consider Approval of the FY 2024 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.gcmppo.org.

ACTION REQUESTED:

Approve the FY 2024 Annual Listing of Obligated Projects (ALOP) As Presented

ATTACHMENTS: *click underlined items for attachment*

- [*FY 2024 Annual Listing of Obligated Projects*](#)

**GRAYSON COUNTY
METROPOLITAN PLANNING
ORGANIZATION**

FY 2024

ANNUAL LISTING OF OBLIGATED PROJECTS

FEDERAL FUNDS OBLIGATED REPORT

Submitted to the Texas Department of Transportation - April 2, 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.

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FY 2024 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	4U,11,3LC,1

Project Description
WIDEN FROM 2-LN TO 4-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	

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

Amount of Federal Funding Programmed in MPO TIP	MOD
Amount of Federal Funding Obligated in Fiscal Year	\$4,097,985
Amount of Federal Funding Remaining and Available for Subsequent Years	

FY 2024 Annual Project Listing Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number
2017412

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-04-066	SDTAP2017-1	SHERMAN	C,E

Project Name/Facility	Limits	Funding Categories
SH 56	From: 0.492 MI E OF US 75 (LAMAR ST) To: 0.767 MI W OF SH 11(N THROCKMORTON)	9TAP

Project Description
CONSTRUCT SHARED USE PATH AND STREETSCAPE

Amount of Federal Funding Programmed in MPO TIP	MOD
Amount of Federal Funding Obligated in Fiscal Year	\$17,562
Amount of Federal Funding Remaining and Available for Subsequent Years	

Federal-Aid Project Number
2B23048

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-18-089	GC2025-01	GRAYSON COUNTY MPO	C

Project Name/Facility	Limits	Funding Categories
US 75	From: NORTH LOY LAKE ROAD To: US 82	1,2,3LC,4U,12

Project Description
WIDEN FROM 4 LANE TO 6 LANE

Amount of Federal Funding Programmed in MPO TIP	\$92,990,720
Amount of Federal Funding Obligated in Fiscal Year	\$127,344,173
Amount of Federal Funding Remaining and Available for Subsequent Years	

FY 2024 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2020517

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0901-19-205	N/A-Grouped		C,E

Project Name/Facility	Limits	Funding Categories
TRAVIS ST	From: S TRAVIS STREET To: AT POST OAK CREEK	N/A-Grouped

Project Description
REPLACE BRIDGE AND APPROACHES

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$2,616,893
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

Federal-Aid Project Number
2021793

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0316-03-010	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
FM 1753	From: FM 1897 To: FM 120	N/A-Grouped

Project Description
Rehab FM 1753

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$2,647,806
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2024 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2022464

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0901-19-204	N/A-Grouped		C,E

Project Name/Facility	Limits	Funding Categories
CR 354	From: AT ELBA CREEK	N/A-Grouped
	To: .	

Project Description
REPLACE BRIDGE

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$591,124
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

Federal-Aid Project Number
2024504

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0279-03-041	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
SH 78	From: SH 56 (Bonham)	N/A-Grouped
	To: SH 11 (Bailey)	

Project Description
FY 24 Seal Coat

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$1,032,145
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2024 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2025189

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-03-106	N/A-Grouped		E

Project Name/Facility	Limits	Funding Categories
SH 5	From: NEWPORT DRIVE To: UMPHRESS STREET	N/A-Grouped

Project Description
Construct Pedestrian Infrastructure

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$77,114
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

Federal-Aid Project Number
2B23047

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-19-065	N/A-Grouped		C

Project Name/Facility	Limits	Funding Categories
US 82	From: FM 1417 To: Skaggs Rd	N/A-Grouped

Project Description
Install concrete traffic barrier

Amount of Federal Funding Programmed in MPO TIP	Grouped-Not in the TIP
Amount of Federal Funding Obligated in Fiscal Year	\$467,506
Amount of Federal Funding Remaining and Available for Subsequent Years	N/A-Grouped

FY 2024 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2B24099

CSJ Number
0045-19-064

MPO Project ID
N/A-Grouped

Sponsor

Phase of Work
C

Project Name/Facility
US 82

Limits
From: 1.3 Mi W of FM 1417
To: Grayson/Fannin County Line

Funding Categories
N/A-Grouped

Project Description
Spot Base/OCST/TOM

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	<table border="1" style="width: 100%;"> <tr> <td style="background-color: #cccccc;">Grouped-Not in the TIP</td> </tr> <tr> <td>\$6,859,989</td> </tr> <tr> <td>N/A-Grouped</td> </tr> </table>	Grouped-Not in the TIP	\$6,859,989	N/A-Grouped
Grouped-Not in the TIP				
\$6,859,989				
N/A-Grouped				

FY 2024 Annual Project Listing Grayson County Metropolitan Planning Organization

Bicycle & Pedestrian Projects

Federal-Aid Project Number
2021601

CSJ Number
0045-02-040

MPO Project ID

Sponsor
TxDOT, City of Whitesboro

Phase of Work
C,E

Project Name/Facility
SH 56

Limits
From: Union Street
To: Collinsville Street

Funding Categories
3,9

Project Description
CONSTRUCT SIDEWALKS AND RECONSTRUCT PARKING PAVEMENT ON EACH SIDE OF MAIN STREET WITH ADA COMPLIANCE

Amount of Federal Funding Programmed in MPO TIP	MOD
Amount of Federal Funding Obligated in Fiscal Year	\$99,746
Amount of Federal Funding Remaining and Available for Subsequent Years	

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Transit Projects

Project ID:	5307 Urban Area Formula	Federal Cost:	\$670,000.00
CSJ Number:		State Cost:	\$427,000.00
Project Name:	Operations (50/50)	Local Cost:	\$0.00
County Name:	Grayson	Local Contribution:	\$243,000.00
From:	10/1/2023	Total:	\$1,340,000.00
To:	9/30/2024	Let Date:	
Work Type:	Transit operations	Funding Category:	5307
		Estimated Completion Date:	Sep-24
Project ID:	5307 Urban Area Formula CARES ACT	Federal Cost:	\$110,000.00
CSJ Number:		State Cost:	\$0.00
Project Name:	Preventive Maintenance	Local Cost:	\$0.00
County Name:	Grayson	Local Contribution:	\$0.00
From:	10/1/2023	Total:	\$110,000.00
To:	9/30/2024	Let Date:	
Work Type:	Transit preventive maintenance of rolling stock	Funding Category:	5307
	funding at 100%	Estimated Completion Date:	Sep-24
Project ID:	5339 Bus and Bus Facilities	Federal Cost:	\$45,000.00
CSJ Number:		State Cost:	\$0.00
Project Name:	Equipment for Maintenance Facility	Local Cost:	\$0.00
County Name:	Grayson	Local Contribution:	\$0.00
From:	10/1/2023	Total:	\$45,000.00
To:	9/30/2024	Let Date:	
Work Type:	Procurement of equipment	Funding Category:	5339
	using TDCs for match	Estimated Completion Date:	Sep-24
Project ID:	5339 Bus and Bus Facilities	Federal Cost:	\$130,000.00
CSJ Number:		State Cost:	\$0.00
Project Name:	Rolling Stock	Local Cost:	\$0.00
County Name:	Grayson	Local Contribution:	\$0.00
From:	10/1/2023	Total:	\$130,000.00
To:	9/30/2024	Let Date:	
Work Type:	Procurement Rolling Stock	Funding Category:	5339
	using TDCs for match	Estimated Completion Date:	Sep-24

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Transit Projects

Project ID:	5307 Urban Area Formula	Federal Cost:	\$1,500,000.00
CSJ Number:		State Cost:	\$3,000,000.00
Project Name:	TAPS Operations Facility	Local Cost:	\$0.00
County Name:	Grayson	Local Contribution:	\$0.00
From:	10/1/2023	Total:	\$4,500,000.00
To:	9/30/2024	Let Date:	
Work Type:	Construction of new facility using TDCs for match	Funding Category:	5307
		Estimated Completion Date:	Aug-25
Project ID:	5307 Urban Area Formula	Federal Cost:	\$2,000,000.00
CSJ Number:		State Cost:	\$0.00
Project Name:	Rolling Stock	Local Cost:	\$0.00
County Name:	Grayson	Local Contribution:	\$0.00
From:	10/1/2023	Total:	\$2,000,000.00
To:	9/30/2024	Let Date:	
Work Type:	Procurement Rolling Stock using TDCs for match	Funding Category:	5307
		Estimated Completion Date:	Dec-24
Project ID:		Federal Cost:	\$0.00
CSJ Number:		State Cost:	
Project Name:		Local Cost:	
County Name:		Local Contribution:	
From:		Total:	\$0.00
To:		Let Date:	
Work Type:		Funding Category:	
		Estimated Completion Date:	
Total Federal Funds Obligated in FY 2024 (Transit Projects):			\$8,125,000.00

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

April 2, 2025

Review the Draft 2026-2027 Unified Planning Work Program (UPWP)

BACKGROUND:

The Unified Planning Work Program (UPWP) is the federally-required document that identifies transportation planning work tasks to be completed within the Sherman-Denison Metropolitan Planning Area. The UPWP covers a two-year period and follows the Federal Fiscal Calendar that runs from October 1 to September 30 on any given year. The UPWP is broken down into five specific tasks: Administration and Management, Data Development and Maintenance, Short Range Planning, Metropolitan Transportation Plan and Special Studies. It consists of transportation planning projects for which federal assistance is sought for FY 2026-2027. The UPWP is required to have annual Compliance Certifications.

The draft UPWP will be forwarded to our State and Federal partners for their review.

ACTION REQUESTED:

None at this time

ATTACHMENTS: *click underlined items for attachment*

- [Draft 2026-2027 UPWP](#)



FY 2026 and FY 2027

**UNIFIED PLANNING WORK
PROGRAM (UPWP)**

**Grayson County
Metropolitan Planning Organization (MPO)**

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Non-Transportation Management Area (Non-TMA)

AIR QUALITY STATUS:

Attainment

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

This UPWP complies with federal and state requirements, is true and correct, and is approved by the Grayson County MPO Policy Board: June 4, 2025

Federal Approval:

Grayson County MPO - 1800 Teague Dr, Suite 100 - Sherman, TX 75090
903.870.6543 - www.gcmppo.org

Contents

- EXECUTIVE SUMMARY 4**
- INTRODUCTION 5**
 - A. PURPOSE 5
 - B. DEFINITION OF AREA..... 6
 - C. ORGANIZATION 7
 - D. NON-MPO INVOLVEMENT..... 7
 - E. PLANNING ISSUES AND EMPHASIS 7
- I. TASK 1 – ADMINISTRATION AND MANAGEMENT 10**
 - A. OBJECTIVE 10
 - B. EXPECTED PRODUCTS..... 10
 - C. PREVIOUS WORK 10
 - D. SUBTASKS..... 11
 - Subtask 1.1: Administration..... 11
 - Subtask 1.2: Public Involvement..... 11
 - Subtask 1.3: Staff Education and Training 12
 - E. FUNDING SUMMARY 13
- II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE 14**
 - A. OBJECTIVE 14
 - B. EXPECTED PRODUCTS..... 14
 - C. PREVIOUS WORK 14
 - D. SUBTASKS..... 14
 - Subtask 2.1: Geographic Information System 14
 - Subtask 2.2: Demographics 15
 - Subtask 2.3: TDM Updates and Maintenance 15
 - E. FUNDING SUMMARY 17
- III. TASK 3 - SHORT RANGE PLANNING 18**
 - A. OBJECTIVE 18
 - B. EXPECTED PRODUCTS..... 18
 - C. PREVIOUS WORK 18
 - D. SUBTASKS..... 18
 - Subtask 3.1: Short Range Transit Planning 18

Subtask 3.2: Transportation Improvement Plan (TIP) and Self Certification	19
Subtask 3.3: Unified Planning Work Program	19
E. FUNDING SUMMARY	21
IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN	22
A. OBJECTIVE	22
B. EXPECTED PRODUCTS	22
C. PREVIOUS WORK	22
D. SUBTASKS	23
Subtask 4.1: Metropolitan Transportation Plan	23
E. FUNDING SUMMARY	24
V. TASK 5 - SPECIAL STUDIES	25
A. OBJECTIVE	25
B. EXPECTED PRODUCTS	25
C. PREVIOUS WORK	25
D. SUBTASKS	26
Subtask 5.1: Long Range Transit Planning	26
Subtask 5.2: Grayson County Thoroughfare Plan	26
Subtask 5.3: Grayson County Safety Action Plan	26
Subtask 5.4: Complete Streets Assessment and Action Plan	27
Subtask 5.5: Grayson County Resiliency Plan	28
E. FUNDING SUMMARY	29

Tables

Table 1a: Task 1 – FY 2026 Funding Summary Table	13
Table 1b: Task 1 – FY 2027 Funding Summary Table	13
Table 2a: Task 2 – FY 2026 Funding Summary Table	17
Table 2b: Task 2 – FY 2027 Funding Summary Table	17
Table 3a: Task 3 – FY 2026 Funding Summary Table	21
Table 3b: Task 3 – FY 2027 Funding Summary Table	21
Table 4a: Task 4 – FY 2026 Funding Summary Table	24
Table 4b: Task 4 – FY 2027 Funding Summary Table	24
Table 5a: Task 5 – FY 2026 Funding Summary Table	29
Table 5b: Task 5 – FY 2027 Funding Summary Table	29
Table 6a: Funding Summary - FY 2026	30
Table 6b: Funding Summary - FY 2027	31

EXECUTIVE SUMMARY

The executive summary should briefly explain the overall contents of the UPWP. It should only include information mentioned in the full document. It does not introduce any new information. Topics that should be mentioned include:

- The purpose of the UPWP
- The timeline of the UPWP (2 yr.)
- The MPO boundary area
- An overview of the tasks/subtasks that are addressed
- The goals that guide the subtasks in the UPWP
- A summary of funding sources
- Total funds included in the UPWP

INTRODUCTION

The Governor of the State of Texas has designated Grayson County as the fiscal agent for the Grayson County Metropolitan Planning Organization (MPO). Acting through its Policy Board, the MPO, in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), administers the transportation planning process in the Sherman-Denison urbanized area. The **Unified Planning Work Program (UPWP)** for the MPO describes the transportation planning process and MPO activities for the period of October 1, 2025 through September 30, 2027. The program documents each project's funding by source (federal, state, and local), explains how funds will be expended (type of project), and assigns responsibility for each work task. Federal Planning Rules for MPOs are described in Title 23, United States Code, Section 134 (The Urban Transportation Planning Process), and further regulated by Title 23 Code of Federal Regulations 420 and 450. Key federal legislation that further refines the planning processes was brought about by the Infrastructure Investment and Jobs Act (IIJA) and previous federal transportation legislation, such as ISTEA, TEA-21, SAFETEA-LU, MAP-21 and the FAST Act. The FY 2026-2027 UPWP was developed in accordance with regulations set forth in the IIJA, which was signed into law on November 15, 2021. The MPO is responsible, together with the State of Texas, for carrying out the provisions of the IIJA.

A. PURPOSE

The UPWP is a two (2) year planning budget, which outlines those planning activities to be undertaken by the MPO, which are funded by federal, state, and local sources. The UPWP work elements were developed using a performance-based approach to meet the goals, planning factors, and planning emphasis areas of the IIJA, which are continued from MAP-21 and the FAST Act. Additionally, these planning factors will continue to be utilized throughout the transportation decision-making process. The planning factors included in 23 U.S.C. §134 and established in 23 CFR 450.306, are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency,
2. Increase the safety of the transportation system for motorized and non-motorized users,
3. Increase the security of the transportation system for motorized and non-motorized users,
4. Increase the accessibility and mobility of people and for freight,
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns,
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
7. Promote efficient system management and operation,
8. Emphasize the preservation of the existing transportation system,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation, and
10. Enhance travel and tourism.

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

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

The latest version of the Public Participation Plan (PPP) for the MPO was approved on June 23, 2021. These procedures include posting on our web site www.gcmppo.org, and maintaining a current mailing list of those persons who are interested in the transportation process. The PPP is available for review at the MPO and can be found on our website. Additionally, MPO staff is available to answer stakeholders' questions and requests for information. All meetings are advertised and are open to the public. To foster an atmosphere of public cooperation and in the spirit of the IIJA, the MPO staff actively participates in various public organizations. A mailing list of those who have expressed interest is maintained.

The American with Disabilities Act (ADA) of 1990 encourages the involvement of people with disabilities in the development and improvement of transportation and para-transit plans and services. In accordance with ADA guidelines, all meetings conducted by the MPO take place in locations that are accessible to persons with mobility limitations and other aids as needed.

The MPO website, www.gcmppo.org, provides additional opportunities for public involvement. Stakeholders may view and download MPO publications, as well as send e-mail to MPO staff with any questions regarding transportation planning. The website contains transportation planning information, and public transportation planning information. Links to public documents and agencies such as the latest Federal Transportation Law (IIJA), FHWA, FTA, TxDOT, cities, and county governments may also be found on the MPO web site.

B. DEFINITION OF AREA

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

C. ORGANIZATION

The Grayson County MPO Policy Board (PB) is the governing body of the MPO, performs its duties in accordance with state & federal laws, and is organized under its published By-Laws. The Grayson County MPO also has a Technical Advisory Committee (TAC) whose membership consists of technical staff from the member local governments. The TAC is responsible for advising the PB on all urban transportation planning matters and to help guide the metropolitan planning process. Additionally, this committee advises on issues of a technical nature and provides recommendations of MPO policy issues, provides input regarding the development of all of the MPO's planning documents, any special studies that may arise, and has developed a project selection process that has been adopted by the PB as part of the development of the 2050 MTP. The Grayson County MPO, its staff and its fiscal agent, are responsible along with the State, for carrying out this work program. The voting members of the PB and TAC are found in Appendix B. The UPWP is reviewed and approved by the PB.

D. NON-MPO INVOLVEMENT

The MPO encourages the participation of both public and private organizations. Since the technology required to properly plan for the future transportation network is both complicated and constantly changing, the MPO from time to time hires private consultants to accomplish part of the planning process. The MPO has also strived to do its part by purchasing equipment from a Historically Underutilized Business (HUB) when possible and Disadvantaged Business Enterprises (DBE) are actively solicited for each contract.

E. PLANNING ISSUES AND EMPHASIS

The UPWP emphasizes Federal requirements for transportation, especially those included in the IIJA. Along with those requirements, the MPO has identified planning issues and emphasis areas, which illustrate the key highway and transit planning issues facing the MPO. These are listed in the following subcategories:

Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan is the MPO's long-range plan that has a twenty-five (25) year focus and is updated every five (5) years. The 2050 MTP was adopted on October 2, 2024, and covers fiscal years 2025 to 2050. This long-range plan focuses on multi-modal transportation needs within the MPO area and serves as the basis for the planning needs and decision-making guidelines for the MPO Board. This is accomplished through identifying present and future transportation corridors, forecasting transportation needs and growth patterns, providing estimated costs for implementation of those needs, and including other innovative approaches to transportation. Updates to the MTP will be part of the planning process and changes will be incorporated as they become necessary.

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is the MPO's short-term planning document. The TIP is a four (4) year program of highway and transit projects proposed for funding by Federal, State, and local resources within the Sherman-Denison study area. The TIP is updated at least every two (2) years and approved by the MPO. The FHWA and the FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the States, MPOs and transit operators in

accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607). The TIP may be amended as transportation needs or funding levels change.

The TIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects can be implemented using proposed revenue sources while at the same time maintaining and operating the existing transportation system. Only projects for which construction and operating funds can reasonably be expected to be available are included.

Projects listed in the TIP must be consistent with the long-range transportation plan. In addition to those projects, regionally significant transportation projects are included. A regionally significant project means a transportation project that is on a facility which serves regional transportation needs regardless of funding source (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal and major arterials and all fixed guide way transit facilities that offer an alternative to regional highway travel.

Travel Demand Model (TDM)

The latest update to the Travel Demand Model (TDM) for the Sherman-Denison Urbanized Area was completed in 2023. Part of the process includes working closely with TxDOT staff to improve the roadway network and data collection needs associated with the TDM. The TDM is an important part of the MPO's functions and includes updates to the Geographic Information System (GIS); analysis of demographic data; updates to the roadway network; analysis of land use data for impacts on the transportation network; analysis and review of traffic count data and patterns; and analysis and review of traffic accident data and patterns.

Public Participation and Education

Emphasis is also placed on improving the public participation and the education of those interested in the transportation planning process. This could include fostering issues such as multi-modal studies, land-use analysis, and many others related to the improvement of transportation within our MPO boundary. This process is continually analyzed and evaluated to ensure that the public is aware and active with transportation issues in their community.

Transportation Awareness

Another area includes broadening the staff capabilities of the MPO to incorporate changes necessary for the smooth functioning of transportation planning. This is an on-going process to promote more efficient use of transportation elements, plans, and documents and improvements for the transit reporting procedures; and consideration of safety and security in all modes of the transportation planning process.

Environmental Justice

The MPO continues to monitor and ensure compliance with Federal and State guidance on Title VI and Environmental Justice. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." Environmental Justice and Title VI are not new concerns; however, because of the evolution of the planning process, greater emphasis is being placed on

understanding and addressing the unique needs of different socioeconomic groups. The MPO's Environmental Justice initiatives strive to involve potentially affected citizens in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility using its Public Participation Plan (PPP). By involving the public in transportation decisions in their neighborhoods, the MPO strives to make sure that every transportation project considers the effect on the human environment and provides as much positive benefit to them as possible. Work on Environmental Justice and Title VI will be completed with **Tasks 1.1, 1.2, 2.1, 2.2, 3.1, 3.3, 4.1, 4.2, 4.3, 5.1, 5.2, 5.3 and 5.4.**

Planning Areas

This document is organized under the ten planning factors of the IJJA. The IJJA requires MPOs to organize its planning process, which is to be continuous, cooperative and comprehensive (3C), around consideration of the general guidelines of ten broad areas as enumerated in the Act itself. The work tasks, special emphasis items, and special studies contained in the UPWP have considered the ten areas, some more directly than others have.

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

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future – Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change;
2. Equity and Justice⁴⁰ in Transportation Planning – advance racial equity and support for underserved and disadvantaged communities;
3. Complete Streets – review current policies, rules, and procedures to determine their impact on safety for all road users;
4. Public Involvement – increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices;
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination – coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities;
6. Federal Land Management Agency (FLMA) Coordination – coordinate with FLMA in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands;
7. Planning and Environment Linkages (PEL) – implement PEL as part of the transportation planning and environmental review processes; and
8. Data in Transportation Planning – incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected products include correspondence, memoranda, agreements, agenda, record keeping, and minutes necessary to document on-going activities of the study office. This task includes the purchase of office supplies, office furniture, and the associated costs to post public notices and other expenses as appropriate. Specific projects include: Annual Project Listing; Program Management and Coordination, Annual Performance and Expenditure Report; Self-Certification Statement; Interagency Planning Agreements; Public Participation Plan update as needed; Staff Education and Training; and Web site maintenance and update as needed. Other products of this task are training and expenses incurred while staff members travel to training, meetings, conferences, and/or workshops. The MPO will work with member agencies to prevent duplication of effort. The MPO may use interns to assist staff when appropriate. Grayson County, the MPO's fiscal agent, may provide additional resources as needed. 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. Staff will attend training courses and seminars as appropriate. All out of state travel must have prior approval by TxDOT.

C. PREVIOUS WORK

This is an ongoing planning activity as required by 23 CFR 450. All PB, TAC and public meetings were conducted under this task. Staff attended all Texas Metropolitan Planning Organization (TEMPO) meetings and workshops, various workshops/conferences and made presentations at various city council and civic meetings. Previous year projects and products also included the FHWA Annual Performance and Expenditure Report and Annual List of Federally Funded Projects. Additionally, staff began preparation of an update to the PPP that included a Title VI/Nondiscrimination Plan and a Limited English Proficiency Plan in FY 2025 that was completed and will be formally adopted on June 4, 2025.

D. SUBTASKS

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 (2025 & 2026) 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-TPP.

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 1.2: 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 1.3: 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.

E. FUNDING SUMMARY

Table 1a: Task 1 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²
1.1	MPO	\$34,600				\$34,600	
1.2	MPO	\$12,800				\$12,800	
1.3	MPO	\$18,300				\$18,300	
Total		\$65,700				\$65,700	

Table 1b: Task 1 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁴
1.1	MPO	\$37,200				\$37,200	
1.2	MPO	\$16,000				\$16,000	
1.3	MPO	\$18,700				\$18,700	
Total		\$71,900				\$71,900	

¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Urban transportation planning requires constant monitoring and maintenance of a myriad of databases and mapping/graphic inventories. This provides the knowledge necessary to make accurate evaluations of existing conditions and to make logical estimates of future transportation system upgrades. This is a continuing ongoing process.

B. EXPECTED PRODUCTS

Expected products of this task will be the on-going maintenance of the MPO's Travel Demand Model (TDM) and various datasets in the MPO's Geographic Information System (GIS). The TDM is utilized during the development of the MTP to identify and anticipate needs in the transportation network. The GIS is utilized in a myriad of applications, including analyzing data necessary to comply with Title VI/Environmental Justice directives and limited English proficiency guidance. This ongoing process of maintenance of the TDM and GIS data has become critical to the proper execution of transportation management functions.

Grayson County, the MPO's fiscal agent, will provide the bulk of needed GIS services to the MPO, typically at no cost to the MPO. The MPO may use consultants or interns to assist when appropriate. 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.

C. PREVIOUS WORK

The latest update to the TDM, which had a base year of 2018, was completed in FY 2023. This model was supplied to Texas Transportation Institute (TTI) for their use in updating the statewide model. Staff began the effort with the assistance of a consultant to update the demographics to a base year of 2023 in FY 2025. Once the demographics are complete, the model will be given to TxDOT-TPP to complete the remaining work. TxDOT-TPP has committed to return the model to the MPO by the end of FY 2028, so the MPO may utilize the model in the development of the 2055 MTP. A presentation on the demographic updates made to the TDM will be presented to the TAC prior to final acceptance. GIS data was updated as necessary to revise the updates to the TIP and PPP as well as provide maps necessary for PB and TAC presentations and for the PB Chairman and staff to make presentations to city councils and area civic groups.

D. SUBTASKS

Subtask 2.1: 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: Demographics

MPO staff will work with local governmental staff to determine anticipated areas of growth, possible changes to land uses over the next 25 years, and to incorporate local comprehensive land use plans into the MTP. On-going updates and maintenance of data and maps related to population, minority populations, low-income population, building permits, land use, housing, and employment within the current Metropolitan Planning Area (MPA) would be geared towards developing a socio-economic base for the MTP. Areas of primary trip-generation activity will be inventoried, tabulated and grouped by Traffic Analysis Zones (TAZ).

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

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

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

1. Identify low-income/minority populations relevant to environmental justice issues;
2. Define the geographic areas where the noted low-income/minority conditions exist in the MPO area, utilizing data from the 2020 Census if available, and other relevant data sets;
3. Examine the existing transportation and transit system as it relates to the areas noted above;
4. Examine the location of future transportation projects via the MTP and the TIP, and study the correlation of these future projects to the areas noted above;
5. Create maps, and/or charts, and/or other relevant graphics to depict the existing and potential future conditions relevant to environmental justice, utilizing GIS and other automated tools;
6. Reference these maps in the MPO's/PB discussion of its Title VI activities (UPWP, MTP, Public Participation Plan);
7. Consider maps when organizing public involvement activities and consulted during project selection; and
8. Create a summary report that documents the process and findings of this analysis.

The findings of this analysis should be taken into consideration for future transportation planning and capital projects in the MPO study area.

Subtask 2.3: 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 demographics used in the TDM in FY 2025 to a base year of 2013 and a forecast year of 2055 with interim years of 2028, 2033, 2038 and 2055. The process for updating the model upon completion of the demographics 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.

Once the demographics are complete, the TDM will be given to TxDOT-TTP to complete. TxDOT-TTP has committed to return the TDM to the MPO by the fourth quarter of FY 2028. Once complete, the model will be delivered to TTI for use in the statewide model.

E. FUNDING SUMMARY

Table 2a: Task 2 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁵	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁶
2.1	TAPS/MPO	\$2,600				\$2,600	
2.2	MPO/CONSULTANT	\$7,800				\$7,800	
2.3	MPO	\$7,800				\$7,800	
Total		\$18,200				\$18,200	

Table 2b: Task 2 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁷	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ⁸
2.1	TAPS/MPO	\$2,600				\$2,600	
2.2	NOT FUNDED						
2.3	MPO	\$15,600				\$15,600	
Total		\$18,200				\$18,200	

⁵ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁶ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

⁷ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

⁸ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

The objective of this task is to complete those planning activities that are more specific and are necessary for the planning process. This includes those required by IIJA such as revisions to the 2025-2028 Transportation Improvement Program (TIP), and development of the new 2027-2030 TIP as well as amendments to this UPWP as well as development of the new 2028-2029 UPWP in FY 2027.

B. EXPECTED PRODUCTS

Comprehensive networking within the communities in an overall planning effort will continue to be pursued, monitored and evaluated through coordination agreements with local transit operators. Some specific products may include: Monitor and maintain the 2025-2028 TIP; Recommend any needed changes to the MTP and TIP; Look at community and regional involvement in transportation issues that may have an effect on the MPO's transportation network. Grayson County, the MPO's fiscal agent, may provide additional resources as needed. The MPO may use interns to assist staff when appropriate. 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. Staff will attend planning seminars and work sessions as appropriate. MPO staff will also participate in TEMPO subcommittees through teleconferences as well as any scheduled meetings/seminars as appropriate.

C. PREVIOUS WORK

In previous fiscal years, MPO staff worked with Texoma Area Paratransit System (TAPS), our local transit provider, in development of the Transit Asset Management (TAM) Plan, Public Transportation Agency Safety Plan (PTASP), all previous UPWPs, all previous TIPs, and the Annual List of Federally Funded Projects. Additionally, staff has served as chair of the Regionally Coordinated Human Services Transportation Planning Committee. The Regionally Coordinated Human Services Transportation Planning Committee is funded by Federal 5307 Planning Funds as received by TAPS. The objective of the Regionally Coordinated Human Services Transportation Planning Committee is to improve transportation services for everyone who uses them in the region—including, but not limited to, people with disabilities, seniors, and individuals with lower incomes.

D. SUBTASKS

Subtask 3.1: 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 3.2: Transportation Improvement Plan (TIP) and Self Certification

Projects in the TIP will be consistent with the 2050 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. Work includes updating or amending the 2025-2028 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 2026, the MPO will develop a TIP covering the years 2027 through 2030.

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 3.3: Unified Planning Work Program

This 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 2028-2029 UPWP will be developed incorporating all appropriate provisions of appropriate federal transportation re-authorization bill.

E. FUNDING SUMMARY

Table 3a: Task 3 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ⁹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁰
3.1	TAPS/MPO	\$5,200	\$48,000		\$12,000	\$65,200	
3.2	MPO	\$11,700				\$11,700	
3.3	MPO	\$5,200				\$5,200	
Total		\$22,100	\$48,000		\$12,000	\$82,100	

Table 3b: Task 3 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹¹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹²
3.1	TAPS/MPO	\$5,200	\$48,000		\$12,000	\$65,200	
3.2	MPO	\$5,200				\$5,200	
3.3	MPO	\$11,700				\$11,700	
Total		\$22,100	\$48,000		\$12,000	\$82,100	

⁹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹⁰ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

¹¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

An MTP must look into the future to address a twenty-five (25) year planning horizon to include both long and short-range strategies that will lead to the development of an integrated intermodal metropolitan transportation system. The current plan, the 2050 MTP, which was adopted on October 2, 2024, will be reviewed on a regular basis to ensure that it accommodates any changes that may occur prior to the next major update.

B. EXPECTED PRODUCTS

The current plan will continue to be monitored for any dynamics and will be updated and changed as needed. Community and regional involvement in transportation issues that may have an effect on the MPO's transportation network will be reviewed.

C. PREVIOUS WORK

The 2050 MTP update and public involvement process was successfully completed and the document was approved by the PB on October 2, 2024. The process was implemented in accordance with the planning requirements of 23 CFR 450.324. Previous work, which supports the MTP, focused on the continual collection and refinement of data. Updated project costs to reflect total project cost (TPC) as well as year of expenditure (YOE) figures to address federal requirements. Staff worked with TxDOT Traffic Analysis Section to update TAZ's and demographic information to better reflect expanded boundary. The MPO's PPP was formally adopted. Project ranking criteria were developed by the TAC that yielded the following results:

- Safety (28.00%);
- Preservation (18.58%);
- Congestion (17.12%);
- Connectivity (12.02%)
- Economic (8.74%);
- Environment (4.64%);
- Transportation Choices (3.90%); and
- Community Support (7.00%).

These project ranking criteria were adopted by the PB and utilized in Decision Lens to rank projects for the 2050 MTP.

D. SUBTASKS

Subtask 4.1: Metropolitan Transportation Plan

MPO will continue to update the current 2050 MTP as needed. MPO will publish any revisions to the MTP on the MPO website. Staff will review the 2050 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.

E. FUNDING SUMMARY

Table 4a: Task 4 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹³	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁴
4.1	MPO	\$5,200				\$5,200	
Total		\$5,200				\$5,200	

Table 4b: Task 4 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁵	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁶
4.1	MPO	\$5,200				\$5,200	
Total		\$5,200				\$5,200	

¹³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

¹⁵ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹⁶ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected products for this task vary by subtask. The MPO may use consultants or interns to assist staff when appropriate. 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. Staff will attend planning seminars and work sessions as appropriate. Databases developed and maintained in Task 2 will be refined and used in these subtasks.

C. PREVIOUS WORK

The Grayson County Thoroughfare Plan was completed in FY 2024.

In FY 2020 and FY 2021, staff assisted TAPS with the development of a Long-Term Transit Plan. The Long-Range Transit Plan was funded by Federal 5307 Planning Funds as received by TAPS. The objective of the Fixed Route Study was to identify challenges, investment strategies, policies and data needed to operate a fixed route transit system in the Sherman-Denison Urbanized Area. When the Long-Term Transit Plan was completed in FY 2021, it was obvious that an additional phase would be needed give TAPS all of the information needed to implement a fixed route service.

In FY 2023, TxDOT-TPP began 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 was completed in FY 2024.

Staff is anticipating applying for and receiving a Safe Streets for All (SS4A) grant and beginning the process of developing the Grayson County Safety Action Plan in FY 2025. It is anticipated the project will not be complete by the conclusion of the fiscal year.

D. SUBTASKS

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.

Subtask 5.2: Grayson County Thoroughfare Plan

The Grayson County Thoroughfare Plan was completed in FY 2024. However, Grayson County continues to face rapid growth. This results in numerous questions regarding alignments contained in the Thoroughfare Plan. Additionally, Staff continues to receive shifts in alignment from Grayson County and member cities as a result of the rapid growth. This subtask will be used to respond to inquiries and track changes requested by Grayson County and member cities. This subtask does not include production of an update to the thoroughfare plan, only to respond to inquiries and keep track of requested changes.

Subtask 5.3: 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.

Staff is anticipating applying for and receiving a Safe Streets for All (SS4A) grant and beginning the process of developing the Grayson County Safety Action Plan in FY 2025. It is anticipated the project will not be complete by the conclusion of the fiscal year. Therefore, staff time has been included under this subtask for the completion of the Grayson County Safety Action Plan. An amendment to this UPWP will be needed to roll-over any remaining funding for the project at the conclusion of FY 2025.

Subtask 5.4: Complete Streets Assessment and Action Plan

IIJA stipulated that 2.5% of Planning (PL) Funds must be used for planning in regards to complete streets as a set-aside. A Complete Streets Assessment was conducted as part of the development of the 2050 MTP. However, it was extremely limited in scope. Additionally, TxDOT was unable to differentiate the funding from other PL Funds and thus did not reduce the 2.5% allocated to the complete streets set-aside. TxDOT is working on a new invoice for fiscal agents to assist with meeting this obligation. The funding allocated since the beginning of IIJA now totals \$?. Some of these funds are set to expire this fiscal year. This subtask will

conduct a comprehensive assessment of Grayson County and identify any and all roadways in need of a fresh look from a complete street perspective and develop an action plan in regards to these roadways. The MPO may utilize a consultant to assist with this subtask.

Subtask 5.5: 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.

E. FUNDING SUMMARY

Table 5a: Task 5 – FY 2026 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁷	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ¹⁸
5.1	TAPS		\$63,000		\$18,750	\$81,750	
5.2	MPO	\$5,200				\$5,200	
5.3	MPO/CONSULTANT	\$7,800				\$7,800	
5.4	MPO/CONSULTANT	\$207,800				\$207,800	
5.5	NOT FUNDED						
Total		\$220,800	\$63,000		\$18,750	\$302,550	

Table 5b: Task 5 – FY 2027 Funding Summary Table

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹⁹	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²⁰
5.1	TAPS		\$63,000		\$18,750	\$81,750	
5.2	MPO	\$5,200				\$5,200	
5.3	NOT FUNDED						
5.4	MPO/CONSULTANT	\$7,800				\$7,800	
5.5	MPO/CONSULTANT	\$207,800				\$207,800	
Total		\$220,800	\$63,000		\$18,750	\$302,550	

¹⁷ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

¹⁸ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

¹⁹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

²⁰ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

BUDGET SUMMARY

Table 6a: Funding Summary - FY 2026

UPWP Task	Description	TPF ²¹	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²²
1.0	Administration – Management	\$65,700				\$65,700	
2.0	Data Development and Maintenance	\$18,200				\$18,200	
3.0	Short Range Planning	\$22,100	\$48,000		\$12,000	\$82,100	
4.0	Metropolitan Transportation Plan	\$5,200				\$5,200	
5.0	Special Studies	\$220,800	\$63,000		\$18,750	\$302,550	
Total		\$332,000	\$111,000		\$30,750	\$473,750	

²¹ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

²² 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

Table 6b: Funding Summary - FY 2027

UPWP Task	Description	TPF ²³	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding ²⁴
1.0	Administration – Management	\$71,900				\$71,900	
2.0	Data Development and Maintenance	\$18,200				\$18,200	
3.0	Short Range Planning	\$22,100	\$48,000		\$12,000	\$82,100	
4.0	Metropolitan Transportation Plan	\$5,200				\$5,200	
5.0	Special Studies	\$220,800	\$63,000		\$18,750	\$302,550	
Total		\$338,200	\$111,000		\$30,750	\$479,950	

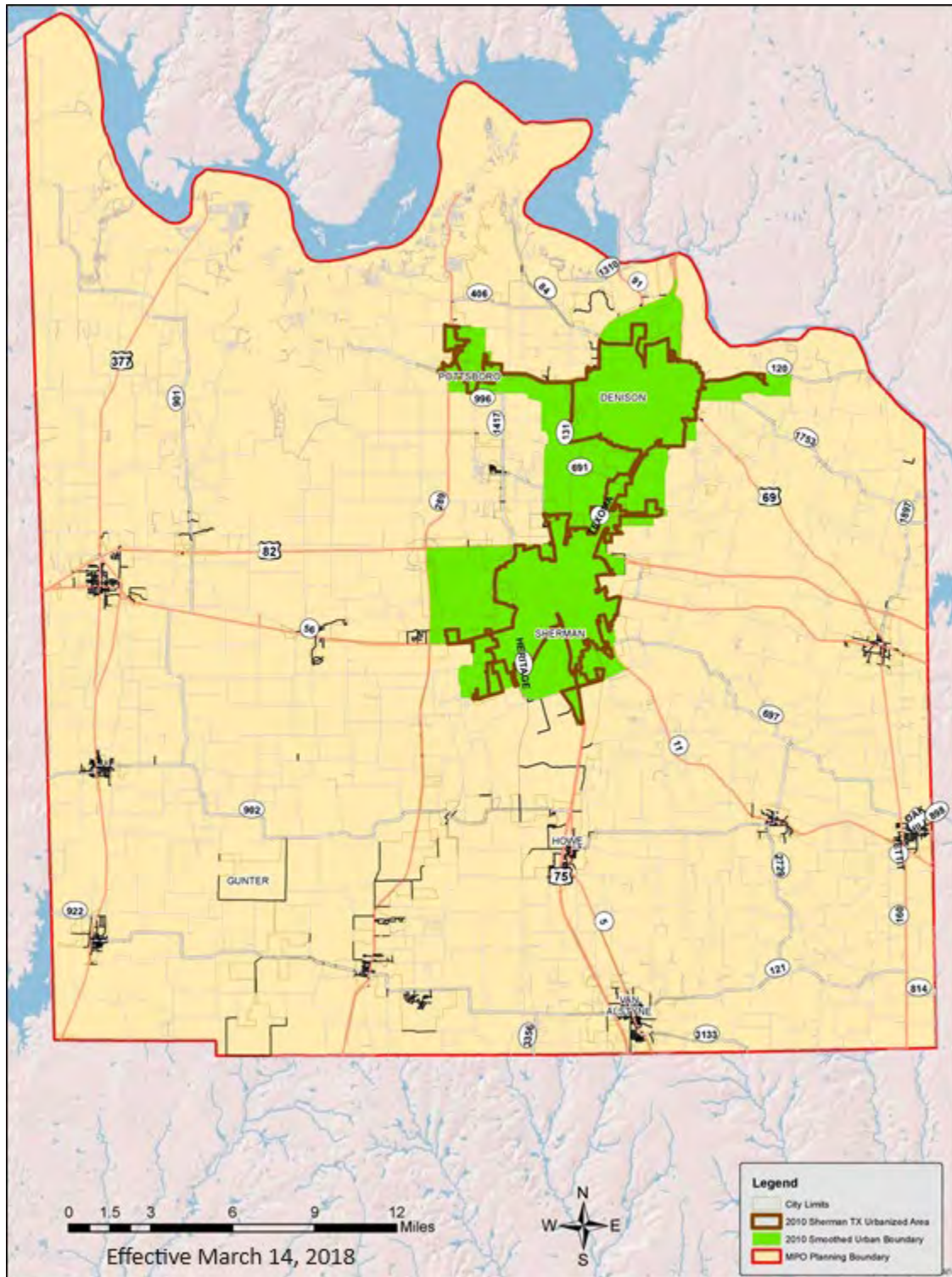
Combined TPF Allocations (WO 1 and WO 2) for FY 2026 and FY 2027	\$750,000
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	\$146,539
TOTAL TPF for FY 2026 and FY 2027	\$896,539

²³ TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

²⁴ 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

APPENDIX A

Metropolitan Planning Area Boundary Map



As approved by Greg Abbott, Governor, State of Texas on March 14, 2018

APPENDIX B

Grayson County Metropolitan Planning Organization

Policy Board Voting Members		
Shawn Teamann	Mayor	City of Sherman
Robert Crawley	Mayor, Chairman	City of Denison
Bruce Dawsey	County Judge, Vice-Chairman	Grayson County
Jim Atchison	Mayor	City of Van Alstyne
Noel Paramanantham, P.E.	District Engineer	TxDOT – Paris District
Policy Board Non-Voting Members		
Barbara Maley, AICP	Air Quality Specialist and Transportation Planner	FHWA – Texas Division Austin
Michelle Bloomer	Community Planner	FTA – Region 6 – Fort Worth
Phillip Tindall	Planner	TxDOT – Transportation Planning and Programming Division
Shellie White	General Manager	Texoma Area Paratransit System (TAPS)
Technical Advisory Committee		
Clay Barnett, P.E.	Executive Director	Grayson County MPO
Rob Rae, AICP	Director of Development Services	City of Sherman
Mary Tate	Executive Director of Planning & Community Development	City of Denison
Bill Benton	Commissioners Court Appointee	Grayson County
Alex Glushko, AICP	Director of Development Services	City of Van Alstyne
Aaron Bloom, P.E.	Area Engineer	TxDOT – Paris District

APPENDIX C

Debarment Certification

(Negotiated Contracts)

(1) The **Grayson County MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

APPENDIX D

Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

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

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

I, Robert Crawley, Mayor, City of Denison,

a duly authorized officer/representative of Grayson County MPO

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

_____ Date

Title of elected official / Name / Entity or Agency

Name of MPO Policy Committee – Chair

Name of MPO

Attest:

Name

Title

APPENDIX F

Certification of Internal Ethics and Compliance Program

I, Robert Crawley, Mayor, City of Denison,

a duly authorized officer/representative of Grayson County MPO

do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

Attest:

Name

Title

APPENDIX G

Amendment Summary

Grayson County MPO

FY 2026 and 2027 UPWP Amendment Summary

Policy Board Action DATE	Federal Approval DATE	UPWP Amendment Resolution Number	UPWP Page # (s)	CIV Reporting- DBE Goal	UPWP Amendment Summary

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

April 2, 2025

Review of an Agreement between the Grayson County MPO, the Texas Department of Transportation (TxDOT) and Grayson County

BACKGROUND:

The Grayson County MPO's planning agreement with TxDOT and the MPO's fiscal agent (Grayson County) is set to expire September 30, 2025. A draft of the next iteration of the planning agreement between the Grayson County MPO, TxDOT and the MPO's fiscal agent (Grayson County) is attached. The agreement specifies each party's roles and responsibilities. An action item for Authorizing Execution of an Agreement between the Grayson County MPO, the Texas Department of Transportation (TxDOT) and Grayson County will be placed on the June 4, 2025 Policy Board agenda for approval.

ACTION REQUESTED:

None at this time

ATTACHMENTS: *click underlined items for attachment*

- [Draft Metropolitan Planning Agreement](#)

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

STATE OF TEXAS §

COUNTY OF TRAVIS §

METROPOLITAN PLANNING AGREEMENT

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the “Department,” the Grayson County Metropolitan Planning Organization (MPO), called the “MPO”, which has been designated by the Governor of the State of Texas as the MPO of the **Sherman-Denison** urban area(s), and the **Grayson County**, which serves as the Fiscal Agent for the MPO.

WITNESSETH

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urban areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area (MPA) to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

WHEREAS, the Governor of the State of Texas and the Grayson County have executed an agreement pursuant to the MPO designation; and

WHEREAS, an area equal to or larger than the above-mentioned urban area(s) has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 CFR §420.117 requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by Subrecipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

NOW THEREFORE, it is agreed as follows:

A G R E E M E N T

Article 1. Definitions

- A. **Department** – Texas Department of Transportation acting on behalf of the State of Texas.
- B. **Federal Fiscal Year** – A twelve-month period that begins October 1 and ends September 30.
- C. **Fiscal Agent** – the third-party entity that accepts and is responsible for providing various financial, grants, and administrative duties on behalf of the MPO.
- D. **Metropolitan Planning Area (MPA)** – The geographic area and boundaries cooperatively determined by agreement between the metropolitan planning organization for the area and the Governor designated under 23 CFR §450.312 as the subject area for conducting the metropolitan planning process as required by 23 USC §134 and 49 USC §§5303-5306.
- E. **Metropolitan Planning Organization (MPO)** – The policy-making body, often referred to as the policy board, policy committee, or regional transportation council designated under 23 USC §134, 49 USC §5303, and Texas Transportation Code 472.031, responsible for overseeing the metropolitan transportation planning process, establishing overall transportation policy for the MPO, and making necessary approvals. The MPO consists of governmental agencies identified in the original designation agreement and any additional agencies or organizations added later, as specified in the MPO's bylaws, as amended.
- F. **Nonattainment Area** – A geographic area as defined in 42 USC §7501 under section 107 of the Clean Air Act that does not meet the national primary or secondary ambient air quality standard for the air pollutant for which a national ambient air quality standard exists.
- G. **MPO Director** – The MPO's lead staff member responsible for overseeing the planning process and implementing the MPO's goals and policies. This role includes supporting and reporting to the MPO governing body, as well as interacting with local, state, and federal

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

agencies. The MPO Director may also be referred to as the Executive Director or a similar title, as specified in the MPO bylaws, as amended.

- H. **Pass-Through Entity** – A non-Federal entity that provides a Subaward to a Subrecipient to carry out part of a Federal program as defined in 2 CFR §200.1, as amended.
- I. **State Fiscal Year** – A twelve-month period that runs from September 1 to August 31.
- J. **Subaward** – As defined in 2 CFR §200.1, as amended, an award provided by a pass-through entity to a Subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor, beneficiary, or participant. A Subaward may be provided through any form of legal agreement consistent with criteria in 2 CFR §200.331, including an agreement the pass-through entity considers a contract.
- K. **Subcontractor** – An entity that receives a subcontract.
- L. **Subrecipient** – As defined in 2 CFR §200.1, as amended, a non-Federal entity that receives a Subaward from a pass-through entity to carry out part of a Federal program; but does not include an individual that is a beneficiary of such program. A Subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency.
- M. **Transportation Management Area (TMA)** – An urban area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (USDOT), or upon special request from the Governor and the MPO designated for the area as described in 49 USC 5303(k), as amended.
- N. **Transportation Planning Funds (TPF)** – In accordance with 2 CFR Part 420, FHWA Metropolitan Planning (PL-112) funds and Federal Transit Administration (FTA) Section 5303 (§5303) funds provided by the Department to MPOs to carry out metropolitan planning provisions under 23 USC §134. TPF are allocated through a distribution formula developed by the Department and approved by FHWA.

Article 2. Agreement Period

- A. This Agreement becomes effective when signed by all parties making the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if: the Governor's designation of the MPO is withdrawn; federal funds cease to become available; or the agreement is superseded, terminated, or expired.
- B. This Agreement expires on **August 31, 2030**. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 3. Sole Agreement

This Agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this Agreement.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 4. Responsibilities of the Department

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds and will comment on and make suggestions relating to those activities and expenditures.
- B. Develop a timeline for development of the UPWP, Annual Performance and Expenditure Report (APER), and Transportation Improvement Program (TIP) by the MPO; and in consultation with the MPOs, develop a standard format for each to be used by all MPOs in accordance with Texas Administrative Code (TAC), Title 43, §§16.52 and 16.101, respectively.
- C. Make available to the MPO its share of all TPF and provide any non-federal match authorized by the Texas Transportation Commission. The Department will distribute TPF to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, FTA, and other applicable federal agencies.
- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the MPA, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote with the MPO the development of the intermodal transportation system within the MPA by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information, data, and sources to assist the MPO in carrying out required planning activities including but not limited to the development of financial plans.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, tracking progress toward attainment of critical regional outcomes, and the collection of data for the State asset management plan for the National Highway System (NHS).

Article 5. Responsibilities of the MPO

The MPO is the policy-making body, often referred to as the policy board, policy committee, or regional transportation council as defined above, and is the organization created to ensure that the comprehensive performance-based multimodal transportation planning process is based on a continuing, cooperative, and comprehensive (commonly referred to as the 3C) planning process.

The responsibilities of the MPO are as follows:

- A. Ensure that all state and federally required metropolitan planning and programming activities are carried out in accordance with applicable laws and regulations, as amended, including but not limited to those set forth in:
 - 1. 23 USC §134. Metropolitan transportation planning
 - 2. 23 USC §135. Statewide and nonmetropolitan transportation planning

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

3. 49 USC §5303. Metropolitan transportation planning
 4. 49 USC §5326. Transit asset management (c) Performance Measures and Targets
 5. 49 USC §5329. Public transportation safety program (d) Public Transportation Agency Safety Plan
 6. 23 CFR Part 420 Planning and Research Program Administration
 7. 23 CFR Part 450 Planning Assistance and Standards
 8. 23 CFR Part 490 National Performance Management Measures
 9. 43 TAC Part 1 Chapter 16 Subchapter B Transportation Planning and Subchapter C Transportation Programs
 10. Transportation Code §201.9911 Planning Organization 10-Year Plan
- B. Use funds provided in accordance with this Agreement to develop and maintain a comprehensive regional transportation planning program, including but not limited to the development of financial plans, in accordance with federal and state laws and regulations, including the requirements of the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
- C. To prevent plan or program lapses and meet update frequencies or schedules, the MPO shall initiate development well in advance of lapse dates. Furthermore, the MPO shall coordinate with the Department, notify them and their stakeholders of any anticipated lapse dates, and implement corrective actions to mitigate or prevent impacts due to delays.
- D. Produce the following as applicable in coordination with the Department ensuring adherence to applicable requirements and regulations in a professional, orderly, and timely manner accurately reflecting high standards of work:
1. Metropolitan Transportation Plan (MTP)
 2. 10-Year Transportation Plan
 3. Transportation Improvement Program (TIP)
 4. Unified Planning Work Program (UPWP)
 5. Performance Measures
 6. Public Participation Plan (PPP)
 7. Congestion Management Process (CMP), if the MPO is a Transportation Management Area (TMA)
 8. MPA boundary designation
 9. Annual Listing of Obligated Projects (ALOP or APL)
 10. Annual Performance and Expenditures Report (APER)
 11. Congestion Management and Air Quality Improvement Program (CMAQ) Annual Report, if applicable
 12. Transportation Alternatives Annual Report, if applicable
 13. Other planning documents and reports as may be required by the Department or state or federal laws or regulations.
- E. Provide an explanation in the APER if task expenditures exceed or fall short of the budgeted task amount by twenty-five percent (25%) or more.
- F. Provide planning policy direction to the MPO director, as the lead MPO staff person, and ensure MPO duties are carried out in a cooperative manner.
- G. Assemble and maintain an adequate, competent staff, including an MPO director, with the knowledge, skills, abilities, and experience to perform all MPO activities required by law. The

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

MPO shall provide the Department with an updated organizational chart and contact information following any lead personnel changes within 30 days of the change.

- H. In accordance with the MPO bylaws, exercise responsibility to appoint, direct, evaluate, and relinquish duties of the MPO director.
- I. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
- J. Share information and resources with the Department and appropriate stakeholders concerning transportation planning issues.
- K. Participate in other related planning efforts and studies with the Department and other regional partners.
- L. Ensure the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this Agreement.

Article 6. Responsibilities of the Fiscal Agent

The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with federal and state record retention requirements.
- B. Make available funding approved in the UPWP to ensure the MPO can fulfill its obligations in this Agreement.
- C. Provide human resource services to the MPO in a timely manner to ensure the MPO can fulfill its obligations in this agreement.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO, in accordance with federal and state laws, rules, and regulations.
- E. Establish procedures and policies for procurement and purchasing by or for the MPO, in cooperation with the MPO, and shared with the Department as updated.
- F. Ensure sufficient processes are in place to monitor Subrecipients in accordance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. This includes:
 - 1. Evaluating Subrecipient’s risk of non-compliance,
 - 2. Monitoring Subrecipient activities, and
 - 3. Verifying Subrecipients are audited as required by 2 CFR Part 200 and Article 12 (Single Audit Report) of this Agreement.
- G. Ensure that Subrecipients of federal funds comply with federal statutes, regulations, and the terms and conditions of the Subaward.
- H. Evaluate each Subrecipient's fraud risk and risk of noncompliance with a Subaward to determine the appropriate Subrecipient monitoring described in 2 CFR Part 200.

Article 7. Unified Planning Work Program (UPWP)

- A. The MPO shall annually or biennially develop and submit an approved UPWP and any subsequent amendments to the Department that meets federal and state requirements in accordance with the Department’s established format and timeline.
- B. A UPWP submitted in a format other than the standard format developed by the Department will not be approved.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

- C. Failure to adhere to the timeline developed by the Department may result in a delay in the authorization for the MPO to incur costs.
- D. The UPWP shall include:
 - 1. Goals, objectives, and tasks required by each of the agencies involved in the metropolitan transportation planning process.
 - 2. Transportation planning work tasks to be funded by federal, state, or local planning funds.
 - 3. A description of all planning work within the MPA and the resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP.
- E. The MPO may engage with other agencies, non-profit organizations, or contractors for specific UPWP elements pursuant to 23 CFR Part 450.
- F. The use of MPO staff time in a UPWP product or task shall be clearly documented in the UPWP, accounting for administrative tasks with details for staff roles and responsibilities.
- G. The MPO shall ensure accurate task charging in the UPWP, including vacation, sick and other forms of paid leave.
- H. The MPO shall approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions are those that do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples of corrective actions include typographical, grammatical, or syntax corrections.
- I. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- J. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval or not included in the approved UPWP are not eligible for reimbursement from TPF.
- K. The use of TPF shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated MPA. Costs incurred for transportation planning activities outside the boundaries of a designated MPA are not eligible for reimbursement unless an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information conducted outside its boundaries affects the transportation system within its boundaries and the activities are specifically identified in the MPO's approved UPWP.
- L. The use of TPF is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Use of TPF by the MPO for engineering plans, specifications, and estimates (PS&E) and construction administration is not allowed unless otherwise authorized by federal law or regulation and in cooperative agreement with the Department.
- M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO and the Department. Costs incurred on individual work

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

tasks shall not exceed that task budget by twenty-five percent (25%) without prior approval of the MPO and the Department. If the costs exceed 25% of the task budget, the UPWP shall be revised, approved by the MPO, and submitted to the Department for approval.

- N. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with TPF. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be treated as in-state travel if applicable.
- O. The cost of travel incurred by elected officials serving on the MPO is eligible for reimbursement with TPF.
- P. The Department closely monitors progress of the UPWP. If the Department finds that the MPO is not making adequate progress toward fulfilling the work program, it may request mitigating actions.
- Q. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this Agreement shall prevail.

Article 8. Compensation

The Department’s reimbursement of any cost incurred under this Agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this Agreement shall not exceed the total budgeted amount.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
 - 1. Is verifiable from MPO records;
 - 2. Is not included as match funds for any other federally-assisted program;
 - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
 - 4. Is allowable under 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the state’s UGMS; and
 - 5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the federal fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for reimbursement (RFR) of authorized costs incurred under this Agreement on a semi-monthly basis, but no more than fifteen (15) times a year and no less than monthly as expenses occur. Each RFR shall be submitted in a manner and format specified to the Department. An RFR submitted in a format other than the standard format developed by the Department will not be accepted.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

- F. The MPO shall submit the final bill from the previous federal fiscal year to the Department no later than ninety (90) days after the end of the federal fiscal year. Any bills submitted more than ninety (90) days after the end of the fiscal year in which the funds have been de-obligated will be processed against the current federal fiscal year's UPWP.
- G. Reimbursement of costs is contingent upon compliance with the terms of Article 5 (Responsibilities of the MPO) of this Agreement. Noncompliance may result in cancellation of authorized work and suspension of reimbursements after a thirty (30) day notification by the Department to the MPO.
- H. A compliant RFR shall be reimbursed by the Department to the MPO within fifteen (15) business days of submission.
- I. If corrections are needed to the RFR, including but not limited to mistakes or missing information, the Department will notify the MPO that the RFR has been rejected and provide an explanation. The Department may coordinate with the MPO to resolve any discrepancies or inconsistencies.
- J. A corrected invoice for a RFR that was previously submitted, whether the original RFR was rejected or under review, will restart the fifteen (15) business day review period for the Department to reimburse an MPO.
- K. The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement and shall reimburse the Department the amount of those funds previously provided to it by the Department.
- L. The Department's acceptance of an invoice does not constitute approval or acceptance of work performed nor work products.

Article 9. Procurement and Property Management Standards

- A. The parties to this Agreement shall adhere to the procurement standards in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The Department must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Build America, Buy America requirements set forth in the Infrastructure Investment and Jobs Act (Pub. Law 117-58), 23 USC §313, 23 CFR §635.410, 49 CFR Part 661, and 2 CFR Part 184, Buy America Preferences for Infrastructure Projects.
- C. The MPO shall pay invoices to vendors within thirty (30) days of receipt in accordance with Texas Government Code Sec. 2251.021.

Article 10. Subcontracts

- A. Any subcontract for services in implementing any tasks specified in the UPWP, rendered by individuals or organizations not a part of the MPO, shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.

- B. Subcontracts in excess of \$25,000 shall contain all required provisions of this Agreement.
- C. No subcontract will relieve the MPO of its responsibility under this Agreement.
- D. Subrecipients shall comply with the Fiscal Agent procurement policy and requirements of Subrecipient monitoring, risk assessment, and audits in conformance with 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

Article 11. Federal Funding Accountability and Transparency Act Requirements

- A. Any recipient of funds under this Agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, Reporting Subaward and Executive Compensation Information.
- B. The MPO agrees that it shall:
 - 1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100); and
 - 2. Annually obtain and provide to the Department a Unique Entity Identifier (UEI), or the Entity ID, a unique twelve-character alphanumeric ID that allows the Federal government to track the distribution of federal money.

Article 12. Single Audit Report

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$1,000,000 or more are met during the federal fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at singleaudits@txdot.gov.
- C. If expenditures are less than the threshold during the federal fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$_____ expenditure threshold and therefore, are not required to have a single audit performed for FY _____."
- D. For each year the UPWP remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of this Agreement, unless otherwise amended or the UPWP has been formally closed out and no charges have been incurred within the current federal fiscal year.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 13. Inspection of Work and Retention of Documents

- A. The Department, and USDOT when federal funds are involved, and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this Agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a Subcontractor, the MPO shall provide or require its Subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this Agreement and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Within fifteen (15) business days of receiving notice from the Department, these materials shall be made available for inspection by the Department, the USDOT, the Office of the Inspector General of the USDOT, and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this Agreement or indirectly through a subcontract under this Agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state’s UGMS.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working for the MPO, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this Agreement without liability or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Force Majeure

Except with respect to defaults of Subcontractors, the MPO shall not be in default by reason of failure in performance of this Agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control, and without the fault or negligence, of the MPO. Those causes may include, but are not limited, to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however,

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 16. Remedies

- A. Violation or breach of Agreement terms by the MPO may, at the discretion of the Department, be grounds for termination of the Agreement. Any costs incurred by the Department arising from the termination of this Agreement shall be paid by the MPO.
- B. This Agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Article 17. Gratuities

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this Agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this Agreement, may not make any offer of benefits, gifts, or favors to the Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this Agreement.

Article 18. Compliance with Laws

The parties to this Agreement shall comply with all applicable federal and state laws, statutes, rules, and regulations, as well as the orders and decrees of any courts or administrative bodies or tribunals, as may be amended from time to time, in any matter affecting the performance of this Agreement. This includes, but is not limited to, compliance with: workers' compensation laws, minimum and maximum salary and wage statutes and regulations, licensing laws and regulations, civil rights compliance, nondiscrimination, and equal opportunity statutes and authorities. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 19. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred, suspended, or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this Agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

Article 20. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The MPO shall incorporate into its contracts with Subcontractors a DBE goal consistent with the State's DBE goal and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall be responsible for documenting its DBE actions.
- C. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any contract or in the administration of its DBE program, as required by 49 CFR Part 26. The MPO shall take all necessary and reasonable steps to ensure non-discrimination in award and administration of subcontracts. The State's DBE program is incorporated by reference in this Agreement. Implementation of this program is a legal obligation. Failure to comply shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 USC §1001 and the Program Fraud Civil Remedies Act of 1986 (31 USC §3801 et seq.).
- D. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a Subcontractor) must include the following assurance: *The contractor, Subrecipient, or Subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 21. Environmental Protection and Energy Efficiency

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 22. Control of Drug Use

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations," set forth in 49 CFR Part 655.

Article 23. Lobbying Certification

In executing this Agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid, or will be paid, by or on behalf of the parties to any person for influencing, or attempting to influence, an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

- B. If any funds other than federal appropriated funds have been paid, or will be paid to, any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all Subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and all Subrecipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. Any person who fails to file the required certification shall be subject to a civil penalty.

Article 24. Distribution of Products

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this Agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA: *Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The preparation of this document was financed in part through grants from the U.S. Department of Transportation. The content of the document does not necessarily reflect the official views or policy of the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, or the Texas Department of Transportation. Acceptance of this document does not constitute a commitment on the part of any federal or state agency to participate in the development depicted therein nor does it indicate that any proposed development is environmentally acceptable in accordance with public laws.*
- B. Upon termination of this Agreement, all documents prepared by the MPO, or furnished to the MPO by the Department, shall upon request be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this Agreement may be used by the Department without restriction or limitation of further use.

Article 25. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this Agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 26. Indemnification

- A. The MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its Fiscal Agent, its agents, or its

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.

- B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

Article 27. Legal Construction

In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this Agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 28. Termination

- A. The Department may terminate this Agreement at any time before the date of completion if the Governor withdraws his designation of the MPO.
- B. The Department or the MPO may terminate of this Agreement if either party fails to comply with the conditions of the Agreement. The Department, the MPO, or the Fiscal Agent shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- C. The Department may terminate this Agreement for any reason upon ninety (90) days' notice to the MPO and Fiscal Agent.
- D. The parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- E. Upon termination of this Agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the request of the Department, be delivered to the Department within ninety (90) days.
- F. The Department shall reimburse the MPO for those eligible expenses incurred during the Agreement period that are directly attributable to the completed portion of the work covered by this Agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

Article 29. Successors and Assigns

No party shall assign or transfer its interest in this Agreement without written consent of the other parties.

Article 30. Amendments

Any change to one or more of the terms and conditions of this Agreement shall not be valid unless made in writing and agreed to by all parties before the change is implemented.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 31. Notices

All notices to any party by the other parties required under this Agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO:	Robert Crawley Grayson County MPO 1800 Teague Drive, Suite 100 Sherman, TX 75090
Fiscal Agent:	Grayson County 100 W. Houston St. Sherman, TX 75090
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this Agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail, and that request shall be honored and carried out by the other parties.

Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	
Not Research and Development	

Article 32. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this Agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

THE FISCAL AGENT

Signature

Signature

Typed or Printed Name

Typed or Printed Name

Title

Title

Date

Date

THE DEPARTMENT

Signature

Typed or Printed Name

Director, Transportation Planning and
Programming Division
Texas Department of Transportation

Title

Date