

Grayson County Metropolitan Planning Organization (MPO)
TECHNICAL ADVISORY COMMITTEE
AGENDA

Wednesday, May 17, 2023 @ 9:00 am
Texas Department of Transportation
3904 S US 75, Sherman, Texas 75090

Please visit our MPO website www.gcmpo.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 TAC meeting of March 1, 2023](#)
☒ Action ☐ Information
- V. [Review of Pavement and Bridge Condition Performance Measure \(PM2\) Targets for Fiscal Year 2022-2025 as established by the Texas Department of Transportation and Recommend Approval of a Resolution Adopting the Targets to the Policy Board](#)
☒ Action ☐ Information
- VI. [Review of System Performance Measure \(PM3\) Targets for Fiscal Year 2022-2025 and Recommend Approval of a Resolution Adopting the Targets to the Policy Board](#)
☒ Action ☐ Information
- VII. [Review of the Annual Listing of Obligated Projects \(ALOP\) and Recommend Approval of the ALOP to the Policy Board](#)
☒ Action ☐ Information
- VIII. **PUBLIC HEARING:** [Review of an Amendment to the 2022-2023 Unified Planning Work Program \(UPWP\) and recommend approval of the Amendment to the Policy Board](#)
☒ Action ☐ Information
- IX. **PUBLIC HEARING:** [Review of the 2024-2025 Unified Planning Work Program \(UPWP\) and recommend approval of the 2024-2025 UPWP to the Policy Board](#)
- X. Presentation and Discussion on the Safe Streets for Texans
☐ Action ☒ Information
- XI. Announcements
(Informal Announcements, Future Agenda Items, and Next Meeting Date)
 - TAC Next meeting September 20, 2023
 - MPO Policy Board Next meeting July 19, 2023
 - Freight Advisory Committee Next meeting TBD
- XII. Adjournment

All meetings of the Grayson County Metropolitan Planning Organization (MPO) and Technical Advisory Committee (TAC) 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) 328-2090 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 May 12, 2023.

NOTE: The TAC 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.

Grayson County Metropolitan Planning Organization (MPO)
TECHNICAL ADVISORY COMMITTEE

Wednesday, March 1, 2023 9:00 a.m.
Texas Department of Transportation
3904 S US 75, Sherman, Texas 75090

Committee Members Present:

Clay Barnett, P.E., Chairman	Grayson County MPO
Rob Rae, AICP	City of Sherman
Mary Tate	City of Denison
Aaron Bloom, P.E.	TxDOT Sherman Area Engineer
Bill Benton	Grayson County
Len McManus, P.E.	City of Van Alstyne

Committee Members Absent:

None

Non-Voting Members Present:

Barbara Maley	Federal Highway Administration (FHWA)
Mansour Shiraz	TxDOT TPP Division

Non-Voting Members Absent:

Lynn Hayes	Federal Transit Administration (FTA)
Shellie White	Texoma Area Paratransit System (TAPS)

Guests Present:

Dallas Teston	TxDOT
Johan Vasquez	TxDOT
Eric Greenman, P.E.	CP&Y

I. Call to Order

Mr. Barnett called the meeting to order at 9:08 a.m.

II. Acknowledgement of Quorum by Chairman

Mr. Barnett declared a quorum of the Technical Advisory Committee present.

III. Public Comment Period

No public comment.

IV. Consider approval of the minutes of the MPO TAC meeting of March 1, 2023

Motion to approve the minutes was made by Mr. McManus, seconded by Mr. Rae. Motion carried.

1 **V. Review an Amendment to the 2023-2026 Transportation Improvement Program**
2 **(TIP) and Recommend Approval of a Resolution Adopting the Amendment to the 2023-**
3 **2026 TIP to the Policy Board**
4

5 Mr. Barnett stated that he wanted to give a brief introduction on the amendment prior to holding
6 the Public Hearing. He stated that this is the second amendment to the 2023-2026 TIP. He stated
7 that it contains a listing of projects the MPO intends to pursue over the next four years. He stated
8 that the Revisions in this amendment include:
9

10 1) Removing the engineering and right-of-way acquisition phases from CSJs 0047-13-033, 0047-
11 18-089 and 0047-03-091. He stated that these phases have now been included in a grouped project.
12

13 2) Changing the letting year of CSJ 0047-18-089 from FY 2025 to FY 2023 and adjusting the
14 funding allocations for the project. He stated that this is the project that goes from US 82 north
15 to Loy Lake in Denison. He stated that the amount of funding from the MPO was increased by \$2
16 million. He stated that the TTC has added an additional \$33.8 million. He stated this is to fund the
17 inflation that has been observed in construction cost over the past year. Mr. Benton asked where
18 the additional \$2 million in MPO funds were coming from. Mr. Barnett stated that there has been
19 some discussion about the MPO receiving an additional \$66 million over the next ten years. He
20 stated that \$2 million is being allocated to this project. Mr. Barnett said there was some discussion
21 from the Policy Board level on where to allocate the remainder. Mr. Benton asked where the
22 funding was coming from. Mr. Barnett stated that the majority of the funding was coming for the
23 IIA and that the remainder was Prop 1 and Prop 7 from the state. Mr. Benton asked if it was
24 allocated pro-rata over the ten years. Mr. Barnett stated that it is, and that any project we added
25 would need to be in later funding years, FY 2028, FY 2029. Mr. Benton asked when they start.
26 Mr. Barnett stated that they are working on distributing them now starting in the next fiscal year.
27 Mr. Benton asked if the MPO allocates those funds or if the MPO allocates those funds. Mr. Barnett
28 stated that the CAT 2 gets allocated by the MPO in cooperation with FHWA and TxDOT. Mr. Rae
29 asked if the TAC is the committee that discusses how that funding is distributed. Mr. Barnett stated
30 that the Policy Board was having that discussion. Ms. Tate asked if they could give a
31 recommendation on how that funding was allocated. Mr. Barnett stated that any recommendations
32 on funding should be discussed with your Policy Board member. Mr. Benton asked why the TAC
33 was not involved in this discussion. Mr. Barnett stated that there is a push to complete US 75 from
34 the county line to FM 120 in Denison. He continued that TxDOT spends roughly \$3 million
35 annually on the section from SH 91 to US 82 just tearing out concrete and putting new concrete
36 in. Mr. Benton stated that he thought that this section was included in the current construction. Mr.
37 Bloom stated that it is not included in the current construction. Mr. Barnett stated that this section
38 is the highest ranked project by far in the MPO and in the entire TxDOT Paris District. Mr. Benton
39 stated that it was exciting to drive. Mr. Barnett stated that you never knew when you were going
40 to hit a pothole that sends you off the road. Mr. Benton asked why it was not shared with the TAC.
41 Mr. Barnett stated that the timeframe to submit projects was severely limited. He stated that he
42 heard about it on Friday a week ago and that we had to have a response by Tuesday, so there was
43 a three-business day turnaround. Mr. Rae asked if we had a meeting with the Policy Board. Mr.
44 Barnett said that he and Noel Paramanantham met with them on an individual basis to gather their
45 feedback on the possible inclusion of this project. Mr. Benton asked what the outcome of the
46 discussions were. Mr. Barnett stated that although the MPO had \$64 million in funding and that

1 the TxDOT Paris District had committed their CAT 4 funds, we were still roughly \$30-\$40 million
2 short on the project and that we were requesting the TTC to make up the difference. Mr. Benton
3 asked for that stretch. Mr. Barnett confirmed that it was all needed for that roughly two mile stretch
4 and that it included a lot of overpasses, ramps and traffic. He stated that it would be a fortune just
5 to get it in a condition where it would last the duration of the construction. Mr. Barnett stated that
6 we are currently spending \$3 million annually divided by four lanes and that the contractor has to
7 narrow it down to two lanes and keep it in a state to where it is actually drivable. Mr. Benton asked
8 how long the construction period would be. Mr. Barnett stated that it would likely be the same
9 four-year construction period. Mr. Rae asked if the only funding from that \$66 million in this
10 amendment was the \$2 million for this project. Mr. Barnett confirmed that the \$2 million is the
11 only amount of funding from the \$66 million included in this TIP amendment.

12
13 Mr. Barnett opened the item for Public Hearing at 9:21am. There was no public comment.

14
15 Mr. Rae asked if there were any other changes in the amendment. Mr. Barnett stated that the
16 amendment also included reducing the amount of Transportation Development Credits (TDCs)
17 requested on the TAPS Transit Capital Project for FY 2023 by \$75,000.

18
19 Mr. Benton asked what the next step in the process was for the US 75 from SH 91 to US 82 project.
20 Mr. Barnett stated that the TxDOT Paris District had submitted a request for additional funding in
21 the 2024 Unified Transportation Program (UTP). He stated that the TTC would have a meeting in
22 June and again in August. He stated that we are looking at taking a contingent of Policy Board
23 members with us to the June TTC meeting. He said that we would not know if it approved until
24 they post the agenda for the August TTC meeting. He stated that the UTP must be fiscally
25 constrained just like the TIP and that there is quite a bit of effort on TxDOT's part to ensure they
26 program the projects that are in the best interest of the state and that they are not over allocated.
27 Mr. Benton asked if we were confident the project had a good chance. Mr. Barnett stated that we
28 were very confident the project had a good chance. He added that this section of US 75 has over
29 75k vehicles per day driving on it and that it was nearly twice what any other section of US 75 has
30 on it. He stated that it is the most traveled section of roadway in the entire Paris District, including
31 any segments of IH30 and that it was in the worst shape of any section of roadway in the entire
32 Paris District. Mr. Benton asked what the traffic count on IH30 was in the Paris District. Mr. Bloom
33 stated that it was roughly 40k vehicles per day. Mr. Barnett stated that it does carry twice as many
34 trucks as this section of US 75. Mr. Barnett stated that this section of US 75 has significantly more
35 trucks than IH35 in Cooke County.

36
37 Motion to Recommend Approval of a Resolution Amending the 2023-2026 TIP to the Policy
38 Board was made by Mr. Rae, seconded by Mr. McManus. Motion carried.

39
40 **VI. Presentation from TxDOT on the State Infrastructure Bank (SIB) Loan Program**

41
42 Mr. Teston gave a presentation about the State Infrastructure Bank (SIB), which is attached hereto
43 and incorporated herein.
44
45
46

1 **VI. Announcements**

2
3 Mr. Barnett announced that the next Policy Board meeting would be on March 15. He stated that
4 the only item on the agenda would be the 2023-2026 TIP Amendment. Mr. Rae asked if the
5 meeting was on March 15. Mr. Barnett confirmed that the Policy Board meeting would be held on
6 March 15 and stated that is the same day the TAC usually meets. Mr. Rae asked if the TAC would
7 be meeting then. Mr. Barnett stated that the TAC would not be meeting on that day. Mr. Barnett
8 stated that it is imperative to maintain this schedule in order to include this project in the May STIP
9 revision and that one of these projects let in August and this would be the last opportunity to
10 include it in the STIP. Ms. Maley asked what time the meeting would start. Mr. Barnett stated that
11 the Policy Board meeting would start at 8:00am.

12
13 Mr. Barnett stated that the next TAC meeting would be held on May 17. Mr. Barnett stated that
14 the UPWP would be on the agenda. He also stated that Performance Measures for PM2 and PM3
15 would be on the agenda as well.

16
17 **VII. Adjournment**

18
19 Having no further business, Mr. Barnett adjourned the meeting at 9:46 AM.
20
21

22
23

Clay Barnett, P.E., Chairman, GCMPO Technical Advisory Committee

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM V
ACTION ITEM

May 17, 2023

Review of Pavement and Bridge Condition Performance Measure (PM2) Targets for Fiscal Year 2023-2026 as established by the Texas Department of Transportation and Recommend Approval of a Resolution Adopting the Targets to the Policy Board

BACKGROUND:

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP21) and subsequent Infrastructure Investment and Jobs Act (IIJA), the Federal Highway Administration (FHWA) published a Final Rule on May 20, 2017 that requires that state departments of transportation adopt performance measures and targets for pavement and bridge conditions on or before May 20, 2018. We are in the second term of this program.

On February 9, 2023, the Texas Department of Transportation (TxDOT) adopted six (6) targets for Pavement and Bridge Condition Performance Measures (PM2) as indicated below:

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

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

ACTION REQUESTED:

Recommend Approval of a Resolution Adopting PM2 Targets to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2023-03](#)

RESOLUTION NO. 2023-03

A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, ADOPTING TARGETS FOR PAVEMENT AND BRIDGE CONDITION PERFORMANCE MEASURES (PM2) FOR FISCAL YEARS 2022-2025 AS ESTABLISHED BY THE TEXAS DEPARTMENT OF TRANSPORTATION

WHEREAS, the Grayson County Metropolitan Planning Organization, which is the metropolitan planning organization (MPO) for the Sherman-Denison Metropolitan Area, has the responsibility under the provisions of Infrastructure Investment and Jobs Act (IIJA) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and,

WHEREAS, the Moving Ahead for Progress in the 21st Century (MAP-21) Act and subsequent IIJA require the implementation of Performance Measures in the transportation planning process; and,

WHEREAS, on February 9, 2023, the Texas Department of Transportation (TxDOT) adopted six (6) targets for **Pavement and Bridge Performance Measures (PM2)** as indicated below:

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

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

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, that the Policy Board hereby supports and adopts the Pavement and Bridge Condition Performance Measures (PM2) and Targets for Fiscal Years 2023-2025 as established by the Texas Department of Transportation as indicated in APPENDIX A, attached hereto.

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

ADOPTED in Regular Session on this the 19th day of July, 2023.

GRAYSON COUNTY MPO

BY: _____
DAVID PLYLER, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on July 19, 2023.

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

APPENDIX A

TxDOT Established Bridge and Pavement Performance Measure (PM2) Targets for FY 2022-2025

Federal Performance Measure		Baseline	2023 Target	2025 Target
Pavement on IH				
	% in “good” condition	64.5%	63.9%	63.6%
	% in “poor” condition	0.1%	0.2%	0.2%
Pavement on non-IH NHS				
	% in “good” condition	51.7%	45.5%	46.0%
	% in “poor” condition	1.3%	1.5%	1.5%
NHS Bridge Deck Condition				
	% in “good” condition	49.2%	48.5%	47.6%
	% in “poor” condition	1.1%	1.5%	1.5%

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM VI
ACTION ITEM

May 17, 2023

Review of System Performance Measure (PM3) Targets for Fiscal Year 2022-2025 and
Recommend Approval of a Resolution Adopting the Targets to the Policy Board

BACKGROUND:

In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP21) and subsequent Infrastructure Investment and Jobs Act (IIJA), the Federal Highway Administration (FHWA) published a Final Rule on May 20, 2017 that requires that state departments of transportation adopt performance measures and targets for pavement and bridge conditions on or before May 20, 2018. We are in the second term of this program.

On February 9, 2023 the Texas Department of Transportation (TxDOT) adopted six (6) targets for System Performance Measures (PM3). Five (5) of these targets apply to interstates, excessive delay per capita in the Dallas-Fort Worth and Houston-Galveston Metropolitan Areas, and air quality goals in areas not in attainment. Since these do not apply to the Grayson County MPO, staff is recommending that the Policy Board adopt one system performance measure, which is: percentage of person-miles traveled on Non-Interstate National Highway System facilities rated "reliable" (TTR Non-IH). The targets for the performance measure were produced by the Texas A&M Transportation Institute. The performance measure is currently at 99.9%, but will degrade as Grayson County grows. The current level of transportation funding is only sufficient to slow the degradation and cannot prevent it entirely.

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

ACTION REQUESTED:

Recommend Approval of a Resolution Adopting PM3 Targets to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

- [Resolution 2023-04](#)

RESOLUTION NO. 2023-04

A RESOLUTION OF THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, ADOPTING TARGETS FOR SYSTEM PERFORMANCE MEASURES (PM3) FOR FISCAL YEAR 2022-2025

WHEREAS, the Grayson County Metropolitan Planning Organization, which is the metropolitan planning organization (MPO) for the Sherman-Denison Metropolitan Area, has the responsibility under the provisions of Infrastructure Investment and Jobs Act (IIJA) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and,

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) and subsequent IIJA require the implementation of Performance Measures in the transportation planning process; and,

WHEREAS, on February 9, 2023, the Texas Department of Transportation (TxDOT) adopted targets for **System Performance Measures (PM3)**; and,

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

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION, hereby adopts the System Performance Measures (PM3) and Targets for Fiscal Year 2022-2025 as indicated in APPENDIX A, attached hereto.

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

ADOPTED in Regular Session on this the 17th day of May, 2023.

GRAYSON COUNTY MPO

BY: _____
DAVID PLYLER, CHAIRMAN

I hereby certify that this resolution was adopted by the Policy Board of the Grayson County Metropolitan Planning Organization in regular session on May 17, 2023.

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

APPENDIX A

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

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

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM VII
ACTION ITEM

May 17, 2023

Review of the Annual Listing of Obligated Projects (ALOP) and Recommend Approval of the ALOP to the Policy Board

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) with the added requirement that it comply with same public participation requirements as the adoption of a Transportation Improvement Program (TIP).

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:

Recommend Approval of the FY 2022 Annual Listing of Projects (APOL) to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

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

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION

FY 2022

ANNUAL LISTING OF OBLIGATED PROJECTS

FEDERAL FUNDS OBLIGATED REPORT

Submitted to the Texas Department of Transportation – May, 2023

Approved by the Policy Board on July 19, 2023

"Obligation" and Reimbursement of Federal Funds

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

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

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

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

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

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 1902268			
CSJ Number: 2455-01-031	MPO Project ID: SD2018-2A	Sponsor: SDMPO	Phase of Work: C, E, R
Project Name/Facility: FM 1417	Limits: From: US 82 To: TAYLOR STREET		Funding Categories: 1, 11, 3LC, 4U
Project Description: WIDEN FROM 2-LN TO 4-LN			
Amount of Federal Funding Programmed in MPO TIP:			\$ 12,508,882.00

Federal-Aid Project Number: 1902268			
CSJ Number: 2455-01-034	MPO Project ID: SD2018-2B	Sponsor: SDMPO	Phase of Work: C, E, R
Project Name/Facility: FM 1417	Limits: From: TAYLOR STREET To: SH 56		Funding Categories: 1
Project Description: WIDEN FROM 2-LANE TO 4-LANE, RECONST INTERCHANGE AT SH 56, REPLACE BRIDGE AT SAND CREEK			
Amount of Federal Funding Programmed in MPO TIP:			\$ 7,203,086.00
Amount of Federal Funding Obligated in Fiscal Year:			\$ 15,179,337.43
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

Federal-Aid Project Number: 2016434			
CSJ Number: 0901-19-179	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: CR	Limits: From: CR 830-2 To: AT BRUSHY CREEK		Funding Categories: 6
Project Description: BRIDGE REPLACEMENT			
Amount of Federal Funding Programmed in MPO TIP:			\$ 385,640.00
Amount of Federal Funding Obligated in Fiscal Year:			\$ 368,581.55
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 2016622			
CSJ Number: 0729-01-039	MPO Project ID: SDHWY086	Sponsor: SDMPO	Phase of Work: C, E, R
Project Name/Facility: FM 121	Limits: From: 1200 FT WEST OF FM 3356 To: JIM JONES ROAD		Funding Categories: 1, 11
Project Description: WIDEN NON-FREEWAY			
Amount of Federal Funding Programmed in MPO TIP:		\$ 9,242,420.00	
Amount of Federal Funding Obligated in Fiscal Year:		\$ 5,407,908.41	
Amount of Federal Funding Remaining and Available for Subsequent Years:		\$ 0.00	

Federal-Aid Project Number: 2020008			
CSJ Number: 0047-02-150	MPO Project ID: US75-GAP2	Sponsor: SDMPO	Phase of Work: C, E, R
Project Name/Facility: US 75	Limits: From: SH 91 To: 0.651 MI S OF CENTER STREET		Funding Categories: 12, 3LC, 4R, 4U, 6
Project Description: RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN			
Amount of Federal Funding Programmed in MPO TIP:		MOD	

Federal-Aid Project Number: 2020008			
CSJ Number: 0047-03-087	MPO Project ID: US75-GAP1	Sponsor: SDMPO	Phase of Work: C, E, R
Project Name/Facility: US 75	Limits: From: 0.651 MI S OF CENTER STREET To: FM 1417		Funding Categories: 12, 3LC, 4R, 4U, 6
Project Description: RECONSTRUCT AND WIDENING FROM 4-LN TO 6-LN			
Amount of Federal Funding Programmed in MPO TIP:		MOD	

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 2020008			
CSJ Number: 0047-18-083	MPO Project ID: US75-US82	Sponsor: SDMPO	Phase of Work: C, E, R
Project Name/Facility: US 75	Limits: From: AT US 82 To:		Funding Categories: 4R

Project Description: WIDEN FRONTAGE ROADS AND RECONFIGURE RAMPS

Amount of Federal Funding Programmed in MPO TIP: MOD

Amount of Federal Funding Obligated in Fiscal Year: \$ 1,000,000.00

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

Federal-Aid Project Number: 2020392			
CSJ Number: 0009-08-032	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: SH 24	Limits: From: FM 499 To: IH 30		Funding Categories: 1

Project Description: PREVENTIVE MAINTENANCE

Amount of Federal Funding Programmed in MPO TIP: \$ 1,676.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0009-09-107	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: IH 30	Limits: From: S FR AT FM 499 To: SH 19		Funding Categories: 1

Project Description: PREVENTIVE MAINTENANCE

Amount of Federal Funding Programmed in MPO TIP: \$ 1,231,425.00

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 2020392			
CSJ Number: 0009-09-108	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: IH 30	Limits: From: N FR AT FM 499 To: SH 19		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 22,300.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0009-09-109	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: IH 30	Limits: From: N FR HUNT COUNTY LINE To: FM 499		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 8,317.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0009-09-110	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: IH 30	Limits: From: S FR HUNT COUNTY LINE To: FM 499		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 7,751.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 2020392			
CSJ Number: 0010-02-100	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: IH 30	Limits: From: N FR AT LP 301 To: 0.913 MI W OF US 67		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 15,813.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0010-02-101	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: IH 30	Limits: From: S FR AT LP 301 To: 0.913 MI W OF US 67		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 15,701.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0045-19-060	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: US 82	Limits: From: BETHANY RD To: FANNIN COUNTY LINE		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 5,036.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 2020392			
CSJ Number: 0135-06-030	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: US 380	Limits: From: EB FM 903 To: 0.417 E OF FM 903		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 3,751.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0135-06-031	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: US 380	Limits: From: WB FM 903 To: 0.417 E OF FM 903		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 3,027.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0135-07-045	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: US 380	Limits: From: EB 0.417 MI E OF FM 903 To: US 69		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 16,375.00

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 2020392			
CSJ Number: 0135-07-046	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: US 380	Limits: From: WB 0.417 MI E OF FM 903 To: US 69		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 10,790.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0203-01-063	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: US 69	Limits: From: BU 69 D To: 142 FT W OF CR 3124		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 2,011.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0203-02-047	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: US 69	Limits: From: 142 FT W OF CR 3124 To: FM 513 N		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 38,503.00

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 2020392			
CSJ Number: 0610-01-047	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: IH 30	Limits: From: S FR 0.913 MI W OF US 67 To: US 67		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 2,883.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0610-01-048	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: IH 30	Limits: From: N FR 0.913 MI W OF US 67 To: US 67		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 2,277.00

Federal-Aid Project Number: 2020392			
CSJ Number: 0768-01-055	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: SH 24	Limits: From: SL 178 To: FM 513		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 3,645.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 2020392			
CSJ Number: 2139-04-024	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: SH 11	Limits: From: FM 2655 To: SH 24		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 1,531.00

Federal-Aid Project Number: 2020392			
CSJ Number: 2275-01-010	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: FM 2297	Limits: From: IH 30 To: SH 11		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 162.00

Federal-Aid Project Number: 2020392			
CSJ Number: 2321-01-017	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: SH 24	Limits: From: FM 513 To: FM 499		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 699.00

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number: 2020392			
CSJ Number: 2732-01-010	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: FM 2736	Limits: From: SH 224 To: SH 24		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:			\$ 2,728.00
Amount of Federal Funding Obligated in Fiscal Year:			\$ 1,197,722.91
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number: 1702403			
CSJ Number: 0901-19-190	MPO Project ID:	Sponsor:	Phase of Work: C
Project Name/Facility: CR	Limits: From: BNSF DOT 672079F RRMP 656.35 To: FEDERAL SIGNAL PROGRAM		Funding Categories: 8

Project Description: INSTALL RAILROAD LIGHTS AND GATES
--

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

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

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

Federal-Aid Project Number: 2021793			
CSJ Number: 0316-03-010	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: FM 1753	Limits: From: FM 1897 To: FM 120		Funding Categories: 1

Project Description: REHABILITATE EXISTING ROADWAY
--

Amount of Federal Funding Programmed in MPO TIP: \$ 3,000,000.00

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

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

Federal-Aid Project Number: 2022167			
CSJ Number: 0045-06-055	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: SH 56	Limits: From: SL 205 To: US 82		Funding Categories: 1

Project Description: HAZARD ELIMINATION & SAFETY
--

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

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

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

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number: 2022168			
CSJ Number: 0009-13-179	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: IH 30	Limits: From: SH 24 (SFR) To: HOPKINS COUNTY LINE		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:		\$ 1,554,086.90	
Amount of Federal Funding Obligated in Fiscal Year:		\$ 1,554,086.90	
Amount of Federal Funding Remaining and Available for Subsequent Years:		\$ 0.00	

Federal-Aid Project Number: 2022196			
CSJ Number: 0009-06-052	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: SH 66	Limits: From: FM 6 To: US 69		Funding Categories: 1
Project Description: PREVENTIVE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:		\$ 2,400,357.98	
Amount of Federal Funding Obligated in Fiscal Year:		\$ 2,400,357.98	
Amount of Federal Funding Remaining and Available for Subsequent Years:		\$ 0.00	

Federal-Aid Project Number: 2022395			
CSJ Number: 0045-03-055	MPO Project ID:	Sponsor:	Phase of Work: C, E
Project Name/Facility: SH 56	Limits: From: AT POST OAK CREEK To: .		Funding Categories: 6
Project Description: BRIDGE MAINTENANCE			
Amount of Federal Funding Programmed in MPO TIP:		\$ 312,603.09	
Amount of Federal Funding Obligated in Fiscal Year:		\$ 312,603.09	
Amount of Federal Funding Remaining and Available for Subsequent Years:		\$ 0.00	

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number:
2022530

CSJ Number:
0081-08-011

MPO Project ID:

Sponsor:

Phase of Work:
C, E

Project Name/Facility:
BU 377B

Limits:
From: US 377 N
To: US 377 S

Funding Categories:
1

Project Description:
PREVENTIVE MAINTENANCE

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

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

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

FY 2022 Annual Project Listing

Grayson County Metropolitan Planning Organization

Bicycle & Pedestrian Projects

Federal-Aid Project Number: 2021597			
CSJ Number: 0047-03-096	MPO Project ID: 	Sponsor: OTHER (CITY) -	Phase of Work: C, E
Project Name/Facility: SH 5	Limits: From: NEWPORT DR AT PARTIN ELEMENTARY SCHOOL To: 0.645 MI S OF FM 3133 AT MOORE PARK		Funding Categories: 9
Project Description: BICYCLE AND PEDESTRIAN IMPROVEMENTS			
Amount of Federal Funding Programmed in MPO TIP:			MOD
Amount of Federal Funding Obligated in Fiscal Year:			\$ 602,520.58
Amount of Federal Funding Remaining and Available for Subsequent Years:			\$ 0.00

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Transit						
Project ID:	TX-2017-082-00			Federal Cost:		\$88,000.00
CSJ Number:	5307			State Cost:		\$0.00
Project Name:	Planning			Local Cost:		\$22,000.00
County Name:	Grayson			Local Contribution:		\$
From:				Total:		\$110,000.00
To:				Let Date:		
				Funding Category:		5307
Work Type:	Fixed Route Study Phase 3			Estimated Completion Date:		30-Sep
Project ID:	TX-2020-056-00			Federal Cost:		\$140,000.00
CSJ Number:	5307 CARES ACT			State Cost:		\$0
Project Name:	Prev. Maint			Local Cost:		
County Name:	Grayson			Local Contribution:		\$0.00
From:				Total:		\$140,000.00
To:				Let Date:		
				Funding Category:		5307
Work Type:				Estimated Completion Date:		30-Sep
Project ID:	TX-2017-082-00			Federal Cost:		\$184,000.00
CSJ Number:	5307			State Cost:		\$184,000.00
Project Name:	Operations			Local Cost:		
County Name:	Grayson			Local Contribution:		\$0.00
From:				Total:		\$368,000.00
To:				Let Date:		
				Funding Category:		5307
Work Type:				Estimated Completion Date:		30-Sep
Project ID:	TX-2020-056-00			Federal Cost:		\$116,000.00
CSJ Number:	5307 CARES ACT			State Cost:		\$0.00
Project Name:	Operations			Local Cost:		\$
County Name:	Grayson			Local Contribution:		\$0.00
From:				Total:		\$116,000.00
To:				Let Date:		
				Funding Category:		5307
Work Type:				Estimated Completion Date:		30-Sep
Total Federal Funds Obligated in FY 2022 (Transit Projects)						\$528,000.00

FY 2022 Annual Project Listing Grayson County Metropolitan Planning Organization

Transit									
Project ID:	TX-2021-075-00					Federal Cost:			\$44,556.00
CSJ Number:	5339					State Cost:			\$0.00
Project Name:	Capital					Local Cost:			\$0.00
County Name:	Grayson					Local Contribution:		\$	
From:						Total:			\$44,556.00
To:						Let Date:			
						Funding Category:			5339
Work Type:						Estimated Completion Date:			30-Sep
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:			
						Funding Category:			
Work Type:						Estimated Completion Date:			
Project ID:						Federal Cost:			
CSJ Number:						State Cost:			
Project Name:						Local Cost:		\$	
County Name:						Local Contribution:			
From:						Total:			\$0.00
To:						Let Date:			
						Funding Category:			
Work Type:						Estimated Completion Date:			30-Sep
Total Federal Funds Obligated in FY 2022 (Transit Projects)									\$44,556.00

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM VIII
ACTION ITEM

May 17, 2023

PUBLIC HEARING: Review of an Amendment to the 2022-2023 Unified Planning Work Program (UPWP) and recommend approval of the Amendment to the Policy Board

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.

All of the changes to the document are highlighted in yellow. Following is a brief summary:

- Task 1.0 – Funds were moved from Subtask 1.3 and fund balances to Subtasks 1.1 and 1.2 to allow more staff time for creating and posting agendas and revising the Public Participation Plan (PPP) to address FHWA and TxDOT comments.
- Task 4.0 – When the UPWP was written in the spring of 2021, it was assumed that the GCMPO would utilize SPR Funds for a portion of the subtasks under Task 4.0. TxDOT has notified the GCMPO that we do not qualify for SPR Funds for FY 2023. Therefore, funds have been allocated for utilizing a consultant to complete all subtasks under Task 4.0. Task 4.3 includes funds allocated for the set aside “Safe and Accessible Transportation Option” in the amount of at least \$3,775.20 as required by §11206(b).
- Task 5.0 – Funds have been included under Subtask 5.2 to allow a consultant to complete Phases 3 & 4 of the Grayson County Thoroughfare Plan.

ACTION REQUESTED:

Recommend to the Policy Board that the Amendment to the 2022-2023 UPWP be approved

ATTACHMENTS: *click underlined items for attachment*

- [Amendment to the 2022-2023 UPWP](#)
- [Summary of Changes](#)



UNIFIED PLANNING WORK PROGRAM

FISCAL YEARS 2022 - 2023

Approved by the Policy Board on: June 23, 2021

Amended: September 29, 2021

DRAFT Amended: July 19, 2023

Prepared by:

Sherman-Denison Metropolitan Planning Organization

SPONSORING AGENCIES:

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

COUNTY OF: GRAYSON

TEXAS DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH:

FEDERAL HIGHWAY ADMINISTRATION

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

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I. INTRODUCTION

The Governor of the State of Texas has designated Grayson County as the fiscal agent for the Sherman-Denison 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, 2021 through September 30, 2023. 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 Fixing America's Surface Transportation (FAST) Act and previous federal transportation legislation, such as ISTEA, TEA-21, SAFETEA-LU, and MAP-21. The FY 2022-2023 UPWP was developed in accordance with regulations set forth in the FAST Act, which was signed into law on December 4, 2015. The MPO is responsible, together with the State of Texas, for carrying out the provisions of the FAST Act.

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 FAST Act, which are continued from MAP-21. Additionally, these planning factors will continue to be utilized throughout the transportation decision-making process. The planning factors included in the FAST Act are:

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 of the FAST Act. 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.sdmpo.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 FAST Act, 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.sdmpo.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 (FAST Act), 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 Sherman-Denison 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 Sherman-Denison MPO also has a Technical Advisory Committee (TAC) whose membership consists of technical staff from the member local governments. The TAC is responsible for advising the PB on all urban transportation planning matters and to help guide the metropolitan planning process. Additionally, this committee advises on issues of a technical nature and provides recommendations of MPO policy issues, provides input regarding the development of all of the MPO's planning documents, any special studies that may arise, and has developed a project selection process that has been adopted by the PB as part of the development of the 2045 MTP. The Sherman-Denison MPO, its staff and its fiscal agent, are responsible along with the State, for carrying out this work program. The voting members of the PB 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 FAST Act. 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.

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)

In 2021, the MPO started to update the Travel Demand Model. Part of the process, includes working closely with TxDOT staff to improve the roadway network and data collection needs associated with the Travel Demand Model (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.

The effort to update the MPO's TDM will continue in FY 2022 in preparation of the development of the 2050 MTP, which is anticipated to begin in spring of FY 2023.

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, 3.1, 4.1 and 5.4.

Planning Areas

This document is organized under the ten planning factors of the FAST Act. The FAST Act 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, three areas of additional emphasis have been identified as strategic objectives for the Surface Transportation Program:

1. Transition to Performance Based Planning and Programming – this encourages state Departments of Transportation and MPOs to continue to further develop their performance management approach to transportation planning;
2. Regional Models of Cooperation – MPOs and state Departments of Transportation should ensure a regional approach to transportation planning by promoting cooperation across transit agencies, MPO and state boundaries;
3. Ladders of Opportunity – State DOTs, MPOs, and providers of public transportation are encouraged to identify connectivity gaps in accessing essential services.

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

B. EXPECTED PRODUCTS

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 (2021 & 2022) 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. FHWA and TxDOT have provided comments on the PPP. Funds to address these comments are included.

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 2022 - 2023 (Amended 07-19-2023)

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
1.1	MPO/Consultant	\$20,600	\$40,407							\$61,007
1.2	MPO/Consultant	\$7,160	\$35,929							\$43,089
1.3	MPO/Consultant	\$16,873	\$18,776							\$35,649
TOTAL		\$44,633	\$95,112	\$0	\$0	\$0	\$0	\$0	\$0	\$139,745

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 with anticipation that the effort would be completed in FY 2022. 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 insure 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 updates to the TDM are anticipated to be completed by the second quarter of FY 2023. A presentation on the updates made to the TDM will be presented to the TAC prior to final acceptance. Once complete, the model will be delivered to TTI for use in the statewide model. The MPO intends to use a consultant to complete this task.

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. 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.

E. FUNDING SUMMARY

TASK 2.0 - FY 2022 - 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
2.1	MPO	\$84,000	\$8,000							\$92,000
2.2	MPO/Consultant	\$2,500	\$2,500							\$5,000
TOTAL		\$86,500	\$10,500	\$0	\$0	\$0	\$0	\$0	\$0	\$97,000

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 2021-2024 Transportation Improvement Program (TIP), and development of the new 2023-2026 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 2021-2024 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 2020-2021 UPWP, implementation of and amendments to the 2021-2024 TIP, and other documents as appropriate. In cooperation with TxDOT's area and district offices, staff developed and conducted public involvement meetings for the 2021-2024 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 2020-2021 UPWP, the 2021-2024 TIP, and the 2020 Annual List of Federally Funded Projects. Additionally, staff assisted TAPS with creating a Request for Proposal (RFP) for a Fixed Route Study. The Fixed Route Study is funded by Federal 5307 Planning Funds as received by TAPS and the Texoma Council of Governments (TCOG). The objective of the Fixed Route Study is to identify challenges, investment strategies, policies and data needed to operate a fixed route transit system in the Sherman-Denison Urbanized Area.

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 2021-2024 TIP as needed and allow citizens, public agencies, and private transportation providers an opportunity to comment on the program.

Every two years each MPO is required to develop a new TIP. In FY 2022, the MPO will be required to develop a new TIP covering the years 2023 through 2026.

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 FAST Act (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

The 2022-2023 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.

Every two years each MPO is required to develop a new UPWP. The 2024-2025 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.

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 RCTP for Planning Region 22 expires on February 28, 2022 at which time the region will cease to be eligible to receive federal transit funding until such time as the RCTP is completed. The Texoma Council of Governments has committed to completing the update to the RCTP prior to February 28, 2022. TCOG has requested the assistance of MPO staff to complete this effort. This subtask will be used for any assistance given to TCOG during the update.

E. FUNDING SUMMARY

TASK 3.0 - FY 2022 - 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
3.1	MPO/Consultant	\$11,000	\$5,000							\$16,000
3.2	MPO/Consultant	\$5,000	\$12,000							\$17,000
3.3	TAPS/MPO/Consultant	\$2,500	\$2,500			\$38,529	\$38,567	\$9,632	\$9,642	\$101,370
TOTAL		\$18,500	\$19,500	\$0	\$0	\$38,529	\$38,567	\$9,632	\$9,642	\$134,370

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

A 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 next installment of this document will be the 2050 Metropolitan Transportation Plan (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 insure 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

The 2045 MTP update and public involvement process was successfully completed and the document was approved by the PB on December 4, 2019. The process was implemented in accordance with the planning requirements of the FAST Act. 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. Project ranking criteria were developed by the TAC that yielded the following results:

- Safety (30.75%);
- Maintenance and System Efficiency (21.25%);
- Congestion and Freight Reliability (20.25%);
- Effect on Economic Development (10.88%);
- Effect on the Environment (3.38%);

- Transportation Choices (6.38%); and
- Community Support (7.13%).

These project ranking criteria were adopted by the PB and utilized in **Decision Lens** to rank projects for the 2045 MTP.

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.

In the second quarter of FY 2023, staff will begin the effort to update the MTP to reflect the new horizon of 2050. Adoption of the 2050 plan will occur no later than September 30, 2024. The MPO intends to use a consultant to complete this task.

4.2 Bicycle and Pedestrian Plan Update

The update to the Bicycle and Pedestrian Plan include all of the Metropolitan Planning Area. Scope of services for the project will 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.

The MPO intends to use a consultant to complete this task.

4.3 Complete Streets Planning Activities

The 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.

E. FUNDING SUMMARY

TASK 4.0 - FY 2022 - 2023 (Amended 07-19-2023)

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
4.1	MPO/Consultant	\$2,500	\$57,616							\$60,116
4.2	MPO/Consultant	\$0	\$12,000							\$12,000
4.3	MPO/Consultant	\$0	\$3,800							\$3,800
TOTAL		\$2,500	\$73,416	\$0	\$0	\$0	\$0	\$0	\$0	\$75,916.00

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, Phase 2 was successfully completed in FY 2021.

The MPO completed the Grayson County Freight Mobility Plan in FY 2020. It identified challenges, investment strategies, policies and data needed to enhance freight mobility; to provide efficient, reliable and safe freight transportation; and to improve the economic competitiveness of Grayson County. It developed a comprehensive approach for facilitating the efficient and safe movement of people and freight in Grayson County.

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.

5.2 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 make adjustments to 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.

5.3 Grayson County Safety and Operations Strategic Plan

The purpose of the Grayson County Safety and Operations Strategic Plan is 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. The MPO intends to utilize a consultant to complete this effort.

Safety Component of the Plan

Use data from the Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS) to identify potential crash hot spots in Grayson County at both the intersection and corridor level. Prioritize locations and identify potential countermeasures to reduce crashes. Develop projects that can be submitted for Highway Safety Improvement Program (HSIP) funding.

Operations Component of the Plan – Intelligent Transportation System (ITS)

Evaluate the feasibility, identify potential locations, and prioritize the deployment of ITS elements in Grayson County. Potential ITS elements that will be considered include:

- CCTV cameras
- DMS
- Traffic signal pre-emption for emergency vehicles

- Flood detection
- Weather detection (snow, ice, wind, fog, etc.)

Locations will be evaluated for both TxDOT on-system and off-system roads. Recommendations for deployment of ITS on on-system roads will be developed in collaboration with TxDOT with the goal of partnering with TxDOT for deployment of high priority devices.

Other ITS and operational strategies that do not require infrastructure, but could lead to improvements in safety, congestion and reliability will be considered. Examples include the improved coordination with third-party traveler information apps to provide advanced notice of planned closures and the development of a data dashboard for the Sherman-Denison MPO.

Electric Vehicle (EV) Charging Station

Determine the need for EV charging stations in Grayson County based on existing EV charging facilities, travel patterns, and EV ownership trends. Consider charging station equipment, installation, operation, and maintenance costs. Review available grant and rebate incentive programs to incorporate into the project's funding model as well as opportunities for reimbursement of costs through user fees, sponsorship, or other models. Identify and prioritize locations where EV charging stations may have the highest utilization rate, cost for implementation, and potential owners and partners in the vicinity of each location.

5.4 US 82 Corridor Freight Mobility Plan

Conduct a freight study for the US 82 corridor that reflects current conditions, anticipates future growth and local, national, and international economic conditions, recommends innovative solutions to freight needs and should include the following:

- Identification of safety, congestion and maintenance issues on the US 82 corridor;
- Total counts and trends of total and truck counts on US 82 across the corridor compared to IH 30/IH 20;
- Detailed inventory of freight businesses within 15 miles of the US 82 corridor;
- Identification of supply chains along the US 82 corridor;
- Identification of new or redevelopment parcels in each of the Urbanized Areas along the US 82 corridor;
- Targeted improvement strategies for the US 82 corridor;
- Conduct a strengths, weaknesses, opportunities and threats (SWOT) assessment of the US 82 corridor;
- Determine funding and financing needs and options;

- Conduct stakeholder engagement throughout the process; and
- Develop an implementation strategy.

This effort will be led by TxDOT-TPP. This subtask will be used to participate in the steering committee for the project and any additional assistance needed by TxDOT-TPP.

E. FUNDING SUMMARY

TASK 5.0 - FY 2022 - 2023 (Amended 07-19-2023)

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
5.1	TAPS/MPO	\$8,000	\$2,500			\$25,686	\$25,712	\$6,422	\$6,428	\$74,748
5.2	MPO/Consultant	\$12,000	\$59,191							\$71,191
5.3	MPO/Consultant	\$8,000	\$0	\$95,000						\$103,000
5.4	MPO/TxDOT/Consultant	\$0	\$8,000							\$8,000
TOTAL		\$28,000	\$69,691	\$95,000	\$0	\$25,686	\$25,712	\$6,422	\$6,428	\$256,939

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 2022 - 2023 (Amended 07-19-2023)

UPWP Task	Description	TPF Funds ¹	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$139,745	\$0	\$0	\$0	\$139,745
2.0	Data Development and Maintenance	\$97,000	\$0	\$0	\$0	\$97,000
3.0	Short Range Planning	\$38,000	\$0	\$77,096	\$19,274	\$134,370
4.0	Metropolitan Transportation Plan	\$75,916	\$0	\$0	\$0	\$75,916
5.0	Special Studies	\$97,691	\$95,000	\$51,398	\$12,850	\$256,939
TOTAL		\$448,352	\$95,000	\$128,494	\$32,124	\$703,970

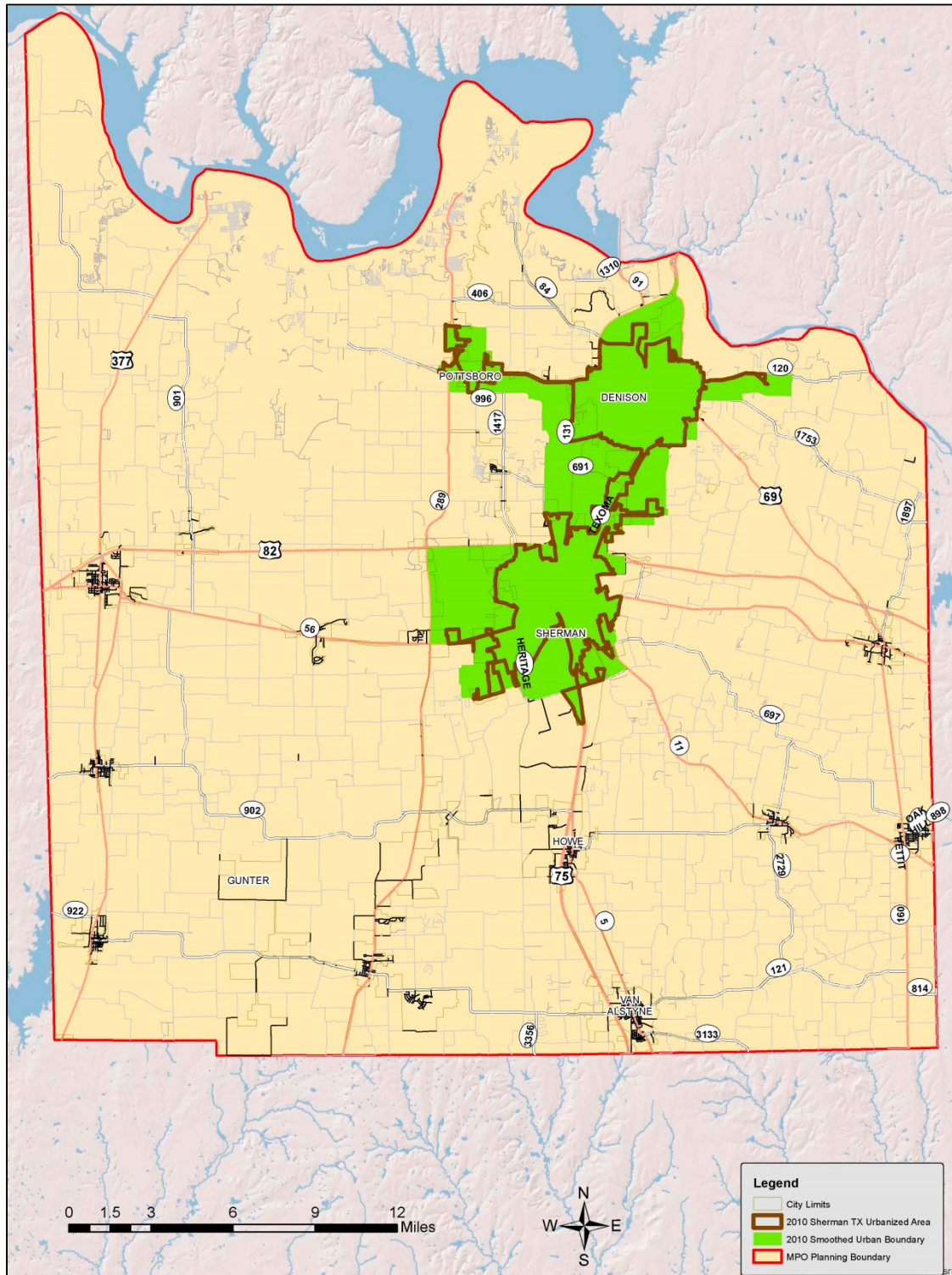
¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds ²	\$360,000
Estimated Unexpended Carryover	\$99,753
TOTAL TPF	\$459,753

²Estimate based on prior years' authorizations

APPENDIX A

METROPOLITAN AREA BOUNDARY MAP



APPENDIX B

POLICY BOARD MEMBERSHIP

Sherman-Denison Metropolitan Planning Organization

Policy Board Voting Members		
Bill Magers	County Judge, Chairman	Grayson County
David Plyler	Mayor, Vice-Chairman	City of Sherman
Janet Gott	Mayor	City of Denison
Jim Atchison	Mayor	City of Van Alstyne
Noel Paramanatham, P.E.	District Engineer	TxDOT – Paris District
Policy Board Non-Voting Members		
Barbara Maley	Air Quality Specialist and Transportation Planner	FHWA – Texas Division Austin
Lynn Hayes	Community Planner	FTA – Region 6 – Fort Worth
Nick Page	Planner	TxDOT – Transportation Planning and Programming Division
Josh Walker	General Manager	Texoma Area Paratransit System (TAPS)
Technical Advisory Committee		
Clay Barnett, P.E.	Executive Director	Sherman-Denison MPO
Rob Rae, AICP	Director of Development Services	City of Sherman
John Webb, AICP	Executive Director of Planning & Community Development	City of Denison
Bill Benton	Commissioners Court Appointee	Grayson County
Len McManus, P.E.	Consulting City Engineer	City of Van Alstyne
Aaron Bloom, P.E.	Area Engineer	TxDOT – Paris District

APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

- (1) The **Sherman-Denison 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

Title

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

Title

Agency

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(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

Signature - Chairman, MPO Policy Board

Attest:

Name

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(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.

Date

Signature - Chairman, MPO Policy Board

Attest:

Name

Title

TASK 3.0 - FY 2022 - 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
3.1	MPO	\$11,000	\$5,000							\$16,000
3.2	MPO	\$5,000	\$12,000							\$17,000
3.3	TAPS/MPO	\$2,500	\$2,500			\$38,529	\$38,567	\$9,632	\$9,642	\$101,370
TOTAL		\$18,500	\$19,500	\$0	\$0	\$38,529	\$38,567	\$9,632	\$9,642	\$134,370

TASK 3.0 - FY 2022 - 2023

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
3.1	MPO/Consultant	\$11,000	\$5,000							\$16,000
3.2	MPO/Consultant	\$5,000	\$12,000							\$17,000
3.3	TAPS/MPO/Consultant	\$2,500	\$2,500			\$38,529	\$38,567	\$9,632	\$9,642	\$101,370
TOTAL		\$18,500	\$19,500	\$0	\$0	\$38,529	\$38,567	\$9,632	\$9,642	\$134,370

TASK 5.0 - FY 2022 - 2023 (Amended 9-29-2021)

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
5.1	TAPS/MPO	\$8,000	\$2,500			\$25,686	\$25,712	\$6,422	\$6,428	\$74,748
5.2	MPO	\$12,000	\$7,000							\$19,000
5.3	MPO/Consultant	\$8,000	\$0	\$95,000						\$103,000
5.4	MPO/TxDOT	\$0	\$8,000							\$8,000
TOTAL		\$28,000	\$17,500	\$95,000	\$0	\$25,686	\$25,712	\$6,422	\$6,428	\$204,748

TASK 5.0 - FY 2022 - 2023 (Amended 07-19-2023)

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
5.1	TAPS/MPO/Consultant	\$8,000	\$2,500			\$25,686	\$25,712	\$6,422	\$6,428	\$74,748
5.2	MPO/Consultant	\$12,000	\$59,191							\$71,191
5.3	MPO/Consultant	\$8,000	\$0	\$95,000						\$103,000
5.4	MPO/TxDOT/Consultant	\$0	\$8,000							\$8,000
TOTAL		\$28,000	\$69,691	\$95,000	\$0	\$25,686	\$25,712	\$6,422	\$6,428	\$256,939

TABLE 1 - SHERMAN-DENISON MPO URBAN TRANSPORTATION STUDY - FY 2022 - 2023 (Amended 9-29-2021)

UPWP Task	Description	TPF Funds	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$107,520	\$0	\$0	\$0	\$107,520
2.0	Data Development and Maintenance	\$97,000	\$0	\$0	\$0	\$97,000
3.0	Short Range Planning	\$38,000	\$0	\$77,096	\$19,274	\$134,370
4.0	Metropolitan Transportation Plan	\$72,500	\$0	\$0	\$0	\$72,500
5.0	Special Studies	\$45,500	\$95,000	\$51,398	\$12,850	\$204,748
TOTAL		\$360,520	\$95,000	\$128,494	\$32,124	\$616,138

TABLE 1 - SHERMAN-DENISON MPO URBAN TRANSPORTATION STUDY - FY 2022 - 2023 (Amended 07-19-2023)

UPWP Task	Description	TPF Funds	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$139,745	\$0	\$0	\$0	\$139,745
2.0	Data Development and Maintenance	\$97,000	\$0	\$0	\$0	\$97,000
3.0	Short Range Planning	\$38,000	\$0	\$77,096	\$19,274	\$134,370
4.0	Metropolitan Transportation Plan	\$75,916	\$0	\$0	\$0	\$75,916
5.0	Special Studies	\$97,691	\$95,000	\$51,398	\$12,850	\$256,939
TOTAL		\$448,352	\$95,000	\$128,494	\$32,124	\$703,970

TASK 1.0 - FY 2022 - 2023 (Amended 07-19-2023)

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		Supplemental State Planning and Research Funds (SPR)		FTA Sect. 5307		Local		Total
		2022	2023	2022	2023	2022	2023	2022	2023	
1.1	MPO	\$0	\$18,807							\$18,807
1.2	MPO/Consultant	\$0	\$28,769							\$28,769
1.3	MPO	-\$8,127	-\$7,224							-\$15,351
TOTAL		-\$8,127	\$40,352	\$0	\$0	\$0	\$0	\$0	\$0	\$32,225

TASK 2.0 - FY 2022 - 2023

[illegible]

TASK 5.0 - FY 2022 - 2023 (Amended 07-19-2023)[illegible]

TABLE 1 - SHERMAN-DENISON MPO URBAN TRANSPORTATION STUDY - FY 2022 - 2023 (Amended 07-19-2023)

UPWP Task	Description	TPF Funds	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$32,225	\$0	\$0	\$0	\$32,225
2.0	Data Development and Maintenance	\$0	\$0	\$0	\$0	\$0
3.0	Short Range Planning	\$0	\$0	\$0	\$0	\$0
4.0	Metropolitan Transportation Plan	\$3,416	\$0	\$0	\$0	\$3,416
5.0	Special Studies	\$52,191	\$0	\$0	\$0	\$52,191
TOTAL		\$87,832	\$0.00	\$0.00	\$0.00	\$87,832

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC)
AGENDA ITEM IX
ACTION ITEM

May 17, 2023

PUBLIC HEARING: Review the Draft 2024-2025 Unified Planning Work Program (UPWP) and recommend to the Policy Board that it be approved

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 2024-2025. The UPWP is required to have annual Compliance Certifications.

The draft FY 2024-2025 UPWP was posted on the MPO's website at www.sdmpo.org. The draft UPWP will be forwarded to our State and Federal partners for their review.

ACTION REQUESTED:

Recommend Approval of the Draft 2024-2025 UPWP to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

- [Draft 2024-2025 UPWP](#)



UNIFIED PLANNING WORK PROGRAM

FISCAL YEARS 2024 - 2025

Approved by the Policy Board on: July 19, 2023

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

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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 the IIJA are:

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 of the IIJA. 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 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 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 August 7, 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 IIJA. The IIJA 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, three areas of additional emphasis have been identified as strategic objectives for the Surface Transportation Program:

1. Transition to Performance Based Planning and Programming – this encourages state Departments of Transportation and MPOs to continue to further develop their performance management approach to transportation planning;
2. Regional Models of Cooperation – MPOs and state Departments of Transportation should ensure a regional approach to transportation planning by promoting cooperation across transit agencies, MPO and state boundaries;
3. Ladders of Opportunity – State DOTs, MPOs, and providers of public transportation are encouraged to identify connectivity gaps in accessing essential services.

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**

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	\$13,320	\$13,320							\$26,640
1.3	MPO	\$15,760	\$16,160							\$31,920
TOTAL		\$71,330	\$65,730	\$0	\$0	\$0	\$0	\$0	\$0	\$137,060

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.

E. FUNDING SUMMARY**TASK 2.0 - 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	
2.1	MPO/Consultant	\$2,480	\$2,480							\$4,960
2.2	MPO/Consultant	\$2,480	\$2,480							\$4,960
TOTAL		\$4,960	\$4,960	\$0	\$0	\$0	\$0	\$0	\$0	\$9,920

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.

Every two years each MPO is required to develop a new TIP. In FY 2024, the MPO will be required to develop a new 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

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.

Every two years each MPO is required to develop a new UPWP. 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							\$9,920
TOTAL		\$24,800	\$24,800	\$0	\$0	\$0	\$0	\$0	\$0	\$49,600

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

A 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 next installment of this document will be the 2050 Metropolitan Transportation Plan (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 no later than September 30, 2024. 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**

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	\$55,700	\$4,960							\$60,660
4.2	MPO/Consultant	\$3,800	\$4,030							\$7,830
4.3	MPO/Consultant	\$12,000	\$0							\$12,000
TOTAL		\$71,500	\$8,990	\$0	\$0	\$0	\$0	\$0	\$0	\$80,490.00

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.

E. FUNDING SUMMARY

TASK 5.0 - 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	
5.1	TAPS/MPO	\$4,960	\$4,960							\$9,920
5.2	TxDOT-TPP/MPO	\$4,960	\$0							\$4,960
5.3	MPO/Consultant	\$8,990	\$4,960					\$500,000		\$513,950
5.4	MPO/Consultant	\$0	\$65,000							\$65,000
TOTAL		\$18,910	\$74,920	\$0	\$0	\$0	\$0	\$500,000	\$0	\$593,830

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

UPWP Task	Description	TPF Funds ¹	SPR Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	Administration - Management	\$137,060	\$0	\$0	\$0	\$137,060
2.0	Data Development and Maintenance	\$9,920	\$0	\$0	\$0	\$9,920
3.0	Short Range Planning	\$49,600	\$0	\$0	\$0	\$49,600
4.0	Metropolitan Transportation Plan	\$80,490	\$0	\$0	\$0	\$80,490
5.0	Special Studies	\$93,830	\$0	\$0	\$500,000	\$593,830
TOTAL		\$370,900	\$0	\$0	\$500,000	\$870,900

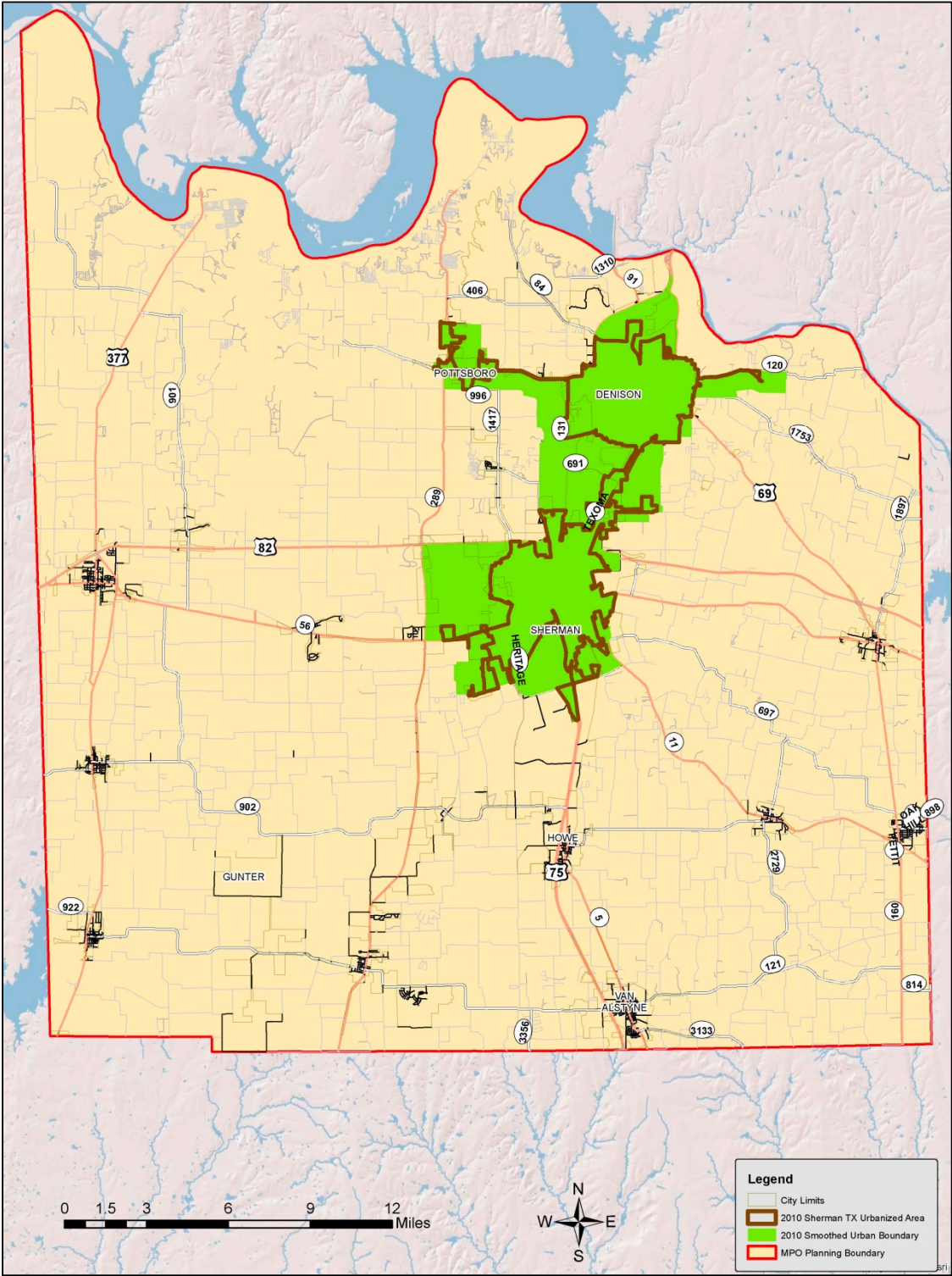
¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds ²	\$360,000
Estimated Unexpended Carryover	<u>\$11,500</u>
TOTAL TPF	\$371,500

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		
David Plyler	Mayor, Chairman	City of Sherman
Janet Gott	Mayor, Vice-Chairman	City of Denison
Jeff Whitmire	Commissioner, Pct. 1	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	Air Quality Specialist and Transportation Planner	FHWA – Texas Division Austin
Lynn Hayes	Community Planner	FTA – Region 6 – Fort Worth
Mansour Shiraz	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
Len McManus, P.E.	Consulting City Engineer	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

Title

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

Title

Agency

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(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

Signature - Chairman, MPO Policy Board

Attest:

Name

Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, _____,
(Name and Position, Typed or Printed)

a duly authorized officer/representative of _____

(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.

Date

Signature - Chairman, MPO Policy Board

Attest:

Name

Title