

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

Wednesday, March 19 @ 9:00 am
Texas Department of Transportation
3904 S US 75, Sherman, Texas 75090

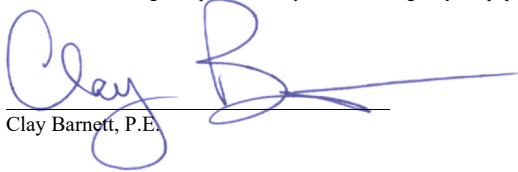
Please visit our MPO website www.gcmpo.org for background materials under the
“Committees/Meetings” link or under “News and Announcements” at our home page.

- 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 January 15, 2025
☒ Action ☐ Information
- V. **PUBLIC HEARING:** Review of an Amendment to the 2024-2025 Unified Planning Work Program (UPWP) and recommend approval of the Amendment to the Policy Board
☒ Action ☐ Information
- VI. Review the FY2023 Annual Listing of Obligated Projects (ALOP) and Recommend Approval of the FY2023 ALOP to the Policy Board
☒ Action ☐ Information
- VII. Review the FY2024 Annual Listing of Obligated Projects (ALOP) and Recommend Approval of the FY2024 ALOP to the Policy Board
☒ Action ☐ Information
- VIII. Review of the Draft 2026-2027 Unified Planning Work Program (UPWP)
☐ Action ☒ Information
- IX. Presentation by Sonya Solinsky with TxDOT-TPP on the Texas Travel Survey
☐ Action ☒ Information
- X. Announcements
(Informal Announcements, Future Agenda Items, and Next Meeting Date)
 - MPO Policy Board Next meeting April 2, 2025
 - TAC Next meeting May 21, 2025
 - Freight Advisory Committee Next meeting TBD
- XI. 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 March 14, 2025.

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, January 15, 2025 @ 9:00 am
Texas Department of Transportation
3904 S US 75, Sherman, Texas 75090

Committee Members Present:

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

Committee Members Absent:

None

Non-Voting Members Present:

Shellie White	Texoma Area Paratransit System (TAPS)
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Non-Voting Members Absent:

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

Guests Present:

Steven Flores	Huitt-Zollars
Len McManus	McManus & Payne
Jill Van Hoewyk	Lamb-Star
	Lamb-Star

I. Call to Order

Mr. Barnett called the meeting to order at 9:03 a.m.

II. Acknowledgement of Quorum by Chairman

Mr. Barnett declared a quorum of the Policy Board present.

III. Public Comment Period

No public comments at this time.

IV. Consider approval of the minutes of the MPO TAC meeting of September 18, 2024

Mr. Barnett inquired if all members had reviewed the minutes from the previous TAC meeting on

1 September 18, 2024. Motion to approve the minutes of September 18, 2024 was made by Ms. Tate,
2 seconded by Mr. Bloom. Motion carried.
3

4 **V. Review of a Transit Asset Management (TAM) Plan for the Texoma Area Paratransit**
5 **System (TAPS) and Recommend Approval of a Resolution Adopting the TAM Plan to the**
6 **Policy Board**
7

8 Mr. Barnett explained that yearly performance measures usually occur in December but were
9 delayed this year for two reasons. The first reason was to avoid conflicts with the training event;
10 the second being that TAPS did not send the TAM Plan or TASP Plan until later in the day after
11 the TAC meeting was held. Therefore, the performance measures were moved to January.
12

13 Mr. Barnett explained that this is the first of five performance measures. Mr. Barnett stated that he
14 reviewed the TAM Plan and did not have any comments. The Board of Directors for TAPS has
15 forwarded the TAM Plan to the MPO for consideration.
16

17 Mr. Barnett opened the floor to discussion. Ms. Tate mentioned one of TAPS statements regarding
18 investment prioritization. This statement was that they do not foresee future growth or expansion,
19 and in her opinion, it is something that should be prioritized due to the growing population of the
20 area. Mr. Barnett agreed with Ms. Tate's comment, and Ms. White notes that she would make sure
21 to address this in the next discussion.
22

23 Motion to recommend the Policy Board approve the TAM Plan was made by Mr. Philpot, seconded
24 by Mr. Benton. Motion carried.
25

26 **VI. Review of the Public Transportation Agency Safety Plan (PTASP) for the Texoma**
27 **Area Paratransit System (TAPS) and Recommend Approval of a Resolution Adopting the**
28 **PTASP to the Policy Board**
29

30 Mr. Barnett explained that the PTASP is similar to the TAM Plan in that outlines performance
31 measures that TAPS must set on a yearly basis to make their assets safe.
32

33 Motion to recommend the Policy Board approve the PTASP was made by Mr. Philpot, seconded
34 by Ms. Tate. Motion carried.
35

36 **VII. Review of Safety Performance Measures (PM1) for Fiscal Year 2025 as established**
37 **by the Texas Department of Transportation and Recommend Approval of a Resolution**
38 **Adopting the Targets to the Policy Board**
39

40 Mr. Barnett explained that this set of safety measures pertain to the Grayson County MPO and are
41 required to be set every year. This is typically referred to as "PM1". Traditionally, the MPO has
42 adopted the state targets for safety. He explained that TxDOT's safety plan for 2025 is essentially
43 unchanged from the prior year. Therefore, the MPO will be adopting the same performance
44 measures that they had last year.
45

46 Mr. Barnett discussed TxDOT's goal to reach zero road fatalities by 2050 and to reduce fatalities

1 in half by 2035. He pointed out that a lot of the targets are higher than they had been in previous
2 years, which he explained is due to the increased number of people moving to Texas. Mr. Barnett
3 also mentioned driver behavior, a complex issue that cannot be addressed with engineering alone.
4 Mr. Benton commented on how automated vehicles could help reduce roadway fatalities. Mr.
5 Barnett responded, stating that the programming required for autonomous vehicles is an immense
6 challenge as it must be able to address every type of scenario and decision-making process a driver
7 would have to make. Mr. Philpott stated that if there was something that could disable all cell
8 phone capabilities when it is inside of a car, that it could curtail driver distraction immensely. Mr.
9 Benton recalled a recent experience he had using an autonomous vehicle for the first time when
10 visiting Phoenix, AZ. He explained that there were a few quirks the vehicle had, but that it was a
11 safe experience. Mr. Barnett pointed out that some people think that the implementation of
12 autonomous vehicles will decrease congestion, but mentioned that it actually may increase
13 congestion due to the likelihood of vehicles frequently carrying zero passengers in between rides.
14

15 Mr. Benton recalled seeing that the number of crashes has decreased since 2021. Mr. Bloom stated
16 that there has been a decrease, but that the state is currently still around 4,000 fatalities. Mr. Barnett
17 added that although the number of total crashes has decreased, there have still been a large number
18 of fatalities due to people driving at higher speeds.
19

20 Ms. Tate stated that a footnote should be added to the 2025 targets that clarifies that targets from
21 the prior year were carried over. Mr. Barnett agreed with this comment, and stated that he will
22 include this information in the cover memo. Mr. Barnett and Ms. Tate discussed the current
23 challenges TxDOT is facing, many of which could be attributed to the large number of retiring
24 employees. He stated that hopefully by the end of 2025, a more accurate set of safety targets is put
25 together by TxDOT.
26

27 Mr. Barnett asked if there were any further questions on the topic. Mr. Glushko inquired about the
28 implications of falling short of the target numbers. Mr. Barnett responded, stating that he asked
29 the same question to FHA and that he got a lengthy response. He summarized by saying that at
30 some point FHA will tie fund allocation to safety targets, but that currently they are not. The group
31 discussed the challenges of the zero-fatality goal, mentioning it is an admirable goal to have but
32 can be seen as unrealistic to some people. Mr. Barnett called back to his previous comments on
33 driver behavior, such as not wearing a seat belt. Ms. Tate added to the discussion, mentioning how
34 some parents do not use car seats for their children. Mr. Barnett stated that although the safety
35 targets are very hard to meet, everyone should do their best to prioritize safety. He provided an
36 example of this, explaining how the MPOs project selection scores weight almost 30% to safety
37 metrics alone.
38

39 Motion to recommend the Policy Board approve the resolution adopting the PM1 targets was made
40 by Mr. Benton, seconded by Mr. Glushko. Motion carried.
41

42 **VIII. Review of Pavement and Bridge Condition Performance Measures (PM2) for Fiscal**
43 **Year 2023- 2026 as established by the Texas Department of Transportation and Recommend**
44 **Approval of a Resolution Adopting the Targets to the Policy Board**
45

46 Mr. Barnett explained that every four years the MPO must adopt targets for road and bridge

1 conditions, known as “PM2”. He further explained that TxDOT set these metrics and that he
2 concurs with them. He mentioned that the only one that increased was related to percentage of
3 pavement in “poor condition”. Mr. Barnett stated that in his opinion, this issue is accelerated by
4 the increasing population which means more vehicles on the road. This outpacing TxDOT’s ability
5 to allocate enough funds to cover the maintenance. Mr. Barnett encouraged the group to reach out
6 to their local representatives to encourage discussion about transportation funding. Mr. Benton
7 inquired about the manner in which the bridge and road analysis is carried out by TxDOT. Mr.
8 Bloom responded, stating that TxDOT contracts road and bridge inspections to a consultant every
9 two years, and that his maintenance staff inspects the bridges every other year. He further
10 explained that this data is put into a system that calculates scores based off many parameters such
11 as cracking, number of potholes, and ride quality. Mr. Barnett added that TxDOT-TPP
12 (Transportation Planning and Programming) develops aggregate numbers for the whole state using
13 this data. Mr. Barnett clarified that off-system facilities do not contribute to this scoring, such as a
14 city bridge.

15
16 Motion to recommend the Policy Board approve the resolution adopting the PM2 targets was made
17 by Mr. Philpot, seconded by Mr. Benton. Motion carried.

18
19 **IX. Review of System Performance Measure (PM3) Targets for Fiscal Year 2023-2026**
20 **and Recommend Approval of a Resolution Adopting the Targets to the Policy Board**

21
22 Mr. Barnett introduced the system performance measures for the next four years. He explained
23 that there are twenty-two measures, only one of them apply to Grayson County. Mr. Barnett
24 explained the possible misunderstanding that could occur, where it could seem as if Grayson
25 County is not contributing to the state targets despite only one of them being applicable. He
26 explained that this is the main reason why he traditionally recommends supporting their own
27 performance measures for PM3. He explained that this is usually carried out by reaching out to
28 TTI for the aggregate state numbers and pulling the specific numbers that apply to Grayson
29 County. Mr. Barnett stated that travel time on US 75 and US 82 is really the only metric that is
30 looked at for Grayson County. He explained the baseline is 99.8 and that the figures from TTI
31 show it at 99.2 in 2020, 99.8 in 2022 and 2023, and 100 in 2024. This score essentially shows that
32 there are essentially no indicators of delay or congestion. Mr. Barnett explained TTI’s
33 recommendation was to knock 5% off for five years from now, a suggestion that he feels
34 comfortable with. He stated that this way of approaching PM3 is more logical than supporting 21
35 targets that the county does not have an impact on.

36
37 Motion to recommend the Policy Board approve the resolution adopting the PM 3 target was made
38 by Ms. Tate, seconded by Mr. Glushko. Motion carried.

39
40 **X. Review the FY2022 Annual Listing of Obligated Projects (ALOP) and Recommend**
41 **Approval of the FY2022 ALOP to the Policy Board**

42
43 Mr. Barnett explained that these are typically looked at in December, but was pushed out to
44 February as to not interfere with the training event. Mr. Barnett clarified that although the listing
45 refers to FY2022, the reasoning for adopting it again is related to the organizational challenges
46 being faced by TxDOT. He stated that TxDOT has struggled to produce the annual listing of

1 projects. He further explained the struggles surrounding TxDOT's recent efforts to upgrade their
2 system, which has made the accessing the data a convoluted process. Mr. Benton asked if the
3 project listing being approved has been identical in every sequence. Mr. Barnett responded,
4 agreeing with this statement. Mr. Barnett stated that TxDOT-TPP has assured him that they are
5 working on turning out the 2023 list.

6
7 Motion to recommend the Policy Board approve the FY 2022 ALOP was made by Mr. Benton,
8 seconded by Ms. Tate. Motion carried.

9
10 **XI. Review the FY2024 Annual Performance and Expenditure Report (APER) and**
11 **Recommend Approval to the Policy Board**

12
13 Mr. Barnett explained that at the conclusions of each fiscal year, he goes through the MPO's
14 Unified Planning Work Program, which can be viewed as the MPO's two-year budget, and
15 describes how funds were spent for the prior fiscal year. He stated that the format has changed at
16 the request of TxDOT, who is looking to standardize some of the documents that MPOs develop.
17 Mr. Barnett mentioned two areas where the MPO fell short, which is described in the report. He
18 expressed his frustration with Curtis Jones over the US 82 corridor study and lack of
19 communication on their end.

20
21 Motion to recommend the Policy Board approve the FY 2024 APER was made by Mr. Philpot,
22 seconded by Ms. Tate. Motion carried.

23
24 **XII. Review the 2024 Grayson County Thoroughfare Plan and Recommend Approval of**
25 **a Resolution Adopting the 2024 Grayson County Thoroughfare Plan to the Policy Board**

26
27 Mr. Barnett stated that there are still some outstanding comments from the City of Sherman
28 regarding the Throughfare Plan, but that he would still like to recommend approval of the plan to
29 the Policy Board subject to the changes that Sherman would like. Mr. Philpott stated that these
30 changes were due to a handful of roads that were switched from major arterials to minor arterials.
31 He further explained that the confusion stemmed from the difference in colors used in Sherman's
32 plan versus the MPO's. Ms. Tate suggested that this is something that could possibly be
33 streamlined across the board to help prevent any future confusion.

34
35 Mr. Barnett provided some information on the history of the Throughfare Plan. He stated that
36 shortly after it was adopted in 2018, there was rapid growth in Van Alstyne and a handful of
37 developments were put in the portions of some of the roadways. Mr. Barnett explained that the
38 changes started in Precinct 1, and then moved on to 3, 4 and ended with Precinct 2. Mr. Barnett
39 recalled the public meeting back in August 2023, where much of the comments made were
40 regarding a development near the Sherman and Denison border. Mr. Benton inquired about the
41 plan moving forward regarding updates to the Throughfare Plan. Mr. Barnett stated that he would
42 like each city to track issues for when it comes time to update the thoroughfare plan in the coming
43 years. The group discussed how thoroughfare plan changes due to planned developments should
44 be better discussed between cities and the county. Ms. Tate expressed the importance of a
45 consensus being reached when these changes are being discussed. The group further discussed the
46 challenges of making changes to the thoroughfare plan and the difficulties that arise when planning

1 so far out into the future. Several discussions regarding corridor studies, transportation planning,
2 and ROW acquisition were discussed among the group.

3
4 Motion to recommend the Policy Board approve the resolution adopting the 2024 Grayson County
5 Thoroughfare Plan was made by Ms. Tate, seconded by Mr. Philpot. Motion carried.

6
7 **XIII. Review an Amendment to the 2050 Metropolitan Transportation Plan (MTP) and**
8 **Recommend Approval of a Resolution Adopting the Amendment to the 2050 MTP to the**
9 **Policy Board**

10
11 Mr. Barnett stated that the 2050 MTP was released for public comment on January 7. He stated
12 that a public meeting will be held on January 21 and that the public comment period will end at
13 2:00pm on January 31.

14
15 Mr. Barnett explained that this is the first and only amendment to the 2050 MTP, and that it is to
16 add Project 2025-02 to Figure 9.7 and the MTP selected projects list.

17
18 Motion to recommend the Policy Board approve the resolution amending the 2050 MTP was made
19 by Mr. Philpot, seconded by Mr. Benton. Motion carried.

20
21 **XIV. Discussion on the 2024-2025 Unified Planning Work Program (UPWP) and the 2026-**
22 **2027 UPWP**

23
24 Mr. Barnett recalled that at the TEMPO meeting in December, it was announced that smaller
25 MPOs would be receiving more funding. The funding has been raised to \$375,000, a substantial
26 increase from the current \$180,000. He stated the increase was effective beginning this fiscal year
27 and any future fiscal years. Mr. Barnett mentioned that on the downside, the SPR grant that was
28 previously received will no longer be available. This means that some items previously paid for
29 using that grant will now need to come out of the regular budget. One of these things is the update
30 to the travel demand model which costs approximately \$125,000. Mr. Barnett explained that
31 TxDOT TPP's Model Division is going to develop the model, and that the MPO is only responsible
32 for is the demographics. He compared this to the past, where the MPO developed both the model
33 and the demographics, for a total cost of approximately \$200,000. He noted that this savings of
34 approximately \$75,000 is good.

35
36 Mr. Barnett expressed his wish to take an earnest look at resiliency. He explained what resiliency
37 is by providing an example of a natural disaster coming through and wiping out major lanes of US
38 82. If frontage roads have been put along US 82, it would allow traffic to be redirected from the
39 main lanes should such a disaster occur. He described resiliency as an examination of
40 transportation facilities from an emergency management standpoint. Mr. Barnett would like to take
41 advantage of the increased funding to focus on resiliency, something that had to be passed on in
42 previous years due to the tighter budget.

43
44 Mr. Barnett explained that implementing a safe streets study is a high priority for him. He stated
45 that there are grants available for this, which he estimates could be around \$500,000. He detailed
46 what a safe streets study is, which is when traffic accident data is looked at closely to find

1 engineering solutions that can make a positive impact on safety. Ms. Tate mentioned an award for
2 a grant to develop a Safety Action Plan. She further discussed the importance of focusing on safe
3 routes to school, since many of the local schools do not have safe crosswalks or sidewalks. Mr.
4 Barnett applauded the City of Denison for being proactive in this area. Mr. Barnett mentioned that
5 the cost would be \$500,000 for the entire MPO area. He discussed the possibility of the county or
6 cities matching some funding. The group further discussed a study and the financial implications
7 involved.

8
9 The group also discussed GIS data and ways in which the data can be better managed, updated,
10 and communicated between different parties.

11
12 **XV. Announcements**

13
14 Mr. Barnett announced the next MPO Policy Board Meeting will be held on February 5, 2025 and
15 the next TAC Meeting will be held on March 19, 2025.

16
17 Having no further business to discuss, Mr. Barnett adjourned the meeting at 11:12 a.m.

18
19
20
21

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

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

March 19, 2025

PUBLIC HEARING: Review of an Amendment to the 2024-2025 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.

Following is a brief summary of the requested changes:

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

ACTION REQUESTED:

Recommend to the Policy Board that the Amendment to the 2024-2025 UPWP be approved

ATTACHMENTS: *click underlined items for attachment*

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

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



UNIFIED PLANNING WORK PROGRAM

FISCAL YEARS 2024 - 2025

Approved by the Policy Board on: July 19, 2023

Amended by the Policy Board on: February 7, 2024

Amended by the Policy Board on: April 2, 2025

Prepared by:

Grayson County Metropolitan Planning Organization

SPONSORING AGENCIES:

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

COUNTY OF: GRAYSON

TEXAS DEPARTMENT OF TRANSPORTATION

IN COOPERATION WITH:

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL TRANSIT ADMINISTRATION

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

UNIFIED PLANNING WORK PROGRAM

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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 23 U.S.C. §134 and established in 23 CFR 450.306, are as follows:

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

10. Enhance travel and tourism.

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

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

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

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

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

B. DEFINITION OF AREA

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

C. ORGANIZATION

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

D. PRIVATE SECTOR INVOLVEMENT

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

E. PLANNING ISSUES AND EMPHASIS AREAS

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

Metropolitan Transportation Plan (MTP)

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

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

Transportation Improvement Program (TIP)

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

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

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

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

Travel Demand Model (TDM)

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

Public Participation and Education

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

Transportation Awareness

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

Environmental Justice

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

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

Planning Areas

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

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

II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

D. DESCRIPTION OF SUBTASKS

1.1 Administration

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

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

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

1.2 Public Involvement

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

forums will precede any changes in the MTP and the TIP. Media outlets will be used whenever necessary to ensure public notification and encourage maximum public participation.

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

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

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

1.3 Staff Education and Training

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

E. FUNDING SUMMARY**TASK 1.0 - FY 2024 - 2025 (Amended 02-07-2024)**

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

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

III. TASK 2.0 – DATA DEVELOPMENT & MAINTENANCE

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

Grayson County, the MPO's fiscal agent, will provide the bulk of needed GIS services to the MPO, typically at no cost to the MPO. The MPO may use consultants or interns to assist when appropriate. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO.

C. PREVIOUS WORK

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

D. DESCRIPTION OF SUBTASKS

2.1 TDM Updates and Maintenance

The TDM is an integral tool in the MPO's decision making process. Additionally, it is given to TTI for use in the statewide model that is used by decision makers at the state level.

To ensure that the model kept up to date, the MPO with the assistance of a consultant began the process of updating the TDM in FY 2021 to a base year of 2018 and a forecast year of 2055 with interim years of 2023, 2028, 2033 and 2050. The process for updating the model includes the following:

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

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

2.2 Geographic Information System

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

2.3 Demographics

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

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

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

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

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

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

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

E. FUNDING SUMMARY**TASK 2.0 - FY 2024 - 2025 (Amended 04-02-2025)**

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

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

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

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

D. DESCRIPTION OF SUBTASKS

3.1. Transportation Improvement Plan (TIP) and Self Certification

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

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

The Self-Certification Statement requires that the planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 U.S.C. 450.336;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the IIJA (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

3.2. Unified Planning Work Program (UPWP)

The 2024-2025 UPWP will be monitored and revised as necessary by the PB and submitted for review and approval by appropriate committees and agencies. Work program tasks

will be dedicated to providing continuing and coordinated multimodal transportation planning for the MPO region.

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

3.3. Short Range Transit Planning

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

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

E. FUNDING SUMMARY

TASK 3.0 - FY 2024 - 2025

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

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

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

A. OBJECTIVE

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

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

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

D. DESCRIPTION OF SUBTASKS

4.1 Metropolitan Transportation Plan

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

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

4.2 Complete Streets Planning Activities

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

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

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

4.3 Bicycle and Pedestrian Plan Update

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

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

E. FUNDING SUMMARY**TASK 4.0 - FY 2024 - 2025 (Amended 04-02-2025)**

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

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

VI. TASK 5.0 – SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected products for this task vary by subtask. The MPO may use consultants or interns to assist staff when appropriate. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO. Staff will attend planning seminars and work sessions as appropriate. Databases developed and maintained in Task 2 will be refined and used in these subtasks.

C. PREVIOUS WORK

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

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

In FY 2023, TxDOT-TPP began a long-term, comprehensive analysis of the US 82 Corridor from a multimodal approach. The study includes the entire US 82 Corridor from the Texas/New Mexico state line to the Texas/Arkansas state line, approximately 575 miles. The US 82 Corridor Study will examine currently planned transportation projects, analyze safety, connectivity, and mobility concerns, as well as identify short-, medium-, and long-term improvements to address the needs of the corridor. Findings and recommendations will assist in guiding the future of the corridor as it evolves.

The director of the Grayson County MPO was asked to serve on the working group for the eastern segment as well as the steering committee for the entire corridor. This effort is anticipated to be complete in the third quarter of FY 2024.

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

D. DESCRIPTION OF SUBTASK

5.1 Long Range Transit Planning

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

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

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

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

5.2 **US 82 Texas Corridor Study**

TxDOT-TPP has begun the process of conducting a long-term, comprehensive analysis of the US 82 Corridor from a multimodal approach. The study includes the entire US 82 Corridor from the Texas/New Mexico state line to the Texas/Arkansas state line, approximately 575 miles. The US 82 Corridor Study will examine currently planned transportation projects, analyze safety, connectivity, and mobility concerns, as well as identify short-, medium-, and long-term improvements to address the needs of the corridor. Findings and recommendations will assist in guiding the future of the corridor as it evolves.

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

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

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

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

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

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

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

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

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

5.4 Grayson County Resiliency Plan

The objective of the Grayson County Resiliency Plan is to:

- Improve the resilience of the surface transportation system, including highways and public transportation,
- Provide continued operation or rapid recovery of crucial local, regional, or national surface transportation facilities;

- Identify and utilize nature-based solutions to reduce flood risks, erosion, and heat impacts while also creating habitat, filtering pollutants, and providing recreational benefits;
- Reduce damage and disruption to the transportation system;
- Improve the safety of the traveling public; and
- Improve equity by addressing the needs of disadvantaged populations that are often the most vulnerable to hazards.

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

5.5 Grayson County Thoroughfare Plan

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

E. FUNDING SUMMARY

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

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

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

VII. BUDGET SUMMARY

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

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

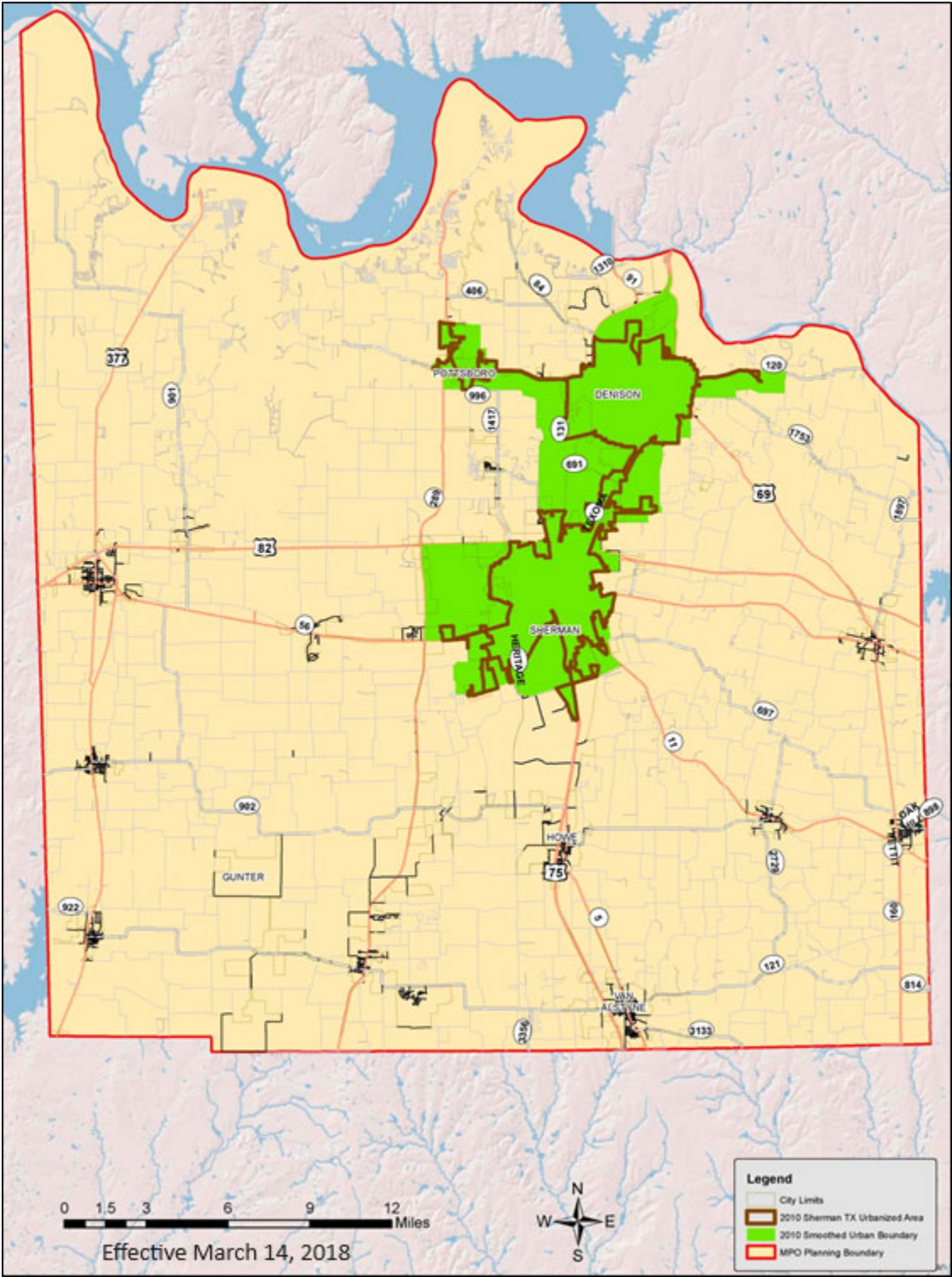
¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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

²Estimate based on prior years' authorizations

APPENDIX A

METROPOLITAN AREA BOUNDARY MAP



APPENDIX B

POLICY BOARD MEMBERSHIP

Grayson County Metropolitan Planning Organization

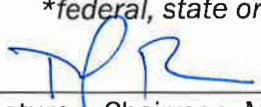
Policy Board Voting Members		
Shawn Teamann	Mayor	City of Sherman
Robert Crawley	Mayor, Chairman	City of Denison
Bruce Dawsey	County Judge, Vice-Chairman	Grayson County
Jim Atchison	Mayor	City of Van Alstyne
Noel Paramanantham, P.E.	District Engineer	TxDOT – Paris District
Policy Board Non-Voting Members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

APPENDIX C

DEBARMENT CERTIFICATION (Negotiated Contracts)

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


**federal, state or local*



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

MAYOR, CITY OF SHERMAN

Title

GRAYSON COUNTY MPO

Agency

JULY 19, 2023

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE


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

a duly authorized officer/representative of GRAYSON COUNTY MPO

(MPO)

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

July 19, 2023
Date


Signature - Chairman, MPO Policy Board

Attest:

Name

DIRECTOR, GRAYSON COUNTY MPO
Title

APPENDIX F**CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM**

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

a duly authorized officer/representative of GRAYSON COUNTY MPO

(MPO)

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

July 19, 2023
Date

[Signature]
Signature - Chairman, MPO Policy Board

Attest:

[Signature]
Name

DIRECTOR, GRAYSON COUNTY MPO
Title

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

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

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

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

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

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

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

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

TASK 5.0 - FY 2024 - 2025

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

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

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

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

March 19, 2025

Review of the FY 2023 Annual Listing of Obligated Projects (ALOP) for and Recommend Approval of the FY 2023 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).

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 2023 ALOP to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

- [FY 2023 ALOP](#)

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION

FY 2023

ANNUAL LISTING OF OBLIGATED PROJECTS

FEDERAL FUNDS OBLIGATED REPORT

Submitted to the Texas Department of Transportation – April 2, 2025

"Obligation" and Reimbursement of Federal Funds

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

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

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

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

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 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

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

Amount of Federal Funding Programmed in MPO TIP

MOD

Amount of Federal Funding Obligated in Fiscal Year

Amount of Federal Funding Remaining and Available for Subsequent Years

Federal-Aid Project Number			
1902268			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
2455-01-034	SD2018-2B	SDMPO	C,E,R
Project Name/Facility	Limits		Funding Categories
FM 1417	From: TAYLOR STREET		1
	To: SH 56		
Project Description			
WIDEN FROM 2-LANE TO 4-LANE			

Amount of Federal Funding Programmed in MPO TIP

MOD

Amount of Federal Funding Obligated in Fiscal Year

\$4,097,985

Amount of Federal Funding Remaining and Available for Subsequent Years

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number			
2017412			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-04-066	SDTAP2017-1	SHERMAN	C,E
Project Name/Facility	Limits		Funding Categories
SH 56	From: 0.492 MI E OF US 75 (LAMAR ST)		9TAP
	To: 0.767 MI W OF SH 11(N THROCKMORTON)		
Project Description			
CONSTRUCT SHARED USE PATH AND STREETScape			

Amount of Federal Funding Programmed in MPO TIP

MOD

Amount of Federal Funding Obligated in Fiscal Year

\$17,562

Amount of Federal Funding Remaining and Available for Subsequent Years

Federal-Aid Project Number			
2B23048			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-18-089	GC2025-01	GRAYSON COUNTY MPO	C
Project Name/Facility	Limits		Funding Categories
US 75	From: NORTH LOY LAKE ROAD		1,2,3LC,4U,12
	To: US 82		
Project Description			
WIDEN FROM 4 LANE TO 6 LANE			

Amount of Federal Funding Programmed in MPO TIP

\$92,990,720

Amount of Federal Funding Obligated in Fiscal Year

\$127,344,173

Amount of Federal Funding Remaining and Available for Subsequent Years

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2020188

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0202-03-042	N/A-Grouped		C
Project Name/Facility	Limits	Funding Categories	
US 69	From: 0.30 MI N OF CR 5070	N/A-Grouped	
	To: 0.24 MI S OF CR 5070		

Project Description
US 69 FROM 0

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$130,990

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

Federal-Aid Project Number
2021157

CSJ Number	MPO Project ID	Sponsor	Phase of Work
0010-03-015	N/A-Grouped		C
Project Name/Facility	Limits	Funding Categories	
US 67	From: Franklin County Line	N/A-Grouped	
	To: IH 30		

Project Description
FY 21 Seal Coat

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$115,747

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number			
2022044			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0729-02-034	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
FM 121	From: Preston Ave		N/A-Grouped
	To: John Douglas Rd		
Project Description			
FM 121 FROM PRESTON AVENUE TO JOHN DOUGLAS ROAD			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$160,039

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

Federal-Aid Project Number			
2022159			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0901-19-199	N/A-Grouped		C,E
Project Name/Facility	Limits		Funding Categories
CR 408	From: Lynch Crossing Rd		N/A-Grouped
	To: At Jordan Creek		
Project Description			
COUNTY ROAD 408 FROM LYNCH CROSSING ROAD TO JORDAN CREEK			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$526,576

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number			
2022395			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-03-055	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
SH 56	From: At Post Oak Creek		N/A-Grouped
	To: .		
Project Description			
SH 56 AT POST OAK CREEK			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$320,000

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

Federal-Aid Project Number			
2022800			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-11-045	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
US 82	From: US 82		N/A-Grouped
	To: At FM 1502		
Project Description			
US 82 AT FM 1502			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$476,198

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number			
2023231			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-12-091	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
US 82	From: SH 37		N/A-Grouped
	To: BU 37		
Project Description			
VARIOUS LOCATIONS IN THE PARIS DISTRICT TO INCLUDE US 75 FROM LOY LAKE ROAD TO NORTH LOY LAKE ROAD			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$4,425,661

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

Federal-Aid Project Number			
2023238			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-03-099	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
SH 5	From: US 75		N/A-Grouped
	To: Collin County Line		
Project Description			
FY 2023 Seal Coat			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$10,448,664

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number			
2023514			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0729-02-032	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
FM 121	From: Van Alstyne		N/A-Grouped
	To: SH 160		
Project Description			
ON FM 121 FROM VAN ALSTYNE TO SH 160			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$9,608,652

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

Federal-Aid Project Number			
2023658			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0901-19-216	N/A-Grouped		E
Project Name/Facility	Limits		Funding Categories
SISTER GROVE RD	From: Sister Grove Road		N/A-Grouped
	To: At West Prong Sister Grove Creek		
Project Description			
SISTER GROVE ROAD AT WEST PRONG SISTER GROVE CREEK			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$63,648

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number			
2B20148			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0081-10-048	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
US 377	From: FM 901 E		N/A-Grouped
	To: US 82		
Project Description			
US 377 FROM FM 901 EAST TO US 82			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$1,634,533

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

Federal-Aid Project Number			
2B23047			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-19-065	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
US 82	From: FM 1417		N/A-Grouped
	To: Skaggs Rd		
Project Description			
US 82 FROM FM 1417 TO SKAGGS ROAD			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$2,499,477

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number			
2B23297			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-03-100	N/A-Grouped		E
Project Name/Facility	Limits		Funding Categories
SH 5	From: Williams Way		N/A-Grouped
	To: E Van Alstyne Pkwy (FM 121)		
Project Description			
SH 5 FROM WILLIAMS WAY TO EAST VAN ALSTYNE PKWY (FM 121)			

Amount of Federal Funding Programmed in MPO TIP

Amount of Federal Funding Obligated in Fiscal Year

Amount of Federal Funding Remaining and Available for Subsequent Years

Grouped-Not in the TIP
\$204,690
N/A-Grouped

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Bicycle & Pedestrian Projects

Federal-Aid Project Number			
2021601			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-02-040		TxDOT, City of Whitesboro	C,E
Project Name/Facility	Limits		Funding Categories
SH 56	From: Union Street		3,9
	To: Collinsville Street		
Project Description			
CONSTRUCT SIDEWALKS AND RECONSTRUCT PARKING PAVEMENT ON EACH SIDE OF MAIN STREET WITH ADA COMPLIANCE			

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

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Transit Projects

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

FY 2023 Annual Project Listing

Grayson County Metropolitan Planning Organization

Transit Projects

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

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

March 19, 2025

Review of the FY 2024 Annual Listing of Obligated Projects (ALOP) for and Recommend Approval of the FY 2024 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).

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 2024 ALOP to the Policy Board

ATTACHMENTS: *click underlined items for attachment*

- [FY 2024 ALOP](#)

GRAYSON COUNTY METROPOLITAN PLANNING ORGANIZATION

FY 2024

ANNUAL LISTING OF OBLIGATED PROJECTS

FEDERAL FUNDS OBLIGATED REPORT

Submitted to the Texas Department of Transportation – April 2, 2025

"Obligation" and Reimbursement of Federal Funds

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

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 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

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

Amount of Federal Funding Programmed in MPO TIP

MOD

Amount of Federal Funding Obligated in Fiscal Year

Amount of Federal Funding Remaining and Available for Subsequent Years

Federal-Aid Project Number			
1902268			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
2455-01-034	SD2018-2B	SDMPO	C,E,R
Project Name/Facility	Limits		Funding Categories
FM 1417	From: TAYLOR STREET		1
	To: SH 56		
Project Description			
WIDEN FROM 2-LANE TO 4-LANE			

Amount of Federal Funding Programmed in MPO TIP

MOD

Amount of Federal Funding Obligated in Fiscal Year

\$4,097,985

Amount of Federal Funding Remaining and Available for Subsequent Years

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Highway Projects

Federal-Aid Project Number			
2017412			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-04-066	SDTAP2017-1	SHERMAN	C,E
Project Name/Facility	Limits		Funding Categories
SH 56	From: 0.492 MI E OF US 75 (LAMAR ST)		9TAP
	To: 0.767 MI W OF SH 11(N THROCKMORTON)		
Project Description			
CONSTRUCT SHARED USE PATH AND STREETSCAPE			

Amount of Federal Funding Programmed in MPO TIP

MOD

Amount of Federal Funding Obligated in Fiscal Year

\$17,562

Amount of Federal Funding Remaining and Available for Subsequent Years

Federal-Aid Project Number			
2B23048			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-18-089	GC2025-01	GRAYSON COUNTY MPO	C
Project Name/Facility	Limits		Funding Categories
US 75	From: NORTH LOY LAKE ROAD		1,2,3LC,4U,12
	To: US 82		
Project Description			
WIDEN FROM 4 LANE TO 6 LANE			

Amount of Federal Funding Programmed in MPO TIP

\$92,990,720

Amount of Federal Funding Obligated in Fiscal Year

\$127,344,173

Amount of Federal Funding Remaining and Available for Subsequent Years

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number			
2020517			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0901-19-205	N/A-Grouped		C,E
Project Name/Facility	Limits		Funding Categories
TRAVIS ST	From: S TRAVIS STREET		N/A-Grouped
	To: AT POST OAK CREEK		
Project Description			
REPLACE BRIDGE AND APPROACHES			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$2,616,893

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

Federal-Aid Project Number			
2021793			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0316-03-010	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
FM 1753	From: FM 1897		N/A-Grouped
	To: FM 120		
Project Description			
Rehab FM 1753			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$2,647,806

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2022464

CSJ Number
0901-19-204

MPO Project ID
N/A-Grouped

Sponsor

Phase of Work
C,E

Project Name/Facility
CR 354

Limits
From: AT ELBA CREEK
To: .

Funding Categories
N/A-Grouped

Project Description
REPLACE BRIDGE

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$591,124

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

Federal-Aid Project Number
2024504

CSJ Number
0279-03-041

MPO Project ID
N/A-Grouped

Sponsor

Phase of Work
C

Project Name/Facility
SH 78

Limits
From: SH 56 (Bonham)
To: SH 11 (Bailey)

Funding Categories
N/A-Grouped

Project Description
FY 24 Seal Coat

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$1,032,145

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number			
2025189			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0047-03-106	N/A-Grouped		E
Project Name/Facility	Limits		Funding Categories
SH 5	From: NEWPORT DRIVE		N/A-Grouped
	To: UMPHRESS STREET		
Project Description			
Construct Pedestrian Infrastructure			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$77,114

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

Federal-Aid Project Number			
2B23047			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-19-065	N/A-Grouped		C
Project Name/Facility	Limits		Funding Categories
US 82	From: FM 1417		N/A-Grouped
	To: Skaggs Rd		
Project Description			
Install concrete traffic barrier			

Amount of Federal Funding Programmed in MPO TIP

Grouped-Not in the TIP

Amount of Federal Funding Obligated in Fiscal Year

\$467,506

Amount of Federal Funding Remaining and Available for Subsequent Years

N/A-Grouped

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Grouped Projects

Federal-Aid Project Number
2B24099

CSJ Number
0045-19-064

MPO Project ID
N/A-Grouped

Sponsor

Phase of Work
C

Project Name/Facility
US 82

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

Funding Categories
N/A-Grouped

Project Description
Spot Base/OCST/TOM

Amount of Federal Funding Programmed in MPO TIP

Amount of Federal Funding Obligated in Fiscal Year

Amount of Federal Funding Remaining and Available for Subsequent Years

Grouped-Not in the TIP

\$6,859,989

N/A-Grouped

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Bicycle & Pedestrian Projects

Federal-Aid Project Number			
2021601			
CSJ Number	MPO Project ID	Sponsor	Phase of Work
0045-02-040		TxDOT, City of Whitesboro	C,E
Project Name/Facility	Limits		Funding Categories
SH 56	From: Union Street		3,9
	To: Collinsville Street		
Project Description			
CONSTRUCT SIDEWALKS AND RECONSTRUCT PARKING PAVEMENT ON EACH SIDE OF MAIN STREET WITH ADA COMPLIANCE			

Amount of Federal Funding Programmed in MPO TIP

Amount of Federal Funding Obligated in Fiscal Year

Amount of Federal Funding Remaining and Available for Subsequent Years

MOD
\$99,746

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Transit Projects

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

FY 2024 Annual Project Listing

Grayson County Metropolitan Planning Organization

Transit Projects

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

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

March 19, 2025

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

BACKGROUND:

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

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

ACTION REQUESTED:

None at this time

ATTACHMENTS: *click underlined items for attachment*

- [Draft 2026-2027 UPWP](#)



FY 2026 and FY 2027

UNIFIED PLANNING WORK PROGRAM (UPWP)

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

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Non-Transportation Management Area (Non-TMA)

AIR QUALITY STATUS:

Attainment

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

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

Federal Approval:

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

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EXECUTIVE SUMMARY

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

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

INTRODUCTION

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

A. PURPOSE

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

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

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

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

The latest version of the Public Participation Plan (PPP) for the MPO was approved on June 23, 2021. These procedures include posting on our web site www.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 2050 MTP. The Grayson County MPO, its staff and its fiscal agent, are responsible along with the State, for carrying out this work program. The voting members of the PB and TAC are found in Appendix B. The UPWP is reviewed and approved by the PB.

D. NON-MPO INVOLVEMENT

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

E. PLANNING ISSUES AND EMPHASIS

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

Metropolitan Transportation Plan (MTP)

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

Transportation Improvement Program (TIP)

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

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

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

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

Travel Demand Model (TDM)

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

Public Participation and Education

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

Transportation Awareness

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

Environmental Justice

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

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

Planning Areas

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

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

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 1.1: Administration

Prepare and submit required reports, certification and administrative documentation to maintain continuity and credibility of the Study. Prepare budgets, maintain financial records, equipment inventory and ensure monies are spent appropriately. Coordinate activities between participating agencies and other public and private interests. Prepare request for proposals, as required, and solicit for contractual services and supervise the work. Assist participating agencies as needed. The MPO will review and evaluate the work accomplished during the previous fiscal year under this work program. An Annual Performance and Expenditure Report will be prepared at the end of each fiscal year (2025 & 2026) in accordance with TxDOT policy and procedures.

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

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

Subtask 1.2: Public Involvement

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

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

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

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

Subtask 1.3: Staff Education and Training

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

E. FUNDING SUMMARY

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

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

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

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

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

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

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

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

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

Grayson County, the MPO's fiscal agent, will provide the bulk of needed GIS services to the MPO, typically at no cost to the MPO. The MPO may use consultants or interns to assist when appropriate. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO.

C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 2.1: Geographic Information System

To fully allow the MPO to utilize the GIS in its work program, there are necessary enhancements and routine maintenance efforts that must be undertaken as part of its work program. Maps will be produced for staff

projects, planning, technical and PB meetings, and public information, showing various population and transportation related characteristics within the planning area based on a variety of factors. The MPO intends to use staff provided by its fiscal agent to complete this effort. A consultant may assist staff as needed on completion of this subtask. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO. Maps will be made available to the public according to the fiscal agent's approved policies.

Subtask 2.2: Demographics

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

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

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

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

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

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

Subtask 2.3: TDM Updates and Maintenance

The TDM is an integral tool in the MPO's decision making process. Additionally, it is given to TTI for use in the statewide model that is used by decision makers at the state level. To ensure that the model kept up to date,

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

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

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

E. FUNDING SUMMARY

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

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

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

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

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

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

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

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

III. TASK 3 - SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

D. SUBTASKS

Subtask 3.1: Short Range Transit Planning

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

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

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

Projects in the TIP will be consistent with the 2050 MTP. Any TIP updates will incorporate input from citizens, public agencies, transit operators and other interested parties. Project selection will ultimately rest with the State, via TxDOT, in cooperation with the PB. Work includes updating or amending the 2025-2028 TIP as needed and allow citizens, public agencies, and private transportation providers an opportunity to comment on the program.

The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. In FY 2026, the MPO will develop a TIP covering the years 2027 through 2030.

The Self-Certification Statement requires that the planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 U.S.C. 450.336;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the IIJA (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Subtask 3.3: Unified Planning Work Program

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

Each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPA. The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task. The 2028-2029 UPWP will be developed incorporating all appropriate provisions of appropriate federal transportation re-authorization bill.

E. FUNDING SUMMARY

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

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

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

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

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

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

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

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

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

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

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

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

D. SUBTASKS

Subtask 4.1: Metropolitan Transportation Plan

MPO will continue to update the current 2050 MTP as needed. MPO will publish any revisions to the MTP on the MPO website. Staff will review the 2050 MTP to ensure all TIP projects are listed, and to ensure that the MTP conforms to revised Federal and State guidelines, such as those for Environmental Justice.

E. FUNDING SUMMARY

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

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

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

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

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

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

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

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

V. TASK 5 - SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Expected products for this task vary by subtask. The MPO may use consultants or interns to assist staff when appropriate. The MPO may also contract with the member cities and governmental agencies, as fitting, to avoid duplication of efforts between the staffs of the cities and MPO or provide staff expertise otherwise unavailable to the MPO. Staff will attend planning seminars and work sessions as appropriate. Databases developed and maintained in Task 2 will be refined and used in these subtasks.

C. PREVIOUS WORK

The Grayson County Thoroughfare Plan was completed in FY 2024.

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

In FY 2023, TxDOT-TPP began a long-term, comprehensive analysis of the US 82 Corridor from a multimodal approach. The study includes the entire US 82 Corridor from the Texas/New Mexico state line to the Texas/Arkansas state line, approximately 575 miles. The US 82 Corridor Study will examine currently planned transportation projects, analyze safety, connectivity, and mobility concerns, as well as identify short-, medium- and long-term improvements to address the needs of the corridor. Findings and recommendations will assist in guiding the future of the corridor as it evolves. The director of the Grayson County MPO was asked to serve on the working group for the eastern segment as well as the steering committee for the entire corridor. This effort was completed in FY 2024.

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

D. SUBTASKS

Subtask 5.1: Long Range Transit Planning

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

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

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

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

Subtask 5.2: Grayson County Thoroughfare Plan

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

Subtask 5.3: Grayson County Safety Action Plan

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

The program supports the development of a comprehensive safety action plan (Action Plan) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to

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

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

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

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

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

Subtask 5.4: Complete Streets Assessment and Action Plan

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

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

Subtask 5.5: Grayson County Resiliency Plan

The objective of the Grayson County Resiliency Plan is to:

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

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

E. FUNDING SUMMARY

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

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

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

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

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

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

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

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

BUDGET SUMMARY

Table 6a: Funding Summary - FY 2026

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

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

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

Table 6b: Funding Summary - FY 2027

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

Combined TPF Allocations (WO 1 and WO 2) for FY 2026 and FY 2027

\$750,000

Estimated Unexpended TPF Carryover (WO 3) from Previous FYs

\$146,539

TOTAL TPF for FY 2026 and FY 2027

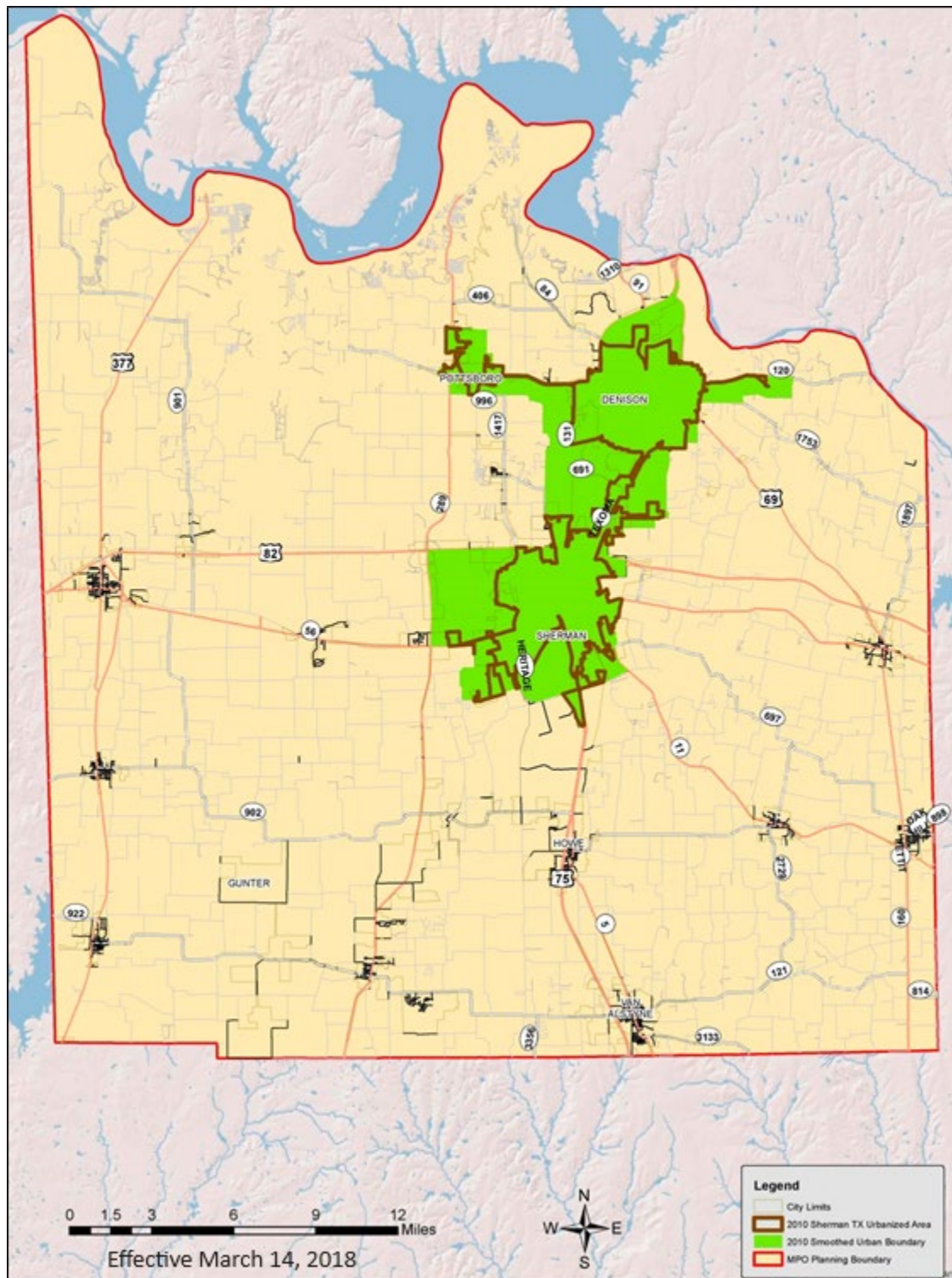
\$896,539

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

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

APPENDIX A

Metropolitan Planning Area Boundary Map



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

APPENDIX B

Grayson County Metropolitan Planning Organization

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

APPENDIX C

Debarment Certification

(Negotiated Contracts)

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

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

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

**federal, state or local*

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

APPENDIX D

Lobbying Certification

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

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

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

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

APPENDIX E

Certification of Contract and Procurement Procedures Compliance

I, Robert Crawley, Mayor, City of Denison,

a duly authorized officer/representative of Grayson County MPO

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

<hr/> <i>Title of elected official / Name / Entity or Agency</i>	<hr/> Date
<hr/> <i>Name of MPO Policy Committee – Chair</i>	
<hr/> <i>Name of MPO</i>	

Attest:

Name

Title

APPENDIX F

Certification of Internal Ethics and Compliance Program

I, Robert Crawley, Mayor, City of Denison,

a duly authorized officer/representative of Grayson County MPO

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

Title of elected official / Name / Entity or Agency

Date

Name of MPO Policy Committee – Chair

Name of MPO

Attest:

Name

Title

APPENDIX G

Amendment Summary

Grayson County MPO

FY 2026 and 2027 UPWP Amendment Summary

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