

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

Wednesday, May 21 @ 9:00 am  
Texas Department of Transportation  
3904 S US 75, Sherman, Texas 75090

Please visit our MPO website [www.gcmpo.org](http://www.gcmpo.org) for background materials under the "Committees/Meetings" link or under "News and Announcements" at our home page.

- I. Call to order
- II. Acknowledgment of Quorum by Chairman
- III. Public Comment Period
- IV. [Consider approval of the minutes of the MPO TAC meeting of March 19, 2025](#)  
☒ Action ☐ Information
- V. **PUBLIC HEARING:** [Review of the 2026-2027 Unified Planning Work Program \(UPWP\) and recommend approval of the 2026-2027 UPWP to the Policy Board](#)  
☒ Action ☐ Information
- VI. **EXECUTIVE SESSION:** Review, Discuss, and Rank Proposals Received for the Grayson County 2055 Demographics Update  
☐ Action ☒ Information
- VII. [Recommend Entering into a Contract with the Highest Ranked Consulting Team for the Grayson County 2055 Demographics Update](#)  
☒ Action ☐ Information
- VIII. Announcements  
(*Informal Announcements, Future Agenda Items, and Next Meeting Date*)
  - MPO Policy Board Next meeting June 4, 2025
  - TAC Next meeting November 19, 2025
  - Freight Advisory Committee Next meeting TBD
- IX. Adjournment

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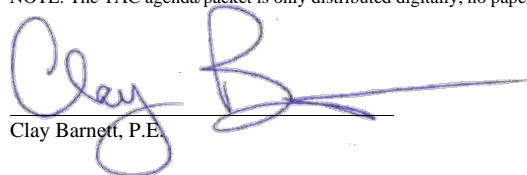
All meetings of the Grayson County Metropolitan Planning Organization (MPO) and Technical Advisory Committee (TAC) are open to the public. The MPO is committed to compliance with the Americans with Disabilities Act (ADA). Reasonable accommodations and equal opportunity for effective communications will be provided upon request. Please contact Clay Barnett at (903) 328-2090 at least 24 hours in advance if accommodation is needed.

Notice of Possible Quorum:

Pursuant to Chapter 551 of the Texas Government Code, notice is hereby given of a possible quorum of members of the Commissioners Court of Grayson County at a meeting of the Grayson County MPO Technical Advisory Committee. No formal business or action will be taken by any of the Commissioners in attendance at this meeting.

The above notice was posted at the Grayson County Courthouse in a place readily accessible to the public and made available to the Grayson County Clerk on or before May 16, 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.

1 Grayson County Metropolitan Planning Organization (MPO)

2 TECHNICAL ADVISORY COMMITTEE

3 Wednesday, March 19, 2025 @ 9:00 am

4 Texas Department of Transportation

5 3904 S US 75, Sherman, Texas 75090

6  
7 **Committee Members Present:**

8 Clay Barnett, P.E., Chairman

9 Alex Glushko, AICP

10 Aaron Bloom, P.E.

11 Rob Rae, AICP

12 Bill Benton

Grayson County MPO

City of Van Alstyne

TxDOT Sherman Area Engineer

City of Sherman

Grayson County

13  
14 **Committee Members Absent:**

15 Mary Tate

City of Denison

16  
17 **Non-Voting Members Present:**

18 None

19  
20 **Non-Voting Members Absent:**

21 Shellie White

22 Michelle Bloomer

23 Barbara Maley

24 Phillip Tindall

Texoma Area Paratransit System (TAPS)

Federal Transit Administration (FTA)

Federal Highway Administration (FHWA)

TxDOT TPP Division

25  
26 **Guests Present:**

27 Art Arthur

28 Lindsay Wright

29 Matt Hardenberg

30 Sonya Solinsky

31 Kristen Prater

32 Nick Jones

33 Aichong Sun

34 Kellen Robertson

35 Thomas Cochill

Grayson County Commissioner, Pct. 2

Grayson County Commissioner, Pct. 3

Grayson County Commissioner, Pct. 4

TxDOT

TxDOT

ETC Institute

Texas A&M Transportation Institute

Huitt-Zollars

STV

36  
37 **I. Call to Order**

38  
39 Mr. Barnett called the meeting to order at 9:07 a.m.

40  
41 **II. Acknowledgement of Quorum by Chairman**

42  
43 Mr. Barnett declared a quorum of the Policy Board present.

1   **III.    Public Comment Period**

2  
3   No public comments at this time.

4  
5   **IV.    Consider approval of the minutes of the MPO TAC meeting of September 18, 2024**

6  
7   Mr. Barnett inquired if all members had reviewed the minutes from the previous TAC meeting on  
8   January 15, 2025.

9  
10   Motion to approve the minutes of January 15, 2025, was made by Mr. Bloom, seconded by Mr.  
11   Glushko. Motion carried.

12  
13   **V.     Review of an Amendment to the 2024/2025 Unified Planning Work Program (UPWP)**  
14   **and recommend approval of the Amendment to the Policy Board**

15  
16   Mr. Barnett explained that the Unified Planning Work Program is a 2-year budget for the MPO.  
17   This document identifies the funding sources and plans and projects of the MPO and tends to  
18   undertake over a 2-year fiscal year period. Task 2.3 -Travel demand model is updated every 5  
19   years. Last updated in 2021. He stated that TxDOT-TPP has expressed interest in completing the  
20   model update for this 5-year cycle, freeing up MPO resources for other projects. As a condition  
21   for TxDOT-TPP completing the model, they have asked for demographics 1 year early. The  
22   information will be used for developing the model for the coming years. Mr. Barnett added Task  
23   2.3 to undertake the demographics in this fiscal year. The cost associated with this is \$125,000. He  
24   stated that normally the MPO would not have this money and that the budget was raised this year  
25   from \$180,000 to \$375,000. On Task 4.2, Mr. Barnett explained that 2.5% of MPO funds must be  
26   spent on smart streets. This was done with the MTP update. However, TxDOT thought they could  
27   bill it with their usual billing method. FHWA has come back and said that it will need to be billed  
28   separately. With this, according to the documentation, none of the money set aside has been spent.  
29   Mr. Barnett added that this money expires in a 4-year period, so this will have to be addressed in  
30   the next UPWP document. For this iteration, the money has been split between Task 5.3 and Task  
31   2.3. On Task 5.3, Mr. Barnett explained that sufficient funds have been added to complete the Safe  
32   Streets for All (SS4A) grant. The County expressed interest in moving forward with this, assuming  
33   they have a call for this grant. Mr. Barnett stated on Task 5.4 in regards to the Resiliency Study  
34   that with the increase in funding this year, TxDOT is not giving planning and research grants. This  
35   does not leave enough money for both the model update and resiliency study this fiscal year and  
36   that the resiliency study will be deferred to the 2026-2027 UPWP. Mr. Barnett explained what  
37   resiliency is by providing an example of a natural disaster coming through and wiping out major  
38   lanes of US 82. If frontage roads have been put along US 82, it would allow traffic to be redirected  
39   from the main lanes should such a disaster occur. He described resiliency as an examination of  
40   transportation facilities from an emergency management standpoint. Mr. Barnett summarized the  
41   monetary changes associated with each of the tasks as seen in UPWP amendments starting on page  
42   10 of the agenda.

43  
44   Motion to recommend the Policy Board approve the amendments to the UPWP was made by Mr.  
45   Rae, seconded by Mr. Bloom. Motion carried.

1 Mr. Barnett stated that this item will be on the April 2, 2025 Policy Board meeting and that if  
2 approved at the Policy Board meeting, an RFP will be sent out for the above services.

3  
4 **VI. Review the FY2023 Annual listing of Obligated Projects (ALOP) and Recommend**  
5 **Approval of the FY2023 ALOP to the Policy Board**  
6

7 Mr. Barnett explained that TxDOT has had issues with the program they use for the ALOP and is  
8 catching up with previous years. TxDOT develops the annual list for highway, group, and bicycle  
9 pedestrian projects. He stated that TAPs sends their list of projects to include in this listing as well.  
10 He stated that he combines all these projects into the annual report. Mr. Barnett offered to answer  
11 any questions.

12  
13 Motion to recommend the Policy Board approve the 2023 ALOP was made by Mr. Glushko,  
14 seconded by Mr. Rae. Motion carried.

15  
16 **VII. Review the FY2024 Annual Listing of Obligated Projects (ALOP) and Recommend**  
17 **Approval of the FY2024 ALOP to the Policy Board**  
18

19 Mr. Barnett explained that similarly that he has compiled the 2024 ALOP to include all the projects  
20 for the 2024 fiscal year.

21  
22 Motion to recommend the Policy Board approve 2024 ALOP was made by Mr. Rae, seconded by  
23 Mr. Bloom. Motion carried.

24  
25 **VIII. Review of the Draft 2026-2027 Unified Planning Work Program (UPWP)**  
26

27 Mr. Barnett explained that this will be an information item only. Mr. Barnett explained that this  
28 draft of the UPWP will include a resiliency study as well as a complete streets study. Part of the  
29 2.5% mentioned in Item 5, will need to be used on the complete street study or it will be returned.  
30 Mr. Barnett explained that there are several items in this complete street study that will need to be  
31 looked at closely, including Spur 503. Mr. Barnett has encouraged the rest of the TAC to read  
32 through this draft in detail. Mr. Barnett asked if there were any questions. Mr. Rae asked if there  
33 was a schedule for this, and what were the next steps. Mr. Barnett explained that information was  
34 needed from TxDOT-TPP on what the money set aside is and when it expires. Mr. Barnett  
35 explained that those numbers are needed before finalizing the UPWP. This will help determine  
36 which fiscal year the complete street study is to be completed and at what scale it is done. The next  
37 step would be for this to come before the TAC at the next meeting, and then to the policy board  
38 for their June meeting. Mr. Barnett then explained that the format has changed for this for the first  
39 time since 2011. This is due to TxDOT standardizing some of the documents produced by MPOs.

40  
41 No action was taken on this item.

42  
43 **IX. Presentation by Sonya Solinsky with TxDOT-TPP on the Texas Travel Survey**  
44

45 Mr. Barnett introduced Ms. Solinsky who joined via Teams. Ms. Solinsky explained that she would  
46 be giving an overview of the data collection that TxDOT-TPP is doing for the travel survey

1 program in Grayson County. Her presentation is attached and incorporated herein. Ms. Solinsky  
2 explained that there is a new landing page with many helpful links including previous reports in  
3 Grayson County. She explained the importance of the travel survey and the need for it to be  
4 updated. Ms. Solinsky explained that there will be 2 types of surveys done, with household (all  
5 residents who live in one housing unit) and establishment surveys (workplace, or special generator,  
6 and any commercial vehicles operated at these locations). Households will be randomly selected  
7 and sent a postcard asking for participation in this survey. The Grayson County goal is 1,200  
8 households. If a household chooses to participate, they are directed to take an online recruitment  
9 survey to see if they qualify. Once qualified, residents in participating households are asked to  
10 record travel for 24 hours, on an assigned weekday, during the school year, using a downloaded  
11 app, web travel log, or by reporting their travel over the phone. For workplace surveys, businesses  
12 are contacted at random via letter sent from ETC institute. Recruitment survey via phone of 300  
13 workplaces. Businesses are assigned a field date at their site and at that time, the vendor will  
14 perform intercept interviews with visitors and staff and capture pedestrian and vehicle counts. For  
15 special generators, approval is needed along with discussing survey objectives, reviewing site  
16 plans, and coordinating a field date. On the field date, the vendor performs counts and intercept  
17 surveys to the following 5 scheduled locations: Texas Instruments, Grayson College, Tyson Foods,  
18 Global Wafers America, Texoma Medical Center (Partial). For commercial vehicle (CV) surveys,  
19 businesses are randomly contacted via phone call for recruitment of 300 CV's in each survey  
20 location. Businesses are assigned a travel date for their site, upon which the vendor leaves a  
21 smartphone to be placed into each vehicle to record their trips for this travel day. She stated the  
22 project started on 01/07/2025, with survey implementation plan and startup docs complete, and  
23 developing survey materials completed in February, 2025. Household survey collection will be  
24 from mid-February through mid-August of this year. Establishment survey collection will be  
25 completed in March of this year. Special generator surveys are to be conducted in April and May  
26 of this year. Social media posts were made to spread awareness and encourage participation, and  
27 a broadcast will be made on KXII Grayson County in March. The project team includes the  
28 following: TxDOT, Grayson County MPO, ETC Institute, Texas A&M Transportation Institute.  
29 Ms. Solinsky asked if there were any questions. Mr. Bloom asked if the error on the original  
30 postcards sent out was listing the Rio Grande Valley instead of Grayson County. Ms. Solinsky  
31 responded that it was. Mr. Barnett thanked Ms. Solinsky for the presentation  
32

### 33 **X. Announcements**

34

35 Mr. Barnett announced the next MPO Policy Board Meeting will be held on April 2, 2025, and the  
36 next TAC Meeting will be held on May 21, 2025.  
37

38 Having no further business to discuss, Mr. Barnett adjourned the meeting at 9:43 a.m.  
39  
40  
41

42 

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



# TxDOT Travel Survey Program

Grayson County– Households & Establishments Surveys

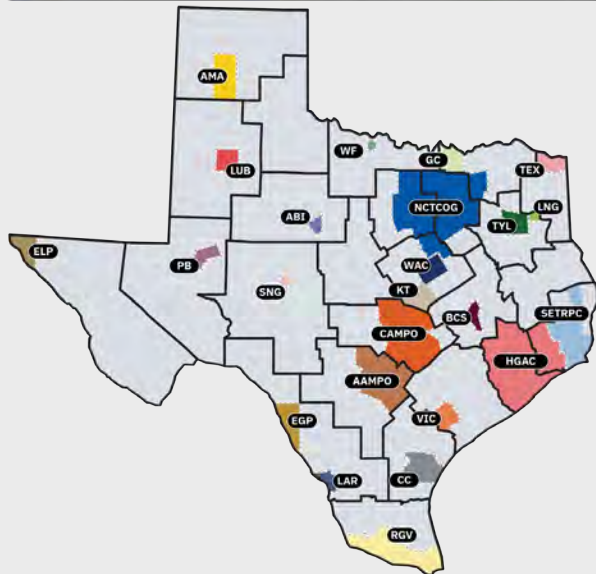
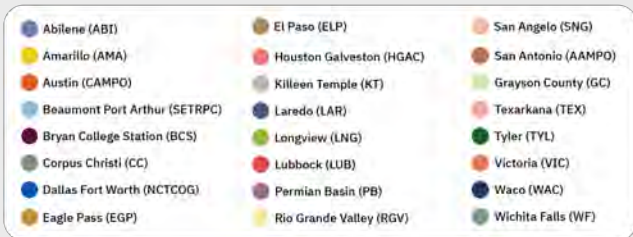
Presented by Sonya Solinsky- TxDOT TSP Program Manager



May 16, 2025

# TxDOT Travel Survey Program

## Texas Travel Survey Regions



## Landing Page:

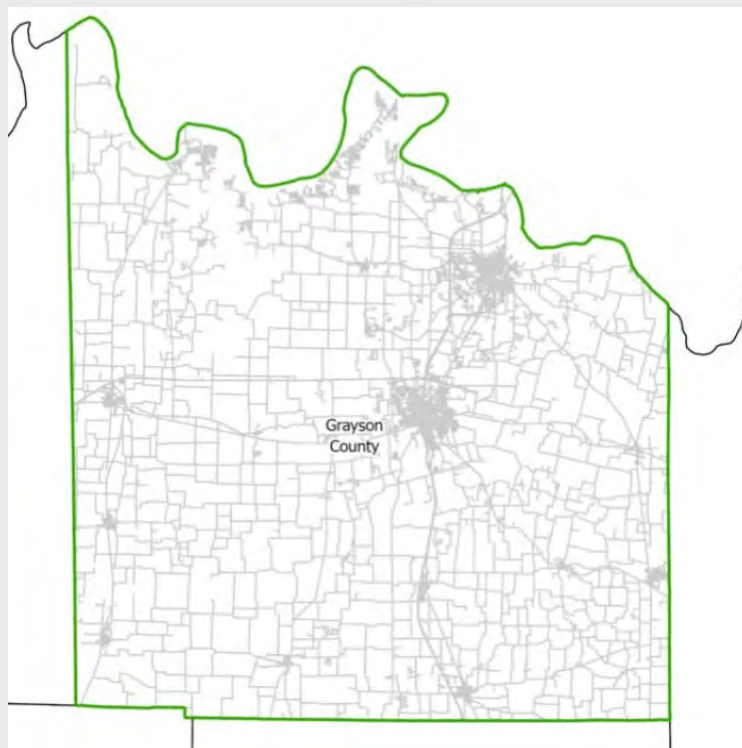
- Active Surveys
- Processes
- Past Reports

## Informative Video





## Grayson County Area





# Travel Surveys and Data inputs for Modelling

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

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

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

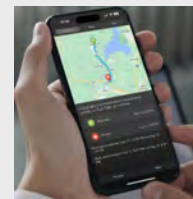
- a) Trip Attraction Rates
- b) Trip Length Distribution
- c) Travel Mode Usage
- d) Travel Estimates of Commercial Vehicles

## Household Survey –Recruitment and Retrieval

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

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

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



## Workplace Survey – Recruitment and Retrieval

Step 1: Randomly contacted businesses via a mailed letter.

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

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



## Special Generators (SGs)– Recruitment and Retrieval

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

Step 2: Data **Retrieval** – on the field date, the vendor performs counts and intercept surveys to the following 5 scheduled locations:

- Texas Instruments
- Grayson College
- Tyson Foods
- Globitech
- Texoma Medical Center (partial)

## Commercial Vehicle (CV) Survey – Recruitment and Retrieval

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

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



## Project Schedule – Estimated Dates

### 1) Project Started 01/07/2025

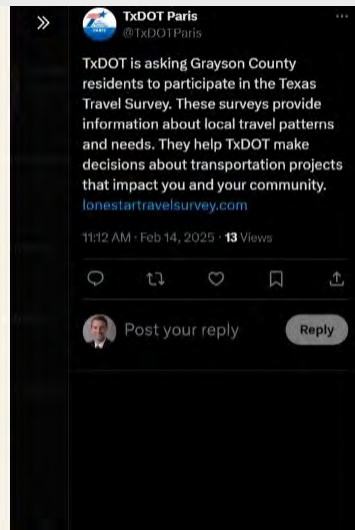
- Survey Implementation Plan and Startup Docs. – Complete in Jan.
- Develop Survey Materials – Completed early Feb. 2025

### 2) Main Survey Collection – Mid February - Mid August 2025

- Households – Mid February through mid August 2025 (break for summer)
- Establishments – Workplace – Completed early March 2025  
- Commercial Vehicles – Completed March 2025
- Special Generators – late April through early May 2025

## Update on Press Releases and Outreach

### 1) TxDOT Paris District – Feb. 14, 2025



### 2) KXII Grayson County TV station– March 2025



## Project Team



Sponsor



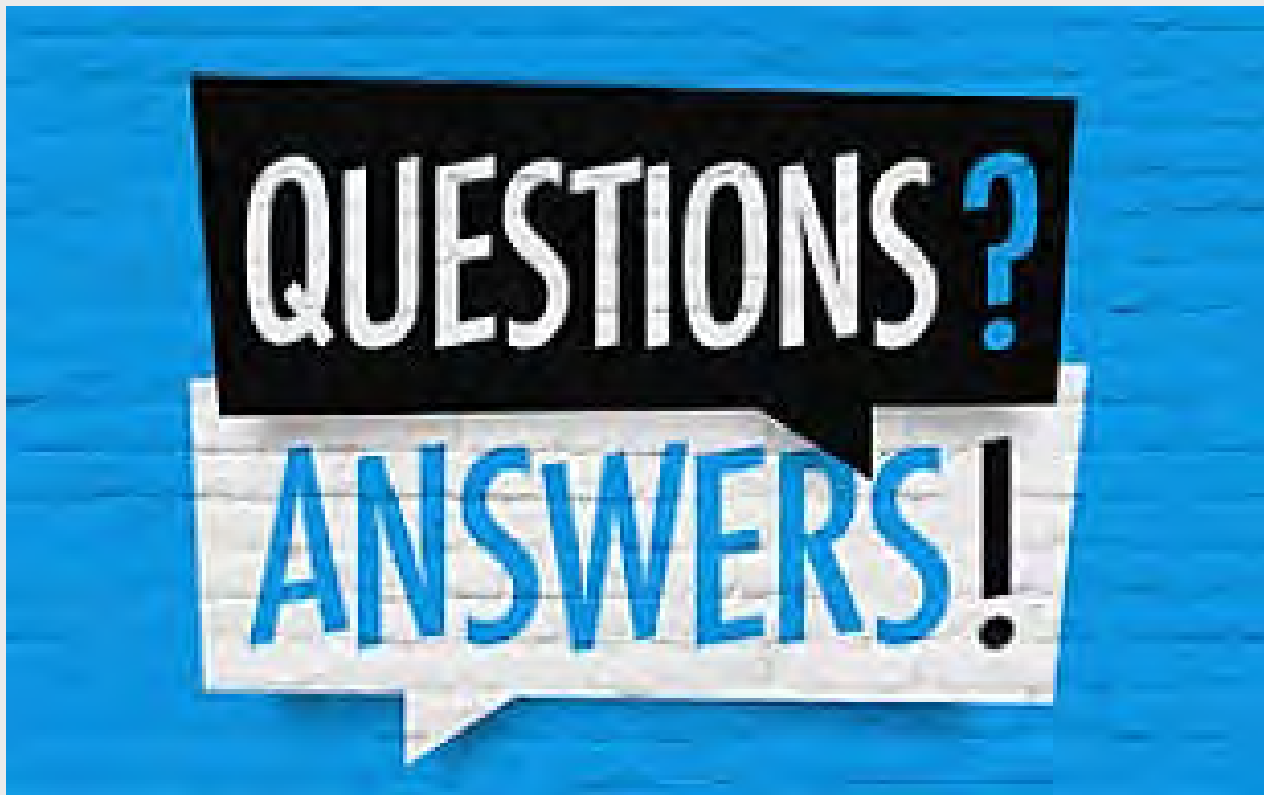
Metropolitan Planning Organization



Contracted Vendor for Travel Surveys



TxDOT Inter-Agency Partner



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

---

May 21, 2025

**PUBLIC HEARING:** Review the Draft 2026-2027 Unified Planning Work Program (UPWP) and recommend to the Policy Board that it be approved

**BACKGROUND:**

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

The draft FY 2026-2027 UPWP was posted on the MPO's website at [www.sdmpo.org](http://www.sdmpo.org). The draft UPWP was forwarded to our State and Federal partners for their review.

**ACTION REQUESTED:**

*Recommend Approval of the Draft 2026-2027 UPWP to the Policy Board*

**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](http://www.gcmpo.org)**

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# EXECUTIVE SUMMARY

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.

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, and planning factors of the IIJA, which are continued from MAP-21 and the FAST Act.

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.

In order to facilitate progression on each of these planning factors and national goals, the UPWP is broken into five (5) tasks each with a number of subtasks, namely:

- Task 1 – Administration and Management,
  - Task 1.1 – Administration
  - Task 1.2 – Public Involvement
  - Task 1.3 – Staff Education and Training
- Task 2 – Data Development and Maintenance
  - Geographic Information Systems
  - Demographics
  - TDM Updates and Maintenance
- Task 3 – Short Range Planning
  - Short Range Transit Planning
  - Transportation Improvement Plan (TIP) and Self Certification
  - Unified Planning Work Program (UPWP)
- Task 4 – Metropolitan Transportation Plan (MTP)
- Task 5 – Special Studies
  - Long Range Transit Planning
  - Grayson County Thoroughfare Plan



- Grayson County Safety Action Plan
- Complete Streets Assessment and Action Plan
- Grayson County Resiliency Plan

Funding for the UPWP is provided by TxDOT and is referred to as Transportation Planning Funds (TPF). This includes both FHWA PL-112 and FTA Section 5303 Funds. Funds allocated to the Texoma Area Paratransit System (TAPS) for the Sherman-Denison Urban Area are also shown in the UPWP. These funds are referred to FTA Section 5307 Funds. Other federal funds shown in the UPWP are from grants received from the federal government to the MPO. Local funds are funds contributed by local governments. Funding for this UPWP totals \$1,290,700.

# 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, and planning factors 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.

In order to facilitate progression on each of these planning factors and national goals, the UPWP is broken into five (5) tasks each with a number of subtasks.

Funding for the UPWP is provided by TxDOT and is referred to as Transportation Planning Funds (TPF). This includes both FHWA PL-112 and FTA Section 5303 Funds. Funds allocated to the Texoma Area Paratransit System (TAPS) for the Sherman-Denison Urban Area are also shown in the UPWP. These funds are referred to FTA Section 5307 Funds. Other federal funds shown in the UPWP are from grants received from the federal government to the MPO. Local funds are funds contributed by local governments. Funding for this UPWP totals \$1,290,700.

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](http://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](http://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.

## **Title VI**

The MPO continues to monitor and ensure compliance with Federal and State guidance on Title VI. Title VI is not a new concern; 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 Title VI 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 Title VI will be completed with Tasks 1.1, 1.2, 2.1, 2.2, 3.1, 3.2, 3.3, 4.1, 5.1, 5.2, 5.3 and 5.4.

# **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 October 1, 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](http://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) <sup>1</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>2</sup>
1.1	MPO	\$44,700				\$44,700	
1.2	MPO	\$16,500				\$16,500	
1.3	MPO	\$18,300				\$18,300	
<b>Total</b>		<b>\$79,500</b>				<b>\$79,500</b>	

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>3</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>4</sup>
1.1	MPO	\$46,600				\$46,600	
1.2	MPO	\$19,100				\$19,100	
1.3	MPO	\$21,300				\$21,300	
<b>Total</b>		<b>\$87,000</b>				<b>\$87,000</b>	

<sup>1</sup> 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.

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

<sup>3</sup> 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.

<sup>4</sup> 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) <sup>5</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>6</sup>
2.1	TAPS/MPO	\$2,600				\$2,600	
2.2	MPO/CONSULTANT	\$7,800				\$7,800	
2.3	MPO	\$7,800				\$7,800	
<b>Total</b>		<b>\$18,200</b>				<b>\$18,200</b>	

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>7</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>8</sup>
2.1	TAPS/MPO	\$2,600				\$2,600	
2.2	NOT FUNDED						
2.3	MPO	\$16,900				\$16,900	
<b>Total</b>		<b>\$19,500</b>				<b>\$19,500</b>	

<sup>5</sup> 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.

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

<sup>7</sup> 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.

<sup>8</sup> 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 (UPWP)***

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) <sup>9</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>10</sup>
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	
<b>Total</b>		<b>\$22,100</b>	<b>\$48,000</b>		<b>\$12,000</b>	<b>\$82,100</b>	

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>11</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>12</sup>
3.1	TAPS/MPO	\$6,500	\$48,000		\$12,000	\$66,500	
3.2	MPO	\$6,500				\$6,500	
3.3	MPO	\$11,700				\$11,700	
<b>Total</b>		<b>\$24,700</b>	<b>\$48,000</b>		<b>\$12,000</b>	<b>\$84,700</b>	

<sup>9</sup> 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.

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

<sup>11</sup> 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.

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

## **IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN (MTP)**

### **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 (MTP)***

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) <sup>13</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>14</sup>
4.1	MPO	\$5,200				\$5,200	
<b>Total</b>		<b>\$5,200</b>				<b>\$5,200</b>	

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>15</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>16</sup>
4.1	MPO	\$6,500				\$6,500	
<b>Total</b>		<b>\$6,500</b>				<b>\$6,500</b>	

<sup>13</sup> 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.

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

<sup>15</sup> 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.

<sup>16</sup> 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***

This subtask will conduct a comprehensive assessment of all state-maintained roadways in 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) <sup>17</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>18</sup>
5.1	TAPS		\$63,000		\$18,750	\$81,750	
5.2	MPO	\$5,200				\$5,200	
5.3	MPO/CONSULTANT	\$7,800		\$400,000	\$100,000	\$507,800	
5.4	MPO/CONSULTANT	\$25,000				\$25,000	\$25,000
5.5	MPO/CONSULTANT	\$200,000				\$200,000	
<b>Total</b>		<b>\$238,000</b>	<b>\$63,000</b>	<b>\$400,000</b>	<b>\$118,750</b>	<b>\$819,750</b>	<b>\$25,000</b>

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

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>19</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>20</sup>
5.1	TAPS		\$63,000		\$18,750	\$81,750	
5.2	MPO	\$6,500				\$6,500	
5.3	NOT FUNDED						
5.4	NOT FUNDED						
5.5	NOT FUNDED						
<b>Total</b>		<b>\$6,500</b>	<b>\$63,000</b>		<b>\$18,750</b>	<b>\$88,250</b>	

<sup>17</sup> 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.

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

<sup>19</sup> 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.

<sup>20</sup> 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 <sup>21</sup>	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>22</sup>
1.0	Administration – Management	\$79,500				\$79,500	
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	\$238,000	\$63,000	\$400,000	\$118,750	\$819,750	\$25,000
<b>Total</b>		<b>\$363,000</b>	<b>\$111,000</b>	<b>\$400,000</b>	<b>\$130,750</b>	<b>\$1,004,750</b>	<b>\$25,000</b>

<sup>21</sup> 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.

<sup>22</sup> 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 <sup>23</sup>	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>24</sup>
1.0	Administration – Management	\$87,000				\$87,000	
2.0	Data Development and Maintenance	\$19,500				\$19,500	
3.0	Short Range Planning	\$24,700	\$48,000		\$12,000	\$84,700	
4.0	Metropolitan Transportation Plan	\$6,500				\$6,500	
5.0	Special Studies	\$6,500	\$63,000		\$18,750	\$88,250	
<b>Total</b>		<b>\$144,200</b>	<b>\$111,000</b>		<b>\$30,750</b>	<b>\$285,950</b>	

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**

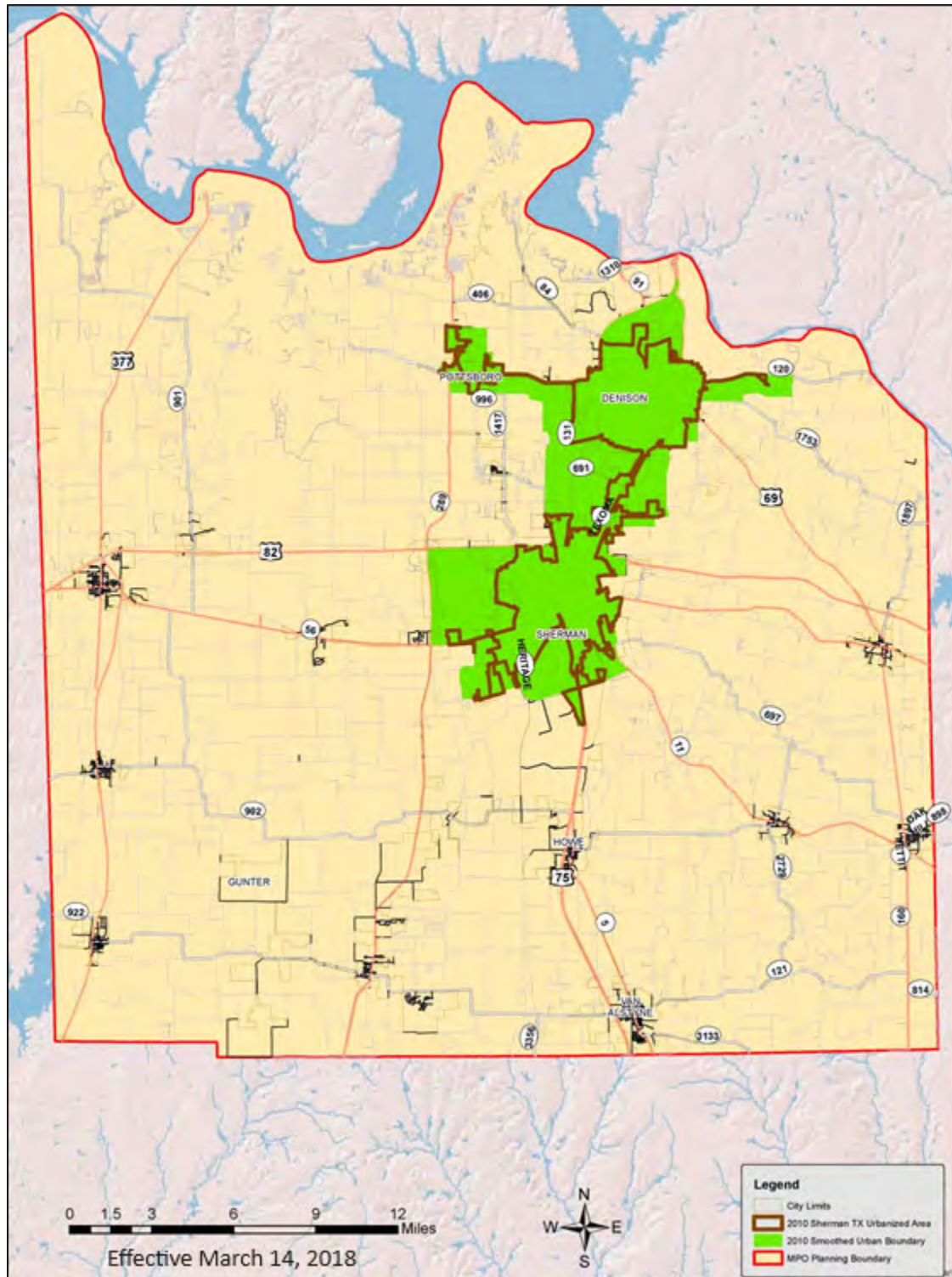
**\$896,539**

<sup>23</sup> 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.

<sup>24</sup> 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*

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*Title of elected official / Name / Entity or Agency*

---

Date

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*Name of MPO Policy Committee – Chair*

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*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.

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*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.

---

*Title of elected official / Name / Entity or Agency*

---

Date

---

*Name of MPO Policy Committee – Chair*

---

*Name of MPO*

Attest:

---

Name

---

Title

# APPENDIX F

## Certification of Internal Ethics and Compliance Program

I, Robert Crawley, Mayor, City of Denison,

a duly authorized officer/representative of Grayson County MPO

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

---

*Title of elected official / Name / Entity or Agency*

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Date

---

*Name of MPO Policy Committee – Chair*

---

*Name of MPO*

### Attest:

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Name

---

Title

# APPENDIX G

## Amendment Summary

Grayson County MPO

FY 2026 and 2027 UPWP Amendment Summary

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

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

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May 21, 2025

Recommend Entering into a Contract with the Highest Ranked Consulting Team for the Grayson County 2055 Demographics Update to the Policy Board

**BACKGROUND:**

A Travel Demand Model (TDM) is required to be utilized in developing the Metropolitan Transportation Plan (MTP) as part of the transportation planning process. The work on the latest TDM for the Grayson County MPO began on December 2, 2020 and was completed on October 2, 2023. TxDOT-TPP has stated they would like to commence preparing the TDM for the 2055 MTP and has requested that we complete the demographics portion as quickly as possible to give them ample time in preparing the TDM.

An RFP for the Grayson County 2055 Demographics Update was issued on April 15, 2025 with a closing date of May 15, 2025 when we received four (4) proposals.

**ACTION REQUESTED:**

*Recommend Entering into a Contract with the Highest Ranked Consulting Team for the Grayson County 2055 Demographics Update to the Policy Board*

**ATTACHMENTS:** *click underlined items for attachment*

*None*