



Grayson County MPO

Annual Performance and Expenditure Report

FY 2024

Task 1 – ADMINISTRATION AND MANAGEMENT

TASK SUMMARY

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

Subtask 1.1 - Administration

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

Maintain the computer equipment and software, funding is allocated and/or service contracts are in operation for the maintenance and upgrade of all automated information processing equipment and software purchased. Staff will continue updating MPO equipment and software when appropriate. Staff must stay abreast of current trends in technology, as they are applicable to the urban transportation planning process and effectiveness of operations and the planning process. All computer equipment will continue to be inventoried by identification number, physical location and staff member(s) responsible. Purchases of office supplies, materials, furniture, equipment, computers, monitors, printers, plotters and related computer equipment or computer software: equipment purchases exceeding \$5,000 per unit require prior approval from TxDOT-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 1.1 Work Performed and Status – *All administrative tasks, day-to-day activities and operations of the urban transportation planning process were devised, implemented and accomplished through coordination by the Grayson County Metropolitan Planning Organization (MPO) and Texas Department of Transportation (TxDOT) Area staff. The majority of administrative tasks are on-going and carry-over fiscal years.*

Subtask 1.2 – Public Involvement

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

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

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

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

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

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

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

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

Subtask 1.3 – Staff Education and Training

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

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

Task 1 - Funding Summary

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

Task 2 – DATA DEVELOPMENT AND MAINTENANCE

TASK SUMMARY

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

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

Subtask 2.1 - TDM Updates and Maintenance

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

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

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

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

Subtask 2.2 - Geographic Information System

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

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

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

Task 2 - Funding Summary

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

TASK 3 – SHORT RANGE PLANNING

TASK SUMMARY

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

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

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

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

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 U.S.C. 450.336;

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

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

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

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

Subtask 3.2 - Unified Planning Work Program (UPWP)

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

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

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

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

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

Subtask 3.3 - Short Range Transit Planning

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

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

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

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

Task 3 - Funding Summary

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

TASK 4 – METROPOLITAN TRANSPORTATION PLAN

TASK SUMMARY

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

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

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

Subtask 4.1 - Metropolitan Transportation Plan (MTP)

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

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

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

Subtask 4.2 - Complete Streets Planning Activities

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

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

Subtask 4.3 - Bicycle and Pedestrian Plan Update

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

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

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

Task 4 - Funding Summary

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

TASK 5 - SPECIAL STUDIES

TASK SUMMARY

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

Subtask 5.1 - Long Range Transit Planning

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

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

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

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

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

Subtask 5.2 - US 82 Texas Corridor Study

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Subtask 5.4 – Grayson County Resiliency Plan

The objective of the Grayson County Resiliency Plan is to:

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

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

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

Subtask 5.5 – Grayson County Thoroughfare Plan

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

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

Task 5 - Funding Summary

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

BUDGET SUMMARY

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

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