



## Executive Summary

The Sherman-Denison Metropolitan Planning Organization (SDMPO) works to create cohesive plans for residents and stakeholders of the cities within its planning area boundaries. This includes the cities of Denison, Dorchester, Gunter, Howe, Knollwood, Pottsboro, Sherman, Southmayd and Van Alstyne and parts of Grayson County. The MPO is governed by a Policy Board and a Technical Advisory Committee that oversees the plans and programs developed through the MPO.

A policy board helps to regulate the decisions of the MPO. Current representatives are the City of Denison, City of Sherman, A small cities representative, Grayson County, and TxDOT - Paris District. The small cities representative is a rotating chair, alternating annually between the mayors of the small cities within the MPO.

A Technical Advisory Committee is in place to review and make recommendations to the Policy Board on matters of business. This Committee includes representatives from the Sherman-Denison MPO, City of Denison, City of Sherman, A small cities representative, Grayson County, Regional Mobility Authority, Texoma Area Paratransit System, and TxDOT.

Every 4-5 years the SDMPO is required by federal law to update its Metropolitan Transportation Plan (MTP). The 2040 MTP is a comprehensive planning document which will guide the development of transportation facilities and services over the next 25 years to best serve citizens within the boundaries of the SDMPO.

The study area is comprised of two larger cities, Sherman and Denison, as well as several smaller communities. The smaller communities are Dorchester, Gunter, Howe, Knollwood, Pottsboro, Southmayd, and Van Alstyne.

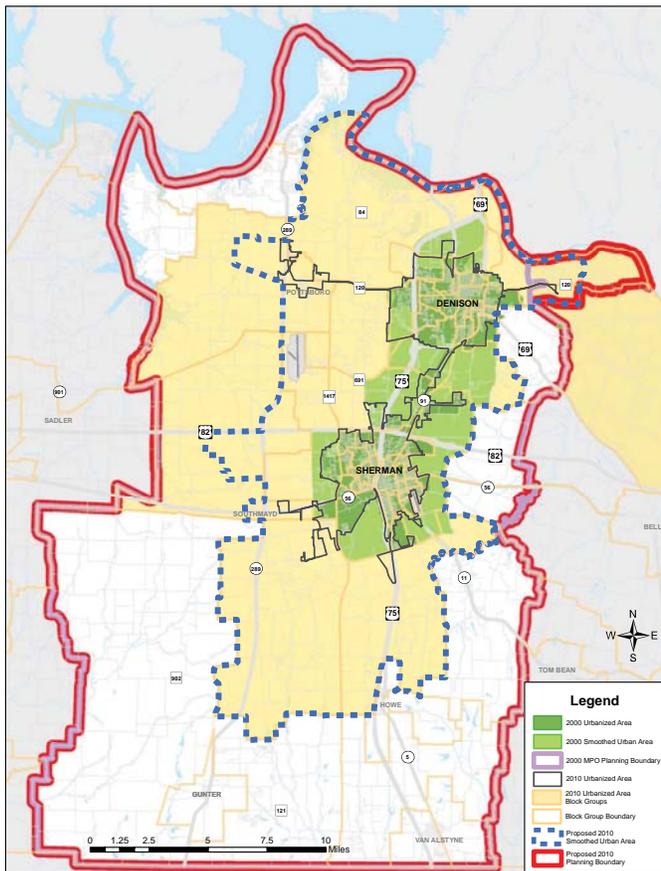


Figure ES-1 - SDMPO Boundary Map

## MTP UPDATE

The SDMPO is updating its Metropolitan Transportation Plan (MTP). This update takes place approximately every five years in order to keep up to date with current growth and development trends. The 2040 MTP is a comprehensive planning document which will guide the development of transportation facilities and services over the next 25 years to best serve the people within the boundaries of the SDMPO.

The MTP update will evaluate current conditions, review anticipated future demographics, and propose potential transportation improvements to move people and goods. Consideration of the funding sources available to pay for any proposed improvements, and the possible impacts to the North Texas region regarding issues such as air quality will be examined.

## FEDERAL LEGISLATION

One of the primary roles of the SDMPO is to allocate transportation funding in the region through a series of planning programs established through FHWA. The most recent authorization of MAP-21 is the current legislation that governs MPOs in the country.

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at



over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

## PLAN DEVELOPMENT PROCESS

There are three primary programs identified through MAP-21 to implement transportation planning in the region: the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). These three documents are interrelated, with each of the resulting products being a critical component of the other two products. The MTP provides the plan for the region's transportation needs, the TIP implements the projects and programs of the MTP, and the UPWP outlines the tasks necessary for the development of the MTP and the TIP. The development of all three products is conducted in accordance with the MPO's adopted Public Involvement Plan and each is approved by the MPO's Policy Board.

## 2040 MTP SUMMARY

### EXISTING CONDITIONS

The introductory chapter of the 2040 MTP describes the current transportation conditions in the region. The SDMPPOs location in relation with the larger DFW Metroplex is an important factor when considering long-range transportation improvements. Considerations for automobiles, freight, bicyclists, pedestrians and transit users are all identified in this chapter.

### GOALS AND OBJECTIVES

The guiding principles for the 2040 MTP Update establish the vision and key focus areas for this planning effort. They combine the guidance given through MAP-21 federal legislation with State targets and the overall goals of the region. The guiding principles, objectives, and policies developed through the MTP update serve as the foundation for performance measures that are used to prioritize the projects in the transportation needs assessment. It is important that the plan's guiding principles and objectives are associated with evaluation criteria that have the ability to be monitored over time. This ensures the

plan is performance-based and directly contributes to the project prioritization of the cost feasible plan.

### PUBLIC INVOLVEMENT PROCESS

A primary component of the the MTP Update revolves around a continuous, comprehensive and cooperative public involvement plan. This plan focuses on involving the public and key stakeholders throughout the process.

Through the MTP Update process, the MPO held 2 public open houses, facilitated a transportation needs survey, hosted a website dedicated to the MTP Update and held 12 stakeholder committee meetings with the MPO Policy Board and/or the TAC committee. The MTP took place over 12 months and followed the schedule initially proposed at the beginning of the plan (See Figure 3-1).



### ENVIRONMENTAL JUSTICE

The purpose of an Environmental Justice Analysis is to discover whether potential transportation projects will have any significant impacts on an area's communities and resources, and to then avoid, mitigate, or minimize these impacts as much as possible.

The plan looked at a number of different elements with regards to environmental justice including the social effects, economic effects, land use effects, aesthetic and visual effects. These elements were each analyzed using different data sources such as the U.S. Census and the Environmental Protection Agency (EPA). Maps and documentation can be found in Chapter 4.



## FINANCIAL RESOURCES PLAN

Federal MAP-21 legislation requires a financial plan be performed as part of a MPO's MTP. The Financial Resources Plan will show proposed investments that are realistic in the context of reasonably anticipated future revenues over the life of the plan and for future network years, set for the purpose of the Sherman-Denison MPO 2040 Metropolitan Transportation Plan as 2025 (short-range) and 2040 (long-range). Meeting this test is referred to as "financial constraint."

## BIKE AND PEDESTRIAN PLAN

This SDMPO *Bicycle and Pedestrian Plan* (BPP) is both a chapter in the MTP and also a standalone document to be used by the cities of Sherman and Denison. It is focused within the core cities of Sherman and Denison, and considers non-motorized alternative transportation connections throughout and between the two. This plan incorporates the critical elements that were identified in a 1998 SDMPO study (that at the time included the city of Howe) and each city's recent comprehensive plan.

In Chapter 6 of the MTP the BPP recommends a citywide network of bicycle and pedestrian improvements to improve mobility choices in the region and to promote more healthy living. Map 6-2 identifies potential bike routes, on-street bike facilities and bike trails in the region.

## TECHNICAL SUMMARY

The regional travel demand model is the primary tool to evaluate transportation improvements into the future. It uses a



series of mathematical equations to emulate human behavior. It does this by looking at existing demographic information as well as forecasted demographics along with characteristics of the transportation network to determine future trip patterns.

Chapter 7 summarizes the methodology and technical analysis that took place to support the recommendations in the SDMPO 2040 MTP.

## 2040 COST FEASIBLE PLAN

The 2040 Cost Feasible Plan is the culmination of all of the effort to finalize the 2040 MTP. Primarily it takes the financial resources plan and the most needed projects in the region to determine a financially constrained short-, medium-, and long-range list of projects. The list of projects can be read in Chapter 8.

## 2040 COST FEASIBLE PROJECT LIST

Ref #	YEAR	PROJECT NUMBER	NAME	FROM LIMIT	TO LIMIT	DESCRIPTION	COST
1	FY2015	0729-01-912	FM 121	3.03 MI E OF SH 289	1.7 MI W OF FM 3356	IMPROVE ALIGNMENT	\$1,895,328
2	FY2015	0729-01-039	FM 121	JIM JONES RD	FM3356	WIDEN NON-FREEWAY	\$5,942,371
3	FY2015	0729-01-037	FM 121	SH 289	0.906 MI W OF US75	WIDEN ROADWAY	\$2,865,536
4	FY2015	0510-01-026	FM 902	US 377	SH 289	REHABILITATION OF EXISTING ROAD	\$5,653,890
5	FY2015	2192-01-020	SH 11	SH 56	US 69	SEAL COAT	\$534,197
6	FY2015	0047-18-911	US75	US 82	LOY LAKE	ADD NORTH BOUND WEAVING LANE	\$590,116
7	FY2017	0728-02-029	FM 120	US 69	OKLAHOMA STATE LINE	PROVIDE ADDITIONAL PAVED SURFACE WIDTH	\$2,294,881
8	FY2016	0202-09-028	FM 697 (SH 11)	SH 56 (E LAMAR ST)	FM 697 (E IDA RD)	OVERLAY	\$750,236
9	FY2016	0045-03-048	SH56	S BINKLEY PK DR	TOLBERT AVE	MILL AND OVERLAY	\$76,174
10	FY2016	0045-03-049	SH56	S. BINKLEY PK DR	TOLBERT AVE	MILL AND OVERLAY	\$76,174
11	FY2016	0045-04-062	SH56	TOLBERT AVE	HARRISON AVE	MILL AND OVERLAY	\$523,071
12	FY2016	0045-04-063	SH56	TOLBERT AVE	HARRISON AVE	MILL AND OVERLAY	\$523,071
13	FY2016	0047-03-067	US75	AT POST OAK CREEK (SB)		BRIDGE REPLACEMENT	\$1,294,637
14	FY2016	0047-03-068	US75	AT POST OAK CREEK (NB)		BRIDGE REPLACEMENT	\$1,294,637
15	FY2016	0045-19-048	US82	FM1417	FM131	REHAB	\$752,317
16	FY2017	0202-08-058	FM131	US82	US75	OVERLAY	\$218,579
17	FY2017	0045-04-064	SH56	0.376 MILES EAST OF US75	FANNIN COUNTY LINE	TEXTURIZE SHOULDERS, CENTERLINE TEXTURIZING	\$113,491
18	FY2017	0047-13-030	US75	FM902	COLLIN COUNTY LINE	SEAL COAT	\$337,406
19	FY2017	0047-13-031	US75	FM 902	COLLIN COUNTY LINE	SEAL COAT	\$337,406
20	FY2017	0045-18-034	US82	COOKE COUNTY LINE	FM1417	TEXTURIZE SHOULDERS, CENTERLINE TEXTURIZING	\$144,326
21	FY2018	0202-08-954	FM 131	LAMBERTH ST (SHERMAN)	TAYLOR ST (SHERMAN)	WIDEN FROM 2-LANE TO 4-LANE	\$3,150,524
22	FY2018	0202-08-056	FM 131	US82	LAMBERTH ST	WIDEN FROM 2-LANE TO 4-LANE	\$4,146,269
23	FY 2018	2455-01-031	FM 1417	US 82	TAYLOR ST (SHERMAN)	WIDEN NON-FREEWAY	\$7,838,766