

FY2025-2028

ARKANSAS

**Transportation
Improvement Plan
(TIP)**

July 17, 2024

—

Adoption

—

Texarkana MPO

Supporting Organizations

The creation of this report was made possible by the coordination among the following agencies, organizations, and entities:

- City of Texarkana, AR
- Miller County, AR
- Arkansas Department of Transportation
- City of Texarkana, TX
- City of Nash, TX
- City of Wake Village, TX
- Bowie County, TX
- Ark-Tex Council of Governments
- Texas Department of Transportation
- Federal Highway Administration
- Federal Transit Administration



This report was prepared by the Texarkana Metropolitan Planning Organization (MPO) in cooperation with the:

Arkansas Department of Transportation
Texas Department of Transportation
U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

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Executive Summary

The Transportation Improvement Program (TIP) is a capital improvement plan that coordinates the implementation of all transportation projects within the Texarkana Metropolitan Planning Area (MPA). It includes projects receiving funds from the U.S. Department of Transportation (DOT), Arkansas Department of Transportation (ARDOT), Texas Department of Transportation (TxDOT), the Cities of Texarkana, Arkansas, Texarkana, Texas, Nash, Texas, and Wake Village, Texas, and those funded solely with local revenue. The period covered by this TIP is four years: State Fiscal Years 2025 through 2028. The 2025 State fiscal year begins on July 1st, 2024.

The current transportation law is the Infrastructure Investment and Jobs Act (IIJA) which was signed into law on November 15, 2021. The IIJA requires all Metropolitan Planning Organizations (MPOs) to develop a TIP. It further states that the TIP shall be developed in cooperation with the State and public transportation operators, and it must be developed through a performance-driven, outcome-based approach to planning. The process for developing the TIP shall provide for consideration of all modes of transportation and shall be continuing, cooperative and comprehensive to the degree appropriate, based on the complexity of transportation problems to be addressed. This TIP complies with the requirements set for under the IIJA.

The proposed projects address anticipated future problems as well as responding to ever-changing conditions. Some Projects are selected in response to needs documented in various long-range plans, while other projects address emerging situations needing attention.

All federally funded projects in the TIP are limited by the funds available at all levels of government (local, state, and federal). These projects funded are the most pressing, but in no way reflect all the community's transportation needs. The TIP development process ensures that our limited allocation of funds is used where the need is greatest.

The IIJA requires all MPOs to publish an annual listing of projects for which federal funds have been obligated in the preceding year. This information is covered in a separate more detailed report, the Annual Listing of Projects (APL), Fiscal Year 2024, which will be available at the Texarkana MPO office and on the MPO website: <http://www.texarkanampo.org/program-documents.html#>

Introduction

The TIP is mandated by the metropolitan planning requirements set forth by Title 23, Code of Federal Regulations (CFR), Part 450, Subpart C, §326 which states that the MPO, in cooperation with the State and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four (4) years, be updated at least every four (4) years, and approved by the MPO and Governor.

A Federal regulatory framework controls the way in which the TIP is developed and implemented. Such considerations call for the development of a transportation system that supports the just distribution of benefits across racial and socio-economic lines as well as one that is as friendly to the natural environment as it is to commerce and industry. Other Federal TIP requirements include:

- ❖ Develop a 4-year prioritized list of projects by year.
- ❖ Document project costs by phase, source, and description.
- ❖ Demonstrate financial constraint by year.
- ❖ Cooperative development with ARDOT and local transit operators.

- ❖ Provide a reasonable opportunity for public comment.
- ❖ Demonstrate current transportation system maintenance needs.
- ❖ Demonstrate project consistency with 2045 MTP.
- ❖ Document attests to conformity with the State Implementation Plan.
- ❖ Provide an accounting of previous TIP projects accomplishments/delays.
- ❖ Provide a list of Federal/State financed highway, transit, bicycle, pedestrian, and enhancement projects.

The FY 2025-2028 TIP identifies both local and state projects, that are supported by local governments and ARDOT. The Texarkana MPO collaboratively works with its member agencies: Federal Transit Authority (FTA), Federal Highway Administration (FHWA), ARDOT, TXDOT, City of Texarkana, Arkansas, Cities of Nash, Texarkana, and Wake Village, Texas, Bowie County, Texas and Miller County, Arkansas, and Texarkana Urban Transit District (TUTD).

Development of the FY2025-2028 TIP was done using a competitive project selection process from the region's long-range transportation plan. The TIP is a living document, amended as needed to adjust for project changes. While local plans are developed by an MPO, the Statewide Transportation Improvement Program (STIP) is developed by ARDOT. This TIP was developed using direction from the Texarkana MPO Technical Advisory Committee (TAC) and the Policy Board (PB).

The TIP shall be designed such that once implemented, it makes progress towards achieving the performance targets established by [23 CFR §450.306\(d\)](#).

The FY2025-2028 TIP has been developed in accordance with federal regulations, the terms and provisions of the IIJA and the Clean Air Act Amendments of 1990. Endorsement of a TIP is a multi-step process requiring public involvement, consistency with the MPO's Metropolitan Transportation Plan (MTP), those projects selected and programmed with federal, state and/or local funding and is consistent with the region's MTP and advances projects that enable the region to achieve the goals established by FHWA and the DOTs.

The TIP includes highway and transit projects in specific municipalities as well as larger projects of regional significance within the MPO. In addition to these MPO-specific projects, the TIP also includes statewide highway and transit projects. These projects, collectively with TIP projects from the MPO, are part of ARDOT's STIP.

In accordance with federal regulations, the STIP and TIP are drawn from a conforming MTP. The FY2025-2028 TIP is consistent with the Texarkana 2045 and 2050 MTP, which was prepared in accordance with 23 CFR Section 450. The MTP is a fiscally constrained document that contains long- and short-range strategies that provide for the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of peoples and goods in addressing current and future transportation demand over a twenty (20) year period. The projects in the TIP are consistent with the MTP and ARDOT's STIP.

Metropolitan Planning Area

The Texarkana Metropolitan Planning Area (MPA) is the area in and around Texarkana USA that is currently considered urbanized or, by Federal definition, the contiguous geographic area likely to become urbanized with a twenty (20) year forecast period. The Texarkana area covers 195 square miles. This included the cities of Texarkana, Arkansas, Nash, Texarkana, Wake Village, and a small portion of

Leary Texas. Portions of Miller County, Arkansas and Bowie County, Texas are included in the MPO's area. See **Appendix A**.

The Texarkana MPA is located at the border of NE Texas and SW Arkansas. The Texarkana MPA is located 130 miles from Little Rock, Arkansas, 180 miles from Dallas, Texas, 70 miles from Shreveport, Louisiana, and 210 miles from Tulsa, Oklahoma. The MPA also has several highways running through it – Interstate 30, Interstate 49, Interstate 369, U.S. Highways 59, 67, 71, and 82.

Designation

On September 14, 1999, the Governors of Arkansas and Texas, the Department of Transportation for Arkansas (ARDOT) and Texas (TXDOT), the Cities of Texarkana, Arkansas, Texarkana, Texas, Nash, Texas, and Wake Village, Texas, and the Counties of Bowie, Texas and Miller, Arkansas designated the Texarkana Urban Transportation Study (TUTS) Policy Board (PB) to be the Metropolitan Planning Organization for the transportation planning in the Texarkana urbanized area.

The Texarkana MPO is a Bi-state MPO and develops a TIP for both ARDOT and TXDOT. The MPO has authority to plan, prioritize, and select transportation projects that use federal funding and to coordinate any major transportation initiative that has regional significance. Federal metropolitan planning funds and state matching funds for transportation planning are provided to the MPO through ARDOT and TXDOT.

The Texarkana MPO is governed by the PB comprised of elected and non-elected officials from the above-mentioned Cities, Counties, and DOTs. The PB is the top-level transportation planning board providing review, policy guidance, and decision making for transportation planning efforts in the Texarkana Metropolitan Planning Area (MPA). The Texarkana MPO also has a Technical Advisory Committee (TAC) whose memberships consists of technical staff from the Cities, Counties, and DOTs. The TAC is responsible for providing technical assistance to the PB on technical matters, review, and suggestions of the MPO's planning documents and/or special studies, and project(s) selection process.

As part of a Memorandum of Understanding (MOU) between the Texarkana MPO, ARDOT, TXDOT and Ark-Tex Council of Governments (ATCOG), the transit provider, standard procedures of operation and coordination concerning the performance-based planning process has been developed. The agreement documents the coordination and consensus among the parties regarding their mutual responsibilities in carrying out the performance-based transportation planning process for the metropolitan area. MOU is available on the MPO website.

Board and Committee

Texarkana MPO Policy Board (PB)	
Mary Beth Rudel , Executive Director	Ark-Tex Council of Government, Texarkana, Texas
Laney Harris , Council Member	City of Texarkana, Arkansas
Steven Hollibush , Council Member	City of Texarkana, Arkansas
Vacant	City of Texarkana, Arkansas
Cathy Hardin Harrison , Judge	Miller County, Arkansas
Sunny Farmahan , Senior Transportation Planner	Arkansas Department of Transportation
William Cheatham, P.E. District 3 Engineer	Arkansas Department of Transportation
Robert Bunch , Mayor	City of Nash, Texas
Sheryl Collum , Mayor & <i>MPO Vice Chairman</i>	City of Wake Village, Texas
Mary Hart , Council Member	City of Texarkana, Texas
David Orr , City Manager	City of Texarkana, Texas
Bob Bruggeman , Mayor & <i>MPO Chairman</i>	City of Texarkana, Texas
Tom Whitten , Commissioner	Bowie County, Texas
Katie Martin P.E. , Transportation Planning & Development Director	Texas Department of Transportation
Rebecca Wells P.E. , Atlanta District Engineer	Texas Department of Transportation

Texarkana MPO Technical Advisory Committee (TAC)	
Vacant	Ark-Tex Council of Government (ATCOG)
Patrick Cox , Administration & Maintenance Coordinator	Texarkana Urban Transit District (TUTD) (T-Line)
Jamie Finely , City Planner	City of Texarkana, Arkansas
Velvet Cool , Planning Secretary	City of Texarkana, Arkansas
Tyler Richards , Public Works Director	City of Texarkana, Arkansas
Joyce Dennington , Assessor	Miller County, Arkansas
R. Anthony Hunter , Transportation Planner Multimodal Planning	Arkansas Department of Transportation
Daniel Huett P.E. , Resident Engineer	Arkansas Department of Transportation
Doug Bowers , City Administrator	City of Nash, Texas
Jim Roberts , City Administrator	City of Wake Village, Texas
Dusty Henslee , Public Works Director & Assistant City Manager	City of Texarkana, Texas
Jonathan Wade , City Engineer	City of Texarkana, Texas
Vashil Fernandez , Planning & Community Development Director	City of Texarkana, Texas
Tom Whitten , Commissioner	Bowie County, Texas
Adrian Walton P.E. , Advance Planning Engineer	Texas Department of Transportation
Tommy Bruce P.E. , Area Engineer	Texas Department of Transportation
Paul Mehrlich , Executive Director	Texarkana Regional Airport
Non-Voting Members	
Truitt Smith , Community Planner	FHWA – Arkansas
Babatunde Tugbobo , Community Planner-Transportation	FHWA – Texas
Lynn Hayes , Community Planner	FTA – Regional VI

Past Legislation

- ✓ Intermodal Surface Transportation Efficiency Act (ISTEA) - 1991
- ✓ Transportation Equity Act for the 21st Century (TEA-21) - 1998
- ✓ Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) - 2005
- ✓ Moving Ahead for Progress in the 21st Century (MAP-21) - 2012
- ✓ Fixing America’s Surface Transportation Act (FAST) - 2015

Legislation

Federally required long-range transportation planning began with the passage of the Federal Highway Transportation Act of 1962. This act created a continuing, cooperative, and comprehensive (3-C) regional transportation planning process for urban areas. The legislation required urban areas of more than fifty thousand (50,000) in population to create and implement transportation plans to receive federal highway funds. As a recipient of funding from surface transportation programs, MPOs are subject to the legislation and regulations set forth in transportation bills:

- ❖ 23 USC Section 134
- ❖ 23 CFR Part 45
- ❖ 49 USC Section 5303
- ❖ 23 CFR 450: 306
- ❖ 49 CFR Part 613

The current transportation bill is the [Infrastructure Investment and Jobs Act \(IIJA\) \(Public Law 117-58, also known as the “Bipartisan Infrastructure Law”\)](#) into law. The Bipartisan Infrastructure Law is the largest long-term investment in our

infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

IIJA/BIL

The [IIJA](#) addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the Department of Transportation (DOT). Among other provisions, the bill:

- ❖ Reauthorized for several surface transportation programs, including the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs.
- ❖ Addresses climate change, including strategies to reduce the climate change impacts of the surface transportation system and a vulnerability assessment to identify opportunities to enhance the resilience of the surface transportation system and ensure the efficient use of federal resources.
- ❖ Revises buy America procurement requirements for highway, mass transit, and rail.
- ❖ Establishes a rebuild rural bridges program to improve the safety and state of good repair of bridges in rural communities.
- ❖ Implements new safety requirements across all transportation modes.
- ❖ Directs DOT to establish a pilot program to demonstrate a national motor vehicle per-mile user fee to restore and maintain a long-term solvency of the Highway trust Fund and achieve and maintain a state of good repair in the surface transportation system; and
- ❖ Provides available funding to a range of recipients which includes: the States, MPOs, Local Governments, Tribes, PAs (special purpose districts or public authorities with a transportation function), Federal Land Management Agencies (FLMA), and Territories.

Under the IIJA +\$47.3 billion from the General Fund (GF) went for Highway Infrastructure Programs (HIP). The nine (9) categories of HIP funding under the Bill include:

- ❖ Bridge Formula Program
- ❖ Bridge Investment Program (discretionary)
- ❖ National Electric Vehicle Formula Program
- ❖ INFRA Program
- ❖ Appalachian Development Highway System (ADHS)
- ❖ Reconnecting Communities Pilot Program
- ❖ Ferry Boat Program
- ❖ Reduction of Truck Emissions at Port Facilities
- ❖ University Transportation Centers (UTCs)

Other changes occurred in current programs, plus the addition of new programs:

Apportioned Highway Program:

- ❖ National Highway Performance Program (NHPP)
- ❖ Surface Transportation Block Grant Program (STBG)
- ❖ Transportation Alternatives (TA) Set-aside from STBG
- ❖ Highway Safety Improvement Program (HSIP)
- ❖ Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- ❖ National Highway Freight Program (NHFP)

Safety

- ❖ Safe Streets and Roads for All (SS4A) (discretionary)– NEW
- ❖ Complete Streets

Climate and Resilience

- ❖ Carbon Reduction program (formula) - NEW
- ❖ PROTECT Formula Program – NEW
- ❖ PROTECT Grants (discretionary) – NEW
- ❖ Charging and Fueling Infrastructure (discretionary) – NEW
- ❖ National Electric Vehicle Formula Program (formula and discretionary) – NEW
- ❖ Congestion Relief Program (discretionary) – NEW
- ❖ Resilient Transportation Infrastructure Center of Excellence – NEW

Equity

- ❖ Reconnecting Communities Pilot Program (discretionary) – NEW
- ❖ Rural Surface Transportation Grants (discretionary) – NEW

Planning and Project Delivery

- ❖ Metropolitan Planning Program
- ❖ New Planning Emphasis Areas (FY2022)

Other Highway Provisions

- ❖ Emergency Relief Program

Complete Streets

The IIJA requires that States and MPOs use 2.5 percent of their planning and research funds for Complete Streets activities that will increase safe and accessible transportation options. . (Pub. L. 117-58. See U.S. Congress. “H.R.3684 – Infrastructure Investment and Jobs Act.” <https://www.congress.gov/bill/117th-congress/house-bill/3684/text>)

National Goals

National Goals were established under MAP-21 and continued under the FAST Act. MPOs are required to establish and implement a performance-based approach in the transportation decision making process to support the national goals described in [23 U.S.C. 150\(b\)](#) and the general purposes described in [49 U.S.C. 5301\(c\)](#). Listed below are the seven (7) National Goals which are intended to help foster the development of the public transportation system. (23 U.S.C. 150(b)).

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 (NHS).
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 their performance of the transportation system while protecting and enhancing the national environment.
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.

Planning Factors

The Fast Act expanded the scope of the metropolitan planning process to place an increased emphasis on improving the transportation system’s resiliency and reliability, reducing or mitigation the stormwater impact on surface transportation, and enhancing travel and tourism. As part of its 3-C transportation planning process, the Texarkana MPO must provide for consideration and implementation of projects, strategies, and services that will address the following ten (10) factors ([23 CFR 450:306](#)):

WHAT ARE COMPLETE STREETS?

The IIJA/BIL, Section 11206, defines it as standards or policies which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

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 accessibility and mobility of people and 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 stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Performance Measures

In 2017, FHWA established twelve (12) areas of performance measures for the State Department of Transportation (State DOT) and MPOs to use, as required by FAST Act. The performance measures are as follows (23 CFR Part 490.207(a) (1-5), 23 CFR Part 490.307(a) (1-4), 23 CFR Part 490.407(c) (1-2), 23 CFR Part 490.507(a) (1-2), 490.507(b), 490.607, 490.707(a-b), 490.807):

Federal regulations require that states and MPOs incorporate performance-based planning into their long-range and short-range planning processes. The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP, linking investment priorities to those performance targets. Federally required performance measures assess conditions and performance related to the national goals.

- ❖ *Serious injuries per vehicle miles traveled (VMT)*
- ❖ *Fatalities per VMT*
- ❖ *Number of serious injuries*
- ❖ *Number of fatalities*
- ❖ *Pavement condition on the Interstate System*
- ❖ *Pavement condition on the non-Interstate (NHS)*
- ❖ *Bridge condition on the non-Interstate (NHS)*
- ❖ *Performance of the Interstate System*
- ❖ *Performance of the non-Interstate (NHS)*
- ❖ *Freight movement on the Interstate System*
- ❖ *Traffic congestion*
- ❖ *On-road mobile source emissions*

Federally required performance measures assess conditions and performance related to the national goals. There is a total of twenty federally required performance measures: five safety, four pavement condition, two bridge condition, two travel time reliability, one freight movement, four transit, and two congestion mitigation and air quality. Additionally, any public transportation agency that receives federal funds is required to complete a [Public Transportation Agency Safety Plan](#) (PTASP) which includes additional transit safety measures. While performance measures provide a metric for comparison, targets identify desired trends associated with the performance measure and provide direction to strategy analysis and performance tracking. Depending on the target, the state DOT and MPO must set new targets annually, every two or every four years.

State DOTs and MPOs are required to establish performance targets for each federal performance measure. MPOs may develop their own performance targets in cooperation with State DOTs and transit agencies, or they may choose to support the state's targets. For the federally required measures, the Texarkana MPO chose to support the State set targets.

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The performance target areas are Safety (PM1), Pavement & Bridge (PM2), System Performance and Freight (PM3), and Transit Asset Management. ARDOT is required to measure performance, establish targets, assess progress toward these targets, and report on performance measure targets. The MPO supports those targets by reviewing programmed Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's HSIP.

Performance measures have been established to assess performance in twelve (12) areas:

Safety (PM1)	Serious injuries per vehicle miles traveled (VMT)
	Fatalities per VMT
	Number of serious injuries
	Number of fatalities Non-motorized
Pavement and Bridge Condition (PM2)	Pavement condition on the Interstate System
	Payment condition on the non-Interstate (NHS)
	Bridge condition on the NHS
System Performance and Freight (PM3)	Performance on the Interstate System
	Performance of the non-Interstate (NHS)
	Freight movement on the Interstate System
	Traffic congestion
	On-road mobile source emissions

Safety (PM1) – ([23 CFR 490 Part A](#))

May 27, 2018, began the compliance to safety performance-based planning requirements for MPOs. ARDOT based their targets on a five-year rolling average for the five (5) safety performance measures. These targets were developed using a data-driven, collaborative process and are aligned with the state's HSIP and Highway Safety Plan (HSP).

ARDOT HSIP TARGETS

Performance Measures	2025 Statewide Target (Expressed as Five-Year Rolling Average)
Total number of traffic related fatalities on all public road	693.8
Rate of traffic related fatalities on all public road per 100 million VMT	1.854
Total number of traffic related serious injuries on all public road	2,786.7
Rate of traffic related serious injuries on all public roads per 100 million VMT	7.686
Total number of non-motorized fatalities and serious injuries on all public roads	293.2

Any ARDOT sponsored HSIP projects within the MPA boundary were selected based on safety performance measures and were approved by ARDOT, Little Rock headquarters. ARDOT conferred with numerous stake holder groups, including the Texarkana MPO, as part of its target setting process. Working in partnership with local agencies, ARDOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. ARDOT continues to utilize a systemic safety improvement process rather than relying on ‘hot spot’ safety improvements. For FY2023 adopted safety performance targets see **Appendix H**.

Pavement and Bridge Condition (PM2) – (23 CFR 490 Part C and Part D)

Part C of 23 CFR 490, Pavement Condition looks at the percentage of pavements of the Interstate Systems which are in ‘good’ and ‘poor’ condition, and the percentage of pavements of the non-Interstate NHS which are in ‘good’ and ‘poor’ condition. Likewise, Part D of 23 CFR 490, Bridge Condition looks at the percentage of NHS bridges which are classified as in ‘good’/‘poor’ condition. These measures contribute to assessing the National Highway Performance Program (NHPP). The Final Rule (Part C – Pavement Condition), for the Interstate System and the non-Interstate System looked at the International Roughness Index (IRI), cracking percent, rutting, and faulting. The Texarkana MPO adopted ARDOT performance targets addressing PM2 and PM 3 in January 2021 with Resolution #7-2021.

Performance-based planning requirements (PM3) – (23 CFR 490 Parts E-H)

The measures are used by ARDOT and the Texarkana MPO to assess the performance of the Interstate and non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP) (Part E); to assess freight movement on the Interstate System (Part F); and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program (Parts G and H). The Texarkana MPO is working with ARDOT to keep truck delay and reliability with the target set as proportion to population growth. The Texarkana MPO adopted ARDOT performance targets addressing PM 2 and PM3 in January 2021 with Resolution #7-2021. See **Appendix I**

Transit Performance Measures/Targets

Transit Asset Management (TAM) – (49 CFR Parts 625 and 630)

The TAM plan is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a State of Good Repair (SGR) of the nation’s public transportation assets. The 2016 TAM rule developed a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures to help agencies keep their systems operating smoothly and efficiently. Texarkana Urban Transit District (TUTD) was included in the TxDOT TAM Plan, and both Texas and Arkansas support the targets. TUTD’s capital projects included in the TIP align with the TAM planning and target setting processes undertaken by TxDOT, TUTD and the Texarkana MPO. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. TxDOT allocated funding for transit rolling stock in accordance with the Public Transit Management System process. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit section of this TIP. TUTD determines the use of these sources for capital and operating expenses based on their needs.

Public Transportation Agency Safety Plan (PTASP)

The [Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#), which became effective on July 19, 2019, requires certain operators of public transportation systems that receive federal funds under FTA's [Urbanized Area Formula Grants](#) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

The plan must include safety performance targets. Find additional guidance on planning and target setting on FTA's [Performance-Based Planning](#) pages. The plan must be updated and certified by the transit agency annually.

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's [Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program](#) (Section 5310) and/or [Rural Area Formula Program](#) (Section 5311).

The rule does not apply to agencies that are subject to the safety jurisdiction of another federal agency, including passenger ferry operators regulated by the U.S. Coast Guard and rail operators regulated by the Federal Railroad Administration.

The Texarkana Urban Transit District (TUTD) adopted their PTASP in June 2022, and the MPO adopted their targets on August 17, 2022, by Resolution #20-2022. See **Appendix J**.

Public Involvement Process

The FY2025-2028 TIP was developed in accordance with the Public Participation Plan (3P) of the Texarkana MPO. Public participation included a 10-day public review period. During the public review period, comments could be submitted in writing, faxed, emailed, phoned in, or submitted in person to the MPO. Public comments are reviewed and evaluated before finalizing the TIP.

Any comments received during the public review period is presented to the MPO Policy Board prior to adoption of the TIP. The MPO offers online services to the public for participation in Policy Board meetings, which are open to the public.

Additional opportunities for public involvement are provided when and if the document is revised. The Texarkana MPO public participation process for the TIP is outlined in the Public Participation Plan (3P) which can be found at: <http://www.texarkanampopo.org/program-documents.html>. See **Appendix D** for details.

Status of Projects from Prior Years

See **Appendix M** for the status of projects from prior years.

Financial Plan

Funding Sources

The financial plan is the mechanism for demonstrating financial constraint – showing that there will be enough funds to implement proposed improvements and to operate and maintain the transportation system. The FY2025-2028 TIP is fiscally constrained, meaning costs are not more than revenues in total or for any individual year. Funding sources and projects costs for individual projects are shown in the TIP funding tables in the section titled FY2025-2028 Program of Projects.

TIP Project Prioritization and Selection

Project Screening

Each Project proposed for the TIP must meet certain requirements such as:

- ❖ Is the proposed project listed within the first 10 years of the MTP?
- ❖ In terms of scope and regional impact?
- ❖ Does the proposed project include a reasonable cost estimate and a funding plan that includes an inflation factor to accurately reflect Year of Expenditure (YOE)?
- ❖ Is the proposed project eligible for the requested federal aid program? In the MPO boundary? Federal aid eligible roadway?
- ❖ Can the project meet NEPA design, right-of-way and/or construction milestones within the TIP time frame?
- ❖ Will the completed project comply with ADA requirements?
- ❖ Will the project comply with Title VI and environmental justice requirements?

Project Selection

Competitive selection of projects for implementation is necessary to decide which projects receive funding in any fiscal year. Normally, there are more requests for funding than are available each year. Therefore, projects scores are initially reviewed and then evaluated at a project selection workshop. The project prioritization workshop is made up of TAC and MPO staff which further refines the selected list by regional needs and priorities. Most projects on state facilities are selected by ARDOT in cooperation with the MPO and TAC members and approved by Arkansas Transportation Commission. Project selection does not exceed the total amount expected to be available for the years listed in the TIP. Each project cost estimate is expected to include an inflation factor to accurately reflect the Year of Expenditure (YOE) dollars.

Highway and Transit Projects

Project Listings

- ❖ **Job No.:** Job Number – ARDOT assigned number used for project identification.
- ❖ **MTP ID:** Metropolitan Transportation Plan Identification – Code assigned by the MPO to identify project by the project number specified in the MTP.
- ❖ **TIP ID:** Transportation Improvement Program Identification – Code assigned by the MPO to identify project.
- ❖ **F. Class:** Federal Functional Class – Federal classification of streets and highways into functional operating characteristics. Categories are:
 - Interstate

- Other Urban Freeways and Expressways
- Other Principal Arterials
- Minor arterials
- Urban Collectors and Rural Major Collectors
- Rural Minor collectors
- Urban and rural Local Streets and Roads
- ❖ **PHASE:** Project Phase for Federal Funding
 - PE – Preliminary engineering
 - R – Right of Way Acquisition
 - C – Construction
- ❖ **YOE COSTS:** Year of Expenditure Costs – A cost estimate that has been adjusted for inflation throughout the year the project is anticipated to be contracted for construction.
- ❖ **TPC ESTIMATE:** Total Project Cost Estimate – Cost estimate that includes construction, right-of-way, preliminary engineering, construction engineering, bond financing, contingencies, and indirect costs if applicable. TPC is provided for informational purposes only.

FY2025-2028 Program of Projects

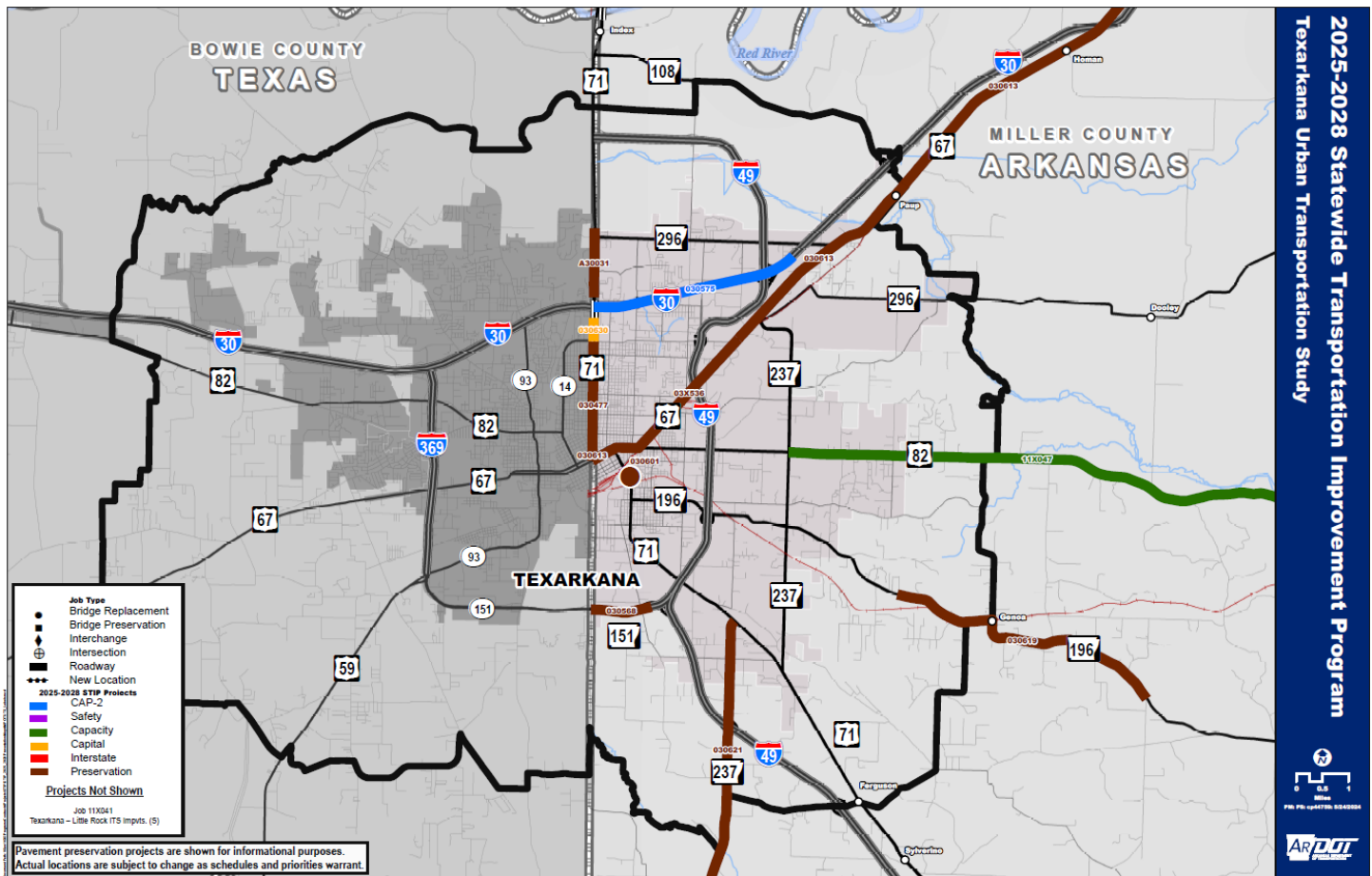
The TIP identifies a list of federally funded projects to be initiated within a specific four-year period. Federal regulations require that transit, highway, and other transportation improvement projects within the MPO metropolitan planning area be included in the TIP, if these projects are to be eligible for federal funds. The TIP must also include non-federally funded projects that are regionally significant. A list of projects, including their descriptions are found on the following pages.

Programmed amounts for group projects are not included on TIP financials summaries; they are captured on a statewide basis. The funding for group projects is constrained to reasonably expected sources of Federal, State, and local funding categories consistent with the financial plan. Group Projects are programmed at ARDOT State level. The MPO Policy Board approves of the use of statewide project groupings.

TUTS Projects for 2025-2028 STIP

Job Number	Federal Fiscal Year	Job Name	District Number	County	Route	Length
030601	2026	Nix Creek Str. & Apprs. (Texarkana) (S)	3	Miller	71	0
030575	2027	Texas State Line – I-49 (Texarkana) (S)	3	Miller	I-30	4
11X041	2027	Texarkana – Little Rock ITS Impvts. (S)	3/6/7	Various	I-30	129.161
11X047	2028	Texarkana – El Dorado (Sel. Secs.) (S)	3/7	Various	82	59.882
030630	2028	Arkansas Blvd. – I-30 (Texarkana) (S)	3	Miller	71	0.445
030477	2028	Hwy. 67 – Arkansas Blvd. (Texarkana) (F)	3	Miller	71	2.13
030568	TBD	Texas State Line – East (S)	3	Miller	151	1.179
030613	TBD	Hwys. 67 & 71Y Impvts. (S)	3	Miller	67	11.61
030619	TBD	E. of Texarkana – East (S)	3	Miller	196	5.682
030621	TBD	Hwy. 71 – Co. Rd. 28 (S)	3	Miller	237	5.34
03X536	TBD	Texas State Line – S. of Hwy. 237 (Texarkana) (S)	3	Miller	67	3.802
A30031	TBD	Hwy. 296 North & South (State Line Rd.) (Texarkana) (S)	3	Miller	71	1.327

TUTS Project(s) Map



2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
03X536	Miller	67	Texas State Line – S. of Hwy. 237 (Texarkana) (S)	3.80	System Preservation	4,200 - TOTAL 3,360 - NHPP 840 - State	State	TBD	TUTS
030613	Miller	67	Hwys. 67 & 71Y Impvts. (S)	11.61	System Preservation	1,400 - TOTAL 1,120 - NHPP 280 - State	State	TBD	TUTS
A30031	Miller	71	Hwy. 296 North & South (State Line Rd.) (Texarkana) (S)	1.33	System Preservation	1,400 - TOTAL 1,120 - NHPP 280 - State	State	TBD	TUTS
030568	Miller	151	Texas State Line – East (S)	1.18	System Preservation	500 - TOTAL 400 - NHPP 100 - State	State	TBD	TUTS
030619	Miller	196	E. of Texarkana – East (S)	5.68	System Preservation	2,400 - TOTAL 1,920 - STBGP 480 - State	State	TBD	TUTS
030621	Miller	237	Hwy. 71 – Co. Rd. 28 (S)	5.34	System Preservation	2,100 - TOTAL 1,680 - STBGP 420 - State	State	TBD	TUTS

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TUTS Projects(s) Financials

FUNDING SOURCE	FY2025	FY2026	FY2027	FY2028	TBD	TOTAL
NHPP	-	592	45,294	5,430	6,000	57,316
NHFP	-	-	8,828	-	-	8,828
HSIP	-	-	-	-	-	-
RAIL HWY	-	-	-	-	-	-
STBGP	-	-	-	98,230	3,600	101,830
CMAQ FLEX	-	-	13,548	-	-	13,548
CRP-FLEX	-	-	14,570	-	-	14,570
STATE	-	740	20,560	33,340	2,400	57,040
STATE / LOCAL	-	-	-	-	-	-
ACT 416	-	-	-	-	-	-
OFFSYSBR	-	-	-	-	-	-
FLAP	-	-	-	-	-	-
FERRYBOAT	-	-	-	-	-	-
DBE	-	-	-	-	-	-
OJT	-	-	-	-	-	-
LOCAL	-	-	-	-	-	-
TAP	-	-	-	-	-	-
RTP	-	-	-	-	-	-
AMEND 101	-	-	-	-	-	-
BFP	-	2,368	-	-	-	2,368
TOTAL	-	3,700	102,800	137,000	12,000	255,500

*Funding amounts are approximate

*Funding amounts are in thousands

Statewide Projects

2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-01			IRP Debt Service	-	Miscellaneous	38,000 - TOTAL 38,000 - NHPP	State	2025	All
XX2025-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2025	All
ALL PROJECTS IN TUTS AREA									
XX2025-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,125 - Off-System Bridge 1,125 - BFP (Off System) 250 - Local	State	2025	All
XX2025-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2025	All
XX2025-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,056 - TOTAL 2,056 - Rail Hwy	State/RR	2025	All
XX2025-06			Various Transportation Alternative Projects	-	Miscellaneous	17,545 - TOTAL 14,036 - TAP 3,509 - Local	Local	2025	All
XX2025-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2025	All
XX2025-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2025	All
XX2025-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 3,700 - BFP (Off System) 925 - Local	State	2025	All
XX2025-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2025	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2025-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2025	All
XX2025-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2025	All

ALL PROJECTS IN TUTS AREA

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2025-2028 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-13			Various Statewide Safety Improvements	-	Safety Improvements	10,898 - TOTAL 9,808 - HSIP 1,090 - State	State	2025	All
XX2025-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2025	All
XX2025-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2025	All
XX2025-16			Various Pavement Preservation Projects	-	System Preservation	138,307 - TOTAL 8,997 - NHPP 1,000 - HSIP 30,256 - STBGP 15,554 - State 82,500 - Act 416	State	2025	All
XX2025-17			Various Signal and Intersection Improvements	-	Intersection Improvements	4,125 - TOTAL 3,300 - STBGP 825 - State/Local	State	2025	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2025-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2025	All
XX2025-19			Various Federal Lands Projects	-	Miscellaneous	34,459 - TOTAL 3,600 - FLAP 1 - FLTP 29,958 - ERFO 900 - State/Local	Federal Lands/State/ Local	2025	All
Funding for the category is detailed in Appendix B.									
XX2025-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2025	All
XX2025-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2025	All
Funding amount is approximate.									

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2025	All
Funding amount is approximate.									
XX2025-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVPF 2,882 - State	State	2025	All
XX2025-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	500 - TOTAL 400 - CRP Flex 100 - State	State	2025	All
XX2025-25			Various Transportation Resiliency Projects	-	Miscellaneous	14,339 - TOTAL 500 - STBGP 10,971 - PROTECT 2,868 - State	State	2025	All
XX2025-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2025	All
XX2026-01			IRP Debt Service	-	Miscellaneous	15,000 - TOTAL 15,000 - NHPP	State	2026	All
This is the final repayment of the bond program.									
XX2026-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2026	All
XX2026-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off System) 500 - State	State	2026	All
XX2026-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2026	All
XX2026-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	3,136 - TOTAL 3,136 - Rail Hwy	State/RR	2026	All

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-06			Various Transportation Alternative Projects	-	Miscellaneous	18,545 - TOTAL 14,836 - TAP 3,709 - Local	Local	2026	All
XX2026-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2026	All
XX2026-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2026	All
XX2026-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,163 - BFP (Off System) 462 - Local	State	2026	All
XX2026-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2026	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2026-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2026	All
XX2026-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2026	All
XX2026-13			Various Statewide Safety Improvements	-	Safety Improvements	25,017 - TOTAL 22,515 - HSIP 2,502 - State	State	2026	All
XX2026-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 8,010 - NHPP 1,000 - HSIP 590 - STBGP 2,400 - State	State	2026	All
XX2026-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2026	All

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-16			Various Pavement Preservation Projects	-	System Preservation	137,860 - TOTAL 4,621 - NHPP 1,000 - HSIP 1,941 - STBGP 48,698 - State 81,600 - Act 416	State	2026	All
XX2026-17			Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2026	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2026-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2026	All
XX2026-19			Various Federal Lands Projects	-	Miscellaneous	8,317 - TOTAL 3,600 - FLAP 3,817 - FLTP 900 - State/Local	Federal Lands/State/ Local	2026	All
Funding for the category is detailed in Appendix B.									
XX2026-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2026	All
XX2026-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2026	All
Funding amount is approximate.									
XX2026-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2026	All
Funding amount is approximate.									
XX2026-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2026	All
XX2026-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	18,348 - TOTAL 14,678 - CRP Flex 3,670 - State	State	2026	All
XX2026-25			Various Transportation Resiliency Projects	-	Miscellaneous	7,058 - TOTAL 500 - STBGP 5,146 - PROTECT 1,412 - State	State	2026	All

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2026	All
XX2027-02			Various Bridge Preservation	-	System Preservation	1,000 - TOTAL 640 - NHPP 160 - BFP (Off System) 200 - State	State	2027	All
Amount reduced to account for funds being utilized on Job 06X546.									
XX2027-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off System) 500 - State	State	2027	All
XX2027-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	7,000 - TOTAL 4,800 - STBGP 800 - Off-System Bridge 1,400 - State/Local	State	2027	All
XX2027-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	3,221 - TOTAL 3,221 - Rail Hwy	State/RR	2027	All
XX2027-06			Various Transportation Alternative Projects	-	Miscellaneous	19,555 - TOTAL 15,644 - TAP 3,911 - Local	Local	2027	All
XX2027-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2027	All
XX2027-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2027	All
XX2027-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,163 - BFP (Off System) 462 - Local	State	2027	All

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2025-2028 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2027-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2027	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2027-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2027	All
XX2027-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2027	All
XX2027-13			Various Statewide Safety Improvements	-	Safety Improvements	39,687 - TOTAL 35,718 - HSIP 3,969 - State	State	2027	All
XX2027-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	15,000 - TOTAL 5,100 - NHPP 3,400 - HSIP 3,500 - STBGP 3,000 - State	State	2027	All
XX2027-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2027	All
XX2027-16			Various Pavement Preservation Projects	-	System Preservation	108,071 - TOTAL 4,558 - NHPP 1,000 - HSIP 7,967 - STBGP 11,446 - State 83,100 - Act 416	State	2027	All
XX2027-17			Various Signal and Intersection Improvements	-	Intersection Improvements	5,000 - TOTAL 4,000 - STBGP 1,000 - State/Local	State	2027	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2027-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2027	All

ALL PROJECTS IN TITS AREA

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2027-19			Various Federal Lands Projects	-	Miscellaneous	5,512 - TOTAL 3,600 - FLAP 1,012 - FLTP 900 - State/Local	Federal Lands/State/ Local	2027	All
Funding for the category is detailed in Appendix B.									
XX2027-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2027	All
XX2027-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2027	All
Funding amount is approximate.									
XX2027-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2027	All
Funding amount is approximate.									
XX2027-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2027	All
XX2027-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	500 - TOTAL 400 - CRP Flex 100 - State	State	2027	All
XX2027-25			Various Transportation Resiliency Projects	-	Miscellaneous	26,858 - TOTAL 500 - STBGP 20,986 - PROTECT 5,372 - State	State	2027	All
XX2027-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2027	All
XX2027-27			Economic Development	-	Miscellaneous	5,000 - TOTAL 2,000 - NHPP 2,000 - STBGP 1,000 - State	State	2027	All
XX2028-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2028	All

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2028-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off System) 500 - State	State	2028	All
XX2028-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	7,000 - TOTAL 4,800 - STBGP 800 - Off-System Bridge 1,400 - State/Local	State	2028	All
XX2028-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	3,308 - TOTAL 3,308 - Rail Hwy	State/RR	2028	All
XX2028-06			Various Transportation Alternative Projects	-	Miscellaneous	19,946 - TOTAL 15,957 - TAP 3,989 - Local	Local	2028	All
XX2028-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2028	All
XX2028-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2028	All
XX2028-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,163 - BFP (Off System) 462 - Local	State	2028	All
XX2028-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2028	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2028-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2028	All
XX2028-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2028	All

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2028-13			Various Statewide Safety Improvements	-	Safety Improvements	41,643 - TOTAL 37,479 - HSIP 4,164 - State	State	2028	All
XX2028-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	15,000 - TOTAL 5,100 - NHPP 3,400 - HSIP 3,500 - STBGP 3,000 - State	State	2028	All
XX2028-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2028	All
XX2028-16			Various Pavement Preservation Projects	-	System Preservation	192,491 - TOTAL 23,089 - NHPP 1,000 - HSIP 14,441 - STBGP 70,561 - State 83,400 - Act 416	State	2028	All
XX2028-17			Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2028	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2028-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2028	All
XX2028-19			Various Federal Lands Projects	-	Miscellaneous	4,917 - TOTAL 3,600 - FLAP 417 - FLTP 900 - State/Local	Federal Lands/State/ Local	2028	All
Funding for the category is detailed in Appendix B.									
XX2028-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2028	All
XX2028-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2028	All
Funding amount is approximate.									
XX2028-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2028	All
Funding amount is approximate.									

ALL PROJECTS IN TUTS AREA

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2028-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2028	All
XX2028-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	19,089 - TOTAL 15,271 - CRP Flex 3,818 - State	State	2028	All
XX2028-25			Various Transportation Resiliency Projects	-	Miscellaneous	27,383 - TOTAL 500 - STBGP 21,406 - PROTECT 5,477 - State	State	2028	All
XX2028-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2028	All
XX2028-27			Economic Development	-	Miscellaneous	5,000 - TOTAL 2,000 - NHPP 2,000 - STBGP 1,000 - State	State	2028	All

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Transit Projects

2025-2028 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
031FTA			Operating Assistance	-	Transit	430 - TOTAL 215 - FTA-5307 215 - Local	Local	2025	TITS
032FTA			Capital - Preventive Maintenance	-	Transit	76 - TOTAL 61 - FTA-5307 15 - Local	Local	2025	TITS
033FTA			Capital - Paratransit Service	-	Transit	48 - TOTAL 38 - FTA-5307 10 - Local	Local	2025	TITS
034FTA			Capital - Planning	-	Transit	98 - TOTAL 78 - FTA-5307 20 - Local	Local	2025	TITS
035FTA			Capital - Rolling Stock/Support Equipment	-	Transit	41 - TOTAL 33 - FTA-5339 8 - Local	Local	2025	TITS
036FTA			Consolidated Planning Grant (MPO)	-	Transit	67 - TOTAL 54 - FTA-5305 13 - Local	Local	2025	TITS

ALL PROJECTS IN TITS AREA

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113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	816 - TOTAL 653 - FTA-5339 163 - Local	Local	2025	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,462 - TOTAL 3,570 - FTA-5339 892 - Local	Local	2025	All
115FTA			Safety Oversight	-	Transit	268 - TOTAL 215 - FTA-5329 53 - Local	Local	2025	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	148 - TOTAL 119 - FTA-5304 29 - Local	Local	2025	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	298 - TOTAL 298 - FTA-5310	Local	2025	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,417 - TOTAL 2,734 - FTA-5310 683 - Local	Local	2025	All
119FTA			Rural Transit - State Admin	-	Transit	1,448 - TOTAL 1,448 - FTA-5311	Local	2025	All
120FTA			Rural Transit - Project Admin	-	Transit	3,876 - TOTAL 3,101 - FTA-5311 775 - Local	Local	2025	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	293 - TOTAL 234 - FTA-5311 59 - Local	Local	2025	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	735 - TOTAL 588 - FTA-5311 147 - Local	Local	2025	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,693 - TOTAL 7,847 - FTA-5311 7,846 - Local	Local	2025	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,478 - TOTAL 1,239 - FTA-5311 1,239 - Local	Local	2025	All

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
125FTA			Rural Transit - RTAP	-	Transit	367 - TOTAL 367 - FTA-5311	Local	2025	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	602 - TOTAL 472 - FTA-5310 130 - Local	Local	2025	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	5,100 - TOTAL 5,100 - State	Local	2025	All
201TLS			Translease	-	Transit	791 - TOTAL 791 - Local	Local	2025	All
202HUA			HUA	-	Transit	357 - TOTAL 357 - State	Local	2025	All
031FTA			Operating Assistance	-	Transit	440 - TOTAL 220 - FTA-5307 220 - Local	Local	2026	TUTS
032FTA			Capital - Preventive Maintenance	-	Transit	78 - TOTAL 62 - FTA-5307 16 - Local	Local	2026	TUTS
033FTA			Capital - Paratransit Service	-	Transit	49 - TOTAL 39 - FTA-5307 10 - Local	Local	2026	TUTS
034FTA			Capital - Planning	-	Transit	100 - TOTAL 80 - FTA-5307 20 - Local	Local	2026	TUTS
035FTA			Capital - Rolling Stock/Support Equipment	-	Transit	41 - TOTAL 33 - FTA-5339 8 - Local	Local	2026	TUTS
036FTA			Consolidated Planning Grant (MPO)	-	Transit	69 - TOTAL 55 - FTA-5305 14 - Local	Local	2026	TUTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	832 - TOTAL 666 - FTA-5339 166 - Local	Local	2026	All

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,551 - TOTAL 3,641 - FTA-5339 910 - Local	Local	2026	All
115FTA			Safety Oversight	-	Transit	274 - TOTAL 220 - FTA-5329 54 - Local	Local	2026	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	151 - TOTAL 122 - FTA-5304 29 - Local	Local	2026	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	304 - TOTAL 304 - FTA-5310	Local	2026	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,484 - TOTAL 2,788 - FTA-5310 696 - Local	Local	2026	All
119FTA			Rural Transit - State Admin	-	Transit	1,477 - TOTAL 1,477 - FTA-5311	Local	2026	All
120FTA			Rural Transit - Project Admin	-	Transit	3,953 - TOTAL 3,163 - FTA-5311 790 - Local	Local	2026	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	299 - TOTAL 239 - FTA-5311 60 - Local	Local	2026	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	749 - TOTAL 599 - FTA-5311 150 - Local	Local	2026	All
123FTA			Rural Transit - Operating - Rural	-	Transit	16,007 - TOTAL 8,004 - FTA-5311 8,003 - Local	Local	2026	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,528 - TOTAL 1,264 - FTA-5311 1,264 - Local	Local	2026	All
125FTA			Rural Transit - RTAP	-	Transit	375 - TOTAL 375 - FTA-5311	Local	2026	All

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2025-2028 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	614 - TOTAL 472 - FTA-5310 142 - Local	Local	2026	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	5,202 - TOTAL 5,202 - State	Local	2026	All
201TLS			Translease	-	Transit	806 - TOTAL 806 - Local	Local	2026	All
202HUA			HUA	-	Transit	364 - TOTAL 364 - State	Local	2026	All
031FTA			Operating Assistance	-	Transit	448 - TOTAL 224 - FTA-5307 224 - Local	Local	2027	TITS
032FTA			Capital - Preventive Maintenance	-	Transit	80 - TOTAL 64 - FTA-5307 16 - Local	Local	2027	TITS
033FTA			Capital - Paratransit Service	-	Transit	50 - TOTAL 40 - FTA-5307 10 - Local	Local	2027	TITS
034FTA			Capital - Planning	-	Transit	102 - TOTAL 82 - FTA-5307 20 - Local	Local	2027	TITS
035FTA			Capital - Rolling Stock/Support Equipment	-	Transit	42 - TOTAL 34 - FTA-5339 8 - Local	Local	2027	TITS
036FTA			Consolidated Planning Grant (MPO)	-	Transit	70 - TOTAL 56 - FTA-5305 14 - Local	Local	2027	TITS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	849 - TOTAL 679 - FTA-5339 170 - Local	Local	2027	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,642 - TOTAL 3,714 - FTA-5339 928 - Local	Local	2027	All

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2025-2028 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
115FTA			Safety Oversight	-	Transit	279 - TOTAL 224 - FTA-5329 55 - Local	Local	2027	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	154 - TOTAL 124 - FTA-5304 30 - Local	Local	2027	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	310 - TOTAL 310 - FTA-5310	Local	2027	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,554 - TOTAL 2,844 - FTA-5310 710 - Local	Local	2027	All
119FTA			Rural Transit - State Admin	-	Transit	1,507 - TOTAL 1,507 - FTA-5311	Local	2027	All
120FTA			Rural Transit - Project Admin	-	Transit	4,032 - TOTAL 3,226 - FTA-5311 806 - Local	Local	2027	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	305 - TOTAL 244 - FTA-5311 61 - Local	Local	2027	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	764 - TOTAL 611 - FTA-5311 153 - Local	Local	2027	All
123FTA			Rural Transit - Operating - Rural	-	Transit	16,327 - TOTAL 8,164 - FTA-5311 8,163 - Local	Local	2027	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,578 - TOTAL 1,289 - FTA-5311 1,289 - Local	Local	2027	All
125FTA			Rural Transit - RTAP	-	Transit	382 - TOTAL 382 - FTA-5311	Local	2027	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	626 - TOTAL 472 - FTA-5310 154 - Local	Local	2027	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
200PTF			Public Transit Trust Fund	-	Transit	5,306 - TOTAL 5,306 - State	Local	2027	All
201TLS			Translease	-	Transit	822 - TOTAL 822 - Local	Local	2027	All
202HUA			HUA	-	Transit	371 - TOTAL 371 - State	Local	2027	All
031FTA			Operating Assistance	-	Transit	456 - TOTAL 228 - FTA-5307 228 - Local	Local	2028	TUTS
032FTA			Capital - Preventive Maintenance	-	Transit	81 - TOTAL 65 - FTA-5307 16 - Local	Local	2028	TUTS
033FTA			Capital - Paratransit Service	-	Transit	51 - TOTAL 41 - FTA-5307 10 - Local	Local	2028	TUTS
034FTA			Capital - Planning	-	Transit	104 - TOTAL 83 - FTA-5307 21 - Local	Local	2028	TUTS
035FTA			Capital - Rolling Stock/Support Equipment	-	Transit	44 - TOTAL 35 - FTA-5339 9 - Local	Local	2028	TUTS
036FTA			Consolidated Planning Grant (MPO)	-	Transit	71 - TOTAL 57 - FTA-5305 14 - Local	Local	2028	TUTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	866 - TOTAL 693 - FTA-5339 173 - Local	Local	2028	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,735 - TOTAL 3,789 - FTA-5339 946 - Local	Local	2028	All
115FTA			Safety Oversight	-	Transit	285 - TOTAL 229 - FTA-5329 56 - Local	Local	2028	All

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
116FTA			Statewide Planning Program - FTA Planning	-	Transit	157 - TOTAL 126 - FTA-5304 31 - Local	Local	2028	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	316 - TOTAL 316 - FTA-5310	Local	2028	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,625 - TOTAL 2,901 - FTA-5310 724 - Local	Local	2028	All
119FTA			Rural Transit - State Admin	-	Transit	1,537 - TOTAL 1,537 - FTA-5311	Local	2028	All
120FTA			Rural Transit - Project Admin	-	Transit	4,113 - TOTAL 3,291 - FTA-5311 822 - Local	Local	2028	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	311 - TOTAL 249 - FTA-5311 62 - Local	Local	2028	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	779 - TOTAL 623 - FTA-5311 156 - Local	Local	2028	All
123FTA			Rural Transit - Operating - Rural	-	Transit	16,654 - TOTAL 8,327 - FTA-5311 8,327 - Local	Local	2028	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,630 - TOTAL 1,315 - FTA-5311 1,315 - Local	Local	2028	All
125FTA			Rural Transit - RTAP	-	Transit	390 - TOTAL 390 - FTA-5311	Local	2028	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	639 - TOTAL 472 - FTA-5310 167 - Local	Local	2028	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	5,412 - TOTAL 5,412 - State	Local	2028	All
201TLS			Translease	-	Transit	839 - TOTAL 839 - Local	Local	2028	All

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2025-2028 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
202HUA			HUA	-	Transit	379 - TOTAL 379 - State	Local	2028	All
03X536	Miller	67	Texas State Line – S. of Hwy. 237 (Texarkana) (S)	3.80	System Preservation	4,200 - TOTAL 3,360 - NHPP 840 - State	State	TBD	TUTS
030613	Miller	67	Hwys. 67 & 71Y Impvts. (S)	11.61	System Preservation	1,400 - TOTAL 1,120 - NHPP 280 - State	State	TBD	TUTS
A30031	Miller	71	Hwy. 296 North & South (State Line Rd.) (Texarkana) (S)	1.33	System Preservation	1,400 - TOTAL 1,120 - NHPP 280 - State	State	TBD	TUTS
030568	Miller	151	Texas State Line – East (S)	1.18	System Preservation	500 - TOTAL 400 - NHPP 100 - State	State	TBD	TUTS
030619	Miller	196	E. of Texarkana – East (S)	5.68	System Preservation	2,400 - TOTAL 1,920 - STBGP 480 - State	State	TBD	TUTS
030621	Miller	237	Hwy. 71 – Co. Rd. 28 (S)	5.34	System Preservation	2,100 - TOTAL 1,680 - STBGP 420 - State	State	TBD	TUTS

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Statewide Project(s) and Transit Financials

Funding Source	2025 Programmed	2026 Programmed	2027 Programmed	2028 Programmed	Total Programmed
NHPP	\$ 71,517	\$ 47,051	\$ 24,118	\$ 49,609	\$ 192,295
BFP (Off Sys)	\$ 6,825	\$ 7,163	\$ 5,323	\$ 7,163	\$ 26,474
STBGP	\$ 51,367	\$ 18,842	\$ 29,378	\$ 38,652	\$ 138,239
Rail-Hwy	\$ 3,186	\$ 4,266	\$ 4,351	\$ 4,438	\$ 16,241
RTP	\$ 1,494	\$ 1,494	\$ 1,494	\$ 1,494	\$ 5,976
TAP	\$ 14,036	\$ 14,836	\$ 15,644	\$ 15,957	\$ 60,473
NHFP	\$ 600	\$ 600	\$ 600	\$ 600	\$ 2,400
Off Sys Bridge	\$ 2,875	\$ 2,750	\$ 2,750	\$ 2,750	\$ 11,125
HSIP	\$ 13,808	\$ 26,515	\$ 42,118	\$ 43,879	\$ 126,320
CMAQ_FLEX	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,000
ACT 416	\$ 97,500	\$ 96,600	\$ 98,100	\$ 98,400	\$ 390,600
FLAP	\$ 3,600	\$ 3,600	\$ 3,600	\$ 3,600	\$ 14,400
FLTP	\$ 1	\$ 3,817	\$ 1,012	\$ 417	\$ 5,247
ERFO	\$ 29,958	\$ -	\$ -	\$ -	\$ 29,958
FERRYBOAT	\$ 100	\$ 100	\$ 100	\$ 100	\$ 400
DBE	\$ 150	\$ 150	\$ 150	\$ 150	\$ 600
OJT	\$ 100	\$ 100	\$ 100	\$ 100	\$ 400
NEVFP	\$ 11,528	\$ 11,528	\$ 11,528	\$ 11,528	\$ 46,112
CRP FLEX	\$ 400	\$ 14,678	\$ 400	\$ 15,271	\$ 30,749
PROTECT	\$ 10,971	\$ 5,146	\$ 20,986	\$ 21,406	\$ 58,509
State	\$ 28,650	\$ 65,820	\$ 28,625	\$ 95,158	\$ 218,253
State/Local	\$ 6,525	\$ 6,200	\$ 7,300	\$ 6,800	\$ 26,825
Local	\$ 6,550	\$ 6,037	\$ 6,239	\$ 6,317	\$ 25,143
TOTAL	\$ 361,991	\$ 337,543	\$ 304,166	\$ 424,039	\$ 1,427,739

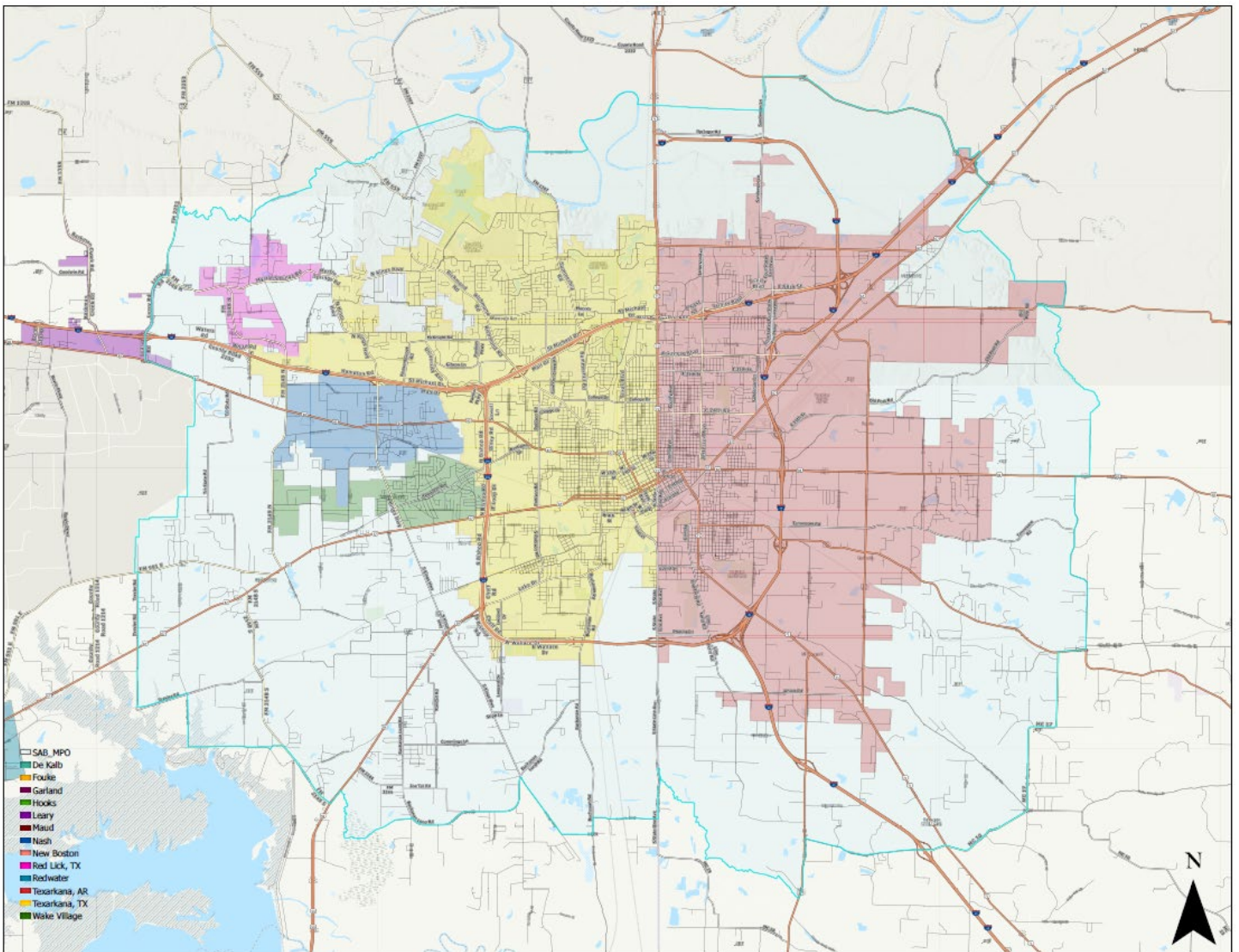
*Funding amounts are approximate and are in the thousands

Transit	2025	2026	2027	2028	Total
FTA 5304	\$ 119	\$ 122	\$ 124	\$ 126	\$ 491
FTA 5305	\$ 54	\$ 55	\$ 56	\$ 57	\$ 222
FTA 5307	\$ 392	\$ 401	\$ 410	\$ 417	\$ 1,620
FTA 5309	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5310	\$ 3,504	\$ 3,564	\$ 3,626	\$ 3,689	\$ 14,383
FTA 5311	\$ 14,824	\$ 15,121	\$ 15,423	\$ 15,732	\$ 61,100
FTA 5316	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5317	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5329	\$ 215	\$ 220	\$ 224	\$ 229	\$ 888
FTA 5337	\$ -	\$ -	\$ -	\$ -	\$ -
FTA 5339	\$ 4,256	\$ 4,340	\$ 4,427	\$ 4,517	\$ 17,540
State	\$ 5,457	\$ 5,566	\$ 5,677	\$ 5,791	\$ 22,491
Local	\$ 13,088	\$ 13,358	\$ 13,633	\$ 13,916	\$ 53,995
TOTAL	\$ 41,909	\$ 42,747	\$ 43,600	\$ 44,474	\$ 172,730

Revisions

Not applicable at this time

Appendix A – Texarkana MPO Boundary Map



Appendix B – Resolution – Adoption of FY2025-2028 TIP

ARKANSAS FY 2025 - 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Texarkana MPO

Resolution #10-2024

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 10-2024

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE ARKANSAS PORTION OF THE TEXARKANA METROPOLITAN STUDY AREA AND AUTHORIZING ITS SUBMISSION TO THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT).

WHEREAS, the Texarkana Urban Transportation Study (TUTS), as the designated Metropolitan Planning Organization (MPO) for the Texarkana metropolitan planning area, is responsible for performing transportation planning activities within the Texarkana Study Area Boundary; and

WHEREAS, the Texarkana MPO is responsible for preparing and submitting the FY 2025 – 2028 TIP to ARDOT for inclusion in Arkansas' Statewide Transportation Improvement Program (STIP) for FY 2025 – 2028.

WHEREAS, the Texarkana MPO Technical Advisory Committee recommended the adoption and submission of the FY 2025 – 2028 TIP to ARDOT for inclusion in ARKANSAS' STIP for FY 2025 – 2028.

NOW, THEREFORE, BE IT RESOLVED by the Policy Board of the Texarkana MPO that:

SECTION 1: The FY 2025 – 2028 TIP for the Arkansas portion of the Texarkana Metropolitan Study Area is hereby adopted.

SECTION 2: The Director of the Texarkana MPO is hereby authorized to submit the FY 2025 – 2028 TIP for the Arkansas portion of the Texarkana Metropolitan Study Area to ARDOT.

SECTION 3: This Resolution shall become effective immediately upon adoption.

ADOPTED in Regular Session on the 17th day of July 2024.



Sheryl Collum, Mayor, City of Wake Village, Texas
Policy Board Vice-Chairman
Texarkana MPO

I hereby certify the above is a true copy of Resolution #10-2024: FY 2025-2028 Transportation Improvement Program (TIP) – ARDOT. This resolution was:

Motioned by: Mary Hart, Ward 2 Council member, City of Texarkana, TX

Seconded by: Sunny Farmahan, Senior Transportation Planner, ARDOT

Resolution #10 passed unanimously in regular session on July 17, 2024.



Rea Donna Jones
Director
Texarkana MPO

Appendix C – MPO Self Certification

ARKANSAS DEPARTMENT OF TRANSPORTATION MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Infrastructure Investment and Jobs Act (IIJA), the Arkansas Department of Transportation and the Texarkana Metropolitan Planning Organization for the Texarkana urbanized area(s) hereby certifies that the transportation 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 this subpart.
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 since race, color, creed, national origin, sex, or age in employment or business opportunity.
4. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects.
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
6. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C.12101et seq.) and 49 CFR parts 27, 37, and 38.
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination based on 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.



David Siskowski, P.E.
Division Head, Local Programs Division
Arkansas Department of Transportation

Date: 7/30/2024



Bob Bruggeman, Mayor, City of Texarkana, TX
Policy Board Chairman
Texarkana MPO

Date: 7/25/2024

Appendix D – Public Involvement Documentation

FY 2025-2028 TIP Adoption

Public Review and Comment Period

Tuesday, July 9 – Thursday, July 18, 2024

July 1	Notice of Public Review and Comment Period sent to the Texarkana Gazette for publication on Saturday, July 6, 2024.
July 3	Notice of Public Review and Comment Period was posted in eight (8) locations within the MPO area, on Facebook and MPO Website. Notice of Public Review and Comment Period was emailed and faxed to various TV/radio station, emailed to persons listed on the Public Notification List.
July 6	Notice of Public Review and Comment Period appeared in the Texarkana Gazette.
July 17	MPO Policy Board adopted the FY2025-2028 TIP.
July 18	No comments were received from the general public during the public review and comment period.

Appendix E – Glossary

TERM	DEFINITION	SOURCE
Advance Construction	A technique which allows a State to initiate a project using non- federal funds while preserving eligibility for future Federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal aid; however, no present or future Federal funds are committed to the project. After an advanced construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project. This can be accomplished as one action, or the project may be partially converted over time.	FHWA Innovative Finance Website https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/
Allocation	An administrative distribution of funds for programs that are not distributed to States by a statutory formula.	Funding Federal-Aid Highways, FHWA-PL-17-011 https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm
Apportionment	The distribution of funds to States as prescribed by a statutory formula.	Funding Federal-Aid Highways, FHWA-PL-17-011 https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm
Appropriations Act	Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.	Funding Federal-Aid Highways, FHWA-PL-17-011 https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm
Authorization	Basic substantive legislation or that which empowers an agency to implement a particular program and establishes an upper limit on the amount of funds that can be appropriated for that program.	FHWA Planning Glossary http://www.fhwa.dot.gov/planning/glossary/index.cfm
Authorization Act	Basic substantive legislation that establishes or continues Federal programs or agencies and established an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL).	Funding Federal-Aid Highways, FHWA-PL-17-011 https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm
Available Funds	Applies to the first two years of the TIP and STIP in air quality nonattainment and maintenance areas. Includes funds derived from an existing source of funds dedicated to or historically used	Preamble to the FHWA/FTA statewide and metropolitan planning rules (Federal Register;

	for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered “available.”	Volume 58, Number 207; October 28, 1993; page 58060).
Budget Authority	Empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds. Congress generally provides this empowerment to an agency in the form of an appropriation. However, for most of the highway programs, it is in the form of <i>contract authority</i> .	Funding Federal-Aid Highways, FHWA-PL-17-011 https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm
Capital Expenses	Includes highway construction (e.g., resurfacing, restoration, and rehabilitation improvements; construction of additional lanes, interchanges, and grade separations; and construction of a new facility on a new location) and acquisition of transit vehicles and equipment.	Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs FHWA Staffnet: http://intra.fhwa.dot.gov/hep/staffepp/fcmatrix/index.cfm
Committed Funds	Applies to the first two years of the TIP and STIP in air quality nonattainment and maintenance areas. Includes funds that have been bound or obligated for transportation purposes. For State funds that are not dedicated to or historically used for transportation purposes, only those funds over which the Governor has control may be considered as “committed.” In this case, approval of the TIP by the Governor is considered a commitment of the funds. For local or private sources not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing/letter of intent by the responsible official or body having control of the funds constitutes a “commitment.”	Preamble to the FHWA/FTA statewide and metropolitan planning rules (Federal Register; Volume 58, Number 207; October 28, 1993; page 58060).
Contract Authority	A form of <i>Budget Authority</i> that permits obligations to be made in advance of appropriations. Most of the programs under the <i>Federal-Aid Highway Program</i> operate under Contract Authority.	Funding Federal-Aid Highways, FHWA-PL-17-011 https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm
Cost Estimate	A prediction of all costs and the value of any resources needed to complete the design, right-of-way activities, environmental studies, construction, project management, etc. as well as costs and resources paid to others for work related to a project such as utility adjustments, environmental mitigations, and railroad relocations.	FHWA Program Administration website: http://www.fhwa.dot.gov/progradmin/mega/cefina.htm
Financial Plan	A comprehensive document that reflects revenues and costs of a transportation plan or program and provides a reasonable assurance that there will be sufficient financial resources available to implement and complete all the elements in the	23 CFR 450.324(f)(11) and 23 CFR 450.326(g) Electronic Code of Federal Regulations

	plan or program. Identified funding shortfalls shall be highlighted, along with proposed resource solutions.	https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450_main_02.tpl
Fiscal Constraint	A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.	Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs
National Ambient Air Quality Standards (NAAQS)	Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to a requirement of the CAA. Air quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide	FHWA Planning Glossary http://www.fhwa.dot.gov/planning/glossary/index.cfm
New Funding Sources	Reasonably available revenues that currently do not exist or require additional steps in securing (e.g., legal, executive, and/or legislative) before a jurisdiction, agency, or private party can commit such revenues to transportation projects	Based largely on the preamble to the FHWA/FTA statewide and metropolitan planning rules (Federal Register; Volume 58, Number 207; October 28, 1993; page 58060).
Obligation Authority	The total amount of funds that the Federal government may obligated in a year. For the Federal-aid Highway Program this is comprised of the <i>obligation limitation</i> amount plus amounts for programs exempt from the limitation.	Funding Federal-Aid Highways, FHWA-PL-17-011 https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm
Obligation Limitation	A restriction, or “ceiling” on the amount of Federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.	Funding Federal-Aid Highways, FHWA-PL-17-011 https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm
Operations and Maintenance	An overarching term for activities related to the performance of routine, preventive, predictive, scheduled, and unscheduled actions aimed at preventing transportation system failure or decline. See definitions of “Maintenance” and “Transportation System Management and Operations.”	<i>Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs</i> (FHWA <i>StaffNet</i> http://staffnet.fhwa.dot.gov/hep/staffepp/fcmatrix/index.cfm , based largely on the definitions in 23 U.S.C. 101(a)(14) and (18).
Over-programming	A term associated with the TIP and STIP in which the cumulative total of the programmed projects/project phases, by year, exceed the estimated revenues that are “reasonably expected to be available” to implement the TIP and/or STIP (including funding that is “available or committed” in the first two years of the TIP and STIP in nonattainment and maintenance areas).	Based largely on the preamble to the FHWA/FTA statewide and metropolitan planning rules (Federal Register; Volume 58, Number 207; October 28, 1993; page 58061).

Preservation	Involves the timely application of carefully selected treatments to maintain or extend an asset's service life.	FHWA Construction and Maintenance website http://www.fhwa.dot.gov/construction/fs02010.htm
Range	To vary within specified limits	www.dictionary.com
Reasonableness	Being in accordance with good judgment, sound sense fairness, duty, or prudence	www.dictionary.com
Transportation System Management and Operations (TSMO)	An integrated program for optimizing the performance of existing infrastructure through the implementation of systems, services, and projects designed to preserve capacity and improve security, safety, and reliability. Included are improvements to the transportation system such as traffic detection and surveillance; arterial management; freeway management; demand management; work zone management; emergency management; electronic toll collection; automated enforcement; traffic incident management; roadway weather management; traveler information services; commercial vehicle operations; traffic control; freight management; and coordination of highway, rail, transit, bicycle, and pedestrian operations.	<i>Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs</i> (FHWA StaffNet http://staffnet.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm , based largely on the reference document "Getting More by Working Together: Opportunities for Linking Planning and Operations" (FHWA-HOP-05-016).

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation enhancement, and Congestion Mitigation Air Quality funding required a Federal eligibility determination, and not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be group. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP and State Transportation Improvement Program (STIP).

Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Appendix F – Funding

Types of Highway Projects Funding

- ❖ Federally Funded Projects: Projects primarily funded by FHWA. Matching funds contributed by state and/or local governmental entities.
- ❖ State funded Projects: projects primarily funded by the State Transportation Agency.
- ❖ Act 416 of 2019: created to provide additional revenue to maintain and repair highways, streets, and bridges in the State. The Legislation levies a wholesale sales tax on motor fuel and distillate special fuel.
- ❖ Matching funds possibly contributed by local governmental entities.
- ❖ Locally Funded: Projects fully funded by local governmental entities.
- ❖ Regionally Significant Projects: Projects on a facility which serves regional transportation needs.

Funding Category – State and Federal

- ❖ ACT 416 of 2019
- ❖ Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)
- ❖ Amendment 101 – NEW
- ❖ Connecting Arkansas Program (CAP)
- ❖ Bridge Investment Program (BIP)
- ❖ Bridge Formula Program (BFP)
- ❖ Carbon Reduction Program (CRP) – NEW
- ❖ Charging and Fueling Infrastructure – NEW
- ❖ Congestion, Mitigation, and Air Quality (CMAQ) Improvement Program
- ❖ Congestion Relief Program – NEW
- ❖ Disadvantaged Business Enterprise Supportive Services Program (DBE-SS)
- ❖ Emergency Relief Program (ER)
- ❖ Federal Lands Access program (FLAP)
- ❖ Federal Lands Transportation Program (FLTP)
- ❖ Federal Transit Administration (FTA) Funding
- ❖ Ferry Boat Program (FBP)
- ❖ Highway Safety Improvement Program (HSIP)
- ❖ Metropolitan Planning Program (MPP)
- ❖ National Culvert Removal, Replacement, and Restoration Grants (Culvert AOP Program)
- ❖ National Electric Vehicle Infrastructures (NEVI) Formula Program - NEW
- ❖ National Highway Freight Program (NHFP)
- ❖ National Highway Performance Program (NHPP)
- ❖ Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP)
- ❖ Off-System Bridge
- ❖ On the Job Training Program (OJT)
- ❖ Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - NEW
- ❖ Railway-Highway Crossings Program(RHCP)
- ❖ Reconnecting Communities Pilot Program – NEW
- ❖ Reduction of Truck Emissions at Port Facilities
- ❖ Resilient Transportation Infrastructure Center of Excellence – NEW
- ❖ Rural Surface Transportation Grants – NEW
- ❖ Safe Streets and Roads for All (SS4A) – NEW

- ❖ Safety Related Programs
- ❖ Surface Transportation Block Grant Program (STBGP)
- ❖ Territorial and Puerto Rico Highway Program
- ❖ Transportation Alternatives (TA)
- ❖ Tribal Transportation Program (TTP)

Transit Funding

ARDOT's [Public Transportation Division](#) will administer transit funds to ensure operation within the legal requirements in accordance with FTA regulations. The following explanations are essential to understanding the financial feasibility of transit funding procedures as they relate to the preparation approval of the TIPs and STIP.

- ❖ [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#) – The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the [COVID-19 pandemic](#) and provide emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic.
- ❖ [Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149](#) – CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.
- ❖ [Metropolitan & Statewide Planning and NonMetropolitan Transportation Planning – 5303, 5304, 5305](#) – Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.
- ❖ [FTA Section 5307](#) – Mass transit apportionment to urbanized area based on population, population density and operating performance. The department has authority over the distribution of funds to urbanized areas with a population of less than 200,000. ARDOT will limit annual project allocations to stay within the apportionment finished by FTA.
- ❖ [FTA Section 5309](#) – Mass transit discretionary funds for capital projects only. The presence of an identifier number in the project description indicated the transit agency has received the funds requested. Otherwise, the numbers shown in each fiscal year simply reflect needs as perceived by the requesting agencies and operators. Funding is constrained to the FTA's published estimates of future funding levels.
- ❖ [FTA Section 5310](#) – Provides federal funds to public and private nonprofit entities for the transportation of elderly individuals and/or individuals with disabilities. Grants are for capital equipment, preventive maintenance, and purchase of service only.
- ❖ [FTA Section 5311](#) – Provides funds for Rural Transit Programs. Thirty-nine entities blanketing the state provide service in the non-urbanized areas.
- ❖ [FTA Section 5316](#) – Funds projects that provide work transportation or transportation to support services such as training, job search and childcare.
- ❖ [FTA Section 5317](#) – Provides funds for projects that provide new public transportation services and public transportation alternatives beyond those currently required ADA. ARDOT is responsible for ensuring consistency between the preparation of FTA-mandated coordinated, regional, public transit-human service plans and applicable metropolitan or statewide transportation planning processes.
- ❖ [FTA Section 5329](#) – To implement and maintain a national public transportation safety program to improve the safety of all public transportation systems that receive federal funding. The safety

program includes a national public transportation safety plan, a safety certification training program, a public transportation agency safety plan, and a state safety oversight program.

- ❖ [FTA Section 5339](#) – The Grants for Buses and Bus Facilities program makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Appendix G – FAST Act Compliance

1. Update Public Participation Plan (PPP) to include a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
 - ❖ *There are no public “water “ports within the MPA therefore, the 3P does not address public water ports. The Texarkana Regional Airport is located within the MPA of the MPO and holds a seat on the technical committee.*
 - ❖ *Texarkana Urban Transit District (TUTD) is the transit provider in the MPA. TUTD staff sit on the MPO’s Technical Advisory Committee, and MPO staff attend TUTD board meetings. Ark-Tex Council of Government Rural Transit District (TRAX) provides low-cost transportation for residents, of Bowie, Cass, Delta, Franklin, Hopkins, Lamar, Morris, Red River, and Titus counties, from their homes or other designated pickup points to meet transportation needs.*
2. Demonstrate consultation with agencies involved in a) tourism; b) natural disaster risk reduction. (Ref. 23 CFR 450.316(b))
 - ❖ *The MPO coordinated with various entities throughout the area to help promote tourism. Some of the entities include the Texarkana Chamber of Commerce, Lift, Women of Honor, Rotary clubs, Main Street, and the cities of Texarkana, Arkansas and Texarkana, Texas.*
 - ❖ *The City of Texarkana, Texas, which is the fiscal agent of the MPO, has procedures set in place in case of an emergency/natural disaster. The City’s Emergency Management Plan was adopted on February 3, 2015. CodeRED Emergency Notification System (another City system) alerts citizens of Texarkana, Arkansas, Texarkana, Texas, Bowie and Miller County of critical community alters (i.e., weather, emergencies, evacuation notices, bioterrorism alerts, boil notices, and missing child(ren) reports.*
3. MPO(s), State(s) and the providers of public transportation shall jointly agree upon and develop specific written provision for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO and the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
 - ❖ *Regarding points a) – d) as mentioned above:*
 - ❖ *the MPO has a Memorandum of Understanding (MOU) with TxDOT, ARDOT and TUTD. The MOU outlines the provision for cooperatively developing and sharing information related to points a – d). The MOU was approved and adopted by the MPO Policy Board (PB) on May 22, 2018.*
 - ❖ *TUTD has a Transit Asset Management Plan (TAM) as of November 13, 2018, via Resolution #3-2019, and this TAM Plan will assist TUTD in identifying rolling stock, equipment, and facility needs based on the identified performance targets. The Texarkana Urban Transit District (TUTD) and MPO agreed to support Texas Department of Transportation (TxDOT) Targets for transit asset management which includes the Texarkana Urban Transit District (TUTD), which was included in TxDOT TAM Plan and both Texas and Arkansas support the targets.*
 - ❖ *TxDOT Transit Asset Management, 2023-2026 Group Sponsored Plan, Public Transportation Division document was received by the MPO on September 29, 2022. Ark-Tex Council of Governments (T-Line) is listed as a Transit Entity. TxDOT documents that a*

transit agency has and is following an adequate asset management/maintenance program on the biennial compliance review form, PTN-129 Compliance Review.

- ❖ *The MPO PB is committed to supporting, planning, and programming projects that contribute to the accomplishments of said targets. Public transit capital projects included in the TIP align with the TAM planning and target setting processes undertaken by TUTD in conjunction with the MPO. Investments are made in alignment with the TAM Plan with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets.*
- 4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; b) enhance travel and tourism. (Ref: 23 CFR 450.206(a) (9&10) and 306(b) (9&10))
 - ❖ *Projects are prioritized by the coordinated work of the MPO Technical Advisory Committee (TAC) and PB with consideration of future needs and anticipated revenue. Also, the most current MTP, adopted in 2019, addresses improve the resiliency and reliability and mitigation of stormwater, and enhanced travel and tourism in Chapter 4.*
- 5. Include consideration for intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). Ref 23 CFR 450.216(b) and 324(f)(2)
 - ❖ *Transit considerations can be found in Chapter 3 of the 2045 MTP. A transit analysis was performed (pages 15-24) which shows the existing transit service area, fixed transit routes, dependent population, at-risk population, and points of interest. TUTD manages the transit service which is called T-Line.*
 - ❖ *Greyhound Bus Lines has thirteen (13) scheduled stops at its facility located in Texarkana, Arkansas.*
- 6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))
 - ❖ *Chapter 3 of the 2045 MTP provides an evaluation of the current conditions of roadways, safety, transit, bicycle and pedestrian, freight, operations & maintenance, and interregional passenger travel. Applying fiscal constraints to the process and creating a fiscally constrained plan are described in Chapter 6 (Financial Plan), and Chapter 8 (Staged Improvement Plan) where projects are identified and prioritized through the project prioritization process and are used to develop the constrained plan. Prioritized projects outside of the constrained plan are included in the MTP as "unconstrained" or "illustrative" projects.*
- 7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))
 - ❖ *On July 17, 2024, Resolution #10-2024 the MPO PB adopted ARDOT's proposed targets. These targets can also be found in **Appendix H** (Addressing Performance Measure Targets) of this document. The established performance targets for FY2020 were set as a 5-year rolling average.*
 - ❖ *Number of Fatalities* 693.8
 - ❖ *Rate of Fatalities* 1.854
 - ❖ *Number of Serious Injuries* 2,786.7
 - ❖ *Rate of Serious Injuries* 7.686
 - ❖ *Total number of Non-Motorized Fatalities & Serious Injuries* 293.2

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))
- ❖ *Chapter 3 of the 2045 MTP provides an evaluation of the current system. Chapter 8 (2045 MTP) provides short-term, mid-term, and long-term list of projects. As projects are completed and data is obtained, benefits of the project(s) will be seen, thus giving a clearer performance of the transportation systems, and how said project(s) added to maintaining the state's performance targets.*
9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
- ❖ *Per federal requirements, MPOs must describe in the TIP how the program of projects contributes to achievement of the performance targets identified in the MTP. A description of the anticipated effect of the TIP toward achieving the performance targets that links investment priorities to those performance targets.*
 - ❖ *Texarkana MPO program of projects is tied to performance measures and targets in two ways:*
 - a. *Through the 2045 MTP planning process and project selection. Selection of performance measures was closely tied to development of goals and objectives since performance measures are used to assess progress toward meeting objectives and in turn regional goals. Those goals and measures were then used to create project selection criteria for the MTP. Once projects were listed in the MTP, they were eligible for programming in the TIP using the same criteria and scores.*
 - b. *Each project listed in the TIP is linked with a performance measure and target area. This helps to more specifically identify how the projects are helping to meeting goals, performance measures, and targets, as set in the 2045 MTP.*
 - c. *ARDOT's process for evaluating, scoring, and ranking projects is based on linking and predicting the performance results of a project or portfolio to project to desired statewide outcomes. Critical to this process is identifying project specific data that aligns a candidate project's unique performance benefits with the broader statewide objectives. The intent of the selected projects is to have a positive impact on all planning factors. The selected projects are to help achieve region specific targets adopted by the MPO PB, ARDOT targets that the MPO intends to support or transit targets implemented by TUTD which the MPO also intends to support.*
10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))
- ❖ *Due to the size of the MPO and the limit on funding that the MPO receives it is imperative to select the project(s) that collectively make the largest impact on all the performance targets. Project(s) considered for funding by the MPO are ranked utilizing a priority matrix established by the MPO. During the development of the 2045 MTP Decision Lens and other scoring matrix was used to gather the best data regarding project(s). Ranking/prioritizing project(s) will allow the MPO to build a list of projects that, when funded, will meet the performance measures outlined in PM 1, 2, and 3 and House Bill 20.*
11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system. (Ref: 23 CFR 450.216(f) (1&2))
- ❖ *N/A (State DOT)*

12. Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. (Ref. 23 CFR 450.208e)
 - ❖ *N/A (State DOT)*

Appendix H – Safety Performance Measures

FY2025 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS - ARKANSAS

Texarkana MPO

Resolution #9-2024

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 9-2024

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE SAFETY TARGETS ESTABLISHED BY THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT).

WHEREAS, Fixing America's Surface Transportation Act and the subsequent Infrastructure Investment and Jobs Act (IIJA), signed into law November 15, 2021, require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, the Arkansas Department of Transportation (ARDOT) has adopted its Strategic Highway Safety Plan, a data-driven statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads; and

WHEREAS, the State of Arkansas Department of Transportation (ARDOT) has proposed targets for five (5) Safety Performance Measures based on five-year rolling averages for:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries, and

WHEREAS, in accordance with 23 CFR 490.207, the Arkansas Department of Transportation (ARDOT) shall establish targets annually for each performance measure has officially established safety targets in the Highway Safety Improvement Program annual report and has adopted safety target for number of fatalities, rate of fatalities, and number of serious injuries as set forth in the Strategic Highway Safety Plan, and as shown in APPENDIX A, Attached hereto.

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the Texarkana Metropolitan Planning Organization has chosen to support the proposed State's Safety Performance Measures/Targets adjustment for FY2024 and FY2025 and agrees to include these targets in the Texarkana MPO TIP after adoption and to plan and program projects in support of these targets.

ADOPTED in Regular Session on the 17th day of July 2024.



Sherly Collum, Mayor, City of Wake Village, Texas
Policy Board Vice-Chairman
Texarkana MPO

I hereby certify the above is a true copy of Resolution #9-2024: FY2025 Safety Performance Measures/Targets – ARDOT.

This resolution was:

Motioned by: William Cheatham, P.E, District 3 Engineer, ARDOT

Seconded by: Tom Whitten, Commissioner, Bowie County, TX

Resolution #9-2024 passed in regular session on July 17, 2024.

**FY2025 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS - ARKANSAS**

Texarkana MPO

Resolution #9-2024

A handwritten signature in blue ink, reading "Rea Donna Jones", is written over a horizontal line.

Rea Donna Jones
Director
Texarkana MPO

Page 2 of 3

FY2025 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS - ARKANSAS

Texarkana MPO

Resolution #9-2024

APPENDIX A

Proposed 2025 Safety Performance Measures				
Measures	2024 Targets	2019-2023 Average	Adjustment	Proposed 2025
Fatalities	698.5	578.2	20%	693.8
Rate of Fatalities*	1.854	1.582	Constant from 2024	1.854
Serious Injuries	2775.7	2604.4	7%	2786.7
Rate of Serious Injuries*	7.686	7.128	Constant from 2024	7.686
Non-motorized Fatal and Serious Injuries	266.8	225.5	30%	293.2

*per 100 million Vehicle Miles Traveled (VMT)

Appendix I – PM 2 and PM 3

ARDOT PM 2 AND PM 3 PERFORMANCE TARGETS

Texarkana MPO

Resolution # 7 - 2023

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 7 - 2023

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) TO SUPPORT ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT) TARGETS FOR PERFORMANCE MEASURES RELATED TO BRIDGE AND PAVEMENT CONDITIONS ON THE NATIONAL HIGHWAY SYSTEM (NHS), AND SYSTEM AND FREIGHT PERFORMANCE ON THE NHS

WHEREAS, the Infrastructure Investment Jobs Act (IIJA), continues Fixing America's Surface Transportation (FAST) Act's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, 23 CFR Part 450 and 49 CFR Part 613 (Metropolitan Transportation Planning) require that a Metropolitan Planning Organization (MPO) establish performance targets that address the performance measures or standards established under 23 CFR Part 490 (National Performance Management Measures), 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization; and

WHEREAS, said federal regulations require that a Metropolitan Planning Organization establish performance targets no later than 180 days after the date on which the relevant State or provider of public transportation establishes performance targets; and

WHEREAS, ARDOT has established statewide performance targets for the National Highway System (NHS), with effective dates of December 2, 2022, for the following categories:

1. Bridge Performance on the NHS
2. Pavement Performance on the NHS (by Interstate and Non-Interstate)
3. System Performance on the NHS (by Interstate and Non-Interstate)
4. Freight Performance on the NHS (for Interstate Only)
5. Transit Asset Management; and,

WHEREAS, the Texarkana Metropolitan Planning Organization may establish performance measure targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets or establish its own targets within 180 days of the State establishing and reporting its targets.

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the Texarkana Metropolitan Planning Organization agrees to support ARDOT's performance targets for each of the five performance categories as shown in the Attachment.

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



Tom Whitten, Bowie County Commissioner
Policy Board Chairman
Texarkana MPO

ARDOT PM 2 AND PM 3 PERFORMANCE TARGETS

Texarkana MPO

Resolution # 7 - 2023

I hereby certify the above is a true copy of Resolution #7-2023: ARDOT PM 2 and PM 3 Performance Targets.

This resolution was:

Motioned by: Mary Hart, Council Member, City of Texarkana, Texas

Seconded by: Sheryl Collum, Mayor, City of Wake Village, Texas

Resolution #7-2023 passed unanimously in regular session on May 17, 2023.



Rea Donna Jones
Director
Texarkana MPO

Summary

PAVEMENTS

2018-2022 Full Performance Period Progress Report			
	Baseline	2020	2022 *
Percent of Interstate pavements in Good condition	-	67.2%	65.2%
Percent of Interstate pavements in Poor condition	-	0.3%	1.3%
Percent of non-Interstate NHS pavements in Good condition	53.0%	59.6%	35.0%
Percent of non-Interstate NHS pavements in Poor condition	9.7%	7.3%	5.3%

* Non-interstate NHS data analysis transitioned from IRI-only to full distress in 2020; Interstate analysis transitioned in 2018.

2022-2026 Baseline Performance Period Report			
	Baseline	2-year	4-year
Percent of Interstate pavements in Good condition	65.2%	54.0%	48.0%
Percent of Interstate pavements in Poor condition	1.3%	5.0%	5.0%
Percent of non-Interstate NHS pavements in Good condition	35.0%	41.0%	45.0%
Percent of non-Interstate NHS pavements in Poor condition	5.3%	4.0%	4.0%

BRIDGES

2018-2022 Full Performance Period Progress Report			
	Baseline	2020	2022
Percent of NHS bridges by deck area classified as Good condition	50.3%	44.5%	43.6%
Percent of NHS bridges by deck area classified as Poor condition	3.9%	3.6%	3.5%

2022-2026 Baseline Performance Period Report			
	Baseline	2-year	4-year
Percent of NHS bridges by deck area classified as Good condition	43.6%	39.0%	40.0%
Percent of NHS bridges by deck area classified as Poor condition	3.5%	6.0%	8.0%

TRAVEL TIME RELIABILITY

2018-2022 Full Performance Period Progress Report			
	Baseline	2020	2022
Percent of Person-Miles Traveled on the Interstate that are Reliable	95.4%	96.5%	98.5%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	-	95.8%	95.6%

2018-2022 Full Performance Period Progress Report
2022-2026 Baseline Performance Period Report

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ARDOT PM 2 AND PM 3 PERFORMANCE TARGETS

Texarkana MPO

Resolution # 7 - 2023

2022-2026 Baseline Performance Period Report			
	Baseline	2-year	4-year
Percent of Person-Miles Traveled on the Interstate that are Reliable	98.5%	93.0%	93.0%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	95.6%	92.0%	92.0%

FREIGHT RELIABILITY

2018-2022 Full Performance Period Progress Report			
	Baseline	2020	2022
Truck Travel Time Reliability on the Interstate System	1.20	1.21	1.24

2022-2026 Baseline Performance Period Report			
	Baseline	2-year	4-year
Truck Travel Time Reliability on the Interstate System	1.24	1.35	1.35

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

2018-2022 Full Performance Period Progress Report			
	Baseline	2020	2022
Annual Hours of Peak Hour Excessive Delay per Capita	-	7.5	8.4
Percent Non-Single Occupancy Vehicle Travel	-	15.9%	16.8%

2022-2026 Baseline Performance Period Report			
	Baseline	2-year	4-year
Annual Hours of Peak Hour Excessive Delay per Capita	8.4	9.6	9.6
Percent Non-Single Occupancy Vehicle Travel	16.8%	16.2%	16.2%

2018-2022 Full Performance Period Progress Report
2022-2026 Baseline Performance Period Report

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Appendix J – Transit PTASP



TEXARKANA URBAN TRANSIT DISTRICT

1402 TEXAS BOULEVARD • TEXARKANA, TEXAS 75501
PHONE (903) 794-8883 • FAX (903) 794-0437

Tuesday, June 25, 2024

Mrs. Rea Donna Jones
Director Texarkana MPO
220 Texas Boulevard
Texarkana, TX 75501

Subject: Texarkana Urban Transit District (TUTD) FY2024 PTASP Goals

Dear Mrs. Jones,

The TUTD Board of Directors has reaffirmed its PTASP Goals of zero injuries and zero fatalities for Fiscal Year 2024. This reaffirmation was confirmed during the most recent TUTD Board Meeting of June 20th, 2024 and will be part of the minutes presented during the next TUTD board meeting scheduled for July 18th, 2024. This letter is issued in advance of the signed minutes so that these goals may be included in the MPO TIP.

Sincerely,

A blue ink signature of Patrick Cox.

Patrick Cox,
Administrative/Fleet Services Supervisor

Appendix K – Transit TAM Targets

TXDOT PM 2 AND PM 3 PERFORMANCE TARGETS

Texarkana MPO

Resolution 4 - 2021

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 4-2021

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) TO SUPPORT TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT) TARGETS FOR PERFORMANCE MEASURES RELATED TO BRIDGE AND PAVEMENT CONDITIONS ON THE NATIONAL HIGHWAY SYSTEM (NHS), AND SYSTEM AND FREIGHT PERFORMANCE ON THE NHS

WHEREAS, the Fixing America's Surface Transportation (FAST) Act, continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

WHEREAS, 23 CFR Part 450 and 49 CFR Part 613 (Metropolitan Transportation Planning) require that a Metropolitan Planning Organization (MPO) establish performance targets that address the performance measures or standards established under 23 CFR Part 490 (National Performance Management Measures), 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization; and

WHEREAS, said federal regulations require that a Metropolitan Planning Organization establish performance targets no later than 180 days after the date on which the relevant State or provider of public transportation establishes performance targets; and

WHEREAS, TXDOT has established statewide performance targets for the National Highway System (NHS), with effective dates of November 1, 2020, for the following categories:

1. Bridge Performance on the NHS
2. Pavement Performance on the NHS (by Interstate and Non-Interstate)
3. System Performance on the NHS (by Interstate and Non-Interstate)
4. Freight Performance on the NHS (for Interstate Only)
5. Transit Asset Management; and,

WHEREAS, TXDOT coordinated the establishment of its targets for each of the above performance categories with the 25 Metropolitan Planning Organizations (MPOs) in Texas through the Association of Texas Metropolitan Planning Organization (TEMPO); and

WHEREAS, the Texarkana Metropolitan Planning Organization may establish performance measure targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets, or establish its own targets within 180 days of the State establishing and reporting its targets.

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the Texarkana Metropolitan Planning Organization agrees to support TXDOT's performance targets for each of the five performance categories as shown in the Attachment.

ADOPTED in Regular Session on the 27th day of January 2021.



Tom Whitten, Bowie County Commissioner
Texarkana MPO Policy Board - Chairman

"I hereby certify that the above is a true copy of Resolution 4-2021: Performance Targets and was motioned by Chris Brown, representing Ark-Tex Council of Governments (ATCOG) and seconded by Robert Bunch, representing the City of Nash, Texas. This Resolution was passed unanimously in regular session on January 27, 2021".



Rea Donna Jones, Director
Texarkana MPO

TxDOT Targets for Transit Asset Management
Performance Measures
On the Interstate System

Transit Asset Management			
Performance Measure	Baseline	2-Year Target	4-Year Target
Transit Asset Management			<15%
Percent of revenue vehicles at or exceeding useful life benchmark			<15%
Percent of services vehicles (non-revenue) at or exceeding useful benchmark			<15%
Percent of facilities rated below 3 on condition scale (TERM)			<15%
Percent of track segments with performance restrictions			N/A

Appendix L – TxDOT Transit Entities



TransitAsset
Management

2023-2026
Group
Sponsored Plan
Public Transportation Division

Transit Entity	Accountable Executive
Montgomery County Meals on Wheels	Jilian Lennon
Jim Hogg County Transportation	Petra Garcia
Big Bend Community Action	Adan Estrada
Starr County	Marisol De La Farza
NDMJ, Inc.	Jamal Moharer
Mounting Horizons	Perry Hunter
Zapata County	Rosie Gonzalez
Hill County Transit District	Steven R Beck
Waco Transit	Serena Stevenson
McClennan County Transit	Serena Stevenson
Gulf Coast Transit District	Worth Furguson
TAPS	Shellie White
Senior Center Resources and Public Transit	Danny Allembaugh
Capital Area Rural Transportation System	Dave Marsh
Public Transit Services	Reta Brooks
West Texas Opportunities	Karen Faulkner
Rural Economic Assistance League	Martin Ornelas
East Texas Council of Governments	Katey Pilgram
Heart of Texas Council of Governments	Rep Pledger
South Plains Community Action Association	Brian Baker
The Transit System	Derinda Long
Central Texas Rural Transit District	Angela Rodriguez
SPAN, Inc. (Denton County)	Jona Coronado
Colorado Valley Transit	Claudia Wicks
Southwest Area Regional Transit	Sarah-Hidalgo Cook
City of Cleburne	Richard Burciaga
Webb County	Robert Martinez
Kleberg County	Becky Greif
Rolling Plains Management Corporation	Donna Moore
Community Services, Inc.	Katie Ragan
Panhandle Community Services	Lylene Springer
El Paso County	Sal Alonzo
STAR Transit	Tommy Henricks
City of Del Rio	Esmeralda Meza
City of South Padre Island	Jesse Arriaga
Alamo Area Council of Governments	Robert Duke
Aspermont	Cherry Pittcock
Ark-Tex Council of Governments	Mark Compton
Texarkana	Mark Compton

Appendix M – Status of Projects from Prior Years

FY 2023 Annual Project Listings Texarkana Metropolitan Planning Organization

Highway Projects

Job No	A30013	Federal Cost:	\$379,413
STIP Job No.	XX2023-16	State Cost:	
County Name:	Miller	Local Cost:	
Job Name:	71 (Texarkana)	Local Contribution:	
Type of Work:	Const.	Total:	\$379,413
		Let Date:	
		Funding Category:	STPLC
		Agency responsible for carrying out the project:	

Amt of funds programmed in the TIP (multiphased project): \$0

Amt obligated in the program year (FY 2023): \$379,413

Amt of funds remaining and available for use in subsequent yrs (multi-phased projects) \$0

Job No:	A30013	Federal Cost:	\$795,543
STIP Job No:	XX2023-16	State Cost:	
County Name:	Miller	Local Cost:	
Job Name:	Sign Upgrades	Local Contribution:	
Type of Work:	Const	Total:	\$795,543
		Let Date:	
		Funding Category:	NHPP
		Agency responsible for carrying out the project:	

Amt of funds programmed in the TIP (multiphased project): \$0

Amt obligated in the program year (FY 2023): \$795,543

Amt of funds remaining and available for use in subsequent yrs (multi-phased project) \$0

Job No	A30013	Federal Cost:	\$2,352,000
STIP Job No.	XX2023-16	State Cost:	
County Name:	Miller	Local Cost:	
Job Name:	Districts 3, 4, 6, 7 & 8 Bridge Preservation	Local Contribution:	
Type of Work:	Const	Total:	\$2,352,000
		Let Date:	
		Funding Category:	BFP
		Agency responsible for carrying out the project:	

Amt of funds programmed in the TIP (multiphased project):	\$0
Amt obligated in the program year (FY 2023):	\$2,352,000
Amt of funds remaining and available for use in subsequent yrs (multi-phased projects)	\$0

Job No:	A30014	Federal Cost:	\$943,176
STIP Job No:	XX2023-16	State Cost:	
County Name:	Miller	Local Cost:	
Job Name:	Districts 3, 4, 6, 7 & 8 Bridge Preservation	Local Contribution:	
Type of Work:	Const.	Total:	\$943,176
		Let Date:	
		Funding Category:	BFP
		Agency responsible for carrying out the project:	

Amt of funds programmed in the TIP (multiphased project):	\$0
Amt obligated in the program year (FY 2023):	\$943,176
Amt of funds remaining and available for use in subsequent yrs (multi-phased project)	\$0

Total Federal Funds Obligated in FY 2023 (Highway Projects):	\$4,470,132
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Group Projects

Job No	12439	Federal Cost:	\$1,251,090
STIP Job No.	XX2023-14	State Cost:	
County Name:	Various	Local Cost:	
Job Name:	Hwys 108 & 296 (Sel. Secs.)(S)	Local Contribution:	
Work Type:	Const	Total:	\$1,251,090
		Let Date:	
		Funding Category:	STPF
		Agency responsible for carrying out the project:	Arkansas Department of Transportation (ARDOT)

Amt of funds programmed in the TIP (multiphased project): \$0

Amt obligated in the program year (FY 2023): \$1,251,090

Amt of funds remaining and available for use in subsequent yrs (multi-phased proje \$0

Job No	12439	Federal Cost:	\$2,719,609
STIP Job No.	XX2023-14	State Cost:	
County Name:	Various	Local Cost:	
Job Name:	Districts 3, 4, 6, 7 & 8 Bridge Preservation	Local Contribution:	
Work Type:	PE/Const	Total:	\$2,719,609
		Let Date:	
		Funding Category:	NHPP
		Agency responsible for carrying out the project:	Arkansas Department of Transportation (ARDOT)

Amt of funds programmed in the TIP (multiphased project): \$0

Amt obligated in the program year (FY 2023): \$2,719,609

Amt of funds remaining and available for use in subsequent yrs (multi-phased proje \$0

Job No	12445	Federal Cost:	\$663,899
STIP Job No.	XX2023-02	State Cost:	
County Name:	Various	Local Cost:	
Job Name:	Hwys. 108 & 296 (Sel. Secs.) (S)	Local Contribution:	
Work Type:	PE/Const	Total:	\$663,899
		Let Date:	
		Funding Category:	NHPP
		Agency responsible for carrying out the project:	Arkansas Department of Transportation (ARDOT)

Amt of funds programmed in the TIP (multiphased project): \$0

Amt obligated in the program year (FY 2023): \$663,899

Amt of funds remaining and available for use in subsequent yrs (multi-phased proje \$0

Job No	12445	Federal Cost:	\$1,516,396
STIP Job No.	XX2023-02	State Cost:	
County Name:	Various	Local Cost:	
Job Name:	Districts 3, 4, 6, 7 & 8 Bridge Preservation	Local Contribution:	
Work Type:	PE/Const	Total:	\$1,516,396
		Let Date:	
		Funding Category:	STPF
		Agency responsible for carrying out the project:	Arkansas Department of Transportation (ARDOT)
Amt of funds programmed in the TIP (multiphased project):			\$0
Amt obligated in the program year (FY 2023):			\$1,516,396
Amt of funds remaining and available for use in subsequent yrs (multi-phased proje			\$0

Total Federal Funds Obligated in FY 2023 (Group Projects): **\$6,150,994**

The Texarkana MPO Grouped Projects contained in this annual report are listed by Federal-Aid-Project Number. In some cases, a Federal-Aid Project Number contains multiple projects which extend within and outside of the Texarkana Planning boundary. Projects and funding for Group projects are programmed at the District level. Listed below are some projects which are beyond the MPO's planning area.

Federal-Aid

Project Job Number(s):

Job#	STIP Job#	County	Route	Job Name	Type of Work	Funding
12439	2023-14	Various	30	Hwys. 108 & 296 (Sel. Secs) (S)	Const	STPF
12439	2023-14	Various	30	District 3, 4, 6, 7 & 8 Bridge Preservation (2023) (S)	Const	NHPP
12445	2023-02	Various	Various	District 3, 4, 6, 7 & 8 Bridge Preservation (2023) (S)	PE/Const	NHPP
12445	2023-02	Various	Various	Hwys. 108 & 296 (Sel. Secs) (S)	PE/Const	STPF

Transit Projects

Project ID:	FY20 Operating, PM, Planning, & Paratransit	Federal Cost:	\$355,630
FTA Number:	TX-2021-046-00	State Cost:	\$0
County Name:	Miller	Local Cost:	\$120,914
Agency Name:	Texarkana Urban Transit	Local Contribution:	\$0
Vehicle Type:	Small Urban Transit Funds	Total:	\$476,544
		Let Date:	
		Funding Category:	5307
		Agency responsible for carrying out the project:	Texarkana Urban Transit District (TUTD)

Amt of funds programmed in the TIP (multiphased project): \$0

Amt obligated in the program year (FY 2023): \$355,630

Amt of funds remaining and available for use in subsequent yrs (multi-phased project) \$0

Project ID:	Bus & Bus Facilities FY19, FY20, FY21	Federal Cost:	\$104,799
FTA Number:	TX-2022-055-00	State Cost:	\$0
County Name:	Miller	Local Cost:	\$18,494
Agency Name:	Texarkana Urban Transit	Local Contribution:	\$0
Vehicle Type:	Small Urban Transit Funds	Total:	\$123,293
		Let Date:	
		Funding Category:	5339
		Agency responsible for carrying out the project:	Texarkana Urban Transit District (TUTD)

Amt of funds programmed in the TIP (multiphased project): \$0

Amt obligated in the program year (FY 2023): \$104,799

Amt of funds remaining and available for use in subsequent yrs (multi-phased project) \$0

Project ID:	FY20 CARES Funding Operating	Federal Cost:	\$1,006,435
FTA Number:	TX-2020-054-02	State Cost:	\$0
County Name:	Miller	Local Cost:	\$0
Agency Name:	Texarkana Urban Transit	Local Contribution:	\$0
Vehicle Type:	Small Urban Transit Funds	Total:	\$1,006,435
		Let Date:	
		Funding Category:	5307
		Agency responsible for carrying out the project:	Texarkana Urban Transit District (TUTD)

Amt of funds programmed in the TIP (multiphased project): \$0

Amt obligated in the program year (FY 2023): \$1,006,435

Amt of funds remaining and available for use in subsequent yrs (multi-phased project) \$0

Project ID:	FY21 Operating, PM, Planning, & Paratransit	Federal Cost:	\$354,807
FTA Number:	TX-2023-026-00	State Cost:	\$0
County Name:	Miller	Local Cost:	\$0
Agency Name:	Texarkana Urban Transit	Local Contribution:	\$115,278
Description:	Small Urban Transit Funds	Total:	\$470,085
		Let Date:	
		Funding Category:	5307
		Agency responsible for carrying out the project:	Texarkana Urban Transit District (TUTD)
Amt of funds programmed in the TIP (multiphased project):			\$0
Amt obligated in the program year (FY 2023):			\$354,807
Amt of funds remaining and available for use in subsequent yrs (multi-phased project)			\$0
Project ID:	FY21 ARP Operating Assistance	Federal Cost:	\$147,317
FTA Number:	TX-2023-036-00	State Cost:	\$0
County Name:	Miller	Local Cost:	\$0
Agency Name:	Texarkana Urban Transit	Local Contribution:	\$0
Vehicle Type:	Small Urban Transit Funds	Total:	\$147,317
		Let Date:	
		Funding Category:	5307
		Agency responsible for carrying out the project:	Texarkana Urban Transit District (TUTD)
Amt of funds programmed in the TIP (multiphased project):			\$0
Amt obligated in the program year (FY 2023):			\$147,317
Amt of funds remaining and available for use in subsequent yrs (multi-phased project)			\$0
Project ID:	FY21 ARP Operating Assistance	Federal Cost:	\$59,290
FTA Number:	AR-2023006-05-00	State Cost:	\$0
FTA PO Number:	AR-16-X019	Local Cost:	\$14,823
County Name:	Miller	Local Contribution:	\$0
Agency Name:	Texarkana Special Education Center (Opportunities, Inc.)	Total:	\$74,113
Vehicle Type:	#07 22' Ford Transit High-Roof Conversion Extended Van without WC Lift (12-Pass.)	Let Date:	
		Funding Category:	5310
		Agency responsible for carrying out the project:	Texarkana Special Education Center (Opportunities, Inc)
Amt of funds programmed in the TIP (multiphased project):			\$0
Amt obligated in the program year (FY 2023):			\$59,290
Amt of funds remaining and available for use in subsequent yrs (multi-phased project)			\$0
Project ID:	FY21 ARP Operating Assistance	Federal Cost:	\$59,290
FTA Number:	AR-2023006-05-00	State Cost:	\$0
FTA PO Number:	AR-16-X019	Local Cost:	\$14,823
County Name:	Miller	Local Contribution:	\$0
Agency Name:	Texarkana Special Education Center (Opportunities, Inc.)	Total:	\$74,113
Vehicle Type:	#07 22' Ford Transit High-Roof Conversion Extended Van without WC Lift (12-Pass.)	Let Date:	
		Funding Category:	5310
		Agency responsible for carrying out the project:	Texarkana Special Education Center (Opportunities, Inc)
Amt of funds programmed in the TIP (multiphased project):			\$0
Amt obligated in the program year (FY 2023):			\$59,290
Amt of funds remaining and available for use in subsequent yrs (multi-phased project)			\$0
Total Federal Funds Obligated in FY 2023 (Arkansas Transit Projects):			\$2,087,568

Local Projects

Project ID: FTA Number: County Name: Agency Name: Vehicle Type:	Federal Cost: State Cost: Local Cost: Local Contribution: Total: Let Date: Funding Category: Agency responsible for carrying out the project:
--	--

Amt of funds programmed in the TIP (multiphased project):	\$0
Amt obligated in the program year (FY 2023):	\$0
Amt of funds remaining and available for use in subsequent yrs (multi-phased project)	\$0

Total Federal Funds Obligated in FY 2023 (Local Projects):	\$0
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Bike/Ped

Project ID: FTA Number: County Name: Agency Name: Vehicle Type:	Federal Cost: State Cost: Local Cost: Local Contribution: Total: Let Date: Funding Category: Agency responsible for carrying out the project:
--	--

Amt of funds programmed in the TIP (multiphased project):	\$0
Amt obligated in the program year (FY 2023):	\$0
Amt of funds remaining and available for use in subsequent yrs (multi-phased project)	\$0

Total Federal Funds Obligated in FY 2023 (Bike/Ped Projects):	\$0
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Total Federal Funds Obligated in FY 2023 (ALL Categories):	\$12,708,694
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Appendix N – Administrative Modifications

Not applicable at this time

Appendix O – Amendments