

FY2023-2026

TEXAS

*TRANSPORTATION
IMPROVEMENT
PROGRAM*

Adopted

April 22, 2022

*Texarkana
Metropolitan Planning
Organization (MPO)*

Supporting Organizations

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



TEXARKANA
Texas



U.S. Department
of Transportation
**Federal Highway
Administration**



This report was prepared by the Texarkana Metropolitan Planning Organization 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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Content

Texarkana Metropolitan Planning Organization (MPO)	1
Supporting Organizations	2
Notice of Nondiscrimination	3
Introduction.....	5
Metropolitan Planning Area.....	6
Designation	6
MPO Policy Board.....	7
Legislations	7
Performance Measures	10
Transit Performance Measures and Targets	12
Public Involvement Process.....	13
Status of Projects from Prior Years.....	13
FY2023-2026 Projects	13
Revisions	34
Appendix A – Texarkana MPO Boundary Map.....	36
Appendix B – Resolution – Adoption of FY2023-26 TIP	37
Appendix C – MPO Self Certification	38
Appendix D – Public Involvement Documentation	39
Appendix E – 23 CFR §450.104 Definitions.....	40
Appendix F – Project Listing Information	47
Appendix G – Grouped Project CSJs.....	48
Appendix H – Funding Categories	51
Appendix I – FAST Act Compliance.....	54
Appendix J – Safety Performance Measures	57
Appendix K – Transit PTASP	60
Appendix L – Administrative Modifications.....	63
Appendix M – Amendments	64

Introduction

The Transportation Improvement Program (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 Transportation Improvement Program (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 years, and be approved by the Metropolitan Planning Organization (MPO) and the 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 the DOT and local transit operators.
- ❖ Provide a reasonable opportunity for public comment.
- ❖ Demonstrate current transportation system maintenance needs.
- ❖ Demonstrate project consistency with 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 2023-2026 TIP identifies both local and state projects, that are supported by local governments and TxDOT. The Texarkana MPO collaboratively works with its member agencies: Federal Transit Authority (FTA), Federal Highway Administration (FHWA), 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, and the Texarkana Urban Transit District (TUTD) to coordinate transportation planning and funding resources for a variety of projects that address regional and local transportation needs and objectives.

Development of the FY2023-2026 TIP was done using a competitive project selection process from the region's long-range transportation plan. Texarkana MPO member agencies submitted projects that were essential to the region's transportation network. While local plans are developed by a MPO, the STIP is developed by TxDOT for non-metropolitan areas of the State. This TIP was developed using direction from the Texarkana MPO Technical Advisory Committee (TAC) and the MPO Policy Board (PB). Projects submitted were scored by the MPO staff and the TAC.

The FY2023-2026 TIP contains 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 the regional transportation plan, FHWA and the DOTs.

Metropolitan Planning Area

The Texarkana Metropolitan Planning Area 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 within a twenty (20) year forecast period. The Texarkana area cover 195 square miles. This includes the cities of Texarkana, Arkansas and Nash, Red Lick, 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 boarder of NE Texas and SW Arkansas. The Texarkana MPA is located 130 miles from Little Rock, AR, 180 miles from Dallas, TX, 70 miles from Shreveport, LA, and 210 miles from Tulsa, OK. The MPA also have several highways running through it – IH-30, US 59, US 67, US 71, and US 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 the 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 Texarkana MPO, Arkansas Department of Transportation, Texas Department of Transportation and Ark-Tex Council of Governments (the Transit Provider) standard procedures of operation and coordination concerning the performance-based planning process have 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. (www.texarkanampopo.org)

MPO Policy Board

Texarkana MPO Policy Board	
Chris Brown , Executive Director	Ark-Tex Council of Government, Texarkana, Texas
Barbara Miner , Council Member	City of Texarkana, Arkansas
Steven Hollibush , Council Member	City of Texarkana, Arkansas
Jay Ellington , City Manager	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	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 Vice Chairman</i>	City of Texarkana, Texas
Tom Whitten , Commissioner & <i>MPO Chairman</i>	Bowie County, Texas
Deanne Simmons, P.E. , Director of Transportation Planning & Development	Texas Department of Transportation
Jere A. Williams, P.E. , Atlanta District Engineer	Texas Department of Transportation

Legislations

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 in population to create and implement transportation plans in order 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 United States Code (USC) Section 134, 23 Code of Federal Regulations (CFR) Part 450, 49 U.S.C Section 5303, (23 CFR 450:306) and 49 CFR Part 613.

Over the years additional legislation enforced the need for coordinated planning: Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Transportation Equity Act for the 21st Century (TEA-21) in 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) in 2005 (the Surface Transportation Extension Act of 2012, Part II extended the time of SAFETEA-LU until September 30, 2012). SAFETEA-LU required the MPOs to provide for consideration of projects and strategies in their UPWPs that will serve to advance eight (8) transportation planning factors:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the 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 of people and freight.

7. Promote efficient system management and operation.
8. Emphasize the preservation of existing transportation system.

Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012, and reinforces the eight (8) planning factors in SAFETEA-LU. MAP-21 was a milestone for the U.S. economy and the surface transportation program through its ability to guide the system's growth and development. MAP-21 created a streamlined and performance-based surface transportation program and built on many of the highway, transit, bicycle, and pedestrian programs and policies there were established in 1991.

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). This performance-based system established national performance goals to achieve the following:

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 the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and good by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.
8. Emphasize the preservation of the existing transportation system.

Fixing America's Surface Transportation (FAST) Act (Pub. L. 114-94 FAST) was enacted on December 4, 2015. The FAST Act provided long-term funding (fiscal years 2016 through 2020) certainty for surface transportation infrastructure planning and investment for highway, safety, public transportation, rail, and research, technology, and statistics programs. The FAST Act improved mobility on the highways, created jobs and supported economic growth, and accelerated project delivery and promoted innovation. The FAST Act took the eight (8) planning factors of SAFETEA-LU and added two (2) additional factors:

9. Improve the transportation system's resiliency and reliability and reduce or mitigate storm-water impact of surface transportation.
10. Enhance travel and tourism.

Texas House Bill 20 (HB 20) (signed into law September 2, 2021) instructs the Texas Transportation Commission (TTC) to develop and implement performance-based planning and programming dedicated to providing the executive and legislative branches of government with

indicators that quantify and qualify progress toward attaining goals and objectives established by the Legislature and the TTC. The TTC will develop performance metrics and measures as part of:

1. Review of strategic planning in the statewide transportation plan, rural transportation plans, and the unified transportation program.
2. Evaluation of decision-making on projects selected for funding in the unified transportation program (UTP) and STIP.
3. Evaluation of project delivery for projects in the department's letting schedule.

HB 20 states that the TTC shall adopt and review performance metrics and measures:

1. Assess how well the transportation system is performing and operating in accordance with the requirement of 23 U.S.C. Section 134 or [135](#).
2. Provide the department legislature, stakeholders, and public with information to support decision in a manner that is accessible and understandable to the public.
3. Assess the effectiveness and efficiency of transportation projects and services.
4. Demonstrate transparency and accountability.
5. Address other issues the commission considers necessary.

HB 20 directs MPOs to develop a 10-year plan and to develop their own project recommendation criteria, which must include considerations of:

1. Projected improvements to congestion and safety.
2. Projected effects on economic development opportunities for residents of the region.
3. Available funding.
4. Effects on the environment, including air quality.
5. Socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods.
6. Any other factors deemed appropriate by the planning organization.

President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law on November 15, 2021, PL 117.58.

The IIJA is guaranteed transportation funding for the next five (5) years. 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:

- ✓ Extends FY2021 enacted levels through FY2022 for federal-aid highway, transit, and safety programs;
- ✓ Reauthorized for FY2023-2026 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; and

- ✓ 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.

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](#)):

- ✓ 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 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

Federal regulations require that states and MPOs incorporate performance-based planning into their long-range and short-range planning processes. 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, in July 2020, 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. This deadline was extended until December 2020. The Texarkana Urban Transit District (TUTD) adopted their PTASP in July 2020. The MPO adopted the new targets on January 26, 2022, by Resolution #11-2022. 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 years or every four.

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. The adopted 2022 Texas Performance safety targets are displayed in *Appendix J*.

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. TxDOT 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. TxDOT 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).

TxDOT HSIP TARGETS

Performance Measures	2022 Statewide Target (Expressed as Five-Year FY2018-2022 Average)
Total number of traffic related fatalities on all public road	3,563
Rate of traffic related fatalities on all public road per 100 million VMT	1.27
Total number of traffic related serious injuries on all public road	16,677
Rate of traffic related serious injuries on all public roads per 100 million VMT	5.76
Total number of non-motorized fatalities and serious injuries on all public roads	2,367

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

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 TxDOT performance targets addressing PM2 and PM 3 in January 2021 with Resolution #4-2021.

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

The measures are used by TxDOT 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 TxDOT to keep truck delay and reliability with the target set as proportion to population growth. The Texarkana MPO adopted TxDOT performance targets addressing PM 2 and PM3 in January 2021 with Resolution #4-2021.

Transit Performance Measures and 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. 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), as part of the plan, for the following measures on November 13, 2018, via Resolution #3-2019. 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.

See Appendix K for Resolution # 11-2022.

Public Involvement Process

The FY2023-2026 TIP was developed in accordance with the Public Participation Plan (3-P) of the Texarkana MPO. At the time of the 2023-2026 TIP develop, the world is still experiencing the Coronavirus or COVID-19. Social distancing and the use of mask in public gatherings are being used to help deter the spread of the Coronavirus and its variants. The MPO continues to offer online services to the public for participation in Policy Board meetings, which are open to the public.

Public participation for the FY2023-2026 TIP, included a Policy Board meeting that was open to the public and a 10-day public review period. During the public review period, comments could be submitted in writing, faxed, emailed, or submitted in person to the MPO. Public comments are reviewed and evaluated before finalizing the TIP.

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 (PPP) which can be found at: <http://www.texarkanampopo.org/program-documents.html>

See Appendix D for details.

Status of Projects from Prior Years

See the MPO's Annual Projects Listing (APL) at www.texarkanampopo.org for the status of projects from prior years.

FY2023-2026 Projects

Financial Plan

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 FY2023-2026 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 FY2023-2026 Program of Projects.

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 in 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 TXDOT 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

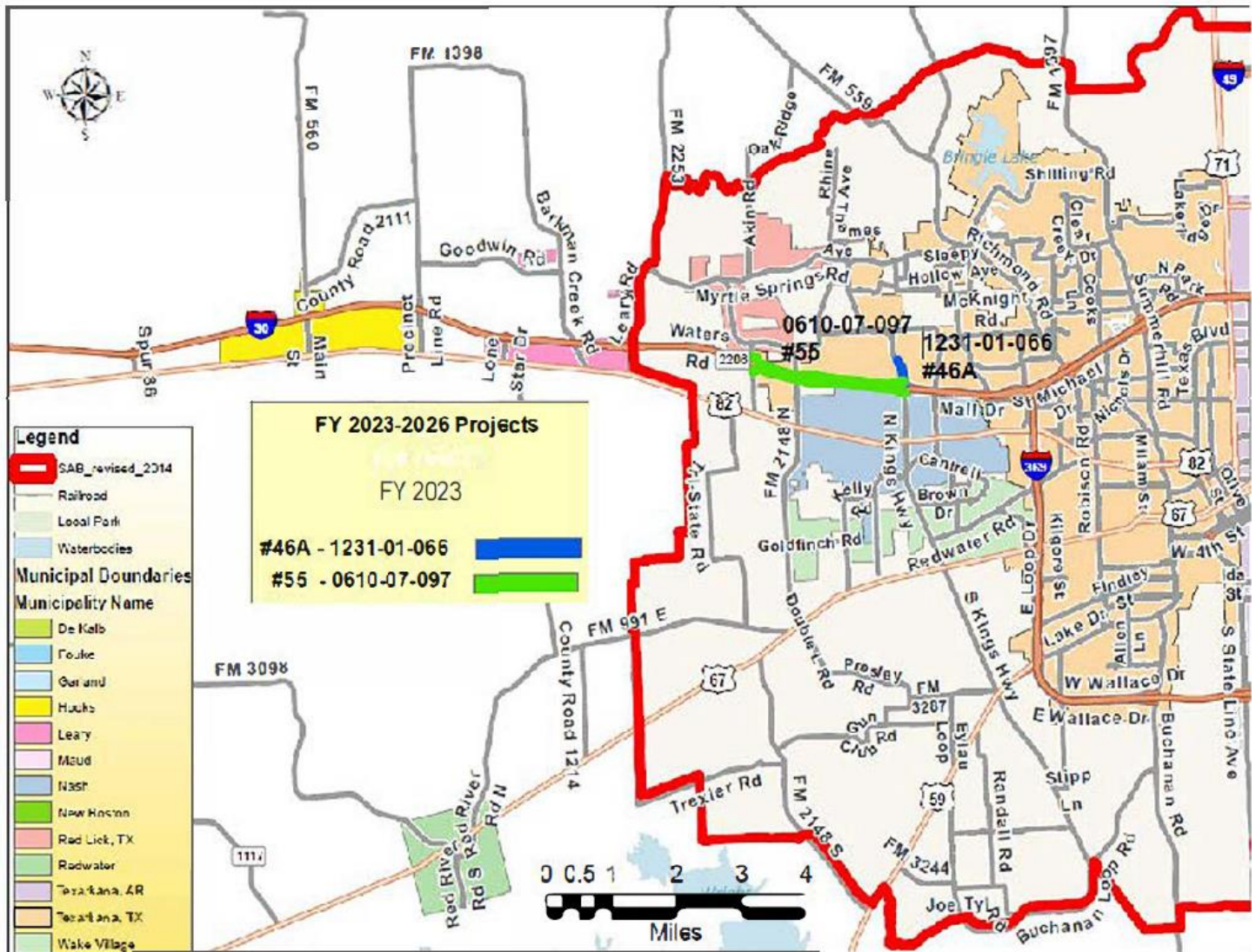
The TIP is a list of upcoming transportation projects which covers a period of at least four years. The TIP should include capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State's Strategic Highway Safety Plan. The TIP should include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, in addition to non-federally funded projects that are consistent with the MTP. Furthermore, the TIP must be fiscally constrained. 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. Group Projects are programmed at TXDOT State level. The MPO Policy Board approves of the use of statewide project groupings.

Individual Projects

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FY 2023-2026
TEXARKANA METROPOLITAN PLANNING ORGANIZATION
FY 2023

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
19- ATLANTA	BOWIE	1231-01-066	FM989	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 4,763,253		
LIMITS FROM:	IH 30 NORTH FRONTAGE ROAD					REVISION DATE: 07/2022			
LIMITS TO:	0.3 MI. N. OF GIBSON LANE					MPO PROJ NUM: 46A			
PROJECT	WIDEN EXISTING 2- LANE HIGHWAY TO 4- LANE DIVIDED URBAN SECTION					FUNDING CAT(S): 2			
DESC:					PROJECT				
REMARKS					HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 250,858	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 848,800		2- URBAN CRDR		\$ 3,810,602	\$ 952,651	\$ -	\$ -	\$ 4,763,253
CONST COST:	\$ 4,763,253		TOTAL		\$ 3,810,602	\$ 952,651	\$ -	\$ -	\$ 4,763,253
CONST ENG:	\$ 251,370								
CONTING:	\$ 356,291		\$ 4,763,253						
IND COSTS:	\$ 148,467								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 6,619,039								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
19- ATLANTA	BOWIE	0610-07-097	IH 30	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 35,669,524		
LIMITS FROM:	FM 3419					REVISION DATE: 07/2022			
LIMITS TO:	FM989					MPO PROJ NUM: 55			
PROJECT	CONSTRUCT ONE- WAY FRONTAGE ROADS, ENTRANCE & EXIT RAMPS & TURNAROUNDS, AND REPLACE BRIDGE AT FM989					FUNDING CAT(S): 2, 4U			
DESC:					PROJECT				
REMARKS					HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 1,840,965	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 3,610,011		2- URBAN CRDR		\$ 12,661,837	\$ 3,165,459	\$ -	\$ -	\$ 15,827,296
CONST COST:	\$ 35,669,524		4U- URBAN		\$ 15,873,782	\$ 3,968,446	\$ -	\$ -	\$ 19,842,228
CONST ENG:	\$ 1,506,585		TOTAL		\$ 28,535,619	\$ 7,133,905	\$ -	\$ -	\$ 35,669,524
CONTING:	\$ 1,901,186		\$ 35,669,524						
IND COSTS:	\$ 1,089,551								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 45,617,822								
PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER									

TEXARKANA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
2023-2026 TIP



Grouped Projects

GROUPED PROJECTS									
TEXARKANA METROPOLITAN PLANNING ORGANIZATION									
FY 2023									
INFORMATIONAL PURPOSES ONLY									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE	0217-02-037	US 71	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ 15,709,409
LIMITS FROM:	0.2 MI. S. OF IH 30					REVISION DATE: 07/2022			
LIMITS TO:	US 67 (7TH STREET)					MPO PROJ NUM: 60			
PROJECT	REHABILITATE EXISTING 4- LANE DIVIDED HIGHWAY					FUNDING CAT(S): 1, 2U. 12			
DESC:					PROJECT				
REMARKS	JOINT PROJECT WITH STATE OF ARKANSAS				HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 763,543	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT		\$ 482,727	\$ 120,682	\$ -	\$ -	\$ 603,409
CONST COST:	\$ 15,709,409		2U- URBAN CRDR		\$ 2,400,000	\$ 600,000			\$ 3,000,000
CONST ENG:	\$ 539,155		12- STRTGC PRTY		\$ 9,684,800	\$ 2,421,200			\$ 12,106,000
CONTING:	\$ 477,324		TOTAL		\$ 12,567,527	\$ 3,141,882	\$ -	\$ -	\$ 15,709,409
IND COSTS:	\$ 451,893								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 17,941,324								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE	2050-02-005	FM3287		TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ 46,298
LIMITS FROM:	1.33 MI. W. OF FM989					REVISION DATE: 07/2022			
LIMITS TO:	FM989					MPO PROJ NUM:			
PROJECT	FY 23 DISTRICT SEAL COAT					FUNDING CAT(S): 1			
DESC:					PROJECT				
REMARKS					HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 2,209	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT		\$ 37,038	\$ 9,260	\$ -	\$ -	\$ 46,298
CONST COST:	\$ 46,298		TOTAL		\$ 37,038	\$ 9,260	\$ -	\$ -	\$ 46,298
CONST ENG:	\$ 550								
CONTING:	\$ 583	\$ 46,298							
IND COSTS:	\$ 1,307								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 50,947								

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM									
FY 2023-2026									
GROUPED PROJECTS									
TEXARKANA METROPOLITAN PLANNING ORGANIZATION									
FY 2023 Continued									
INFORMATIONAL PURPOSES ONLY									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE	2878- 01- 016	FM2878		TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ 104,244
LIMITS FROM:	FM559					REVISION DATE: 07/2022			
LIMITS TO:	IH 30 FRONTAGE ROAD					MPO PROJ NUM:			
PROJECT	2023 DISTRICT SEAL COAT					FUNDING CAT(S): 1			
DESC:						PROJECT			
REMARKS						HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 4,975	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1- PRVNT		\$ 83,395	\$ 20,849	\$ -	\$ -	\$ 104,244
CONST COST:	\$ 104,244		TOTAL		\$ 83,395	\$ 20,849	\$ -	\$ -	\$ 104,244
CONST ENG:	\$ 1,238								
CONTING:	\$ 1,313								
IND COSTS:	\$ 2,944								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 114,714								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE	0010- 13- 097	US 67		TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ 134,679
LIMITS FROM:	0.5 MI. W. OF FM 2148S					REVISION DATE: 07/2022			
LIMITS TO:	0.5 MI. E. OF FM 2148S					MPO PROJ NUM:			
PROJECT	INSTALL SAFETY LIGHTING AT INTERSECTION					FUNDING CAT(S): 8			
DESC:						PROJECT			
REMARKS						HISTORY:			
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 6,647	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		8- SAFETY		\$ 121,211	\$ 13,468	\$ -	\$ -	\$ 134,679
CONST COST:	\$ 134,679		TOTAL		\$ 121,211	\$ 13,468	\$ -	\$ -	\$ 134,679
CONST ENG:	\$ 8,519								
CONTING:	\$ 983								
IND COSTS:	\$ 3,934								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 154,762								
PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER									

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM									
FY 2023-2026									
GROUPED PROJECTS									
TEXARKANA METROPOLITAN PLANNING ORGANIZATION									
FY 2024									
INFORMATIONAL PURPOSES ONLY									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE	1231-01-069	FM 989		TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ 3,744,141
LIMITS FROM:	US 82					REVISION DATE: 07/2022			
LIMITS TO:	US 67					MPO PROJ NUM:			
PROJECT	RESURFACE EXISTING 4-LANE HIGHWAY					FUNDING CAT(S): 1			
DESC:				PROJECT					
REMARKS				HISTORY:					
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 177,296	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT		\$ 2,995,313	\$ 748,828	\$ -	\$ -	\$ 3,744,141
CONST COST:	\$ 3,744,141		TOTAL		\$ 2,995,313	\$ 748,828	\$ -	\$ -	\$ 3,744,141
CONST ENG:	\$ 139,666								
CONTING:	\$ 151,499		\$ 3,744,141						
IND COSTS:	\$ 104,930								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 4,317,532								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE	0919- 19- 084	COLLEGE		TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ 2,816,654
LIMITS FROM:	ROBISON ROAD ALONG COLLEGE DRIVE					REVISION DATE: 07/2022			
LIMITS TO:	US 71(STATELINE AVENUE)					MPO PROJ NUM:			
PROJECT	Construct sidewalks and bike lanes in Texarkana along College Drive and include bike and pedestrian signalization improvements at SL 14					FUNDING CAT(S): 3, 9			
DESC:				PROJECT					
REMARKS				HISTORY:					
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ 258,000	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 3		\$ -	\$ -	\$ -	\$ 208,641	\$ 208,641
CONST COST:	\$ 2,816,654		CAT 9		\$ 2,086,410	\$ -	\$ 521,603	\$ -	\$ 2,608,013
CONST ENG:	\$ 116,652		TOTAL		\$ 2,086,410	\$ -	\$ 521,603	\$ 208,641	\$ 2,816,654
CONTING:	\$ 176,041								
IND COSTS:	\$ 80,738								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 3,448,085								

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM									
FY 2023-2026									
GROUPED PROJECTS									
TEXARKANA METROPOLITAN PLANNING ORGANIZATION									
FY 2024 Continued									
INFORMATIONAL PURPOSES ONLY									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE	0919- 19- 088	VARIOUS		TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ 1,987,878
LIMITS FROM:	ON KENNEDY LANE FROM SH 93					REVISION DATE: 07/2022			
LIMITS TO:	ROBISON ROAD					MPO PROJ NUM:			
PROJECT	Construct 6ft concrete sidewalk along Kennedy Lane from SH93 to Robison Road and along Robison Road to FM 559. Also construct 12ft asphalt shared use path extending Cowhorn Creek Trail from Kennedy Lane to College Drive.				PROJECT		FUNDING CAT(S): 3, 9		
DESC:					HISTORY:				
REMARKS									
P7:									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 132,000	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 3		\$ 93,750	\$ -	\$ -	\$ -	\$ 93,750
CONST COST:	\$ 1,987,878		CAT 9		\$ 1,894,128	\$ -	\$ -	\$ -	\$ 1,894,128
CONST ENG:	\$ 165,402		TOTAL		\$ 1,987,878	\$ -	\$ -	\$ -	\$ 1,987,878
CONTING:	\$ 36,813	\$ 1,987,878							
IND COSTS:	\$ 54,446								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 2,376,539								
PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER									

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM									
FY 2023-2026									
GROUPED PROJECTS									
TEXARKANA METROPOLITAN PLANNING ORGANIZATION									
FY 2025									
INFORMATIONAL PURPOSES ONLY									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE	1231-01-073	FM989	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ 2,794,996
LIMITS FROM:	US 67					REVISION DATE: 07/2022			
LIMITS TO:	US 59					MPO PROJ NUM:			
PROJECT	RESURFACE EXISTING 4- LANE HIGHWAY					FUNDING CAT(S): 1			
DESC:					PROJECT				
REMARKS					HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 127,624	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT		\$ 2,235,997	\$ 558,999			\$ 2,794,996
CONST COST:	\$ 2,794,996		TOTAL		\$ 2,235,997	\$ 558,999	\$ -	\$ -	\$ 2,794,996
CONST ENG:	\$ 100,537								
CONTING:	\$ 109,054								
IND COSTS:	\$ 75,533								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 3,207,744								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE	0919- 19- 085	ROBISON RD N		TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ 2,822,680
LIMITS FROM:	BRIGHT STREET ALONG N. ROBISON ROAD					REVISION DATE: 07/2022			
LIMITS TO:	RICHMOND ROAD					MPO PROJ NUM:			
PROJECT	Install sidewalk along N. Robison Road to include crosswalks and improvements to multiple existing signals and installation of sidewalks along W. 15TH to Theron Jones elementary and Milan Street from 13TH and 15TH					FUNDING CAT(S): 3,9			
DESC:					PROJECT				
REMARKS					HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 285,000	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		CAT 3		\$ -	\$ -	\$ -	\$ 302,430	\$ 302,430
CONST COST:	\$ 2,822,680		CAT 9		\$ 2,016,200	\$ -	\$ 504,050	\$ -	\$ 2,520,250
CONST ENG:	\$ 112,726		TOTAL		\$ 2,016,200	\$ -	\$ 504,050	\$ 302,430	\$ 2,822,680
CONTING:	\$ 170,117								
IND COSTS:	\$ 78,021								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ 3,468,544								
PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER									

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM									
FY 2023-2026									
GROUPED PROJECTS									
TEXARKANA METROPOLITAN PLANNING ORGANIZATION									
FY 2026									
INFORMATIONAL PURPOSES ONLY									
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA					TEXARKANA	TEXAS DEPT OF TRANSPORTATION			\$ -
LIMITS FROM:						REVISION DATE:			
LIMITS TO:						MPO PROJ NUM:			
PROJECT						FUNDING CAT(S):			
DESC:					PROJECT				
REMARKS					HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:		COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:									
CONST COST:			TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -
CONST ENG:									
CONTING:									
IND COSTS:									
BND FINANCING:									
TOTAL PRJ COST	\$ -								
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST
19- ATLANTA	BOWIE				TEXARKANA	TEXAS DEPT OF			\$ -
LIMITS FROM:						REVISION DATE:			
LIMITS TO:						MPO PROJ NUM:			
PROJECT						FUNDING CAT(S):			
DESC:					PROJECT				
REMARKS					HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ -	COST OF APPROVED PHASES:			FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		8- SAFETY:				\$ -	\$ -	\$ -
CONST COST:	\$ -		TOTAL		\$ -	\$ -	\$ -	\$ -	\$ -
CONST ENG:	\$ -								
CONTING:	\$ -								
IND COSTS:	\$ -								
BND FINANCING:	\$ -								
TOTAL PRJ COST	\$ -								
PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER									

Regionally Significant Highway Projects – Locally Funded

❖ None at this time

Financial – Highway

TEXARKANA MPO

Initial FY 2023 - 2026 Transportation Improvement Program

Funding by Category

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Funding Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$20,590,549	\$20,590,549	\$0	\$0	\$0	\$0	\$0	\$0	\$20,590,549	\$20,590,549
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$19,842,228	\$19,842,228	\$0	\$0	\$0	\$0	\$0	\$0	\$19,842,228	\$19,842,228
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$40,432,777	\$40,432,777	\$0	\$0	\$0	\$0	\$0	\$0	\$40,432,777	\$40,432,777

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
Federal	\$32,346,221	\$0	\$0	\$0	\$32,346,221
State	\$8,086,556	\$0	\$0	\$0	\$8,086,556
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$40,432,777	\$0	\$0	\$0	\$40,432,777

**FY 2023 TRANSIT PROJECT DESCRIPTIONS
TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM**

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	C23	Federal (FTA) Funds	\$140,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2023	Fiscal Year Cost	\$140,000
Project Phase			
Brief Project Description	Transit Bus, Bus Stop Signs, Shelters	Total Project Cost	
		Trans. Dev. Credits Requested	\$30,000
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	CP23	Federal (FTA) Funds	\$72,000
		State Funds from TxDOT	28,000
		Other Funds	0
Apportionment Year	2023	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description	Capital - Paratransit	Total Project Cost	
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	CPM23	Federal (FTA) Funds	\$125,000
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2023	Fiscal Year Cost	\$125,000
Project Phase			
Brief Project Description	Capital - Preventive Maintenance	Total Project Cost	
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2023 TRANSIT PROJECT DESCRIPTIONS - CONTINUED
TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	O23	Federal (FTA) Funds	\$525,000
		State Funds from TxDOT	315,000
		Other Funds	210,000
Apportionment Year	2023	Fiscal Year Cost	\$1,050,000
Project Phase			
Brief Project Description	Operating - Operating Assistance	Total Project Cost	
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS
TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	C24	Federal (FTA) Funds	\$140,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2024	Fiscal Year Cost	\$140,000
Project Phase			
Brief Project Description	Transit Bus, Bus Stop Signs, Shelters	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$30,000
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	CP24	Federal (FTA) Funds	\$72,000
		State Funds from TxDOT	28,000
		Other Funds	0
Apportionment Year	2024	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description	Capital - Paratransit	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	CPM24	Federal (FTA) Funds	\$125,000
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2024	Fiscal Year Cost	\$125,000
Project Phase			
Brief Project Description	Capital - Preventive Maintenance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS - CONTINUED
TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	O24	Federal (FTA) Funds	\$525,000
		State Funds from TxDOT	315,000
		Other Funds	210,000
Apportionment Year	2024	Fiscal Year Cost	\$1,050,000
Project Phase			
Brief Project Description	Operating - Operating Assistance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2025 TRANSIT PROJECT DESCRIPTIONS
TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	C25	Federal (FTA) Funds	\$140,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2025	Fiscal Year Cost	\$140,000
Project Phase			
Brief Project Description	Transit Bus, Bus Stop Signs, Shelters	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$30,000
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	CP25	Federal (FTA) Funds	\$72,000
		State Funds from TxDOT	28,000
		Other Funds	0
Apportionment Year	2025	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description	Capital- Paratransit	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	CPM25	Federal (FTA) Funds	\$125,000
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2025	Fiscal Year Cost	\$125,000
Project Phase			
Brief Project Description	Capital - Preventive Maintenance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2025 TRANSIT PROJECT DESCRIPTIONS - CONTINUED
TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	O25	Federal (FTA) Funds	\$525,000
		State Funds from TxDOT	315,000
		Other Funds	210,000
Apportionment Year	2025	Fiscal Year Cost	\$1,050,000
Project Phase			
Brief Project Description	Operating - Operating Assistance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2026 TRANSIT PROJECT DESCRIPTIONS
TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc.)	C26	Federal (FTA) Funds	\$140,000
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2026	Fiscal Year Cost	\$140,000
Project Phase			
Brief Project Description	Transit Bus, Bus Stop Signs, Shelters	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$30,000
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	CP26	Federal (FTA) Funds	\$72,000
		State Funds from TxDOT	28,000
		Other Funds	0
Apportionment Year	2026	Fiscal Year Cost	\$100,000
Project Phase			
Brief Project Description	Capital- Paratransit	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	CPM26	Federal (FTA) Funds	\$125,000
		State Funds from TxDOT	
		Other Funds	
Apportionment Year	2026	Fiscal Year Cost	\$125,000
Project Phase			
Brief Project Description	Capital - Preventive Maintenance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2026 TRANSIT PROJECT DESCRIPTIONS - CONTINUED
TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)	O26	Federal (FTA) Funds	\$525,000
		State Funds from TxDOT	315,000
		Other Funds	210,000
Apportionment Year	2026	Fiscal Year Cost	\$1,050,000
Project Phase			
Brief Project Description	Operating - Operating Assistance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

Transit Financial Summary Texarkana Metropolitan Planning Organization FY 2023-2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 01/07/2021

Transit Program		FY 2023			FY 2024			FY 2025		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2	Sec. 5307 - Urbanized Formula <200K	\$722,000	\$553,000	\$1,275,000	\$722,000	\$553,000	\$1,275,000	\$722,000	\$553,000	\$1,275,000
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA - 5339 Cap-Preventive Maintenance	\$140,000		\$140,000	\$140,000		\$140,000	\$140,000		\$140,000
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$862,000	\$553,000	\$1,415,000	\$862,000	\$553,000	\$1,415,000	\$862,000	\$553,000	\$1,415,000
Transportation Development Credits										
	Requested			\$30,000			\$30,000			\$30,000
	Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

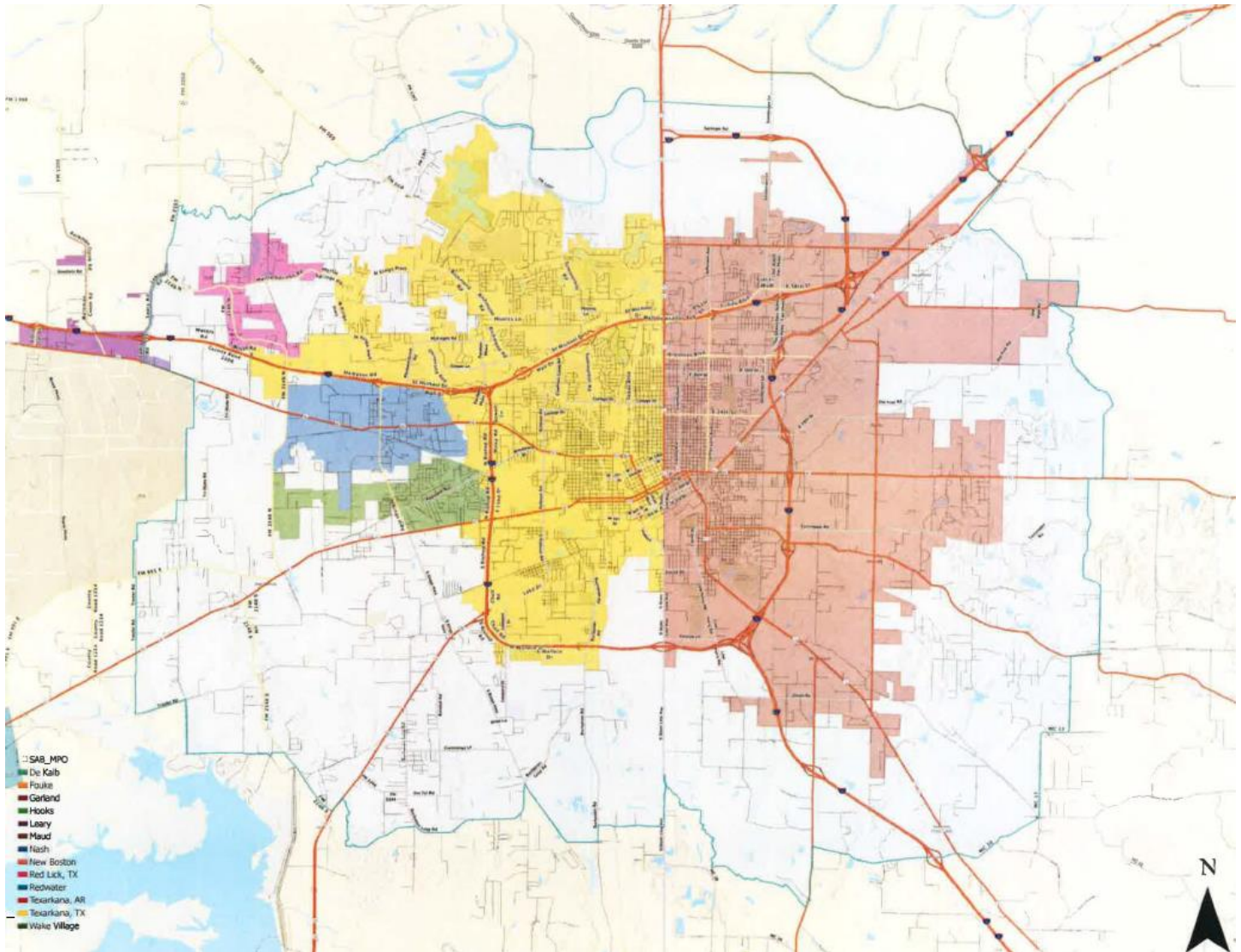
Transit Programs		FY 2026			FY 2023-2026 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2	Sec. 5307 - Urbanized Formula <200K	\$722,000	\$553,000	\$1,275,000	\$2,888,000	\$2,212,000	\$5,100,000
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA - 5339 Cap-Preventive Maintenance	\$140,000		\$140,000	\$560,000	\$0	\$560,000
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds		\$862,000	\$553,000	\$1,415,000	\$3,448,000	\$2,212,000	\$5,660,000
Transportation Development Credits							
	Requested			\$30,000			\$120,000
	Awarded			\$0			\$0

Revisions

Not applicable at this time

Appendices

Appendix A – Texarkana MPO Boundary Map



Appendix B – Resolution – Adoption of FY2023-26 TIP

TEXAS FY 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Texarkana MPO

Resolution #18-2022

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 18-2022

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE FY 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE TEXAS PORTION OF THE TEXARKANA METROPOLITAN STUDY AREA AND AUTHORIZING ITS SUBMISSION TO THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT).

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 2023 - 2026 TIP to TXDOT for inclusion in Texas' Statewide Transportation Improvement Program (STIP) for FY 2023 - 2026.

WHEREAS, the Texarkana MPO Technical Committee recommended for adoption and submission of the FY 2023- 2026 TIP to TXDOT for inclusion in Texas' STIP for FY 2023 - 2026.

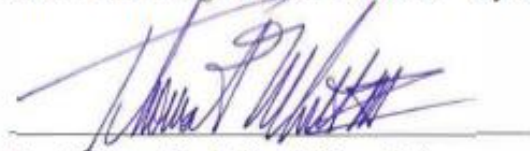
NOW, THEREFORE, BE IT RESOLVED by the Policy Board of the Texarkana MPO that:

SECTION 1: The FY 2023 - 2026 TIP for the Texas 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 2023 - 2026 TIP for the Texas portion of the Texarkana Metropolitan Study Area to TXDOT.

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

ADOPTED in Regular Session on the 22nd day of April 2022.



Tom Whitten, Bowie County Commissioner
Policy Board Chairman
Texarkana MPO

I hereby certify the above is a true copy of Resolution #18-2022: FY 2023-2026 Transportation Improvement Program (TIP) – TXDOT. This resolution was:

Motioned by: Bob Bruggeman, Mayor City of Texarkana, Texas

Seconded by: Jere A. Williams, P.E., Atlanta District Engineer, TxDOT

Resolution #18 passed unanimously in regular session on April 22, 2022.




Rea Donna Jones
Director
Texarkana MPO

Appendix C – MPO Self Certification

TEXAS DEPARTMENT OF TRANSPORTATION MPO SELF-CERTIFICATION


In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act), 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. 12101 et seq.) and 49 CFR parts 27, 37, and 38.
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination 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.


Jere A. "Buddy" Williams, P.E.
Atlanta District
Texas Department of Transportation

Date

4/22/22


Tom Whitten, Bowie County Commissioner
Policy Board Chairman
Texarkana MPO

Date

4/22/22

Appendix D – Public Involvement Documentation

FY 2023-2026 TIP Adoption

Public Review and Comment Period

Wednesday, April 13 through Friday, April 22, 2022.

- April 7 Technical Advisory Committee recommended the TIP to the MPO Policy Board. Notice of Public Review and Comment Period (PRCP) sent to the Texarkana Gazette for publication.
Notice of the PRCP sent to IT Department to be published on the MPO website.
- April 8 Notice of PRCP emailed and faxed to various TV/radio station, emailed to persons listed on the Public Notification List, publicized on Facebook, and posted in various location within the MPO boundary area.
- April 11 Notice of Public Review and Comment Period appeared in the Texarkana Gazette.
- April 18 Notice of Policy Board meeting was sent to the Texarkana Gazette for publication. Notice was sent to IT Department to be published on the MPO website.
Notice was sent to persons on the Public Notification List and to Texarkana Radio. Notice of meeting was published on the MPO Facebook page.
- April 19 Notice of Policy Board meeting posted in various locations throughout the MPO area.
- April 20 Policy Board meeting appeared in the Texarkana Gazette.
- April 22 Policy Board meet to consider adoption of Resolution #18-2022: FY2023-2026 Transportation Improvement Program (TIP) – Texas portion. Resolution #18-2022 was adopted.
No Comments were received from the public.

Appendix E – 23 CFR §450.104 Definitions

Transportation Planning and Programming Definitions

Unless otherwise specified, the definitions in [23 U.S.C. 101\(a\)](#) and [49 U.S.C. 5302](#) are applicable to this part.

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

Asset management means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

Attainment area means any geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM₁₀, PM_{2.5}, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. A “maintenance area” (see definition in this section) is not considered an attainment area for transportation planning purposes.

Available funds mean funds derived from an existing source dedicated to or historically used 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.” A similar approach may be used for State and local funds that are dedicated to or historically used for transportation purposes.

Committed funds means funds that have been dedicated or obligated for transportation purposes. For State funds that are not dedicated to transportation purposes, only those funds over which the Governor has control may be considered “committed.” Approval of a TIP by the Governor is considered a commitment of those funds over which the Governor has control. For local or private sources of funds not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing (e.g., letter of intent) by the responsible official or body having control of the funds may be considered a commitment. For projects involving [49 U.S.C. 5309](#) funding, execution of a Full Funding Grant Agreement (or equivalent) or an Expedited Grant Agreement (or equivalent) with the DOT shall be considered a multiyear commitment of Federal funds.

Conformity means a Clean Air Act ([42 U.S.C. 7506\(c\)](#)) requirement that ensures that Federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS or any required interim emission reductions or other milestones in any nonattainment or maintenance area. The transportation conformity regulations ([40 CFR part 93, subpart A](#)) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

Conformity lapse means, pursuant to section 176(c) of the Clean Air Act ([42 U.S.C. 7506\(c\)](#)), as amended, that the conformity determination for a metropolitan transportation plan or TIP has expired and thus there is no currently conforming metropolitan transportation plan or TIP.

Congestion Management Process means a systematic approach required in transportation management areas (TMAs) that provides for effective management and operation, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C., through the use of travel demand reduction and operational management strategies.

Consideration means that one or more parties takes into account the opinions, action, and relevant information from other parties in making a decision or determining a course of action.

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken. This definition does not apply to the “consultation” performed by the States and the Metropolitan Planning Organizations (MPOs) in comparing the long-range statewide transportation plan and the metropolitan transportation plan, respectively, to State and tribal conservation plans or maps or inventories of natural or historic resources (see [section 450.216\(j\)](#) and sections 450.324(g)(1) and (g)(2)).

Cooperation means that the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.

Coordinated public transit-human services transportation plan means a locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate.

Design concept means the type of facility identified for a transportation improvement project (e.g., freeway, expressway, arterial highway, grade-separated highway, toll road, reserved right-of-way rail transit, mixed-traffic rail transit, or busway).

Design scope means the aspects that will affect the proposed facility's impact on the region, usually as they relate to vehicle or person carrying capacity and control (e.g., number of lanes or tracks to be constructed or added, length of project, signalization, safety features, access control including approximate number and location of interchanges, or preferential treatment for high-occupancy vehicles).

Designated recipient means an entity designated, in accordance with the planning process under [49 U.S.C. 5303](#) and [5304](#), by the Governor of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under [49 U.S.C. 5336](#) that are attributable to urbanized areas of 200,000 or more in population, or a State or regional authority if the authority is responsible under the laws of a State for a capital project and for financing and directly providing public transportation.

Environmental mitigation activities mean strategies, policies, programs, and actions that, over time, will serve to avoid, minimize, rectify, reduce, or eliminate impacts to environmental resources associated with the implementation of a long-range statewide transportation plan or metropolitan transportation plan.

Expedited Grant Agreement (EGA) means a contract that defines the scope of a Small Starts project, the Federal financial contribution, and other terms and conditions, in accordance with [49 U.S.C. 5309\(h\)\(7\)](#).

Federal land management agency means units of the Federal Government currently responsible for the administration of public lands (e.g., U.S. Forest Service, U.S. Fish and Wildlife Service, Bureau of Land Management, and the National Park Service).

Federally funded non-emergency transportation services means transportation services provided to the general public, including those with special transport needs, by public transit, private non-profit service providers, and private third-party contractors to public agencies.

Financial plan means documentation required to be included with a metropolitan transportation plan and TIP (and optional for the long-range statewide transportation plan and STIP) that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues, and the costs of implementing proposed transportation system improvements.

Financially constrained or Fiscal constraint means that the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained. For the TIP and the STIP, financial constraint/fiscal constraint applies to each program year. Additionally, projects in air quality nonattainment and maintenance areas can be included in the first 2 years of the TIP and STIP only if funds are “available” or “committed.”

Freight shippers means any entity that routinely transport cargo from one location to another by providers of freight transportation services or by their own operations, involving one or more travel modes.

Full Funding Grant Agreement (FFGA) means an instrument that defines the scope of a project, the Federal financial contribution, and other terms and conditions for funding New Starts projects as required by [49 U.S.C. 5309\(k\)\(2\)](#).

Governor means the Governor of any of the 50 States or the Commonwealth of Puerto Rico or the Mayor of the District of Columbia.

Highway Safety Improvement Program (HSIP) means a State safety program with the purpose to reduce fatalities and serious injuries on all public roads through the implementation of the provisions of [23 U.S.C. 130](#), [148](#), and [150](#) including the development of a Strategic Highway Safety Plan (SHSP), Railway-Highway Crossings Program, and program of highway safety improvement projects.

Illustrative project means an additional transportation project that may be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available.

Indian Tribal government means a duly formed governing body for an Indian or Alaska Native tribe, band, nation, pueblo, village, or community that the Secretary of the Interior acknowledges to exist as an Indian Tribe pursuant to the Federally Recognized Indian Tribe List Act of 1994, Public Law 103-454.

Intelligent Transportation System (ITS) means electronics, photonics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

Interim metropolitan transportation plan means a transportation plan composed of projects eligible to proceed under a conformity lapse and otherwise meeting all other applicable provisions of this part, including approval by the MPO.

Interim Transportation Improvement Program (TIP) means a TIP composed of projects eligible to proceed under a conformity lapse and otherwise meeting all other applicable provisions of this part, including approval by the MPO and the Governor.

Long-range statewide transportation plan means the official, statewide, multimodal, transportation plan covering a period of no less than 20 years developed through the statewide transportation planning process.

Maintenance area means any geographic region of the United States that the Environmental Protection Agency (EPA) previously designated as a nonattainment area for one or more pollutants pursuant to the Clean Air Act Amendments of 1990, and subsequently redesignated as an attainment area subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act, as amended ([42 U.S.C. 7505a](#)).

Management system means a systematic process, designed to assist decision makers in selecting cost effective strategies/actions to improve the efficiency or safety of, and protect the investment in the nation's infrastructure. A management system can include Identification of performance measures; data collection and analysis; determination of needs; evaluation and selection of appropriate strategies/actions to address the needs; and evaluation of the effectiveness of the implemented strategies/actions.

Metropolitan planning agreement means a written agreement between the MPO, the State(s), and the providers of public transportation serving the metropolitan planning area that describes how they will work cooperatively to meet their mutual responsibilities in carrying out the metropolitan transportation planning process.

Metropolitan planning area (MPA) means the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out.

Metropolitan Planning Organization (MPO) means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.

Metropolitan transportation plan means the official multimodal transportation plan addressing no less than a 20-year planning horizon that the MPO develops, adopts, and updates through the metropolitan transportation planning process.

National Ambient Air Quality Standard (NAAQS) means those standards established pursuant to section 109 of the Clean Air Act ([42 U.S.C. 7409](#)).

Nonattainment area means any geographic region of the United States that EPA designates as a nonattainment area under section 107 of the Clean Air Act ([42 U.S.C. 7407](#)) for any pollutants for which a NAAQS exists.

Nonmetropolitan area means a geographic area outside a designated metropolitan planning area.

Nonmetropolitan local officials mean elected and appointed officials of general-purpose local government in a nonmetropolitan area with responsibility for transportation.

Obligated projects mean strategies and projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 for which the State or designated recipient authorized and committed the supporting Federal funds in preceding or current program years, and authorized by the FHWA or awarded as a grant by the FTA.

Operational and management strategies mean actions and strategies aimed at improving the performance of existing and planned transportation facilities to relieve congestion and maximize the safety and mobility of people and goods.

Performance measure refers to “Measure” as defined in [23 CFR 490.101](#).

Performance metric refers to “Metric” as defined in [23 CFR 490.101](#).

Performance target refers to “Target” as defined in [23 CFR 490.101](#).

Project selection means the procedures followed by MPOs, States, and public transportation operators to advance projects from the first 4 years of an approved TIP and/or STIP to implementation, in accordance with agreed upon procedures.

Provider of freight transportation services means any entity that transports or otherwise facilitates the movement of cargo from one location to another for others or for itself.

Public transportation agency safety plan means a comprehensive plan established by a State or recipient of funds under Title 49, Chapter 53 and in accordance with [49 U.S.C. 5329\(d\)](#).

Public transportation operator means the public entity or government-approved authority that participates in the continuing, cooperative, and comprehensive transportation planning process in accordance with [23 U.S.C. 134](#) and [135](#) and [49 U.S.C. 5303](#) and [5304](#), and is a recipient of Federal funds under title 49 U.S.C. Chapter 53 for transportation by a conveyance that provides regular and continuing general or special transportation to the public, but does not include sightseeing, school bus, charter, certain types of shuttle service, intercity bus transportation, or intercity passenger rail transportation provided by Amtrak.

Regional ITS architecture means a regional framework for ensuring institutional agreement and technical integration for the implementation of ITS projects or groups of projects.

Regionally significant project means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulations ([40 CFR part 93, subpart A](#))) that is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.

Regional Transportation Planning Organization (RTPO) means a policy board of nonmetropolitan local officials, or their designees created to carry out the regional transportation planning process.

Revision means a change to a long-range statewide or metropolitan transportation plan, TIP, or STIP that occurs between scheduled periodic updates. A major revision is an “amendment” while a minor revision is an “administrative modification.”

Scenario planning means a planning process that evaluates the effects of alternative policies, plans and/or programs on the future of a community or region. This activity should provide information to decision makers as they develop the transportation plan.

State means any one of the 50 States, the District of Columbia, or Puerto Rico.

State Implementation Plan (SIP) means, as defined in section 302(q) of the Clean Air Act (CAA) ([42 U.S.C. 7602\(q\)](#)), the portion (or portions) of the implementation plan, or most recent revision thereof, which has been approved under section 110 of the CAA ([42 U.S.C. 7410](#)), or promulgated under section 110(c) of the CAA ([42 U.S.C. 7410\(c\)](#)), or promulgated or approved pursuant to regulations promulgated under section 301(d) of the CAA ([42 U.S.C. 7601\(d\)](#)) and which implements the relevant requirements of the CAA.

Statewide Transportation Improvement Program (STIP) means a statewide prioritized listing/program of transportation projects covering a period of 4 years that is consistent with the long-range statewide transportation plan, metropolitan transportation plans, and TIPs, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

Strategic Highway Safety Plan means a comprehensive, multiyear, data-driven plan, developed by a State DOT in accordance with the [23 U.S.C. 148](#).

Transit Asset Management Plan means a plan that includes an inventory of capital assets, a condition assessment of inventoried assets, a decision support tool, and a prioritization of investments.

Transit Asset Management System means a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively, throughout the life cycles of those assets.

Transportation Control Measure (TCM) means any measure that is specifically identified and committed to in the applicable SIP, including a substitute or additional TCM that is incorporated into the applicable SIP through the process established in CAA section 176(c)(8), that is either one of the types listed in section 108 of the CAA ([42 U.S.C. 7408](#)) or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-based, and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs.

Transportation improvement program (TIP) means a prioritized listing/program of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.

Transportation Management Area (TMA) means an urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the MPO and designated by the Secretary of Transportation.

Unified Planning Work Program (UPWP) means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.

Update means making current a long-range statewide transportation plan, metropolitan transportation plan, TIP, or STIP through a comprehensive review. Updates require public review and comment, a 20-year horizon for metropolitan transportation plans and long-range statewide transportation plans, a 4-year program period for TIPs and STIPs, demonstration of fiscal constraint (except for long-range statewide transportation plans), and a conformity determination (for metropolitan transportation plans and TIPs in nonattainment and maintenance areas).

Urbanized area (UZA) means a geographic area with a population of 50,000 or more, as designated by the Bureau of the Census.

Users of public transportation means any person, or groups representing such persons, who use transportation open to the general public, other than taxis and other privately funded and operated vehicles.

Visualization techniques means methods used by States and MPOs in the development of transportation plans and programs with the public, elected and appointed officials, and other stakeholders in a clear and easily accessible format such as GIS- or web-based surveys, inventories, maps, pictures, and/or displays identifying features such as roadway rights of way, transit, intermodal, and non-motorized transportation facilities, historic and cultural resources, natural resources, and environmentally sensitive areas, to promote improved understanding of existing or proposed transportation plans and programs.

<https://www.ecfr.gov/current/title-23/part-450/subpart-A>

Appendix F – Project Listing Information

- ❖ **CSJ:** Control Section Job Number – TxDOT assigned number for funded projects.
- ❖ **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 through 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.

Appendix G – Grouped Project CSJs

Administrative Modification on March 9, 2021

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

1 of 3

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: 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.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

Appendix H – Funding Categories

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 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.

Federal Funding Category

- ❖ National Highway Performance Program (NHPP)
- ❖ Surface Transportation Block Grant Program (STBGP)
- ❖ Highway Safety Improvement Program (HSIP)
- ❖ Railway-Highway Crossings Program
- ❖ Safety Related Programs
- ❖ Congestion Mitigation and Air Quality Program (CMAQ)
- ❖ Metropolitan Planning Program
- ❖ National Highway Freight Program
- ❖ Federal Transit Administration (FTA) Funding
- ❖ ACT 416 of 2019
- ❖ Disadvantaged Business Enterprise Supportive Services Program (DBE)
- ❖ On the Job Training Program (OJT)
- ❖ Ferry Boat Program (Ferry Boat)

TxDOT Funding Categories

- ❖ 1 Preventive Maintenance and Rehabilitation
- ❖ 2 Metropolitan and Urban Area Corridor Projects
- ❖ 3 Non-Traditionally Funded Transportation Projects
- ❖ 4 Statewide Connectivity Corridor Projects
- ❖ 5 Congestion Mitigation and Air Quality Improvement
- ❖ 6 Structures Replacement and Rehabilitation
- ❖ 7 Metropolitan Mobility and Rehabilitation
- ❖ 8 Safety
- ❖ 9 Transportation Alternatives Program
- ❖ 10 Supplemental Transportation Projects
- ❖ 11 District Discretionary
- ❖ 12 Strategic Priority

State Highway Funds

- ❖ Includes federal program eligible for reimbursement
- ❖ Provides the required match on federally funded projects

Federal Funds

- ❖ Federal programs eligible for reimbursement

Non-Traditional Funds

- ❖ Texas Mobility Fund
- ❖ Proposition 12
- ❖ Proposition 14
- ❖ Concessions/regional toll revenue
- ❖ Local Fund 1

Transit Funding

- ❖ [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 I – 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.*
 - ❖ *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 preformed (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 project 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 January 26, 2022, Resolution #7-2022 the MPO PB adopted TXDOT's targets. These targets can also be found in Appendix G (Addressing Performance Measure Targets) of this document. The established performance target for FY2020 were set as a 5-year rolling average.*
 - ❖ *Number of Fatalities* *3,563*
 - ❖ *Rate of Fatalities* *1.27*
 - ❖ *Number of Serious Injuries* *16,677*
 - ❖ *Rate of Serious Injuries* *5.76*
 - ❖ *Total number of Non-Motorized Fatalities & Serious Injuries* *2,367*
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. *TxDOT'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, TxDOT 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 J – Safety Performance Measures

TEXAS FY2022 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Texarkana MPO

Resolution #7-2022 (Safety)

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 7-2022

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

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 Texas Department of Transportation (TxDOT) 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 Texas Department of Transportation (TxDOT) has established target for 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, the Texas Department of Transportation (TxDOT) has officially established safety targets in the Highway Safety Improvement Program annual report dated May 25, 2021, and has adopted identical 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 all the State's safety performance targets for 2018 through 2022 and agrees to plan and program projects in support of these targets.

ADOPTED in Regular Session on the 26th day of January 2022.



Tom Whitten, Bowie County Commissioner
Policy Board Chairman
Texarkana MPO

I hereby certify the above is a true copy of Resolution #7-2022: Safety Performance Targets - TXDOT. This resolution was:

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

Seconded by: Chris Brown, Executive Director Ark-Tex Council of Governments (ATCOG)

Resolution #7 passed unanimously in regular session on January 26, 2022.


for Rea Donna Jones
Director
Texarkana MPO

APPENDIX A

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2022 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,563 fatalities in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	3,648	FARS
2019	3,615	ARF
2020	3,896	CRIS
2021	3,384	Target
2022	3,272	Target
2022 Target expressed as 5-year average		3,563

As noted in the table above, the calendar year target for 2022 would be 3,272 fatalities.

Target: Total number of serious injuries

2022 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 16,677 serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	14,975	CRIS
2019	15,855	CRIS
2020	14,656	CRIS
2021	18,835	Target
2022	19,065	Target
2022 Target expressed as 5-year average		16,677

As noted in the table above, the calendar year target for 2022 would be 19,065 serious injuries.

Target: Fatalities per 100 million vehicle miles traveled

2022 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.27 fatalities per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	1.29	FARS
2019	1.25	ARF
2020	1.33	CRIS
2021	1.24	Target
2022	1.23	Target
2022 Target expressed as 5-year average		1.27

As noted in the table above, the calendar year target for 2022 would be 1.23 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2022 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 5.76 serious injuries per 100 MVMT in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	5.31	CRIS
2019	5.50	CRIS
2020	5.00	CRIS
2021	6.51	Target
2022	6.47	Target
2022 Target expressed as 5-year average		5.76

As noted in the table above, the calendar year target for 2022 would be 6.47 serious injuries per 100 MVMT.

Target: Total number of non-motorized fatalities and serious injuries

2022 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,367 non-motorized fatalities and serious injuries in 2022. The 2022 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2018	2,104	FARS-CRIS
2019	2,291	ARF-CRIS
2020	2,238	CRIS
2021	2,560	Target
2022	2,642	Target
2022 Target expressed as 5-year average		2,367

As noted in the table above, the calendar year target for 2022 would be 2,642 non-motorized fatalities and serious injuries.

Appendix K – Transit PTASP

TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) TEXARKANA URBAN TRANSIT DISTRICT (TUTD) PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

Texarkana MPO

Resolution #11-2022

TEXARKANA METROPOLITAN PLANNING ORGANIZATION RESOLUTION # 11 - 2022

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE TEXARKANA URBAN TRANSIT DISTRICT (TUTD) PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) TARGETS.

WHEREAS, safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery, as the Federal Transit Administration (FTA) has adopted the principles and methods of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation in the United States; and

WHEREAS, on July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, 49 CFR Part 673, which took effect July 19, 2019, requiring all FTA Section 5307 recipient transit agencies to, establish a PTASP that meets the requirements of Part 673, and

WHEREAS, Texarkana Metropolitan Planning Organization (MPO), which is the planning organization for the Texarkana Metropolitan Area, has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, pursuant to the Fixing America's Surface Transportation (FAST) Act, the Federal Transit Administration (FTA) has promulgated rules to adopt Safety Management Systems (SMS) as the foundation for developing and implementing a Public Transportation Agency Safety Plan (PTASP); and

WHEREAS, pursuant to its responsibilities as the Metropolitan Planning Organization (MPO) for the region, it is the requirement of the MPO to agree with such PTASP performance targets and accept such targets as being applicable to the Texarkana Urban Transit District (TUTD) in the Texarkana Metropolitan Planning Area (MPA), and

WHEREAS Texarkana Urban Transit District (TUTD) in the Texarkana Metropolitan Area, in coordination with TXDOT and ARDOT, established safety targets within their Public Transportation Agency Safety Plan for Fixed Route and Demand Response operations as listed below:

1. Fatalities
2. Rate of Fatalities
3. Injuries
4. Rate of Injuries
5. Safety Events
6. Rate of Safety Events
7. System Reliability; and

WHEREAS, pursuant to its responsibilities the Metropolitan Planning Organization (MPO) will integrate transit agency performance targets and performance plans into their planning documents as set in the FTA/FHWA planning rules.

TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO)
TEXARKANA URBAN TRANSIT DISTRICT (TUTD)
PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

Texarkana MPO

Resolution #11-2022

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION:

SECTION 1: concurs in approval of Texarkana Urban Transit District (TUTD) Transit's safety performance targets within the Texarkana Metropolitan Planning Area as identified in Attachment A.

SECTION 2: Pursuant to Federal requirements, the State shall use PTASP in considering future funding allocations to TUTD in the Texarkana MPO region.

ADOPTED in Regular Session on the 26th day of January 2022



Tom Whitten, Bowie County Commissioner
Policy Board Chairman
Texarkana MPO

*I hereby certify the above is a true copy of Resolution #10-2022: Public Transportation Agency Safety Plan (PTASP).
This resolution was:*

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

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

Resolution #11 passed unanimously in regular session on January 26, 2022.



for Rea Donna Jones
Director
Texarkana MPO

ATTACHMENT A

TEXARKANA URBAN TRANSIT DISTRICT (TUTD) ESTABLISHED PTASP TARGETS

Mode	2019 Baseline (five-year average)	2021 Target
Fixed Route (Bus)		
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	0	0
Rate of Safety Events	0	0
System Reliability (Mean Distance Between Major Mechanical Failure)	350,000	350,000
*Rate = total number of the year/total revenue vehicle miles traveled		
Demand Response		
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	0	0
Rate of Safety Events*	0	0
System Reliability	21,000	21,000
Other	N/A	N/A
*Rate = total number for the year/total revenue vehicle miles traveled		

Appendix L – Administrative Modifications

Not applicable at this time

Appendix M – Amendments

Not applicable at this time