



# FY2023-2026

## ARKANSAS

*TRANSPORTATION  
IMPROVEMENT  
PROGRAM*

*Adopted*  
December 14, 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 (MPO) in cooperation with the:

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

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## *Executive Summary*

The Texarkana Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) is a 4-year listing of transportation projects and strategies, addressing the region's transportation needs. The Arkansas FY 2023-2026 TIP identifies both local and state projects, that are supported by local governments and ARDOT. The Texarkana MPO collaboratively works with its member agencies, the Federal Transit Authority (FTA), the 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.

The Texarkana MPO FY2023-2026 Transportation Improvement Program (TIP) is the region's short-range (four-year) implementation plan of the visions and needs for the region that was identified in the 2045 Metropolitan Transportation Plan (MTP), the region's long-range (20-year) plan. When implemented it becomes part of a larger State Transportation Improvement Program (STIP). While local plans are developed by a Metropolitan Planning Organization (MPO), the STIP is developed by ARDOT 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).

Texarkana MPO is required to prepare a Transportation Improvement Program (TIP) for our study area that meets the requirements of Fixing America's Surface Transportation Act (FAST Act) and subsequent Infrastructure Investment and Jobs Act (IIJA). The TIP must be consistent with the 2045 Metropolitan Transportation Plan (MTP) and local transportation and transit plans. This document provides a financially feasible TIP and depicts the regional priorities for fiscal years 2023-2026 federal funded expenditures in the Texarkana Region.

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

- ❖ Develop a 4-year prioritized list of projects by year.
- ❖ Document project costs by phase, source, and description.
- ❖ Demonstrate financial constraint by year.
- ❖ Cooperative development with ARDOT and local transit operators.
- ❖ Provide a reasonable opportunity for public comment.
- ❖ Demonstrate current transportation system maintenance needs.
- ❖ Demonstrate project consistency with 2045 MTP.
- ❖ Document attestations 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.

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. 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.

## Introduction

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.

Established by federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United States. The Texarkana Metropolitan Planning Organization (MPO) is responsible for coordinated, comprehensive, and continuing (3-C) transportation planning in the Texarkana Metropolitan Area as required by the Fixing America's Surface Transportation Act (FAST).

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.

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

<b>Texarkana MPO Technical Advisory Committee (TAC)</b>	
<b>Mary Beth Rudel</b> , Deputy Director	Ark-Tex Council of Government, Texarkana, Texas
<b>Patrick Cox</b> , Administration & Maintenance Coordinator	Texarkana Urban Transit District (TUTD) (T-Line)
<b>Mary Beck</b> , City Planner	City of Texarkana, Arkansas
<b>Jamie Finley</b> , Planning Secretary	City of Texarkana, Arkansas
<b>Tyler Richards</b> , Public Works Director	City of Texarkana, Arkansas
<b>Vacant</b>	Miller County, Arkansas
<b>Chris Dillaha</b> , Transportation Planner	Arkansas Department of Transportation
<b>Daniel Huett P.E.</b> , Resident Engineer	Arkansas Department of Transportation
<b>Doug Bowers</b> , City Administrator	City of Nash, Texas
<b>Jim Roberts</b> , City Administrator	City of Wake Village, Texas
<b>Dusty Henslee</b> , Public Works Director	City of Texarkana, Texas
<b>Jonathan Wade</b> , City Engineer	City of Texarkana, Texas
<b>Vashil Fernandez</b> , Planning & Community Development Director	City of Texarkana, Texas
<b>Tom Whitten</b> , Commissioner & MPO Chairman	Bowie County, Texas
<b>Adrian Walton P.E.</b> , Transportation Planning & Development Director	Texas Department of Transportation
<b>Tommy Bruce P.E.</b> , Area Engineer	Texas Department of Transportation
<b>Paul Mehrlich</b> , Executive Director	Texarkana Regional Airport
<b>Non-Voting Members</b>	
<b>Valera McDaniel</b> , Transportation Specialist	FHWA – Arkansas
<b>Barbara Maley</b> , Air Quality Specialist & Transportation Planner	FHWA – Texas
<b>Marc Oliphant</b> , Community Planner	FTA – Regional VI

## Legislation & Regulations

President Biden signed the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), into law on November 15, 2021, [PL 117.58](#). Prior to the IIJA was the Fixing America's Surface Transportation (FAST) Act ([Pub. L. 114-94 FAST](#)) which reauthorized federal funding for surface transportation programs through Fiscal Year (FY) 2020.

As a recipient of funding from surface transportation programs, MPOs are subject to the legislation and regulations set forth under the FAST Act and preceding federal transportation bills. As required by federal regulations, MPOs are required to develop a Transportation Improvement Program (TIP), which identifies the transportation projects that the MPO expects to undertake over the next four years. MPOs, and subsequently Metropolitan Transportation Improvement Programs, are specifically subject to the regulations outlined under [23 United States Code \(USC\) Section 134](#), [23 Code of Federal Regulations \(CFR\) Part 450](#), [49 U.S.C Section 5303](#), and [49 CFR Part 613](#).

## IIJA/BIL

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 several surface transportation programs, including the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs;



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

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

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

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

### ***Apportioned Highway Program:***

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

### ***Safety***

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

### ***Climate and Resilience***

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

### ***Equity***

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



## ***Planning and Project Delivery***

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

## ***Other Highway Provisions***

- ❖ Emergency Relief Program

## **Complete Streets**

What are Complete Streets?

A Complete Street is safe, and feels safe, for everyone using the street. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), Section 11206, defines Complete Streets standards or policies as those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” This section of the BIL requires that States and MPOs use 2.5 percent of their planning and research funds for Complete Streets activities that will increase safe and accessible transportation options. (Pub. L. 117-58. See U.S. Congress. “H.R.3684 – Infrastructure Investment and Jobs Act.”

<https://www.congress.gov/bill/117th-congress/house-bill/3684/text>)

## **National Goals**

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

1. Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition – to maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction – to achieve a significant reduction in congestion on the National Highway System (NHS).
4. System reliability – to improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality – to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability – to enhance their performance of the transportation system while protecting and enhancing the national environment.
7. Reduced project delivery delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

## Planning Factors

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

## Performance Measures

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

- ❖ 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

As part of a memorandum of understanding 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.

## Performance Measures

### *MPO Performance Measures and Target Setting*

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, any public transportation agency that receives federal funds is required to complete a [Public Transportation Agency Safety Plan](#) (PTASP) which includes additional transit safety measures.

While performance measures provide a metric for comparison, targets identify desired trends associated with the performance measure and provide direction to strategy analysis and performance tracking. Depending on the target, the state DOT and MPO must set new targets annually, every two or every four years.

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

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

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

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

	Traffic congestion
	On-road mobile source emissions

### *Safety (PM1) – (23 CFR 490 Part A)*

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

#### ARDOT HSIP TARGETS

<b>Performance Measures</b>	<b>2023 Statewide Target (Expressed as Five-Year Rolling Average)</b>
Total number of traffic related fatalities on all public road	542.2
Rate of traffic related fatalities on all public road per 100 million VMT	1.515
Total number of traffic related serious injuries on all public road	2,735.4
Rate of traffic related serious injuries on all public roads per 100 million VMT	7.662
Total number of non-motorized fatalities and serious injuries on all public roads	185.4

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

For FY2023 adopted safety performance targets see *Appendix H*.

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

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

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

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

The Texarkana MPO adopted ARDOT performance targets addressing PM 2 and PM3 in January 2021 with Resolution #7-2021. See *Appendix I*

### ***Transit Asset Management (TAM) – ([49 CFR Parts 625 and 630](#))***

The TAM plan is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a State of Good Repair (SGR) of the nation's public transportation assets. The 2016 TAM rule developed a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures to help agencies keep their systems operating smoothly and efficiently.

Texarkana Urban Transit District (TUTD) was included in the TxDOT TAM Plan, and both Texas and Arkansas support the targets. TUTD's capital projects included in the TIP align with the TAM planning and target setting processes undertaken by TxDOT, TUTD and the Texarkana MPO. Investments are made in alignment with TAM plans with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. TxDOT allocated funding for transit rolling stock in accordance with the Public Transit Management System process. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit section of this TIP. TUTD determines the use of these sources for capital and operating expenses based on their needs.

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 January 27, 2021, via Resolution #4-2021. See *Appendix K*

TXDOT Transit Asset Management, 2023-2026 Group Sponsored Plan, Public Transportation Division documents that a transit agency has and is following an adequate asset management/maintenance program on the biennial compliance review form, PTN-120 Compliance Review. Ark-Tex Council of Government (T-Line) is listed as a Transit Entity. See *Appendix L*

### ***Public Transportation Agency Safety Plan (PTASP)***

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

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

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

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



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

## *Definition of Planning Area*

The MPO study area is comprised of approximately one-hundred ninety-five (195) square miles in northeast Texas and southwest Arkansas. It encompasses the Cities of Texarkana, Arkansas; Texarkana, Texas; Nash, Texas; Red Lick, Wake Village, Texas; and a portion of Leary, Texas, as well as portions of Miller County, Arkansas and Bowie County, Texas. See *Appendix A* for map of study area.

## *Public Involvement Process*

The FY2023-2026 TIP was developed in accordance with the Public Participation Plan (3P) of the Texarkana MPO. Public participation included a 10-day public review period. During the public review period, comments could be submitted in writing, faxed, emailed, phoned in, or submitted in person to the MPO. Public comments are reviewed and evaluated before finalizing the TIP.

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

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

## *Status of Projects from Prior Years*

See the MPO's Annual Project Listing (APL) at [www.texarkanamapo.org](http://www.texarkanamapo.org) for the status of projects from prior years.

## **Financial Plan**

### **Funding Sources**

The financial plan is the mechanism for demonstrating financial constraint – showing that there will be enough funds to implement proposed improvements and to operate and maintain the transportation system. The 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.

## **TIP Project Prioritization and Selection**

### **Project Screening**

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

- ❖ Is the proposed project listed within the first 10-years of the MTP?
- ❖ In terms of scope and regional impact?
- ❖ Does the proposed project include a reasonable cost estimate and a funding plan that includes an inflation factor to accurately reflect Year of Expenditure (YOE)?
- ❖ Is the proposed project eligible for the requested federal aid program? In the MPO boundary? Federal aid eligible roadway?

- ❖ Can the project meet NEPA design, right-of-way and/or construction milestones within the TIP time frame?
- ❖ Will the completed project comply with ADA requirements?
- ❖ Will the project comply with Title VI and environmental justice requirements?

## Project Selection

Competitive selection of projects for implementation is necessary to decide which projects receive funding in any fiscal year. Normally, there are more requests for funding than are available 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 ARDOT in cooperation with the MPO and TAC members and approved by Arkansas Transportation Commission. Project selection does not exceed the total amount expected to be available for the years listed in the TIP. Each project cost estimate is expected to include an inflation factor to accurately reflect the Year of Expenditure (YOE) dollars.

## Highway and Transit Projects

### Project Listings

- ❖ **Job No.:** Job Number – ARDOT assigned number used for project identification.
- ❖ **MTP ID:** Metropolitan Transportation Plan Identification – Code assigned by the MPO to identify project by the project number specified in the MTP.
- ❖ **TIP ID:** Transportation Improvement Program Identification – Code assigned by the MPO to identify project.
- ❖ **F. Class:** Federal Functional Class – Federal classification of streets and highways into functional operating characteristics. Categories are:
  - Interstate
  - Other Urban Freeways and Expressways
  - Other Principal Arterials
  - Minor arterials
  - Urban Collectors and Rural Major Collectors
  - Rural Minor collectors
- ❖ Urban and rural Local Streets and Roads
- ❖ **PHASE:** Project Phase for Federal Funding
  - PE – Preliminary engineering
  - R – Right of Way Acquisition
  - C – Construction
- ❖ **YOE COSTS:** Year of Expenditure Costs – A cost estimate that has been adjusted for inflation 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.

### FY2023-2026 Program of Projects

The TIP identifies a list of federally funded projects to be initiated within a specific four-year period. Federal regulations require that transit, highway, and other transportation improvement projects within the MPO metropolitan planning area be included in the TIP, if these projects are to be eligible



for federal funds. The TIP must also include non-federally funded projects that are regionally significant. A list of projects, including their descriptions are found on the following pages.

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

## TUTS Projects for 2023-2026 STIP

Job Number	Job Name	District	County	Route	Section	Length
030477	Hwy. 67 – I-30 (Texarkana) (S)	3	Miller	71	3	2.58
030567	Hwy. 296 North & South (State Line Rd.) (Texarkana) (S)	3	Miller	71	3	1.33
030569	I-49 – East (S)	3	Miller	196	1	3.95
030575	Texas State Line – I-49 (Texarkana) (S)	3	Miller	I-30	11	4.00
030601	Nix Creek Str. & Apprs. (Texarkana) (S)	3	Miller	71	2	-
03X350	Genoa East & West (S)	3	Miller	196	1	5.68
03X379	Arkansas Blvd. – Hwy. 108 (S)	3	Miller	67	1	4.40
03X448	Hwy. 67 – W. 10th St. (Texarkana) (S)	3	Miller	71	3Y	0.21
03X451	Hwy. 71 – Co. Rd. 28 (S)	3	Miller	237	1	5.34
A30013	Hwys. 108 & 296 (Sel. Secs.) (S)	3	Miller	108 & 296	0/4	11.60

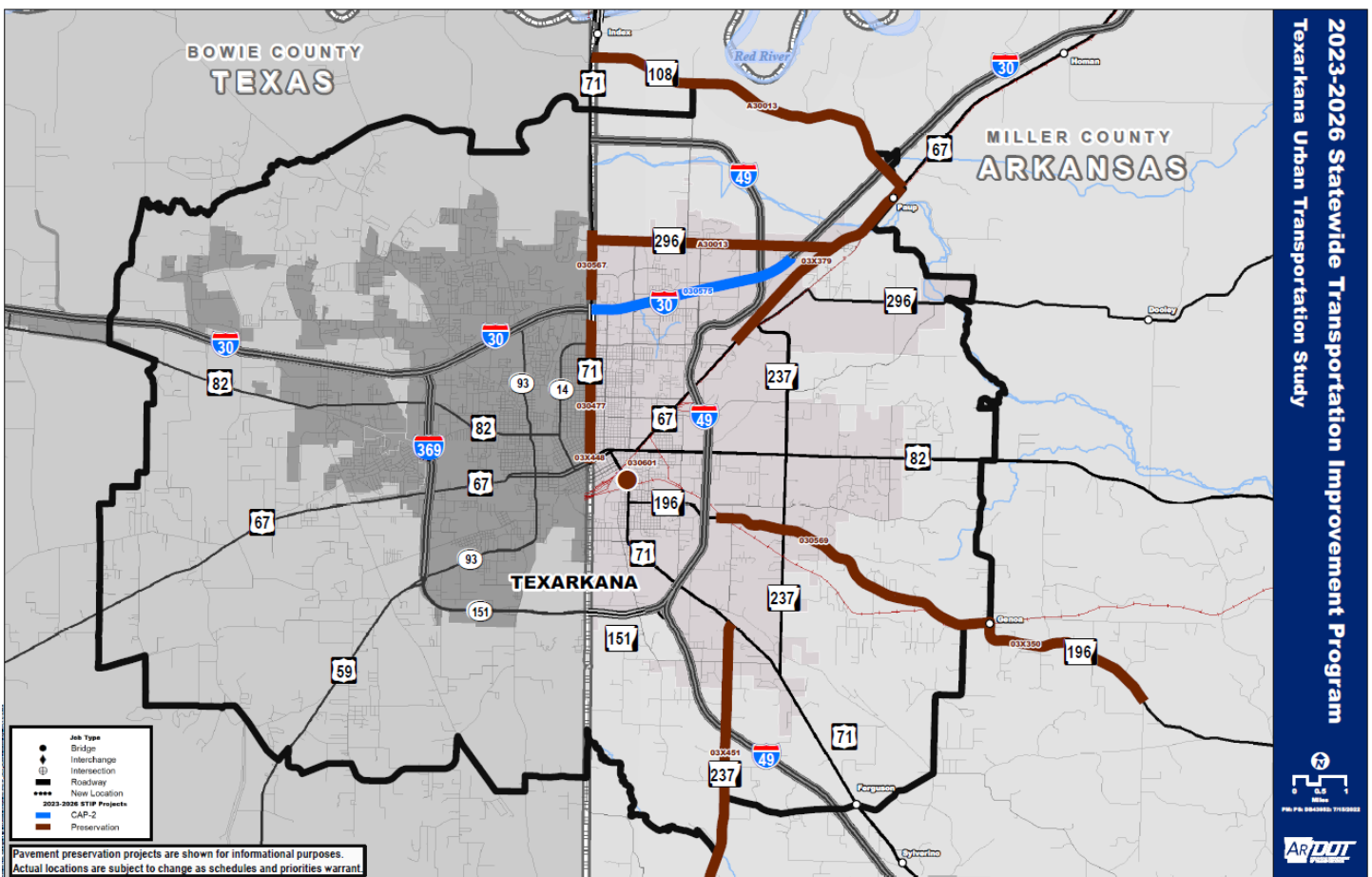
## 2023-2026 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
030575	Miller	I-30	Texas State Line – I-49 (Texarkana) (S)	4.00	Major Widening	23,000 - TOTAL 4,600 - NHPP 18,400 - Amendment 101	State	2026	TUTS
Renew Arkansas Highways Project.									
030601	Miller	71	Nix Creek Str. & Apprs. (Texarkana) (S)	-	Str. & Apprs.	3,700 - TOTAL 592 - NHPP 2,368 - BFP 740 - State	State	2025	TUTS
030477	Miller	71	Hwy. 67 – I-30 (Texarkana) (S)	2.58	Reconstruction	12,000 - TOTAL 2,400 - STBGP 9,600 - Amendment 101	State	2024	TUTS

Total project cost to be split evenly with TxDOT. Cost shown is Arkansas portion.

03X379	Miller	67	Arkansas Blvd. – Hwy. 108 (S)	4.40	System Preservation	500 - TOTAL 400 - STBGP 100 - State	State	TBD	TUTS
03X448	Miller	71	Hwy. 67 – W. 10th St. (Texarkana) (S)	0.21	System Preservation	100 - TOTAL 80 - NHPP 20 - State	State	TBD	TUTS
030567	Miller	71	Hwy. 296 North & South (State Line Rd.) (Texarkana) (S)	1.33	System Preservation	1,100 - TOTAL 880 - NHPP 220 - State	State	TBD	TUTS
A30013	Miller	108 & 296	Hwys. 108 & 296 (Sel. Secs.) (S)	11.60	System Preservation	7,300 - TOTAL 5,840 - STBGP 1,460 - Act 416	State	TBD	TUTS
030569	Miller	196	I-49 – East (S)	3.95	System Preservation	1,000 - TOTAL 800 - STBGP 200 - State	State	TBD	TUTS
03X350	Miller	196	Genoa East & West (S)	5.68	System Preservation	2,400 - TOTAL 1,920 - STBGP 480 - State	State	TBD	TUTS
03X451	Miller	237	Hwy. 71 – Co. Rd. 28 (S)	5.34	System Preservation	2,100 - TOTAL 1,680 - STBGP 420 - State	State	TBD	TUTS

## TUTS Project Map



## TUTS Projects(s) Financials

FUNDING SOURCE	FY 2023	FY 2024	FY 2025	FY 2026	TOTAL
NHPP	\$ -	\$ 880	\$ 672	\$ 4,600	\$ 6,152
NHFP	\$ -	\$ -	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -	\$ -	\$ -
RAIL HWY	\$ -	\$ -	\$ -	\$ -	\$ -
STBGP	\$ 5,840	\$ 3,200	\$ 3,600	\$ 400	\$ 13,040
CMAQ FLEX	\$ -	\$ -	\$ -	\$ -	\$ -
STATE	\$ -	\$ 420	\$ 1,660	\$ 100	\$ 2,180
STATE/LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
ACT 416	\$ 1,460	\$ -	\$ -	\$ -	\$ 1,460
OFFSYSBR	\$ -	\$ -	\$ -	\$ -	\$ -
FLAP	\$ -	\$ -	\$ -	\$ -	\$ -
FERRYBOAT	\$ -	\$ -	\$ -	\$ -	\$ -
DBE	\$ -	\$ -	\$ -	\$ -	\$ -
OJT	\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -	\$ -	\$ -
RTP	\$ -	\$ -	\$ -	\$ -	\$ -
AMEND 101	\$ -	\$ 9,600	\$ -	\$ 18,400	\$ 28,000
BFP	\$ -	\$ -	\$ 2,368	\$ -	\$ 2,368
<b>TOTAL</b>	<b>\$ 7,300</b>	<b>\$ 14,100</b>	<b>\$ 8,300</b>	<b>\$ 23,500</b>	<b>\$ 53,200</b>

\*Funding amounts are approximate

\*Funding amounts are in thousands

## Statewide Projects

### 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-01			IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2023	All
XX2023-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 13,400 - NHPP 1,000 - BFP (Off System) 3,600 - State	State	2023	All
XX2023-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2023	All
XX2023-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,867 - TOTAL 2,867 - Rail Hwy	State/RR	2023	All
XX2023-06			Various Transportation Alternative Projects	-	Miscellaneous	18,356 - TOTAL 14,685 - TAP 3,671 - Local	Local	2023	All
XX2023-07			Various Trail Projects	-	Miscellaneous	1,718 - TOTAL 1,374 - RTP 344 - Local	Local	2023	All
XX2023-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2023	All

ALL PROJECTS IN TITS AREA

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## 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Strs. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2023	All
XX2023-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 8,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 4,815 - STBGP 435 - CMAQ Flex 4,000 - State/Local	State	2023	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2023-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2023	All
XX2023-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2023	All
XX2023-13			Various Statewide Safety Improvements	-	Safety Improvements	28,620 - TOTAL 25,758 - HSIP 2,862 - State	State	2023	All
XX2023-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2023	All
XX2023-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2023	All
XX2023-16			Various Pavement Preservation Projects	-	System Preservation	170,857 - TOTAL 22,761 - NHPP 1,000 - HSIP 25,231 - STBGP 24,380 - Amendment 101 2,285 - State 95,200 - Act 416	State	2023	All

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## 2023-2026 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-17			Various Signal and Intersection Improvements	-	Intersection Improvements	625 - TOTAL 500 - STBGP 125 - State/Local	State	2023	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2023-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2023	All
XX2023-19			Various Federal Lands Projects	-	Miscellaneous	13,611 - TOTAL 3,350 - FLAP 4,819 - FLTP 4,602 - ERFO 840 - State/Local	Federal Lands/State/ Local	2023	All
Funding for the category is detailed in Appendix B.									
XX2023-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2023	All
XX2023-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2023	All
Funding amount is approximate.									
XX2023-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2023	All
Funding amount is approximate.									
XX2023-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2023	All
XX2023-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	8,671 - TOTAL 6,937 - CRP Flex 1,734 - State	State	2023	All
XX2023-25			Various Transportation Resiliency Projects	-	Miscellaneous	13,360 - TOTAL 500 - STBGP 10,188 - PROTECT 2,672 - State	State	2023	All
XX2024-01			IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2024	All

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## 2023-2026 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2024	All
XX2024-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2024	All
XX2024-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,883 - TOTAL 2,883 - Rail Hwy	State/RR	2024	All
XX2024-06			Various Transportation Alternative Projects	-	Miscellaneous	16,305 - TOTAL 13,044 - TAP 3,261 - Local	Local	2024	All
XX2024-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2024	All
XX2024-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2024	All
XX2024-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Strs. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2024	All
XX2024-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,007 - NHPP 577 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 286 - CMAQ Flex 4,000 - State/Local	State	2024	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2024-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2024	All
XX2024-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2024	All

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## 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-13			Various Statewide Safety Improvements	-	Safety Improvements	36,491 - TOTAL 32,842 - HSIP 3,649 - State	State	2024	All
XX2024-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2024	All
XX2024-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2024	All
XX2024-16			Various Pavement Preservation Projects	-	System Preservation	223,533 - TOTAL 554 - NHPP 1,000 - HSIP 6,381 - STBGP 114,039 - Amendment 101 2,679 - State 98,880 - Act 416	State	2024	All
XX2024-17			Various Signal and Intersection Improvements	-	Intersection Improvements	5,000 - TOTAL 4,000 - STBGP 1,000 - State/Local	State	2024	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2024-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2024	All
XX2024-19			Various Federal Lands Projects	-	Miscellaneous	9,675 - TOTAL 3,350 - FLAP 5,485 - FLTP 840 - State/Local	Federal Lands/State/ Local	2024	All
Funding for the category is detailed in Appendix B.									
XX2024-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2024	All
XX2024-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2024	All
Funding amount is approximate.									

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## 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2024	All
Funding amount is approximate.									
XX2024-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2024	All
XX2024-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	18,025 - TOTAL 14,420 - CRP Flex 3,605 - State	State	2024	All
XX2024-25			Various Transportation Resiliency Projects	-	Miscellaneous	25,345 - TOTAL 500 - STBGP 19,776 - PROTECT 5,069 - State	State	2024	All
XX2025-01			IRP Debt Service	-	Miscellaneous	38,000 - TOTAL 38,000 - NHPP	State	2025	All
XX2025-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2025	All
XX2025-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2025	All
XX2025-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,883 - TOTAL 2,883 - Rail Hwy	State/RR	2025	All
XX2025-06			Various Transportation Alternative Projects	-	Miscellaneous	19,100 - TOTAL 15,280 - TAP 3,820 - Local	Local	2025	All
XX2025-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2025	All
XX2025-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2025	All

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## 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Str. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2025	All
XX2025-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2025	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2025-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2025	All
XX2025-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2025	All
XX2025-13			Various Statewide Safety Improvements	-	Safety Improvements	41,682 - TOTAL 37,514 - HSIP 4,168 - State	State	2025	All
XX2025-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2025	All
XX2025-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2025	All
XX2025-16			Various Pavement Preservation Projects	-	System Preservation	151,622 - TOTAL 11,716 - NHPP 1,000 - HSIP 27,589 - STBGP 5,960 - Amendment 101 6,357 - State 99,000 - Act 416	State	2025	All

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## 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-17			Various Signal and Intersection Improvements	-	Intersection Improvements	4,563 - TOTAL 3,650 - STBGP 913 - State/Local	State	2025	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2025-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2025	All
XX2025-19			Various Federal Lands Projects	-	Miscellaneous	7,207 - TOTAL 3,350 - FLAP 3,017 - FLTP 840 - State/Local	Federal Lands/State/ Local	2025	All
Funding for the category is detailed in Appendix B.									
XX2025-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2025	All
XX2025-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2025	All
Funding amount is approximate.									
XX2025-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2025	All
Funding amount is approximate.									
XX2025-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2025	All
XX2025-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	12,260 - TOTAL 9,808 - CRP Flex 2,452 - State	State	2025	All
XX2025-25			Various Transportation Resiliency Projects	-	Miscellaneous	25,839 - TOTAL 500 - STBGP 20,171 - PROTECT 5,168 - State	State	2025	All
XX2025-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2025	All

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## 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-01			IRP Debt Service	-	Miscellaneous	17,000 - TOTAL 17,000 - NHPP	State	2026	All
This is the final repayment of the bond program.									
XX2026-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2026	All
XX2026-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2026	All
XX2026-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	2,883 - TOTAL 2,883 - Rail Hwy	State/RR	2026	All
XX2026-06			Various Transportation Alternative Projects	-	Miscellaneous	19,481 - TOTAL 15,585 - TAP 3,896 - Local	Local	2026	All
XX2026-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2026	All
XX2026-08			Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2026	All
XX2026-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Str. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2026	All
XX2026-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2026	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									

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## 2023-2026 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2026	All
XX2026-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2026	All
XX2026-13			Various Statewide Safety Improvements	-	Safety Improvements	42,693 - TOTAL 38,424 - HSIP 4,269 - State	State	2026	All
XX2026-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2026	All
XX2026-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2026	All
XX2026-16			Various Pavement Preservation Projects	-	System Preservation	245,546 - TOTAL 20,572 - NHPP 1,000 - HSIP 4,821 - STBGP 107,620 - Amendment 101 12,533 - State 99,000 - Act 416	State	2026	All
XX2026-17			Various Signal and Intersection Improvements	-	Intersection Improvements	5,000 - TOTAL 4,000 - STBGP 1,000 - State/Local	State	2026	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2026-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2026	All
XX2026-19			Various Federal Lands Projects	-	Miscellaneous	4,190 - TOTAL 3,350 - FLAP 840 - State/Local	Federal Lands/State/Local	2026	All
Funding for the category is detailed in Appendix B.									
XX2026-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2026	All

ALL PROJECTS IN TUTS AREA

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## 2023-2026 TUTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2026	All
Funding amount is approximate.									
XX2026-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2026	All
Funding amount is approximate.									
XX2026-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2026	All
XX2026-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	18,754 - TOTAL 15,003 - CRP Flex 3,751 - State	State	2026	All
XX2026-25			Various Transportation Resiliency Projects	-	Miscellaneous	5,944 - TOTAL 500 - STBGP 4,255 - PROTECT 1,189 - State	State	2026	All
XX2026-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2026	All

## Transit Projects

### 2023-2026 Tuts Draft TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
031FTA			Operating Assistance	-	Transit	422 - TOTAL 211 - FTA-5307 211 - Local	Local	2023	TUTS
032FTA			Capital - Preventive Maintenance	-	Transit	75 - TOTAL 60 - FTA-5307 15 - Local	Local	2023	TUTS
033FTA			Capital - Paratransit Service	-	Transit	45 - TOTAL 36 - FTA-5307 9 - Local	Local	2023	TUTS
034FTA			Capital - Planning	-	Transit	96 - TOTAL 77 - FTA-5307 19 - Local	Local	2023	TUTS
035FTA			Capital - Rolling Stock/Support Equipment	-	Transit	40 - TOTAL 32 - FTA-5339 8 - Local	Local	2023	TUTS
036FTA			Consolidated Planning Grant (MPO)	-	Transit	65 - TOTAL 52 - FTA-5305 13 - Local	Local	2023	TUTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2023	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2023	All
115FTA			Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2023	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2023	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	290 - TOTAL 290 - FTA-5310	Local	2023	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,300 - TOTAL 2,640 - FTA-5310 660 - Local	Local	2023	All

ALL PROJECTS IN TUTS AREA

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## 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
119FTA			Rural Transit - State Admin	-	Transit	1,395 - TOTAL 1,395 - FTA-5311	Local	2023	All
120FTA			Rural Transit - Project Admin	-	Transit	3,730 - TOTAL 2,984 - FTA-5311 746 - Local	Local	2023	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	283 - TOTAL 226 - FTA-5311 57 - Local	Local	2023	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	718 - TOTAL 574 - FTA-5311 144 - Local	Local	2023	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,096 - TOTAL 7,548 - FTA-5311 7,548 - Local	Local	2023	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,390 - TOTAL 1,195 - FTA-5311 1,195 - Local	Local	2023	All
125FTA			Rural Transit - RTAP	-	Transit	350 - TOTAL 350 - FTA-5311	Local	2023	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	590 - TOTAL 472 - FTA-5310 118 - Local	Local	2023	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2023	All
201TLS			Translease	-	Transit	775 - TOTAL 775 - Local	Local	2023	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2023	All
031FTA			Operating Assistance	-	Transit	422 - TOTAL 211 - FTA-5307 211 - Local	Local	2024	TITS
032FTA			Capital - Preventive Maintenance	-	Transit	75 - TOTAL 60 - FTA-5307 15 - Local	Local	2024	TITS

ALL PROJECTS IN TITS AREA

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## 2023-2026 TOTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
033FTA			Capital - Paratransit Service	-	Transit	47 - TOTAL 38 - FTA-5307 9 - Local	Local	2024	TOTS
034FTA			Capital - Planning	-	Transit	96 - TOTAL 77 - FTA-5307 19 - Local	Local	2024	TOTS
035FTA			Capital - Rolling Stock/Support Equipment	-	Transit	40 - TOTAL 32 - FTA-5339 8 - Local	Local	2024	TOTS
036FTA			Consolidated Planning Grant (MPO)	-	Transit	66 - TOTAL 53 - FTA-5305 13 - Local	Local	2024	TOTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2024	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2024	All
115FTA			Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2024	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2024	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	292 - TOTAL 292 - FTA-5310	Local	2024	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,350 - TOTAL 2,680 - FTA-5310 670 - Local	Local	2024	All
119FTA			Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2024	All
120FTA			Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2024	All

ALL PROJECTS IN TOTS AREA

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## 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	287 - TOTAL 230 - FTA-5311 57 - Local	Local	2024	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	720 - TOTAL 576 - FTA-5311 144 - Local	Local	2024	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2024	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2024	All
125FTA			Rural Transit - RTAP	-	Transit	360 - TOTAL 360 - FTA-5311	Local	2024	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	590 - TOTAL 472 - FTA-5310 118 - Local	Local	2024	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2024	All
201TLS			Translease	-	Transit	775 - TOTAL 775 - Local	Local	2024	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2024	All
031FTA			Operating Assistance	-	Transit	422 - TOTAL 211 - FTA-5307 211 - Local	Local	2025	TITS
032FTA			Capital - Preventive Maintenance	-	Transit	77 - TOTAL 60 - FTA-5307 17 - Local	Local	2025	TITS
033FTA			Capital - Paratransit Service	-	Transit	49 - TOTAL 39 - FTA-5307 10 - Local	Local	2025	TITS

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## 2023-2026 Tuts Draft TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
034FTA			Capital - Planning	-	Transit	97 - TOTAL 78 - FTA-5307 19 - Local	Local	2025	TUTS
035FTA			Capital - Rolling Stock/Support Equipment	-	Transit	42 - TOTAL 34 - FTA-5339 8 - Local	Local	2025	TUTS
036FTA			Consolidated Planning Grant (MPO)	-	Transit	67 - TOTAL 54 - FTA-5305 13 - Local	Local	2025	TUTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2025	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,425 - TOTAL 3,540 - FTA-5339 885 - Local	Local	2025	All
115FTA			Safety Oversight	-	Transit	270 - TOTAL 216 - FTA-5329 54 - Local	Local	2025	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	149 - TOTAL 119 - FTA-5304 30 - Local	Local	2025	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	294 - TOTAL 294 - FTA-5310	Local	2025	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,400 - TOTAL 2,720 - FTA-5310 680 - Local	Local	2025	All
119FTA			Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2025	All
120FTA			Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2025	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	291 - TOTAL 233 - FTA-5311 58 - Local	Local	2025	All

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## 2023-2026 TITS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
122FTA			Rural Transit - Capital - Intercity	-	Transit	722 - TOTAL 578 - FTA-5311 144 - Local	Local	2025	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2025	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2025	All
125FTA			Rural Transit - RTAP	-	Transit	370 - TOTAL 370 - FTA-5311	Local	2025	All
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2025	All
201TLS			Translease	-	Transit	780 - TOTAL 780 - Local	Local	2025	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2025	All
031FTA			Operating Assistance	-	Transit	422 - TOTAL 211 - FTA-5307 211 - Local	Local	2026	TITS
032FTA			Capital - Preventive Maintenance	-	Transit	77 - TOTAL 60 - FTA-5307 17 - Local	Local	2026	TITS
033FTA			Capital - Paratransit Service	-	Transit	49 - TOTAL 39 - FTA-5307 10 - Local	Local	2026	TITS
034FTA			Capital - Planning	-	Transit	97 - TOTAL 78 - FTA-5307 19 - Local	Local	2026	TITS
035FTA			Capital - Rolling Stock/Support Equipment	-	Transit	42 - TOTAL 34 - FTA-5339 8 - Local	Local	2026	TITS
036FTA			Consolidated Planning Grant (MPO)	-	Transit	69 - TOTAL 55 - FTA-5305 14 - Local	Local	2026	TITS

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## 2023-2026 TOTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2026	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,425 - TOTAL 3,540 - FTA-5339 885 - Local	Local	2026	All
115FTA			Safety Oversight	-	Transit	270 - TOTAL 216 - FTA-5329 54 - Local	Local	2026	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	149 - TOTAL 119 - FTA-5304 30 - Local	Local	2026	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	295 - TOTAL 295 - FTA-5310	Local	2026	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,400 - TOTAL 2,720 - FTA-5310 680 - Local	Local	2026	All
119FTA			Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2026	All
120FTA			Rural Transit - Project Admin	-	Transit	3,900 - TOTAL 3,120 - FTA-5311 780 - Local	Local	2026	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	291 - TOTAL 233 - FTA-5311 58 - Local	Local	2026	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	722 - TOTAL 578 - FTA-5311 144 - Local	Local	2026	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2026	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2026	All

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## 2023-2026 TOTS DRAFT TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
125FTA			Rural Transit - RTAP	-	Transit	370 - TOTAL 370 - FTA-5311	Local	2026	All
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2026	All
201TLS			Translease	-	Transit	780 - TOTAL 780 - Local	Local	2026	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2026	All

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## Statewide Project(s) and Transit Financials

FUNDING SOURCE	2023 PROGRAMMED	2024 PROGRAMMED	2025 PROGRAMMED	2026 PROGRAMMED	TOTAL PROGRAMMED
NHPP	\$ 103,261	\$ 79,061	\$ 78,236	\$ 66,092	\$ 326,650
BFP (Off Sys)	\$ 3,600	\$ 4,600	\$ 4,600	\$ 4,600	\$ 17,400
STBGP	\$ 50,957	\$ 35,792	\$ 57,050	\$ 34,632	\$ 178,431
Rail_Hwy	\$ 3,017	\$ 4,013	\$ 4,013	\$ 4,013	\$ 15,056
RTP	\$ 1,374	\$ 1,494	\$ 1,494	\$ 1,494	\$ 5,856
TAP	\$ 14,685	\$ 13,044	\$ 15,280	\$ 15,585	\$ 58,594
NHFP	\$ 600	\$ 577	\$ 600	\$ 600	\$ 2,377
Off Sys Bridge	\$ 3,800	\$ 3,800	\$ 3,800	\$ 3,800	\$ 15,200
HSIP	\$ 29,758	\$ 36,842	\$ 41,514	\$ 42,424	\$ 150,538
CMAQ_FLEX	\$ 435	\$ 286	\$ 250	\$ 250	\$ 1,221
AMEND 101	\$ 24,380	\$ 114,039	\$ 5,960	\$ 107,620	\$ 251,999
ACT 416	\$ 98,200	\$ 101,880	\$ 102,000	\$ 102,000	\$ 404,080
FLAP	\$ 3,350	\$ 3,350	\$ 3,350	\$ 3,350	\$ 13,400
FLTP	\$ 4,819	\$ 5,485	\$ 3,017	\$ -	\$ 13,321
ERFO	\$ 4,602	\$ -	\$ -	\$ -	\$ 4,602
Ferry Boat	\$ 100	\$ 100	\$ 100	\$ 100	\$ 400
DBE	\$ 150	\$ 150	\$ 150	\$ 150	\$ 600
OJT	\$ 100	\$ 100	\$ 100	\$ 100	\$ 400
NEVFP	\$ 11,528	\$ 11,528	\$ 11,528	\$ 11,528	\$ 46,112
CRP Flex	\$ 6,937	\$ 14,420	\$ 9,808	\$ 15,003	\$ 46,168
PROTECT	\$ 10,188	\$ 19,776	\$ 20,171	\$ 4,255	\$ 54,390
State	\$ 18,491	\$ 23,940	\$ 27,183	\$ 30,780	\$ 100,394
State/Local	\$ 5,765	\$ 6,640	\$ 6,553	\$ 2,640	\$ 21,598
Local	\$ 5,907	\$ 5,527	\$ 6,086	\$ 10,162	\$ 27,682
<b>TOTAL</b>	<b>\$ 406,004</b>	<b>\$ 486,444</b>	<b>\$ 402,843</b>	<b>\$ 461,178</b>	<b>\$ 1,756,469</b>

\*Funding amounts are approximate

\*Funding amounts are in thousands

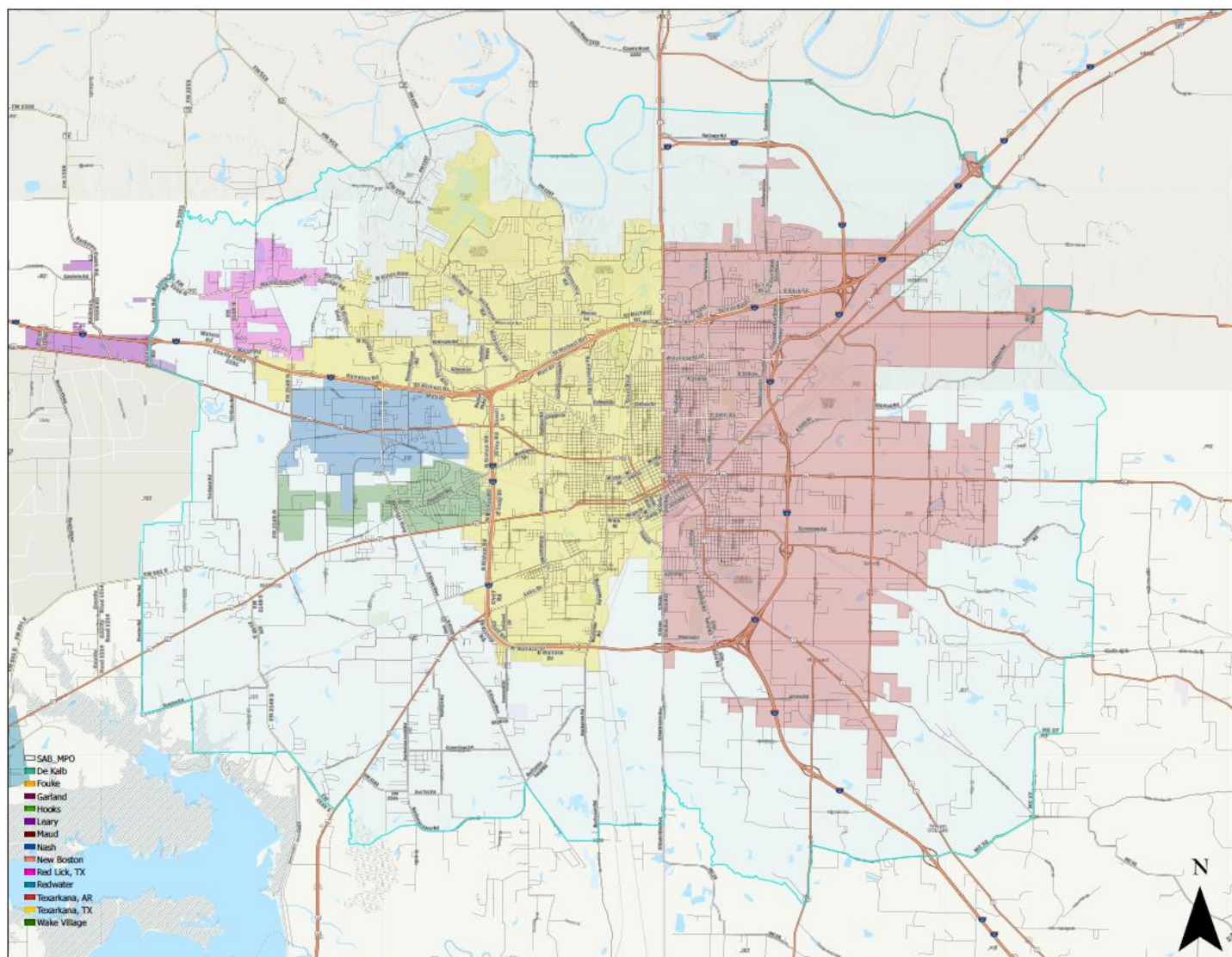
TRANSIT	2023	2024	2025	2026	TOTAL
FTA 5304	\$ 117	\$ 117	\$ 119	\$ 119	\$ 472
FTA 5305	\$ 52	\$ 53	\$ 54	\$ 55	\$ 214
FTA 5307	\$ 384	\$ 386	\$ 388	\$ 388	\$ 1,546
FTA 5310	\$ 3,402	\$ 3,444	\$ 3,014	\$ 3,015	\$ 12,875
FTA 5311	\$ 14,272	\$ 14,534	\$ 14,549	\$ 14,629	\$ 57,984
FTA 5329	\$ 211	\$ 211	\$ 216	\$ 216	\$ 854
FTA 5339	\$ 4,172	\$ 4,172	\$ 4,214	\$ 4,214	\$ 16,772
State	\$ 5,350	\$ 5,350	\$ 5,350	\$ 5,350	\$ 21,400
Local	\$ 12,635	\$ 12,824	\$ 12,737	\$ 12,758	\$ 50,954
<b>TOTAL</b>	<b>\$ 40,595</b>	<b>\$ 41,091</b>	<b>\$ 40,641</b>	<b>\$ 40,744</b>	<b>\$ 163,071</b>



## *Revisions*

*Not applicable at this time*

## Appendix A – Texarkana MPO Boundary Map



# Appendix B – Resolution – Adoption of FY2023-26 TIP

## ARKANSAS FY 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Texarkana MPO

Resolution #5-2023

### TEXARKANA METROPOLITAN PLANNING ORGANIZATION

#### RESOLUTION #5 - 2023

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

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

**WHEREAS,** the Texarkana MPO is responsible for preparing and submitting the FY 2023 - 2026 Transportation Improvement Program (TIP) to ARDOT for inclusion in Arkansas' 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 Transportation Improvement Program (TIP) to ARDOT for inclusion in Arkansas' 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 Transportation Improvement Program (TIP) for the Arkansas portion of the Texarkana Metropolitan Study Area is hereby adopted.

**SECTION 2:** The Director of the Texarkana MPO is hereby authorized to submit the FY 2023 - 2026 Transportation Improvement Program (TIP) for the Arkansas portion of the Texarkana Metropolitan Study Area to ARDOT.

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

**ADOPTED** in Regular Session on the 14<sup>th</sup> day of December 2022.



Tom Whitten, Bowie County Commissioner  
Policy Board Chairman  
Texarkana MPO

*I hereby certify the above is a true copy of Resolution #5-2023: FY2023-2026 Transportation Improvement Program (TIP) – Arkansas portion.*

*This resolution was:*

*Motioned by: Mary Hart, Council Member, City of Texarkana, TX*

*Seconded by: William Cheatham, ARDOT*

*Resolution #5-2023 passed unanimously in regular session on December 14, 2022.*



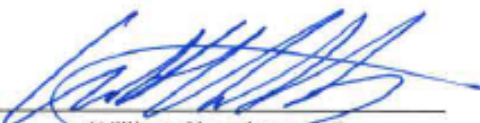
Rea Donna Jones  
Director  
Texarkana MPO

## Appendix C – MPO Self Certification

### METROPOLITAN PLANNING ORGANIZATION AND TEXAS DEPARTMENT OF TRANSPORTATION SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336, the Arkansas Department of Transportation, and the Texarkana Metropolitan Planning Organization for the Texarkana Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49CFR part 26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) 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);
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
William Cheatham, P.E.  
District 3 Engineer  
Arkansas Department of Transportation

12-14-2022  
Date

  
Tom Whitten  
Metropolitan Planning Organization  
Policy Board Chairperson

12-14 2022  
Date

## *Appendix D – Public Involvement Documentation*

### **FY 2023-2026 TIP Adoption**

#### *Public Review and Comment Period*

*Wednesday, November 23 to December 2, 2022*

November 15	Notice of Public Review and Comment Period sent to the Texarkana Gazette for publication on Sunday, November 20, 2022.
November 17	Notice of Public Review and Comment Period was posted in eight (8) locations within the MPO area and uploaded to Facebook.
November 18	Notice of Public Review and Comment Period was emailed and faxed to various TV/radio station, emailed to persons listed on the Public Notification List and sent to the IT department for publication on the MPO website.
November 20	Notice of Public Review and Comment Period appeared in the Texarkana Gazette.
December 1	MPO Technical Advisory Committee meet.
December 2	No public comments were received during the public review and comment period.
December 14	MPO Policy Board met. FY2023-2026 TIP was adopted.



## Appendix E – Glossary

TERM	DEFINITION	SOURCE
Advance Construction	A technique which allows a State to initiate a project using non- federal funds while preserving eligibility for future Federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal aid; however, no present or future Federal funds are committed to the project. After an advance construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project. This can be accomplished as one action, or the project may be partially converted over time.	FHWA Innovative Finance Website <a href="https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/">https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/</a>
Allocation	An administrative distribution of funds for programs that are not distributed to States by a statutory formula.	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Apportionment	The distribution of funds to States as prescribed by a statutory formula.	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Appropriations Act	Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Authorization	Basic substantive legislation or that which empowers an agency to implement a particular program and establishes an upper limit on the amount of funds that can be appropriated for that program.	FHWA Planning Glossary <a href="http://www.fhwa.dot.gov/planning/glossary/index.cfm">http://www.fhwa.dot.gov/planning/glossary/index.cfm</a>
Authorization Act	Basic substantive legislation that establishes or continues Federal programs or agencies and established an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL).	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Available Funds	Applies to the first two years of the TIP and STIP in air quality nonattainment and maintenance areas. Includes funds derived from an existing source of funds dedicated to or historically used for transportation purposes. For Federal funds,	Preamble to the FHWA/FTA statewide and metropolitan planning rules (Federal Register; Volume 58, Number 207; October 28, 1993; page 58060).

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



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

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

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

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

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

## *Appendix F – Funding*

### **Types of Highway Projects Funding**

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

### **Funding Category – State and Federal**

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

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

## Transit Funding

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

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

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

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

## Appendix G – FAST Act Compliance

1. Update Public Participation Plan (PPP) to include a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
  - ❖ *There are no public “water “ports within the MPA therefore, the 3P does not address public water ports. The Texarkana Regional Airport is located within the MPA of the MPO and holds a seat on the technical committee.*
  - ❖ *Texarkana Urban Transit District (TUTD) is the transit provider in the MPA. TUTD staff sit on the MPO’s Technical Advisory Committee, and MPO staff attend TUTD board meetings. Ark-Tex Council of Government Rural Transit District (TRAX) provides low-cost transportation for residents, of Bowie, Cass, Delta, Franklin, Hopkins, Lamar, Morris, Red River, and Titus counties, from their homes or other designated pickup points to meet transportation needs.*
2. Demonstrate consultation with agencies involved in a) tourism; b) natural disaster risk reduction. (Ref. 23 CFR 450.316(b))
  - ❖ *The MPO coordinated with various entities throughout the area to help promote tourism. Some of the entities include the Texarkana Chamber of Commerce, Lift, Women of Honor, Rotary clubs, Main Street, and the cities of Texarkana, Arkansas and Texarkana, Texas.*
  - ❖ *The City of Texarkana, Texas, which is the fiscal agent of the MPO, has procedures set in place in case of an emergency/natural disaster. The City’s Emergency Management Plan was adopted on February 3, 2015. CodeRED Emergency Notification System (another City system) alerts citizens of Texarkana, Arkansas, Texarkana, Texas, Bowie and Miller County of critical community alters (i.e., weather, emergencies, evacuation notices, bioterrorism alerts, boil notices, and missing child(ren) reports.*
3. MPO(s), State(s) and the providers of public transportation shall jointly agree upon and develop specific written provision for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO and the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
  - ❖ *Regarding points a) – d) as mentioned above:*
  - ❖ *the MPO has a Memorandum of Understanding (MOU) with TxDOT, ARDOT and TUTD. The MOU outlines the provision for cooperatively developing and sharing information related to points a – d). The MOU was approved and adopted by the MPO Policy Board (PB) on May 22, 2018.*
  - ❖ *TUTD has a Transit Asset Management Plan (TAM) as of November 13, 2018, via Resolution #3-2019, and this TAM Plan will assist TUTD in identifying rolling stock, equipment, and facility needs based on the identified performance targets. The Texarkana Urban Transit District (TUTD) and MPO agreed to support Texas Department of Transportation (TxDOT) Targets for transit asset management which includes the Texarkana Urban Transit District (TUTD), which was included in TxDOT TAM Plan and both Texas and Arkansas support the targets.*
  - ❖ *TXDOT Transit Asset Management, 2023-2026 Group Sponsored Plan, Public Transportation Division document was received by the MPO on September 29, 2022. Ark-Tex Council of Governments (T-Line) is listed as a Transit Entity. TxDOT documents that a transit agency has and is following an adequate asset management/maintenance program on the biennial compliance review form, PTN-129 Compliance Review.*



- ❖ *The MPO PB is committed to supporting, planning, and programming projects that contribute to the accomplishments of said targets. Public transit capital projects included in the TIP align with the TAM planning and target setting processes undertaken by TUTD in conjunction with the MPO. Investments are made in alignment with the TAM Plan with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets.*
- 4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; b) enhance travel and tourism. (Ref: 23 CFR 450.206(a) (9&10) and 306(b) (9&10))
  - ❖ *Projects are prioritized by the coordinated work of the MPO Technical Advisory Committee (TAC) and PB with consideration of future needs and anticipated revenue. Also, the most current MTP, adopted in 2019, addresses improve the resiliency and reliability and mitigation of stormwater, and enhanced travel and tourism in Chapter 4.*
- 5. Include consideration for intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). Ref 23 CFR 450.216(b) and 324(f)(2)
  - ❖ *Transit considerations can be found in Chapter 3 of the 2045 MTP. A transit analysis was 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 August 17, 2022, Resolution #21-2022 the MPO PB adopted ARDOT's targets. These targets can also be found in Appendix H (Addressing Performance Measure Targets) of this document. The established performance target for FY2020 were set as a 5-year rolling average.*
  - ❖ *Number of Fatalities* *542.2*
  - ❖ *Rate of Fatalities* *1.515*
  - ❖ *Number of Serious Injuries* *2,735.4*
  - ❖ *Rate of Serious Injuries* *7.662*
  - ❖ *Total number of Non-Motorized Fatalities & Serious Injuries* *185.4*
- 8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))
  - ❖ *Chapter 3 of the 2045 MTP provides an evaluation of the current system. Chapter 8 (2045 MTP) provides short-term, mid-term, and long-term list of projects. As projects are*



*completed and data is obtained, benefits of the project(s) will be seen, thus giving a clearer performance of the transportation systems, and how said project(s) added to maintaining the state's performance targets.*

9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
  - ❖ *Per federal requirements, MPOs must describe in the TIP how the program of projects contributes to achievement of the performance targets identified in the MTP. A description of the anticipated effect of the TIP toward achieving the performance targets that links investment priorities to those performance targets.*
  - ❖ *Texarkana MPO program of projects is tied to performance measures and targets in two ways:*
    - a. *Through the 2045 MTP planning process and project selection. Selection of performance measures was closely tied to development of goals and objectives since performance measures are used to assess progress toward meeting objectives and in turn regional goals. Those goals and measures were then used to create project selection criteria for the MTP. Once projects were listed in the MTP, they were eligible for programming in the TIP using the same criteria and scores.*
    - b. *Each project listed in the TIP is linked with a performance measure and target area. This helps to more specifically identify how the projects are helping to meeting goals, performance measures, and targets, as set in the 2045 MTP.*
    - c. *ARDOT's process for evaluating, scoring, and ranking projects is based on linking and predicting the performance results of a project or portfolio to project to desired statewide outcomes. Critical to this process is identifying project specific data that aligns a candidate project's unique performance benefits with the broader statewide objectives. The intent of the selected projects is to have a positive impact on all planning factors. The selected projects are to help achieve region specific targets adopted by the MPO PB, ARDOT targets that the MPO intends to support or transit targets implemented by TUTD which the MPO also intends to support.*
10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))
  - ❖ *Due to the size of the MPO and the limit on funding that the MPO receives it is imperative to select the project(s) that collectively make the largest impact on all the performance targets. Project(s) considered for funding by the MPO are ranked utilizing a priority matrix established by the MPO. During the development of the 2045 MTP Decision Lens and other scoring matrix was used to gather the best data regarding project(s). Ranking/prioritizing project(s) will allow the MPO to build a list of projects that, when funded, will meet the performance measures outlined in PM 1, 2, and 3 and House Bill 20.*
11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system. (Ref: 23 CFR 450.216(f) (1&2))
  - ❖ *N/A (State DOT)*
12. Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. (Ref. 23 CFR 450.208e))
  - ❖ *N/A (State DOT)*

## Appendix H – Safety Performance Measures

### ARKANSAS FY2022 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Texarkana MPO

Resolution #21-2022 (Safety)

#### TEXARKANA METROPOLITAN PLANNING ORGANIZATION

#### RESOLUTION # 21-2022

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

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

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

**WHEREAS,** the State of Arkansas Department of Transportation (ARDOT) has 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 Arkansas Department of Transportation (ARDOT) has officially established safety targets in the Highway Safety Improvement Program annual report dated June 27, 2022, 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 17<sup>th</sup> day of August 2022.



Tom Whitten, Bowie County Commissioner  
Policy Board Chairman  
Texarkana MPO

*I hereby certify the above is a true copy of Resolution #21-2022: Safety Performance Targets - ARDOT. This resolution was:*

*Motioned by: William Cheatham, District 3 Engineer, ARDOT*

*Seconded by: Mary Hart, Council Member, City of Texarkana, TX*

*Resolution #21 passed unanimously in regular session on August 17, 2022.*



Rea Donna Jones  
Director  
Texarkana MPO

6/22/2022

Concur: *Amie H. Judon*  
Date: *6/27/22* *RD*

## TARGET SETTING FOR 2023

# SAFETY PERFORMANCE MEASURES



In accordance with 23 CFR 490.207, the national performance measures for State Departments of Transportation (DOTs) to use in managing the Highway Safety Improvement Program (HSIP) for all public roads are shown below.

Performance Measures
Number of Fatalities
Rate of Fatalities (per 100 million vehicle miles traveled)
Number of Serious Injuries
Rate of Serious Injuries (per 100 million vehicle miles traveled)
Number of Non-Motorized Fatalities and Serious Injuries

## DATA SOURCES

**Fatality Data:** Fatality Analysis Reporting System (FARS) (2011-2019),  
National Safety Council (NSC) (2020-2021)

**Serious Injury Data:** State motor vehicle crash database. Updated definition for "Suspected Serious Injury (A)" from the *Model Minimum Uniform Crash Criteria* (MMUCC) 4<sup>th</sup> edition was adopted by Arkansas State Police (ASP) on January 1, 2018.

**Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries:** FARS/NSC and State motor vehicle crash database. Fatalities with attribution codes for pedestrians, bicyclists, other cyclists, and persons on personal conveyance are included. Serious injuries are associated with pedestrians or bicyclists as defined in the *American National Standard Manual on Classification of Motor Vehicle Traffic Accidents* (ANSI D16.1-2007).

**Volume Data:** State Vehicle Miles Traveled (VMT) data is derived from the Federal Highway Administration (FHWA) and the Arkansas Department of Transportation (ARDOT).

## TARGET SETTING REQUIREMENTS

### State DOTs:

- Must establish targets for all public roads.
- Must establish statewide annual targets by June 30<sup>th</sup> of each year and report targets by August 31<sup>st</sup> of each year in the HSIP Report.
- State DOTs shall coordinate with the State Highway Safety Office to set identical targets on three common performance measures (Number of Fatalities, Rate of Fatalities, and Number of Serious Injuries).
- State DOTs shall coordinate with Metropolitan Planning Organizations (MPOs) when establishing targets, to the maximum extent practicable.

**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT annual target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

**METHODOLOGY**

Through extensive coordination with the Arkansas Highway Safety Office, FHWA, the National Highway Traffic Safety Administration (NHTSA), all MPOs, and other stakeholders, a methodology to determine the targets was finalized in 2017.

**Description of Methodology**

The target-setting method, like previous years, is generally described below:

1. Calculate moving averages for the last five years. A moving average smooths the variation from year to year. For this target setting, the moving average was calculated for the last five years that crash data is available (2013-2017, 2014-2018, 2015-2019, 2016-2020 and 2017-2021).
2. Calculate the average of these five data points.
3. Consider external factors to account for uncertainties. Past safety performance alone is not necessarily the best indicator of future performance given numerous external factors outside of ARDOT's control. For instance, to account for the 28.4% increase in the number of agencies turning in crash reports from 2015 to 2021, which contributed to an increase in total crash reports from 67,607 in 2015 to 82,301 in 2021, an adjustment factor may be considered to account for the uncertainty of what the final numbers will be, rather than attempting to predict exact numbers.
4. Apply any adjustment factors as needed based on Step 3 to the averages calculated in Step 2 to determine targets.

**Step One: Calculate Moving Averages**

Calculate the moving average for each of the performance measures for the last five years, as shown in Table 1.

**Step Two: Calculate the Average**

The average of the five data points for each of the performance measures is then calculated, as shown in Table 2.

Table 1 – Calculation of Moving Averages

Data						Moving Averages					
Year	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries	Years	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries
2013	498	1.487	3,066	9.154	149						
2014	470	1.381	3,154	9.270	141						
2015	550	1.576	2,888	8.276	112						
2016	561	1.569	3,032	8.480	154						
2017	525	1.443	2,816	7.739	189	2013-2017	520.8	1.491	2991.2	8.584	149.0
2018	516	1.407	2,272	6.195	205	2014-2018	524.4	1.475	2832.4	7.992	160.2
2019	511	1.377	2,389	6.440	213	2015-2019	532.6	1.474	2679.4	7.426	174.6
2020 <sup>1</sup>	653	1.925	2,582	7.612	284	2016-2020	553.2	1.544	2618.2	7.293	209.0
2021 <sup>1</sup>	695	1.813	2,721	7.096	280	2017-2021	580.0	1.593	2555.8	7.016	234.2
Notes:											
<sup>1</sup> 2020 and 2021 Fatalities are from National Safety Council (NSC), all other years are from Fatality Analysis Reporting System (FARS)											



**Table 2 – Calculation of the Averages**

Performance Measure	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	Average
Number of Fatalities	520.8	524.4	532.6	553.2	580.0	<b>542.2</b>
Rate of Fatalities	1.491	1.475	1.474	1.544	1.593	<b>1.515</b>
Number of Serious Injuries	2,991.2	2,832.4	2,679.4	2,618.2	2,555.8	<b>2,735.4</b>
Rate of Serious Injuries	8.584	7.992	7.426	7.293	7.016	<b>7.662</b>
Number of Non-Motorized Fatalities and Serious Injuries	149.0	160.2	174.6	209.0	234.2	<b>185.4</b>

**Step Three: Consider External Factors**

As shown below, several external factors that may have an impact on safety performance were identified through coordination with safety stakeholders mentioned on page 2.

*Legalization of medical marijuana in Arkansas, and increase of opioid use*

There is considerable uncertainty regarding the impact of medical marijuana and opioid use on highway safety. ASP continues to notice a significant increase in crashes involving drug use in the state over the past couple of years.

*Speed limit increase on rural freeways in Arkansas in 2020*

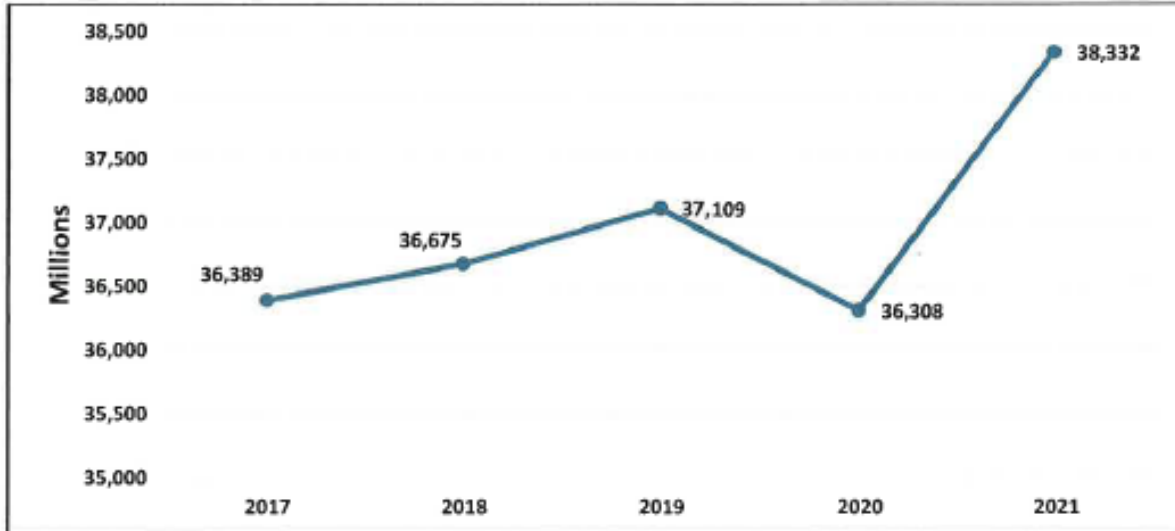
State Act 784 of 2019 increased the maximum allowable speed limit for motor vehicles on rural freeways to 75 miles per hour (mph) effective July 1, 2020.

*Large fluctuation in vehicle miles traveled in Arkansas*

The vehicle miles traveled (VMT) in Arkansas decreased significantly in 2020 due to the Covid-19 pandemic. As shown in Figure 1, the VMT in Arkansas was increasing yearly until 2020. While the total number of crashes decreased in 2020, it is believed that the lack of congestion led to more high-speed collisions which resulted in more severe crashes. In 2021 VMT rebounded to eclipse even 2019 levels.

*Increase in speeding citations*

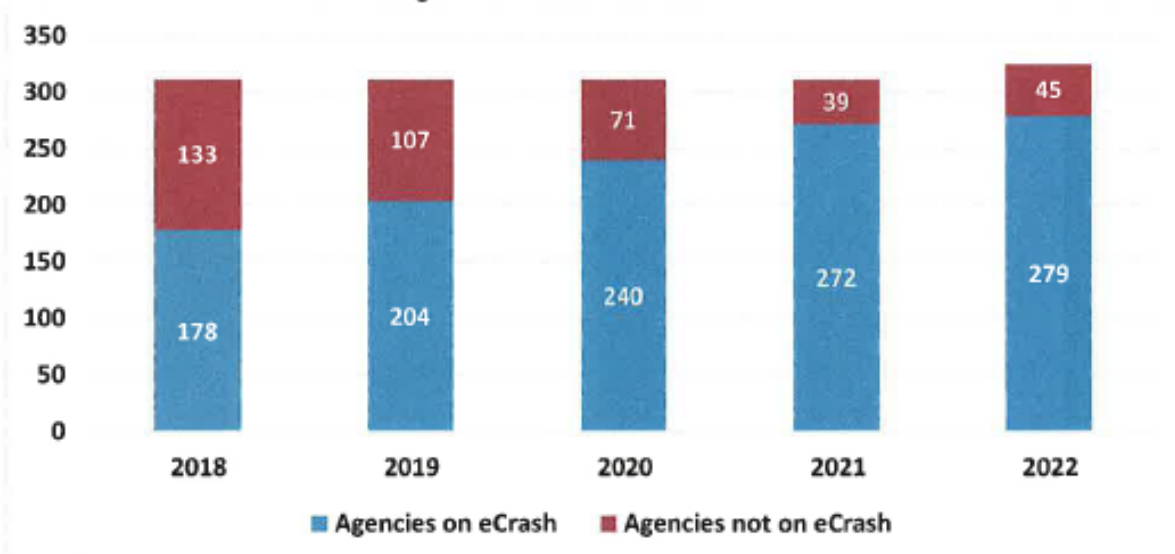
Citations involving a vehicle traveling at speeds greater than 100 miles per hour (mph) increased by 18 percent in 2021 over 2020 (2,703 citations in 2021 and 2,285 citations in 2020), which followed a 77 percent increase the year before.

**Figure 1 – Vehicle Miles Traveled (VMT) in Arkansas**

Data Source: FHWA and ARDOT

#### Continued transition to eCrash system

The eCrash system has made crash reporting more timely and consistent. Since first implemented by ASP in 2015, law enforcement agencies throughout Arkansas have been transitioning to the eCrash system. To date, 86 percent of all law enforcement agencies now use eCrash as shown in Figure 2. However, there are still several agencies that have yet to make the transition. An increase in the total number of agencies in the state caused both the total using and not using eCrash to rise.

**Figure 2 – eCrash Use in Arkansas**

There is uncertainty regarding the quality of data not entered through eCrash, primarily regarding serious injuries. Although ASP has an official definition of suspected serious injuries, it has been noted in the past that the definition was not applied consistently. Until all law enforcement agencies begin using eCrash, and

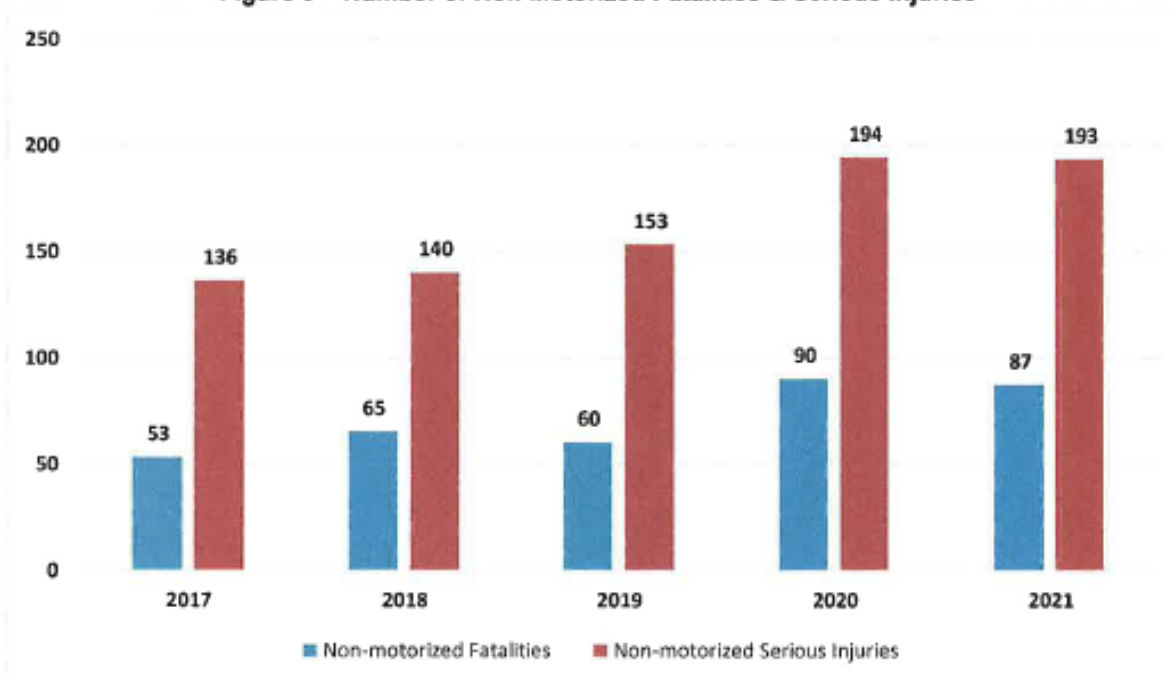


proper training on the definition is conducted, there will continue to be much uncertainty regarding data accuracy.

#### Underreported fatal crashes

It had been the general understanding that agencies not reporting their crashes were still reporting fatal crashes; however, in late 2020 ASP discovered that those agencies were also not reporting their fatalities. This underreporting contributed to an increase of 32.4% in reported fatalities between 2017 and 2021. The number of reported fatalities in 2022 is on pace to equal or surpass 2021. This underreporting has an impact on both fatality data and non-motorized crash data. As shown in Figure 3, the number of non-motorized fatalities and serious injuries can vary significantly. The variability of the number of Non-Motorized Fatalities and Serious Injuries performance measures compared to other safety performance measures is illustrated in Attachment A. As shown in this attachment, the coefficient of variation for this performance measure is at 17 percent, which is significantly higher than the other performance measures ranging from 8 to 14 percent.

**Figure 3 – Number of Non-Motorized Fatalities & Serious Injuries**



#### **Step Four: Apply Adjustment Factors**

The various external factors mentioned under Step Three could impact Arkansas' safety performance. However, there is little to no research to justify the application of specific adjustment factors to account for external factors such as medical marijuana. With that said, in consultation with other safety stakeholders, it was determined that a 30 percent adjustment factor and a 25 percent adjustment factor can be justifiably applied to the Number of Fatalities and Rate of Fatalities safety performance measures, respectively. This adjustment factor is based on the percent increase of each measure from 2017 to 2021.

A higher adjustment factor has been applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure. The known number of non-motorized fatalities and serious injuries increased in 2021 compared to 2017, as shown in Figure 3. Therefore, it was determined that a 48 percent adjustment factor be applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure.

It was also mutually agreed upon by safety stakeholders that an adjustment factor of two percent should be applied to the Number of Serious Injuries and Rate of Serious Injuries safety performance measures. This adjustment factor is less than others due to the serious injury definition change in 2018, which caused the total number of serious injuries to decrease significantly.

## TARGETS

Based on the methodology described, targets for each of the five performance measures are shown below in Table 3, as well as in Attachment B.

**Table 3 – 2023 Performance Targets**

Performance Measure	Average <sup>1</sup>	Adjustment Factor <sup>2</sup>	Target
Number of Fatalities	542.2	+30%	704.9
Rate of Fatalities	1.515	+25%	1.895
Number of Serious Injuries	2,735.4	+2%	2,790.1
Rate of Serious Injuries	7.662	+2%	7.815
Number of Non-Motorized Fatalities and Serious Injuries	185.4	+48%	274.4

<sup>1</sup> See Table 2

<sup>2</sup> Description of justification found in Step Four

To gauge how these averages, adjustments, and targets compare to last year's targets, see Table 4.

**Table 4 – Comparison of 2022 & 2023 Performance Targets**

Performance Measure	2022			2023		
	Average	Adjust.	Target	Average <sup>1</sup>	Adjust	Target
Number of Fatalities	526.3	+20%	631.5	542.2	+30%	704.9
Rate of Fatalities	1.507	+20%	1.808	1.515	+25%	1.895
Number of Serious Injuries	2,938.2	+2%	2,996.9	2,735.4	+2%	2,790.1
Rate of Serious Injuries	8.439	+2%	8.608	7.662	+2%	7.815
Number of Non-Motorized Fatalities and Serious Injuries	152.8	+50%	229.2	185.4	+48%	274.4

<sup>1</sup> See Table 2

## FHWA ASSESSMENT OF 2021 PERFORMANCE TARGETS

FHWA will conduct an assessment to determine whether states have met or made significant progress toward meeting their previous year's targets in December of each year. For 2021, the assessment will be made in December of 2022 by comparing the actual 2017-2021 performance to the 2021 targets and the 2015-2019 baseline performance. At least four of the five targets must either meet (i.e., equal to or less than the target)

or be better than the baseline performance to make significant progress. This means that states have two chances to pass the test for each performance measure. In some cases, a state may not be better than the baseline performance for any given measure but may meet the target it set. In such cases, the state would pass the test for that measure.

As shown in Table 5, it is predicted that ARDOT will meet only 3 of the targets. Therefore, FHWA will not consider ARDOT as having "made significant progress" and thus apply the penalty associated with safety performance.

**Table 5 – 2021 Performance Assessment**

Performance Measure	2017-2021 Average	2021 Targets	2015-2019 Baseline	Meets Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	580.0 <sup>1</sup>	536.3	532.6	No	No	No (3 out of 5 targets met or made significant progress)
Rate of Fatalities	1.593 <sup>1</sup>	1.560	1.474	No	No	
Number of Serious Injuries	2,555.8	3,103.8	2,679.4	Yes	Yes	
Rate of Serious Injuries	7.016	9.043	7.426	Yes	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	234.2	220.3	174.6	No	No	
Notes:						
¹Value is based on the actual FARS fatality numbers for 2017, 2018 and 2019, NSC numbers for 2020 and 2021. Example: Number of Fatalities = (525+516+511+653+695)/5=580.0						

If FHWA determines that a state has not "made significant progress" toward meeting its safety targets, the penalty as outlined in 23 USC 148(i) is as follows:

- Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
- Submit an HSIP Implementation Plan that describes actions the state will take to meet or make significant progress toward meeting its targets.

## ATTACHMENT A

### Data Variability Analysis

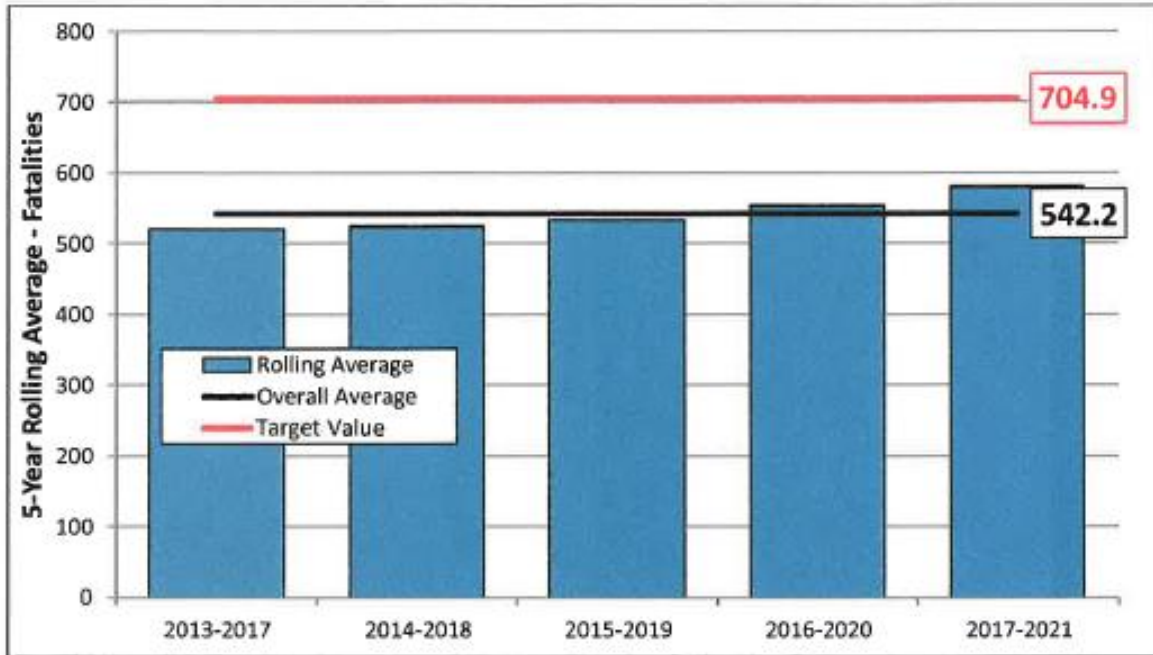
Number of Fatalities			
2017	525	Mean	580.0
2018	516	Standard Deviation	78
2019	511	Coefficient of Variation	13%
2020	653		
2021	695		
Rate of Fatalities			
2017	1.443	Mean	1.593
2018	1.407	Standard Deviation	0.229
2019	1.377	Coefficient of Variation	14%
2020	1.925		
2021	1.813		
Number of Serious Injuries			
2017	2,816	Mean	2555.8
2018	2,272	Standard Deviation	202
2019	2,389	Coefficient of Variation	8%
2020	2,582		
2021	2,721		
Rate of Serious Injuries			
2017	7.739	Mean	7.016
2018	6.195	Standard Deviation	1
2019	6.440	Coefficient of Variation	9%
2020	7.612		
2021	7.096		
Number of Non-Motorized Fatalities and Serious Injuries			
2017	189	Mean	234.2
2018	205	Standard Deviation	40
2019	213	Coefficient of Variation	17%
2020	284		
2021	280		

The Coefficient of Variation is a statistical measure of the dispersion of data around the mean. It is a useful statistic for comparing the degree of variation from one data set to another, even if the means are drastically different from one another.

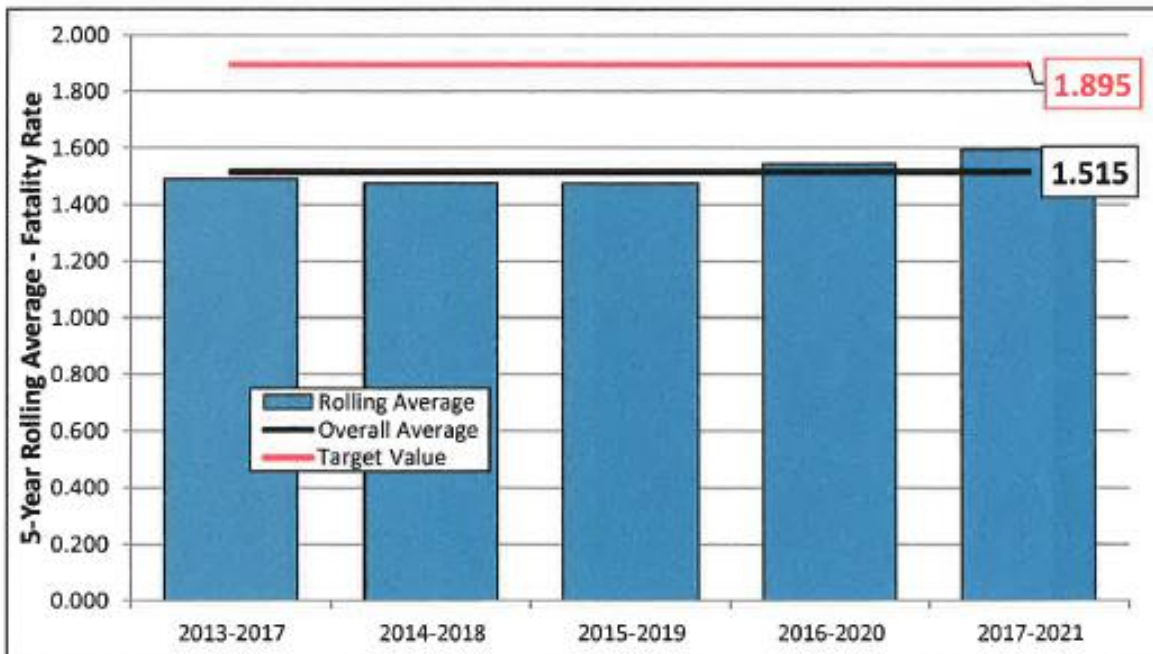


## ATTACHMENT B

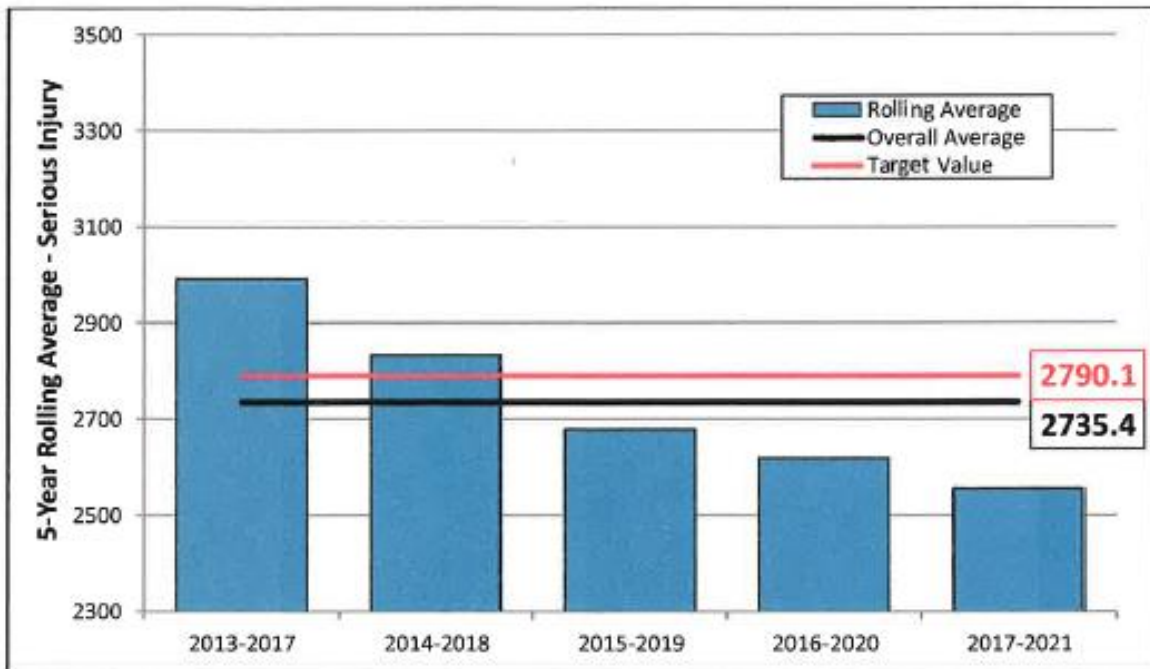
HSIP 2023 Target – Number of Fatalities



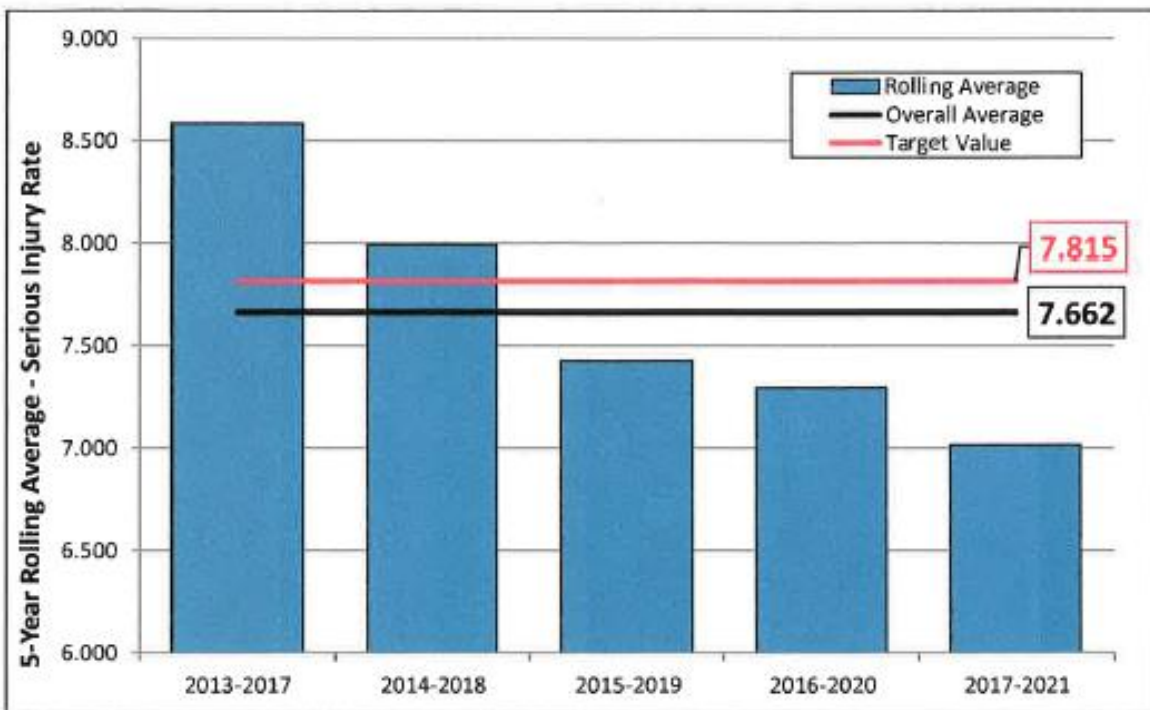
HSIP 2023 Target – Fatality Rate



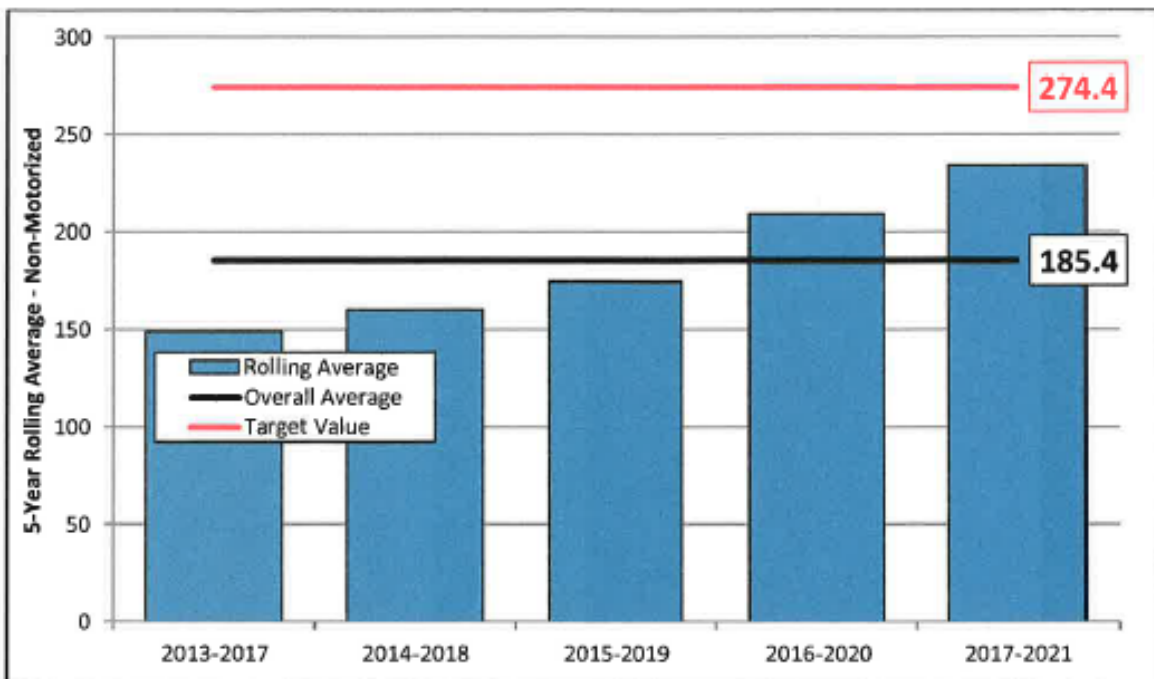
HSIP 2023 Target – Number of Serious Injuries



HSIP 2023 Target – Serious Injury Rate



HSIP 2023 Target - Number of Non-Motorized Fatalities and Serious Injuries





# Appendix I – PM 2 and PM

## ARDOT PM 2 AND PM 3 PERFORMANCE TARGETS

Texarkana MPO

Resolution 7 - 2021

### TEXARKANA METROPOLITAN PLANNING ORGANIZATION

#### RESOLUTION # 7-2021

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

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

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

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

**WHEREAS,** ARDOT has established statewide performance targets for the National Highway System (NHS), with effective dates of September 28, 2020, for the following categories:

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

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

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

**ADOPTED** in Regular Session on the 27<sup>th</sup> day of January 2021.



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

*"I hereby certify that the above is a true copy of Resolution 7-2021: Performance Targets and was motioned by Mary Hart, representing City of Texarkana, Texas, and seconded by Sunny Farmahan, representing Arkansas Department of Transportation. This Resolution was passed unanimously in regular session on January 27, 2021".*

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

Rea Donna Jones, Director  
Texarkana MPO

## ATTACHMENT A

## PAVEMENTS

2018 Baseline Performance Report (IRI Only)			
	Baseline (2018) *	2-year (2020)	4-year (2022)
Percent of Interstate pavements in Good condition	77%	N/A	79%
Percent of Interstate pavements in Poor condition	4%	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	52%	48%	44%
Percent of non-Interstate NHS pavements in Poor condition	8%	10%	12%
2020 Mid-Performance Report (IRI Only)			
		Current (2020) *	4-year (2022) *
Percent of Interstate pavements in Good condition		78%	79%
Percent of Interstate pavements in Poor condition		4%	5%
Percent of non-Interstate NHS pavements in Good condition		56%	59%
Percent of non-Interstate NHS pavements in Poor condition		8%	7%
* Condition rating based on ArDOT's 2017 HPMS pavement dataset – IRI Only			
^ Condition rating based on ArDOT's 2019 HPMS pavement dataset – IRI Only			
* Condition rating based on ArDOT's 2021 Projected pavement dataset – IRI Only			

2018 Baseline Performance Report (Full Distress)			
	Baseline (2018) *	2-year (2020)	4-year (2022)
Percent of Interstate pavements in Good condition	70%	N/A	72%
Percent of Interstate pavements in Poor condition	2%	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	28%	36%	40%
Percent of non-Interstate NHS pavements in Poor condition	4%	4%	4%
2020 Mid-Performance Report (Full Distress)			
		Current <sup>a</sup> (2020)	4-year <sup>a</sup> (2022)
Percent of Interstate pavements in Good condition		71%	72%
Percent of Interstate pavements in Poor condition		2%	5%
Percent of non-Interstate NHS pavements in Good condition		36%	40%
Percent of non-Interstate NHS pavements in Poor condition		4%	4%
* Condition rating based on ArDOT's 2017 HPMS pavement dataset – Full Distress			
<sup>a</sup> Condition rating based on ArDOT's 2019 HPMS pavement dataset – Full Distress			
* Condition rating based on ArDOT's 2021 Projected pavement dataset – Full Distress			

## BRIDGES

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Percent of NHS bridges by deck area classified as Good condition	50.3%	50.0%	50.0%
Percent of NHS bridges by deck area classified as Poor condition	3.9%	4.0%	6.0%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Percent of NHS bridges by deck area classified as Good condition		44.5%	42.0%
Percent of NHS bridges by deck area classified as Poor condition		3.6%	6.0%

## TRAVEL TIME RELIABILITY

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Percent of Person-Miles Traveled on the Interstate that are Reliable	95%	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	96%	N/A	90%
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Percent of Person-Miles Traveled on the Interstate that are Reliable		97%	93%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable		96%	92%

## FREIGHT RELIABILITY

2018 Baseline Performance Report			
	Baseline (2018)	2-year (2020)	4-year (2022)
Truck Travel Time Reliability on the Interstate System	1.21	1.45	1.52
2020 Mid-Performance Report			
		Current (2020)	4-year (2022)
Truck Travel Time Reliability on the Interstate System		1.21	1.40

**CONGESTION MITIGATION AND AIR QUALITY (CMAQ)**

<b>2018 Baseline Performance Report</b>			
	<b>Baseline (2018)</b>	<b>2-year (2020)</b>	<b>4-year (2022)</b>
Annual Hours of Peak Hour Excessive Delay per Capita	8.42	N/A	18.81
Percent Non-Single Occupancy Vehicle Travel	17.0%	16.5%	16.5%
<b>2020 Mid-Performance Report</b>			
		<b>Current (2020)</b>	<b>4-year (2022)</b>
Annual Hours of Peak Hour Excessive Delay per Capita		6.70	8.00
Percent Non-Single Occupancy Vehicle Travel		15.9%	14.5%



## Appendix J – Transit PTASP

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

Texarkana MPO

Resolution #20-2022

### TEXARKANA METROPOLITAN PLANNING ORGANIZATION

#### RESOLUTION # 20 - 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 FOR FY2023.**

**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**, FTA Section 5307 recipient transit agencies are required to establish a PTASP that meets the requirements of 49 CFR 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 Infrastructure Investment and Jobs Act (IIJA) for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, pursuant to the IIJA, 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.

**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.

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

Texarkana MPO

Resolution #20-2022

**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 17th day of August 2022



Tom Whitten, Bowie County Commissioner  
Policy Board Chairman  
Texarkana MPO

*I hereby certify the above is a true copy of Resolution #20-2022: Public Transportation Agency Safety Plan (PTASP).  
This resolution was:*

*Motioned by: Bob Bruggeman, Mayor, City of Texarkana, TX*

*Seconded by: Sunny Farmahan, Senior Transportation Planner, ARDOT*

*Resolution #20 passed unanimously in regular session on August 17, 2022.*



Rea Donna Jones  
Director  
Texarkana MPO



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

Texarkana MPO

Resolution #20-2022

## ATTACHMENT A

### TEXARKANA URBAN TRANSIT DISTRICT (TUTD) ESTABLISHED PTASP TARGETS

Mode	2019 Baseline (five-year average)	2023 Target
<b>Fixed Route (Bus)</b>		
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		
<b>Demand Response</b>		
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 K – Transit TAM Targets

## TXDOT PM 2 AND PM 3 PERFORMANCE TARGETS

Texarkana MPO

Resolution 4 - 2021

### TEXARKANA METROPOLITAN PLANNING ORGANIZATION

#### RESOLUTION # 4-2021

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

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

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

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

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

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

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

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

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

**ADOPTED** in Regular Session on the 27<sup>th</sup> day of January 2021.



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

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

  
Rea Donna Jones, Director  
Texarkana MPO

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

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

## Appendix L – TxDOT Transit Entities



TransitAsset  
Management

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2023-2026  
Group  
Sponsored Plan  
Public Transportation Division

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

## *Appendix M – Administrative Modifications*

*Not applicable at this time*



## *Appendix N – Amendments*

*Not applicable at this time*