

Texarkana Urban Transportation Study

2015 – 2040 Metropolitan Transportation Plan



Covering the cities of Texarkana Arkansas, Texarkana, Texas, Nash, Texas, Wake Village, Texas, and some of the unincorporated parts of Bowie County, Texas and Miller County, Arkansas and the states of Texas and Arkansas.

DRAFT

July 14, 2014

This plan is produced in cooperation with the following agencies:
United States Department of Transportation (USDOT)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Texas Department of Transportation (TxDOT)
Arkansas Highway and Transportation Department (AHTD)

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This report is prepared and published by the Texarkana Metropolitan Planning Organization. Comments or questions regarding the contents of this report should be directed to: Texarkana MPO, 220 Texas Boulevard, Texarkana, Texas 75501, 903.798.3927, txkmpo@txkusa.org.

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Texarkana MPO Policy Committee

The Texarkana Urban Transportation Study Policy Committee is the MPO and is supported by a twenty-three member Technical Committee and the MPO staff. The Policy Committee relies on the Technical Committee and the MPO staff for analysis and recommendations regarding transportation policy options.

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Wayne Smith	Mayor	City of Texarkana, AR
Vacant	Board of Directors member	City of Texarkana, AR
Larry Burgess	County Judge	Miller County, AR
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Tom Whitten	County Commissioner	Bowie County, TX
Todd Lumpkin	City Council Member	City of Wake Village, TX
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Ex-Officio Members

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Chapter 1 –Introduction

What is a Metropolitan Transportation Plan?

In its simplest form, the Metropolitan Transportation Plan or “MTP” is a document that contains the projects and programs that are “regionally significant”, or use federal funds to complete the projects or implement the programs selected by the Metropolitan Planning Organization (MPO). Consideration is given to federal state, and local requirements in the development of the plan and transportation providers, users and the public in general are actively sought out to participate in the development of the plan. The plan attempts to be comprehensive in identifying long term transportation needs, revenues and expenditures that will meet the regional transportation needs out to at a minimum 20 years into the future.

Purpose of a Metropolitan Transportation Plan

Moving Ahead for Progress in the 21st Century, or MAP 21, and its predecessors, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), the 1998 Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, requires each MPO to develop an MTP in order to be eligible to receive federal transportation program funding.

This federal legislation requires the Texarkana MPO to develop a Metropolitan Transportation Plan that “encourages and promotes the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of the people and freight and foster economic growth and development within and through out the urbanized areas, while minimizing transportation-related fuel consumption and air pollution.”

This MTP was intended to serve as the framework for project development and forms the basis of selecting projects for implementation. It is a multimodal plan that describes needed improvements for all modes of transportation. It also considers a number of transportation issues, including connectivity, land use, and systems management. As such, the MTP forms the basis for transportation planning activities within the region and helps to determine the nature of the future transportation system.

The Planning Process

The United States Department of Transportation (USDOT) relies on the Texarkana MPO to ensure that existing and future federal expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive (3-C) planning process. The 3-C process is the foundation for regional transportation planning and includes input and direction from participating cities, counties, community agencies, elected officials and of course, the public. The Texarkana MPO is the agency responsible for coordinating the transportation planning activities for the Texarkana region. The staff and Technical Committee provide technical analyses and planning support for the Policy Board. The MTP, with its projects and programs may be reviewed and commented on by all government agencies and interested parties, and must be approved by the MPO Policy Board, (all other plans and programs must be approved by State and/or Federal Departments of Transportation, in coordination with the MPO Policy Committee).

The Scope of the Planning Process: The Eight Planning Factors

Included in MAP-21, the most recent federal transportation act, is a section stating that the “scope of the planning process”, should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.” This is an important statement since there are significant resources dedicated to do metropolitan planning and none of the several hundred MPOs are identical in their organization or the area they serve. Like other small MPOs, the Texarkana MPO is an advisory body and has extremely limited resources.

The metropolitan planning process for a metropolitan planning area under this section is carried over from previous federal transportation legislation and must provide for consideration of projects and strategies that will:

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 the accessibility and mobility of people and for 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; and
8. emphasize the preservation of the existing transportation system.

What is the Metropolitan Planning Organization?

A metropolitan planning organization is a federally mandated and federally funded transportation policy-making organization made up of representatives from local government and transportation authorities. The Federal Surface Transportation Assistance Act of 1973 mandated that any urbanized area with a population greater than 50,000 persons will have a designated Metropolitan Planning Organization (MPO). This mandate continues through MAP-21.

The Policy Board (PB) of the Texarkana Urban Transportation Study is designated by the governors of Arkansas and Texas as the MPO for the Texarkana Urbanized Area and is known as the Texarkana MPO. The fourteen (14) members of the PB represent cities, counties, and transportation agencies, from both Arkansas and Texas, serving the Texarkana, USA region.

From an organizational perspective, there is limited required structure for an MPO. Serving as a decision-making policy body, an MPO may generally be composed of:

- A policy or executive board
- A technical committee, and sometimes citizen advisory committee and other special committees as deemed appropriate by the MPO
- A director and professional staff

The Texarkana MPO consists of a Policy Board, supported by a Technical Committee, a Study Director, and a professional staff. MPO staff assists the MPO board by preparing documents, fostering interagency coordination, facilitating public input and feedback, and managing the planning process. The MPO staff may also provide committees with technical assessments and evaluations of proposed transportation initiatives. The MPO staff may also engage consultants to generate needed data and at the same time, monitor and assist with the work of the consultants.

A technical advisory committee may then provide recommendations to the board on specific strategies or projects. An advisory committee may also provide technical analysis, specialized knowledge, and citizen input on specific issues.

What does the MPO do?

The MPO has five (5) core functions.

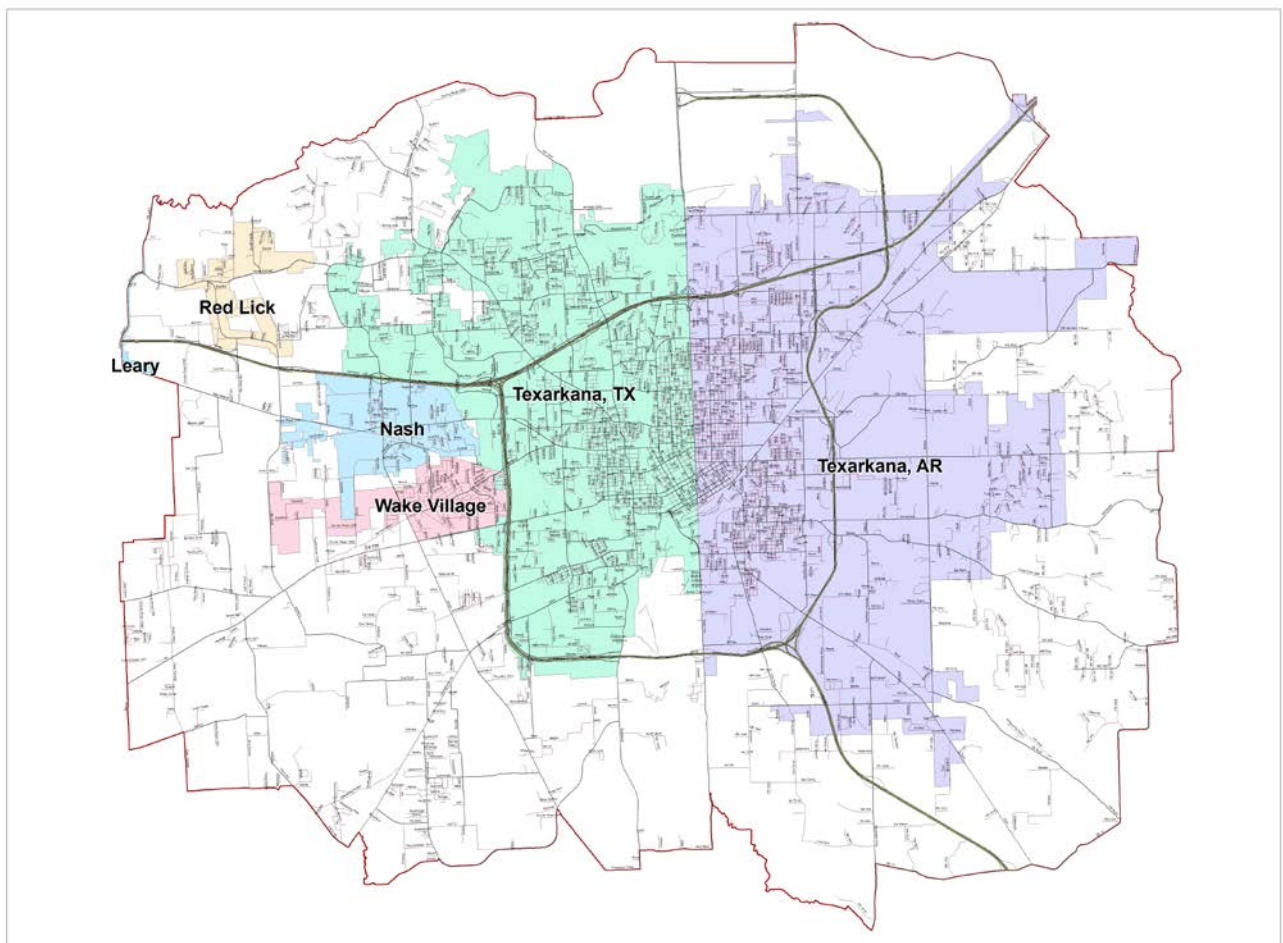
1. Establish and manage a fair and impartial setting for effective regional decision-making.
2. Evaluate available transportation alternatives given the size, complexity and nature of the region's transportation system.

3. Develop and update and maintains a long-range transportation plan for the metropolitan area that addresses mobility and access for people and goods, efficient system performance and preservation, and quality of life.
4. Develop a Transportation Improvement Program based on the long-range transportation plan and designed to serve the area's goals.
5. Involve the general public in the four (4) core functions listed above.

Geographic Region Covered By the Plan

The entire planning area of the Texarkana MPO is situated within the larger Texarkana TX/AR Metropolitan Statistical Area (MSA) which consists of Miller County in Arkansas and Bowie County in Texas. Bowie is in Northeast Texas, while Miller County is in Southwest Arkansas. Texarkana is around 65 miles North of Shreveport, Louisiana, 166 miles East of Dallas, Texas, and 143 miles west of Little Rock Arkansas.

Figure 1: Texarkana MPO Area Map



The Texarkana MPO study area is comprised of nearly 200 square miles in northeast Texas and southwest Arkansas. Jurisdictions involved in the MPO include the cities of Texarkana, Arkansas; Nash, Texas; Wake Village, Texas; and Texarkana, Texas; as well as Miller County, Arkansas and Bowie County, Texas.

Useful Terms and Concepts

There are several very useful concepts to consider: 1) the Metropolitan Transportation Plan, 2) an Urbanized Area, and 3) the Metropolitan Planning Area.

A Metropolitan Transportation Plan (MTP), also referred to as a Long Range Transportation Plan in the past, is a requirement for all urbanized areas that have a Metropolitan Planning Organization (MPO).

An Urbanized Area (UA) is an area that contains 50,000 or more in population plus the incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census Bureau. As urbanized areas grow to at least 200,000 in population the urbanized area is categorized as a Transportation Management Area (TMA). TMAs may expand in population and area to include millions of people and multiple counties and portions of two more states.

When an area has been identified as an urbanized area, by the US Department of Commerce Census Bureau, and designated as such by the Office of Management and Budget, a transportation planning organization such as a Metropolitan Planning Organization must be formed by agreement of the Governor of the state and “units of general purpose local governments representing 75% of the affected metropolitan population” to coordinate metropolitan transportation planning and transportation related investments.

The Metropolitan Planning Area is the geographic area in which the metropolitan transportation planning process required by 49 U.S.C. 5303 must be carried out. It is the outer limits of the MPO jurisdiction, as shown on the previous map.

Short History and Background of the Texarkana Region

Historically, the Kadohadacho Caddo lived along the Red river in the vicinity of Texarkana (in Miller County) until around 1790, when they moved downstream into Louisiana. They sold their land along the Red River to the United States government in July of 1835, at which time they moved into Mexico and eventually Oklahoma.

River travel was a popular mode of travel in this era, and so it was on the Red River.

Steamboats reportedly travelled the river up to Oklahoma, on a river that was reputed to be navigable throughout the year, at least to Garland, in Miller County.

There were some issues with the Red River. Transportation northward was impeded by what was called the Great Raft, (aka Red River Raft), reputed to be an enormous, historic logjam clogging the lower part of the river and reportedly extending up to 160 miles in length. Removed through congressional funding beginning in 1828, and completed in 1838, it soon reformed upriver, eventually reaching the Arkansas border, to be removed again in 1873 and then dams were built along the bayous to prevent further formations. And, as always, there were consequences. When the log raft was removed by the Army Corps of Engineers in 1873, the water level in Big Cypress Bayou was reduced and river navigation to the town of Jefferson, Texas south of Texarkana was no longer commercially feasible.

However, river freight was to be short-lived as the St. Louis, Arkansas, and Texas Railway, and St. Louis, Iron Mountain and Southern Railway, replaced the steamboats. Railroads were also extended during this period of time across Texas, and while this worked out well for Texarkana, it reduced Jefferson’s commercial market area. The town ceased to be a prominent port city and commercial center. The railroads produced another rising commercial center.

Texarkana was founded in 1873 at the junction of two railroads.

Texarkana Texas received a charter for a city in June 12, 1874, and Texarkana, Arkansas received a charter on August 10, 1880, albeit with some local objections, and the Southwestern Telephone and Telegraph Exchange set up the first telephone system here in 1883.

Throughout the 1900s, the area prospered through production of timber, sand and gravel, crops such as corn, cotton, pecans, rice, soybeans, and of course, the railroads, along with the new Red River Army Depot and Lone Star Ammunition Plant coming along in the 1940s. Several correctional facilities also contributed to the local economy.

Texarkana is at the junction of Interstate 30 and U.S. highways 59, 67, 71, and 82 in extreme northeastern Texas on the Texas-Arkansas border. It was named for its location on the state line between Bowie County, Texas, and Miller County, Arkansas, only a short distance above the Louisiana state boundary. I-49 is nearing completion from Shreveport, LA, and reaches from Kansas City to Fort Smith to the North. However interstate highway travel between these two points is still some time in the future.

Texarkana consists of two distinct cities, Texarkana, Arkansas, located to the east of State Line Avenue, is the county seat of Miller County, Arkansas while Texarkana, Texas is located to the west of State Line Avenue, in Bowie County, Texas. This State Line Avenue runs north and south through Texarkana. You can be in Texas, walk across the street and be in Arkansas. A person can go to the Justice Center downtown, and cross the state line by crossing a room.

The two sides of the city share a federal building, courthouse, jail, post office, labor office, chamber of commerce, water utility, and several other offices, but each city has its own city government offices.

Texarkana Arkansas has a 2010 population of 29,919 people and Texarkana Texas has a 2010 population of 36,411. Other cities in the MPO area are Wake Village with 5,492 people, Nash City with 2,960 people, and Red Lick with 1,008 people. The total municipal population is therefore, 75, 790 for 2010 and 94, 292 for the entire MPO Planning Area.

Texarkana, Arkansas is the largest city in Miller County and the county seat, while the county seat in Bowie County is in New Boston, 24 miles to the west.

Recent additions to Texarkana are the new four-year campus of Texas A&M University-Texarkana and Southern Arkansas University Tech-Texarkana. Texarkana is said to be the fastest growing city in Northeast Texas and in southern Arkansas.

Texarkana, TX covers 75.82 sq. mi., has a population density of 453.3 people per sq. mile,

The MSA for the region consists of Miller and Bowie County, and had a two county population 140,701 in 2012.

Development of the Transportation Plan

Consultation in the Development of the MTP

The Texarkana MPO expends a great deal of effort to consult with officials and organizations responsible for other types of activities that may affect or be affected by transportation in their planning, and to coordinate with these agencies and organizations in the MPO planning process.

Consultation with Federal, State and Local Resource Agencies

The MPOs consult with the federal, state and local agencies listed below as part of the process to develop the metropolitan transportation plan. As part of the consultation process, these agencies are invited to participate in discussions to formulate policies, programs, or strategies relevant to potential environmental mitigation activities and potential areas to carry out these activities as a result of the development of projects listed in the MTP.

Agencies consulted may include, but are not limited to, those federal, state and local agencies responsible for:

- Land Use Management
- Natural Resources
- Environmental Protection
- Conservation
- Wildlife
- Historic Preservation
- Planned Growth
- Economic Development
- Airport Operations
- Freight Movements
- Federal Land Management Agencies

In addition to the above, the MPO is required to consider the following providers and agencies in the design and development of transportation services within the planning area for plan development:

- Governmental agencies and nonprofit organizations that are recipients of transit-related assistance,
- Governmental agencies and nonprofit organizations that receive Federal assistance from a source other than DOT to provide non-emergency transportation services, and
- Recipients of assistance under the Federal lands access program.

Public Participation –MPO Activities Supporting Public Involvement

MPO Support for public participation

The federal intent contained in MAP 21 and prior legislation is to have the MPO provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a many opportunities to participate early on, in the planning process and to comment throughout the development of the transportation plan.

The metropolitan planning organization is required, to the maximum extent practicable:

- To hold any public meetings at convenient and accessible locations and times;
- Employ visualization techniques to describe plans; and
- Make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information.

Updates, drafts and revisions of the various planning documents are made available for the public to review and comment on.

Committee and board meetings are open to the public and opportunities to address the committees are available at each meeting.

After the process of public participation activities are completed, a summary of comments received is done as part of the final metropolitan transportation plan. This summary may be included in the body of the plan or in a separate document as a supplement, to present information later. For additional information or specific details access the Texarkana Public Participation Plan on the MPO website.

Public notice

The MPO PB and TC meetings are generally held every three months but are being held monthly during the development of the MTP, and are open to the public. Agendas are sent out by e-mail, a minimum of seventy-two (72) hours prior to the scheduled meeting, to all individuals that have requested to be on the notification list.

A notice of the meeting, which includes the location, date, time and agenda, is posted at ten (10) publicly accessible locations, released for broadcast on public access television and area radio stations and posted on the MPO web page a minimum of seventy-two (72) hours in advance of the meeting.

A legal advertisement is placed in the Texarkana Gazette a minimum of seventy-two (72) hours prior to the meeting date.

Press Releases

The MPO works with the local media as a source of information for the public on significant transportation activities and issues. Whenever warranted, the MPO writes press releases, conduct interviews and submit articles to the news media.

Public workshops

Six public workshops were conducted early in the process to involve the public in March and April, and two additional stakeholder meetings were conducted during April. The scheduled meetings, attendance and results are included in the Public Participation section of this plan.

Final Public meetings

The MPO seeks public input throughout the MTP process and holds three final public meetings to seek public comments and recommendations with one in July, and one 30 days prior to adoption of the MTP.

Participation by Interested Parties, Stakeholders and service providers

A notification list of organizations, public agencies, elected and appointed officials, transportation providers, radio and television stations, newspapers, special interest or advocacy groups, and individuals interested in transportation related issues has been developed. The MPO staff routinely encourages additional groups or individuals to be added to the notification list.

Traditionally Under-Served Populations

All public meetings are held at ADA accessible locations. Upon request, the MPO will make every effort to provide auxiliary aids and services, such as interpreters for the deaf and hearing impaired, to those who qualify as a disabled individual under the Americans with Disabilities Act or translators for those with limited english proficiency.

Surveys

The MPO staff engages the public through the use of survey instruments covering various aspects of the transportation system, its performance, and the public's opinion on policy, projects, and performance. The staff conducted workshop, stakeholders and online surveys in gathering public comments and recommendations during the MTP public involvement and development phases.

Publication of Documents

This transportation plan involves many opportunities for participation and is published when the documents and the process are far enough along to show the direction of the plan, the plan is made readily available by the metropolitan planning organization for public review and comment, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, approved by the metropolitan planning organization.

For more information:

Additional information on public participation and public involvement may be found on the Texarkana Metropolitan Planning Organization website by going to the Public Participation Plan section of Program Documents.

Detailed Public involvement Information in the Development of this Plan:

Additional, detailed information on the public involvement process used in the development of this plan is located in an accessory document: The Texarkana MPO Public Outreach Summary, produced by Alliance Transportation Group in association with Neel Schaffer Inc. as consultants to the MPO.

Inclusion of Native American Tribes in the Transportation Planning Process

To address the requirements of Section 106 of The National Highway Preservation Act that requires consultation with Native American Tribes during the planning process, the MPO sent notice that the MTP is being updated and an invitation to participate to nine tribes on March 18, 2014.

Absentee-Shawnee Tribe of Oklahoma - Shawnee, OK
Alabama-Coushatta Tribe of Texas - Livingston, TX
Caddo Nation of Oklahoma - Binger, OK
Choctaw Nation of Oklahoma - Durant, OK
United Keetoowah Band of Cherokee Indians - Tahlequah, OK
Kiowa Indian Tribe of Oklahoma - Carnegie, OK
Muscogee (Creek) Nation of Oklahoma - Okmulgee, OK
Thlopthlocco Tribal Town - Okemah, OK
Tonkawa Tribe of Indians of Oklahoma - Tonkawa, OK

Environmental Justice and Non-Discrimination in Transportation Services

In 1997, the Department issued its *DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations* to summarize and expand upon the requirements of Executive Order 12898 on Environmental Justice.

This order requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid “disproportionately high and adverse” effects on minority and low-income populations. The order is also intended to promote nondiscrimination in federal programs that affect human health and the environment. It aims to provide minority and low-income person’s access to public information and public participation in matters relating to human health and the environment.

Metropolitan Planning Organizations (MPOs), and transit providers advance Title VI and environmental justice by involving the public in transportation decisions. Effective public involvement programs enable transportation professionals to develop systems, services, and solutions that meet the needs of the public, including minority and low-income communities.

There are three fundamental principles in Environmental Justice that the MPO seeks to achieve are:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

When transportation projects and investments are considered, one of the requirements of the Texarkana MPO is to see that Environmental Justice requirements and principles are integrated into the processes and plans, taking into consideration positive and negative impacts of projects and programs on areas of high minority and/or low income populations to determine that disproportionate negative impacts are not placed on the populations of these areas.

Title VI Nondiscrimination Policies

It is the policy of the Texarkana MPO and the Texarkana MPO also certifies, that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving

Federal financial assistance on the basis of race, color, or national origin under Title VI and related nondiscrimination statutes.

To certify compliance with environmental justice, the MPO incorporates the following activities into the planning processes, (MPO requirements as identified by the Federal Highway Administration), and works towards the following:

1. Enhancement of analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
2. Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments will be fairly distributed.
3. Evaluate, and where necessary, improve public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision-making.

Title VI - Low Income

MPOs are required to consider both Title VI and Environmental Justice in their planning processes and documents. Minority areas and low income areas of the MPO have been identified and are shown in the map included in this segment.

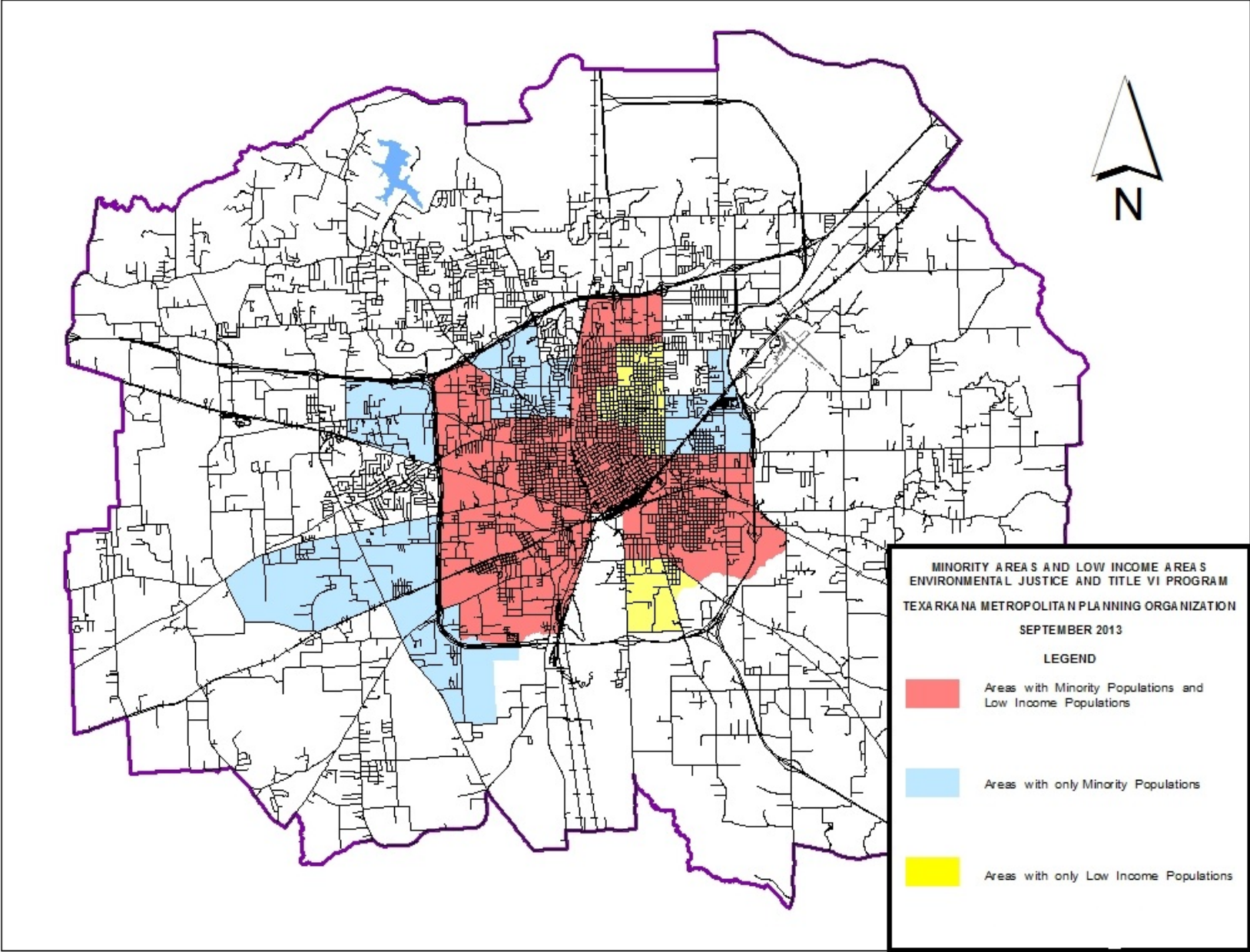
For purposes of Title VI and Environmental Justice, what is considered “low-income”?

FHWA defines “low-income” as “a person whose household income is at or below the Department of Health and Human Services poverty guidelines.” Here again, under certain conditions, a State or locality may adopt a higher threshold for low-income.

Low-Income Population = any readily Identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity.

As part of the planning process, the MPO identifies locations of low income populations, along with minority populations as shown in the following map.

Figure 2: Minority and Low Income Areas for Environmental Justice and Title VI



Chapter 2 - MPO Regional Demographics

An important step in analyzing the capability of the transportation system to meet the public's future needs is to seek knowledge of past trends in social and economic factors of the region. Understanding past trends may aid in projecting future needs for expanding the existing transportation system, to allocate funds for specific transportation improvements, and to consider what approaches should be considered to address future transportation needs.

Social and economic factors that should be evaluated in planning for the future transportation system may include population growth trends, ages of the driving public with particular concern for the elderly population, overall employment trends and specific locations of major employers. Other developmental impacts may also be examined, such as housing development, income level, educational level, vehicle ownership, and means of transportation utilized for travel (mode).

Assessing trends in these and other areas can help identify the locations for new transportation facilities, adding capacity to existing roadways, implementing new or revising existing transit routes, addressing concerns for the transportation of hazardous materials, facilitating the movement of freight through an area, and numerous other transportation-related issues.

Table 1: Texarkana Urbanized Area Size and Population

Texarkana Urbanized Area Population and Area	
Population Change	
Urbanized Area 2010 POP	78,162
Urbanized Area 2000 POP	72,288
Urbanized Area Population Change	5,874
Urbanized Area Population Percent Change	8.13%
Urbanized Area 2010 Land Area (sq. mi.)	64.4
Urbanized Area 2000 Land Area (sq. mi.)	58.04
Urbanized Area Land Area Change	6.36
Urbanized Area Percent Land Area Change	10.96%

Source: 2010 Census

Table 2: MPO Planning Boundary Population – 2010 Census Data

MPO Planning Boundary Population – 2010 Census data – GIS data	
Bowie County TX MPO Planning Boundary Population	60,285
Miller County AR MPO Planning Boundary Population	34,292
Total MPO Population	94,292

Source: 2010 Census

Table 3: MPO Area Demographics Data Population and Housing Status

2010 Census Data	Texarkana AR	Texarkana TX	Wake Village	Nash City	Red Lick	Total Urban	Total Rural
Total Population	29,919	36,411	5,492	2,960	1,008	75,790	18,502
Housing Status (in housing units unless noted)							
Total Housing Units	13,375	16,115	2,315	1,281	374	33,460	
Occupied	12,032	14,422	2,195	1,143	364	30,156	
Owner-occupied	6,668	7,390	1,544	642	320	16,564	
Population in owner-occupied (number of individuals)	15,851	18,200	3,875	1,644	872	40,442	
Renter-occupied	5,364	7,032	651	501	44	13,592	
Population in renter-occupied (number of individuals)	12,600	16,570	1,617	1,316	136	32,239	
Households with individuals under 18	3,937	4,924	819	451	144	10,275	
Vacant	1,343	1,693	120	138	10	3,304	
Vacant: for rent	503	635	51	63	4	1,256	
Vacant: for sale	98	178	23	14	2	315	
Population by Sex/Age							
Male	14,591	17,296	2,562	1,406	496	36,351	
Female	15,328	19,115	2,930	1,554	512	39,439	
Under 18	7,133	9,407	1,526	820	254	19,140	
18 & over	22,786	27,004	3,966	2,140	754	56,650	
20 - 24	2,132	2,440	309	241	37	5,159	
25 - 34	4,379	4,832	787	500	88	10,586	
35 - 49	5,717	7,035	1,021	558	223	14,554	
50 - 64	5,669	6,378	1,004	454	224	13,729	
65 & over	4,079	5,257	725	317	149	10,527	
Population by Ethnicity							
Hispanic or Latino	844	2,336	289	423	38	3,930	
Non-Hispanic or Latino	29,075	34,075	5,203	2,537	970	71,860	
Population by Race							
White	18,674	20,163	3,704	1,876	917	45,334	
African American	9,928	13,525	1,388	703	45	25,589	
Asian	167	490	48	25	0	730	
American Indian and Alaska Native	170	182	36	39	17	444	
Native Hawaiian and Pacific Islander	15	12	7	1	0	35	
Other	364	1,235	163	225	11	1,998	
Identified by two or more	601	804	146	91	18	1,660	

Source: 2010 Census

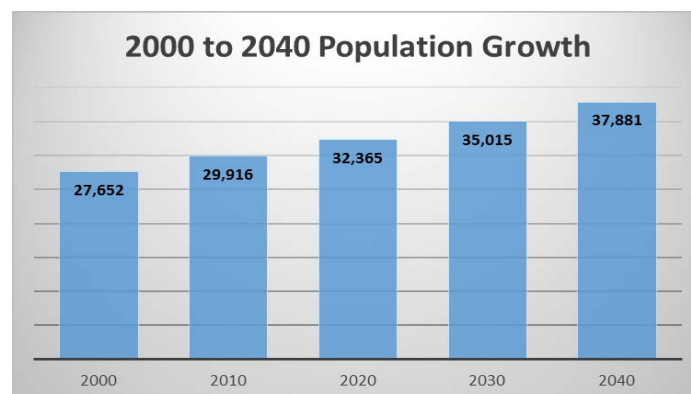
Urban Population Trends

Table 4: Texarkana, Arkansas population 2000 to 2010

Texarkana, Arkansas - Population	2000 Census		2010 Census		2000-2010 Change	
	Counts	%	Counts	%	Change	%
Total Population	27,652	100.00%	29,919	100.00%	2,267	8.20%
Population by Race						
American Indian and Alaska native alone	143	0.52%	170	0.57%	27	18.88%
Asian alone	137	0.50%	167	0.56%	30	21.90%
Black or African American alone	8,347	30.19%	9,928	33.18%	1,581	18.94%
Native Hawaiian and Other Pacific native alone	8	0.03%	15	0.05%	7	87.50%
Some other race alone	166	0.60%	364	1.22%	198	119.28%
Two or more races	439	1.59%	601	2.01%	162	36.90%
White alone	18,412	66.58%	18,674	62.42%	262	1.42%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	27,161	98.22%	29,075	97.18%	1,914	7.05%
Persons of Hispanic or Latino Origin	491	1.78%	844	2.82%	353	71.89%
Population by Gender						
Female	14,356	51.92%	15,328	51.23%	972	6.77%
Male	13,296	48.08%	14,591	48.77%	1,295	9.74%
Population by Age						
Persons 0 to 4 years	2,086	7.54%	2,246	7.51%	160	7.67%
Persons 5 to 17 years	5,068	18.33%	4,887	16.33%	-181	-3.57%
Persons 18 to 64 years	16,641	60.18%	18,707	62.53%	2,066	12.42%
Persons 65 years and over	3,857	13.95%	4,079	13.63%	222	5.76%

Source: 2010 Census

Trend: The cumulative annual growth rate for 2000 to 2010 was .79% per year. This is a low to moderate growth rate year to year.



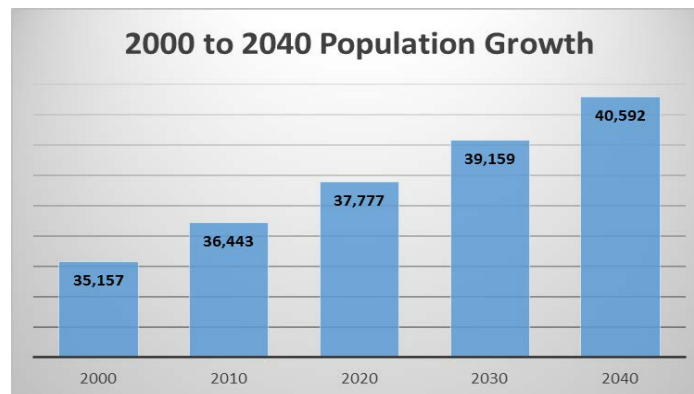
Population Projection: At the historic 10-year growth rate, Texarkana Arkansas will have 35,015 people in 2030, and 37,881 people in 2040.

Table 5: Texarkana, Texas Population 2000 to 2010

Texarkana, Texas - Population	2000 Census		2010 Census		2000-2010 Change	
	Counts	%	Counts	%	Change	%
Total Population	35,157	100.00%	36,411	100.00%	1,254	3.57%
Population by Race						
American Indian and Alaska native alone	122	0.35%	182	0.50%	60	49.18%
Asian alone	254	0.72%	490	1.35%	236	92.91%
Black or African American alone	12,887	36.66%	13,525	37.15%	638	4.95%
Native Hawaiian and Other Pacific native alone	17	0.05%	12	0.03%	-5	-29.41%
Some other race alone	498	1.42%	1,235	3.39%	737	147.99%
Two or more races	426	1.21%	804	2.21%	378	88.73%
White alone	20,953	59.60%	20,163	55.38%	-790	-3.77%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	34,140	97.11%	34,075	93.58%	-65	-0.19%
Persons of Hispanic or Latino Origin	1,017	2.89%	2,336	6.42%	1,319	129.70%
Population by Gender						
Female	18,589	52.87%	19,115	52.50%	526	2.83%
Male	16,568	47.13%	17,296	47.50%	728	4.39%
Population by Age						
Persons 0 to 4 years	2,475	7.04%	2,602	7.15%	127	5.13%
Persons 5 to 17 years	6,652	18.92%	6,805	18.69%	153	2.30%
Persons 18 to 64 years	20,516	58.36%	21,747	59.73%	1,231	6.00%
Persons 65 years and over	5,514	15.68%	5,257	14.44%	-257	-4.66%

Source: 2010 Census

Trend: The cumulative annual growth rate for 2000 to 2010 was .36% per year. This is a fairly low growth rate year to year.



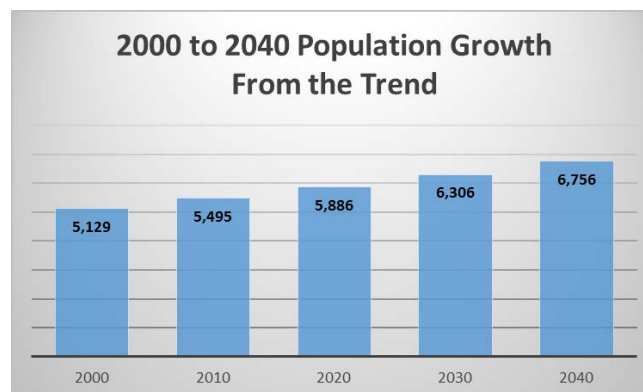
Population Projection: At the historic 10-year growth rate, Texarkana Texas will have 39,159 people in 2030, and 40,592 people in 2040.

Table 6: Wake Village, Texas Population 2000 to 2010

Wake Village, Texas – Population	2000 Census		2010 Census		2000-2010 Change	
	Counts	%	Counts	%	Counts	%
Total Population	5,129	100.0	5,492	100.00%	363	6.61%
Population by Race						
American Indian and Alaska native alone	47	0.92%	36	0.66%	-11	-30.56%
Asian alone	24	0.47%	48	0.87%	24	50.00%
Black or African American alone	728	14.19%	1,388	25.27%	660	47.55%
Native Hawaiian and Other Pacific native alone	2	0.04%	7	0.13%	5	71.43%
Some other race alone	49	0.96%	163	2.97%	114	69.94%
Two or more races	34	0.66%	146	2.66%	112	76.71%
White alone	4,146	80.83%	3,704	67.44%	-442	-11.93%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	4,966	96.82%	5,203	94.74%	237	4.56%
Persons of Hispanic or Latino Origin	163	3.18%	289	5.26%	126	43.60%
Population by Gender						
Female	2,690	52.45%	2,930	53.35%	240	8.19%
Male	2,439	47.55%	2,562	46.65%	123	4.80%
Population by Age						
Persons 0 to 4 years	359	7.00%	395	7.19%	36	9.11%
Persons 5 to 19 years	1,092	21.29%	1,131	20.59%	39	3.45%
Persons 20 to 64 years	3,009	58.67%	3,241	59.01%	232	7.16%
Persons 65 years and over	669	13.04%	725	13.20%	56	7.72%

Source: 2010 Census

Trend: The cumulative annual growth rate for 2000 to 2010 was .69% per year. This is a fairly low growth rate and could be considered minimal growth from year to year.



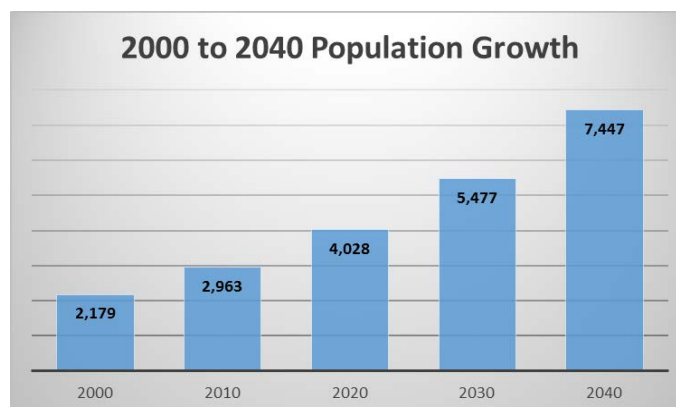
Population Projection: At the historic 10-year growth rate, Wake Village, Texas will have 6,306 people in 2030, and 6,756 people in 2040.

Table 7: Nash, Texas Population 2000 to 2010

Nash, Texas - Population	2000 Census		2010 Census		2000-2010 Change	
	Counts	%	Counts	%	Change	%
Total Population	2,179	100.00%	2,960	100.00%	781	35.84%
Population by Race						
American Indian and Alaska native alone	20	0.92%	39	1.32%	19	95.00%
Asian alone	7	0.32%	25	0.84%	18	257.14%
Black or African American alone	381	17.49%	703	23.75%	322	84.51%
Native Hawaiian and Other Pacific native alone		0%	1	0.03%	0	0%
Some other race alone	58	2.66%	225	7.60%	167	287.93%
Two or more races	14	0.64%	91	3.07%	77	550.00%
White alone	1,699	77.97%	1,876	63.38%	177	10.42%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	2,096	96.19%	2,537	85.71%	441	21.04%
Persons of Hispanic or Latino Origin	83	3.81%	423	14.29%	340	409.64%
Population by Gender						
Female	1,128	51.77%	1,554	52.50%	426	37.77%
Male	1,051	48.23%	1,406	47.50%	355	33.78%
Population by Age						
Persons 0 to 4 years	172	7.89%	269	9.09%	97	56.40%
Persons 5 to 17 years	404	18.54%	551	18.61%	147	36.39%
Persons 18 to 64 years	1,381	63.38%	1,823	61.59%	442	32.01%
Persons 65 years and over	222	10.19%	317	10.71%	95	42.79%

Source: 2010 Census

Trend: The cumulative annual growth rate for 2000 to 2010 was 3.12% per year. This is a high growth rate, but the small size of the population tempers the high growth rate, since at small numbers, any increase or decrease tends to amplify the percent change compared to an area with a larger population.



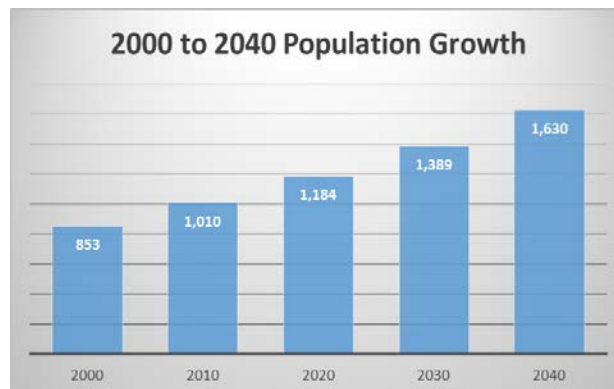
Population Projection: At the historic 10-year growth rate, Nash, Texas will have 5,477 people in 2030, and 7,447 people in 2040.

Table 8: Redlick, Texas Population 2000 to 2010

Redlick, Texas - Overview	2000 Census		2010 Census		2000-2010 Change	
	Counts	%	Counts	%	Change	%
Total Population	853	100.00%	1,008	100.00%	155	18.17%
Population by Race						
American Indian and Alaska native alone	4	0.47%	17	1.69%	13	325.00%
Asian alone	1	0.12%		0%	0	0%
Black or African American alone	27	3.17%	45	4.46%	18	66.67%
Some other race alone	3	0.35%	11	1.09%	8	266.67%
Two or more races	7	0.82%	18	1.79%	11	157.14%
White alone	811	95.08%	917	90.97%	106	13.07%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	845	99.06%	970	96.23%	125	14.79%
Persons of Hispanic or Latino Origin	8	0.94%	38	3.77%	30	375.00%
Population by Gender						
Female	433	50.76%	512	50.79%	79	18.24%
Male	420	49.24%	496	49.21%	76	18.10%
Population by Age						
Persons 0 to 4 years	64	7.50%	50	4.96%	-14	-21.88%
Persons 5 to 17 years	192	22.51%	204	20.24%	12	6.25%
Persons 18 to 64 years	535	62.72%	605	60.02%	70	13.08%
Persons 65 years and over	62	7.27%	149	14.78%	87	140.32%

Source: 2010 Census

Trend: The cumulative annual growth rate for 2000 to 2010 was 1.7% per year. This is again a high growth rate, but the small size of the population again tempers the high growth rate, since at small numbers, any increase or decrease tends to amplify the percent change compared to an area with a larger population.



Population Projection: At the historic 10-year growth rate, Redlick, TX will have 1,389 people in 2030, and 1,630 people in 2040.

Table 9: County Populations 2000 to 2010

Bowie County, Texas - Overview	2000 Census		2010 Census		2000-2010 Change	
(FIPS 48037)	Counts	%	Counts	%	Change	%
Total Population	89,306	100.00%	92,565	100.00%	3,259	3.65%
Population by Race						
American Indian and Alaska native alone	521	0.58%	694	0.75%	173	33.21%
Asian alone	384	0.43%	734	0.79%	350	91.15%
Black or African American alone	20,913	23.42%	22,387	24.19%	1,474	7.05%
Native Hawaiian and Other Pacific native alone	36	0.04%	51	0.06%	15	41.67%
Some other race alone	1,003	1.12%	3,077	3.32%	2,074	206.78%
Two or more races	1,025	1.15%	1,981	2.14%	956	93.27%
White alone	65,424	73.26%	63,641	68.75%	-1,783	-2.73%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	85,314	95.53%	86,503	93.45%	1,189	1.39%
Persons of Hispanic or Latino Origin	3,992	4.47%	6,062	6.55%	2,070	51.85%
Population by Gender						
Female	44,263	49.56%	45,807	49.49%	1,544	3.49%
Male	45,043	50.44%	46,758	50.51%	1,715	3.81%
Population by Age						
Persons 0 to 4 years	5,726	6.41%	5,921	6.40%	195	3.41%
Persons 5 to 17 years	16,445	18.41%	16,531	17.86%	86	0.52%
Persons 18 to 64 years	54,816	61.38%	57,010	61.59%	2,194	4.00%
Persons 65 years and over	12,319	13.79%	13,103	14.16%	784	6.36%

Source: 2010 Census

Miller County, Arkansas - Overview	2000 Census		2010 Census		2000-2010 Change	
(FIPS 05091)	Counts	%	Counts	%	Change	%
Total Population	40,443	100.00%	43,462	100.00%	3,019	7.46%
Population by Race						
American Indian and Alaska native alone	255	0.63%	293	0.67%	38	14.90%
Asian alone	150	0.37%	198	0.46%	48	32.00%
Black or African American alone	9,297	22.99%	10,667	24.54%	1,370	14.74%
Native Hawaiian and Other Pacific native alone	8	0.02%	17	0.04%	9	112.50%
Some other race alone	219	0.54%	415	0.95%	196	89.50%
Two or more races	579	1.43%	738	1.70%	159	27.46%
White alone	29,935	74.02%	31,134	71.63%	1,199	4.01%
Population by Hispanic or Latino Origin (of any race)						
Persons Not of Hispanic or Latino Origin	39,802	98.42%	42,424	97.61%	2,622	6.59%
Persons of Hispanic or Latino Origin	641	1.58%	1,038	2.39%	397	61.93%
Population by Gender						
Female	20,736	51.27%	22,061	50.76%	1,325	6.39%
Male	19,707	48.73%	21,401	49.24%	1,694	8.60%
Population by Age						
Persons 0 to 4 years	3,005	7.43%	3,129	7.20%	124	4.13%
Persons 5 to 17 years	7,729	19.11%	7,420	17.07%	-309	-4.00%
Persons 18 to 64 years	24,402	60.34%	26,931	61.96%	2,529	10.36%
Persons 65 years and over	5,307	13.12%	5,982	13.76%	675	12.72%

Source: 2010 Census

Census data shows that over the ten-year period from 2000 to 2010 the median home values of the Texarkana region have declined, generally by over 2%. This decreases the wealth of the homeowners, and may have an effect of discouraging homeownership.

For Texarkana (east and west) including Nash, Texas, the rental housing rates are higher than the national average.

For Red Lick and Wake Village, the rental housing rates are lower than the national average.

Housing Data

Table 10: Home Age, Cost, Appreciation, Owned, Rented, and Tax Rate

Housing	United States	Texarkana, TX	Texarkana, AR	Nash, TX	Wake Village, TX	Red Lick, TX
Median Home Age (years)	35.1	37.7	37.8	28.2	33.3	19.1
Median Home Cost/value	\$153,800	\$126,900	\$105,900	\$97,100	\$112,100	\$173,200
Home Appreciation	1.62%	-2.42%	-2.14%	-2.35%	-2.12%	-2.12%
Homes Owned	57.69%	45.86%	49.85%	50.12%	66.70%	85.56%
Housing Vacant	11.38%	10.51%	10.04%	10.77%	5.18%	2.67%
Homes Rented	30.93%	43.64%	40.10%	39.11%	28.12%	11.76%
Property Tax Rate	\$11.20	\$11.80	\$8.18	\$11.80	\$11.80	\$11.80

Source: 2010 Census

Table 11: Owner-Occupied Housing Units by Value

Value Range	United States	Texarkana, TX	Texarkana, AR	Nash, TX	Wake Village, TX	Red Lick, TX
Less Than \$20,000	2.72%	3.95%	5.48%	8.80%	2.18%	1.49%
\$20,000 to \$39,999	4.03%	10.07%	9.53%	13.27%	4.15%	5.22%
\$40,000 to \$59,999	5.58%	13.62%	10.76%	13.83%	11.22%	3.73%
\$60,000 to \$79,999	7.09%	8.84%	15.05%	10.61%	11.62%	5.97%
\$80,000 to \$99,999	8.80%	14.27%	17.15%	17.88%	20.46%	5.22%
\$100,000 to \$149,999	21.26%	24.98%	25.34%	24.58%	36.78%	19.78%
\$150,000 to \$199,999	14.87%	10.86%	8.77%	7.26%	10.88%	18.66%
\$200,000 to \$299,999	16.82%	8.07%	5.36%	3.77%	2.65%	22.39%
\$300,000 to \$399,999	7.83%	3.01%	1.58%	0.00%	0.00%	9.33%
\$400,000 to \$499,999	4.04%	0.97%	0.40%	0.00%	0.00%	3.36%
\$500,000 to \$749,999	4.05%	0.96%	0.45%	0.00%	0.00%	2.99%
\$750,000 to \$999,999	1.26%	0.30%	0.09%	0.00%	0.00%	1.12%
\$1,000,000 or more	1.64%	0.09%	0.03%	0.00%	0.00%	0.75%

Source: 2010 Census - verified

Income Data

Income plays a role in the number of trips made per day as well as the mode of travel. As a rule, the higher the income, the more trips are made. Income also plays a role in the number of automobiles owned, which affects the number of trips that are made each day. Mode of travel also influences trips made. Personal auto travel potentially permits a larger number of trips than other modes.

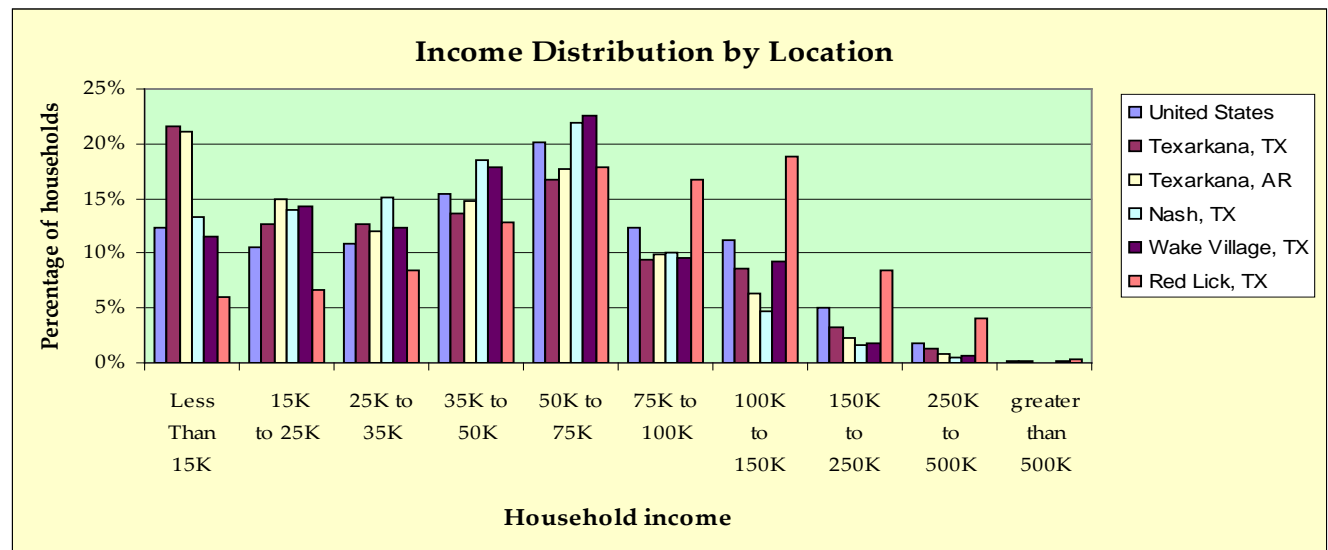
The highest proportion of low income population (incomes lower than \$15,000/yr) is located in the cities of Texarkana, (both Arkansas and Texas). With over 20% each.

The highest proportion of higher income population with income of \$100,000 /yr or greater, is located in Red Lick, though not exclusively, other locations have populations at this income level also, as shown by the graph below.

Table 12: Local Distribution of Income

Estimated Households By Household Income	United States	Texarkana, TX	Texarkana, AR	Nash, TX	Wake Village, TX	Red Lick, TX
Income Less Than 15K	12.37%	21.61%	21.06%	13.39%	11.51%	6.04%
Income between 15K and 25K	10.53%	12.67%	15.01%	14.03%	14.27%	6.71%
Income between 25K and 35K	10.88%	12.59%	12.03%	15.03%	12.32%	8.39%
Income between 35K and 50K	15.37%	13.65%	14.72%	18.58%	17.90%	12.75%
Income between 50K and 75K	20.14%	16.72%	17.75%	21.95%	22.61%	17.79%
Income between 75K and 100K	12.41%	9.41%	9.98%	10.11%	9.56%	16.78%
Income between 100K and 150K	11.27%	8.61%	6.29%	4.74%	9.29%	18.79%
Income between 150K and 250K	5.01%	3.27%	2.28%	1.55%	1.72%	8.39%
Income between 250K and 500K	1.86%	1.34%	0.82%	0.46%	0.72%	4.03%
Income greater than 500K	0.16%	0.12%	0.08%	0.00%	0.09%	0.34%

Source: 2010 Census, ACS



Commuting Data

Texarkana, Arkansas Commuting

In 2010, compared to 2000, while the number of workers reporting increased 10%, .1% more Texarkana, Arkansas commuters drove alone. 1.8% of the commuters stopped carpooling with another person, and 1.6% more of the commuters used a three person carpool to commute from home.

Public transportation use increased 0.6%, and biking exhibited no change . Walking lost 0.1% of the commuters, and Taxi, motorcycle and other means jumped up .8%.

Texarkana, Arkansas commuters however, shaved 1.5 minutes off of their average commute time (or 90 seconds).

Next: Texarkana, Texas

Table 13: Texarkana Arkansas Mode at Place of Residence

Mode to Work	CTPP2000			2006-2010 ACS			Is Change Statistically Significant in Number? **
<u>At Place of Residence</u>	Number	Percent	MOE (+/-)*	Number	Percent	MOE (+/-)*	
Total Workers	11,025	100.0	326	12,149	100.0	543	Yes
Drove alone	9,370	85.0	316	10,342	85.1	569	Yes
2-person Carpool	1,020	9.3	127	787	6.5	192	Yes
3-or-more-person Carpool	250	2.3	64	475	3.9	295	No
Public Transportation	14	0.1	15	85	0.7	63	Yes
Bike	10	0.1	13	17	0.1	22	No
Walked	115	1.0	43	113	0.9	70	No
Taxi, Motorcycle and Other means	100	0.9	40	211	1.7	115	No
Worked at Home	145	1.3	49	119	1.0	78	No

Source: Census Transportation Planning Package for 2010

* The coefficient of variation (CV) can be derived by the standard error (SE) divided by the estimate, while SE = MOE/1.645.

** The z-value of the difference of the two estimates is used to determine if the two estimates are statistically significantly different at 90% confidence level.

Table 14: Texarkana Arkansas Travel Time – by Mode

Mean Travel Time by Mode to Work	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes? **
<u>At Place of Residence</u>	Minutes	MOE(+/-)*	Minutes	MOE(+/-)*	
Total Workers (does not include workers who worked at home)	18.1	0.8	16.6	1.5	No
Drove alone	16.7	0.8	16.1	1.6	No
Carpooled	25.7	3.3	20.1	7.6	No
Public Transportation	13.2	2.4	22.6	23.2	No
Taxi, Motorcycle, Walk, Bicycle and Other means	33.1	12.0	17.0	11.0	No

Source: Census Transportation Planning Package for 2010

* The coefficient of variation (CV) can be derived by the standard error (SE) divided by the estimate, while SE = MOE/1.645.

** The z-value of the difference of the two estimates is used to determine if the two estimates are statistically significantly different at 90% confidence level.

Texarkana Texas Commuting

Meanwhile, in Texarkana Texas, in 2010, compared to 2000, 1.9% fewer Texarkana, Texas commuters drove alone. 1.6% of the commuters carpooled with another person, and 2% of the commuters that had been in a three person carpool stopped using that mode of travel.

Public transportation use increased 0.2%, and biking gained 0.8% . Walking gained 0.4% of the commuters, and Taxi, motorcycle and other means jumped up 1.8%.

And, Texarkana, Texas commuters shaved 0.9 minutes off of their average commute time (or 54 seconds).

Table 15: Texarkana Texas Mode at Place of Residence

Mode to Work	CTPP2000			2006-2010 ACS			Is Change Statistically Significant in Number? **
<u>At Place of Residence</u>	Number	Percent	MOE(+/-)*	Number	Percent	MOE (+/-)*	
Total Workers	13,355	100.0	367	15,070	100.0	862	Yes
Drove alone	10,985	82.3	351	12,111	80.4	939	Yes
2-person Carpool	1,070	8.0	130	1,452	9.6	397	No
3-or-more-person Carpool	465	3.5	87	229	1.5	585	No
Public Transportation	35	0.3	24	80	0.5	70	No
Bike	20	0.1	18	138	0.9	138	No
Walked	295	2.2	69	398	2.6	324	No
Taxi, Motorcycle and Other means	149	1.1	49	432	2.9	246	Yes
Worked at Home	335	2.5	74	230	1.5	100	No

Source: Census Transportation Planning Package for 2010

* The coefficient of variation (CV) can be derived by the standard error (SE) divided by the estimate, while SE = MOE/1.645.

** The z-value of the difference of the two estimates is used to determine if the two estimates are statistically significantly different at 90% confidence level.

Table 16: Texarkana Texas Travel Time by Mode

Mean Travel Time by Mode to Work	Census 2000		2006-2010 ACS		Is Change Statistically Significant in Minutes? **
<u>At Place of Residence</u>	Minutes	MOE(+/-)*	Minutes	MOE(+/-)*	
Total Workers (does not include workers who worked at home)	15.8	0.6	14.9	1.5	No
Drove alone	15.5	0.6	15.0	1.9	No
Carpooled	18.5	2.2	15.7	8.1	No
Public Transportation	22.0	12.4	28.1	36.0	No
Taxi, Motorcycle, Walk, Bicycle and Other means	13.8	2.8	10.7	6.2	No

Source: Census Transportation Planning Package for 2010

* The coefficient of variation (CV) can be derived by the standard error (SE) divided by the estimate, while SE = MOE/1.645.

** The z-value of the difference of the two estimates is used to determine if the two estimates are statistically significantly different at 90% confidence level.

Chapter 3 - The Transportation System of the Texarkana Area

MAP-21 requires the identification of the regional transportation facilities as a necessary component of the MTP, (including major roadways, transit, multimodal and inter-modal facilities, non-motorized transportation facilities, and inter-modal connectors if possible) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions.

Roadways

A 2014 review of the road mileage in the MPO area identified 519.7 miles of streets and highways. Of this, 6.91 road miles were identified as Interstate Highway miles, 29.6 as US Highway miles, 48.74 miles of state highways, and 434.3 miles of local roadways.

Within the urbanized area of the MPO, there were 6.91 miles of Interstate highways, 25.24 miles of US Highways, 41.46 miles of State Highways, 299.36 miles of City Streets, and 20.02 miles of County roadways.

Major highway corridors include I-30, I-49, US 67, US 82, US 71 and US 59.

Except for a section to the north from Texarkana to Fort Smith, I-49 connects Fort Smith to Kansas City, a major international intermodal center and to the south, it connects to Lafayette, Louisiana and I-10.

Future Interstate 49 from Shreveport to Kansas City is part of High Priority Corridors 1 and 72: North-South Corridor, while the future section between New Orleans and Lafayette is part of High Priority Corridor 37: U.S. 90.

As a result of use and age, Texas' highway infrastructure is showing signs of deterioration. According to Federal Highway Administration data, passenger vehicle traffic in the United States is expected to increase by more than 30 percent by 2020, with large truck traffic estimated to increase by almost 40 percent. As indicated by the Texas Department of Transportation, a fully loaded tractor trailer truck damages the highway almost 10,000 times more than a passenger vehicle. Vehicle roadway damage affects smoothness of ride and causes ruts, potholes and cracks in the roadway. Driving on roads that are in disrepair accelerates vehicle deterioration, escalates roadway maintenance costs and increases fuel consumption.

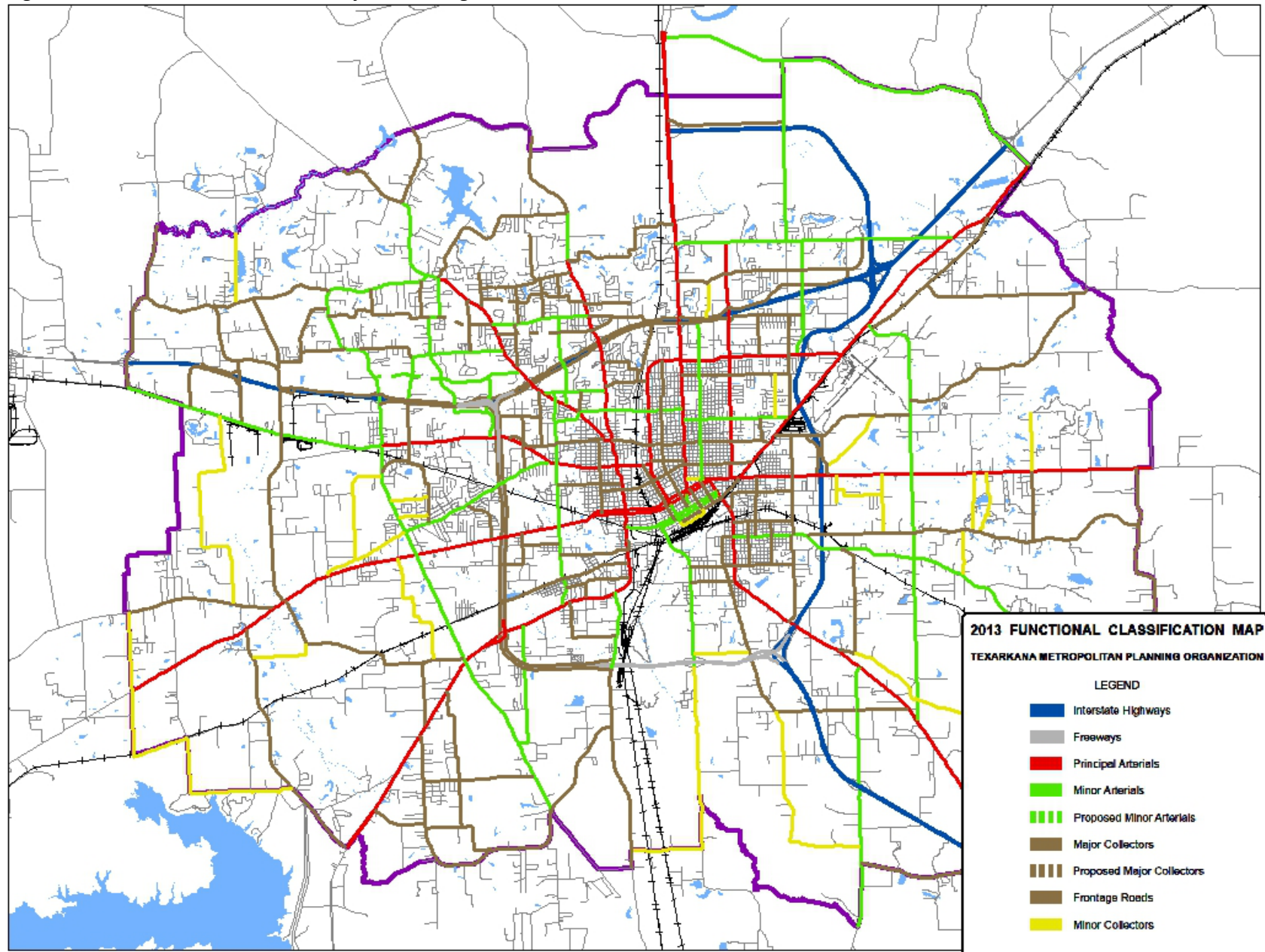
US 59: The 2035 State LRTP identified US 59 from the Houston MPO boundary to Texarkana MPO boundary as the highest rated Texas Trunk corridor (Other Trunk Highways) in need of improvement.

The I-69 Corridor: This program being studied in Texas extends from Texarkana, Texas, and Stonewall, Louisiana, to Laredo and the Lower Rio Grande Valley of Texas. With Houston near the midpoint, Interstate 69 will improve regional mobility and provide new freight movement capacity accessing seaports at Houston, Freeport, Victoria, Point Comfort, Corpus Christi and Brownsville. It will extend the reach of Texas ports into new national and international markets.

Interstate 69 in Texas is being developed as a series of upgrades to existing highways in the corridor. Over time, these projects will bring the entire route to interstate highway standards.

The Texas Transportation Commission appointed the I-69 Corridor Advisory Committee to evaluate the current and long-term needs for I-69 corridor. The committee published a report in December 2008 that provided similar recommendations as the I-35 analysis.

Figure 3: 2014 Texarkana MPO Road System Along With the Functional Classification of the Roads



Bridges

Bridges are inspected and rated for sufficiency on a regular basis. A bridge must have a sufficiency rating (SR) of 80 or less to be eligible for federal HBP rehabilitation funds. Bridges with a sufficiency rating less than 50 are eligible for bridge replacement funding.

Sufficiency rating criteria is based on structural adequacy, traffic data, and the width and age of the structure. The Federal Highway Administration uses these terms to designate bridges eligible for federal funding. Bridges classified as structurally deficient or functionally obsolete bridges are not considered unsafe. Structurally deficient bridges have routine maintenance concerns not posing safety risks or are flooded frequently. To remain open to traffic these bridges are often posted with reduced weight limits restricting the gross weight of vehicles using them. Classification as functionally obsolete means the bridge met design standards when built, but overtime has become obsolete due to an increase in traffic volume or other factors. Functionally obsolete bridges do not have adequate lane widths, shoulder widths, or vertical clearance to serve current traffic demands or are sometimes flooded.

Funding - The federal government will fund 80 percent of rehabilitation or replacement projects for eligible bridges, both on- and off-system, although organizations responsible for off-system structures frequently encounter difficulty funding their 20 percent of the cost. In the latter case, TxDOT has decided to share the cost and, in some cases, cover the entire amount so the off-system funding can comprise either 80 percent federal, 10 percent local and 10 percent state, or 80 percent federal and 20 percent state. Source: Texas 2030 Committee Final Report P. 26

Texas Bridges

Average bridge service life expectancy is approximately 50 years. The on-system bridge construction increased in the late 1950s and was approximately constant about from 1964 to 1974. These bridges will be reaching their expected 50-year life spans and will need replacement by 2030. Source: Texas 2030 Committee Final Report P. 24

Bridges within the TxDOT area of responsibility are inspected every two years with the results entered into the Bridge Inventory and Inspection Database. The results are then analyzed according to inspection criteria, and the bridges are issued a Sufficiency Rating based on those calculations.

Since the last update to the MTP (2009), twenty-three (23) on-system bridges have been replaced and four (4) off-system bridges have been replaced.

There are 148 bridge-class structures within the Texas-side of the TUTS study area monitored or maintained by TxDOT. On the Texas side of the study area there are one hundred and eight (108) On-system bridges and forty (40) off-system bridges.

The average age of Texas bridges is 44 years for bridges on the state highway system and 32 years for bridges off the state highway system.

Arkansas Bridges

There is a similar ratings system for Arkansas.

Functionally Obsolete or Structurally Deficient Bridges

Table 17: Bowie County Functionally Obsolete or Structurally Deficient Bridges

TEXAS BOWIE (037)	Deficient Bridges Includes Federal Bridges				TEXAS BOWIE (037)	Excludes Federal Bridges			
	Count	# Structurally Deficient	# Functionally Obsolete	Total # Deficient		Count	# Structurally Deficient	# Functionally Obsolete	Total # Deficient
12/31/2012	349	9	43	52	12/31/2012	311	6	42	48
12/31/2011	345	11	46	57	12/31/2011	308	8	44	52
12/31/2010	334	12	40	52	12/31/2010	294	11	35	46
12/31/2009	336	12	42	54	12/31/2009	296	11	38	49
12/31/2008	336	12	39	51	12/31/2008	297	11	35	46
12/31/2007	335	13	42	55	12/31/2007	296	12	38	50
12/31/2006	330	13	42	55	12/31/2006	293	12	40	52

Note: The deficiency status of the data within these tables has been calculated by not taking into consideration the year built or the year reconstructed

Source: National Bridge Database

Table 18: Miller County Functionally Obsolete or Structurally Deficient Bridges

ARKANSAS MILLER (091)	Deficient Bridges Includes Federal Bridges				ARKANSAS MILLER (091)	Excludes Federal Bridges			
FED=B	Count	# Structurally Deficient	# Functionally Obsolete	# Total Deficient	FED=N	Count	# Structurally Deficient	# Functionally Obsolete	# Total Deficient
12/31/2012	211	5	18	23	12/31/2012	211	5	18	23
12/31/2011	209	6	17	23	12/31/2011	209	6	17	23
12/31/2010	203	8	18	26	12/31/2010	203	8	18	26
12/31/2009	196	7	15	22	12/31/2009	196	7	15	22
12/31/2008	195	7	15	22	12/31/2008	195	7	15	22
12/31/2007	193	6	18	24	12/31/2007	193	6	18	24
12/31/2006	193	7	18	25	12/31/2006	193	7	18	25

Note: <http://www.uglybridges.com/> is a searchable NBI database

Note: The deficiency status of the data within these tables has been calculated by not taking into consideration the year built or the year reconstructed. Source: National Bridge Database

Table 19: Deficient Texas bridges in the MPO

TEXARKANA MPO FUNCTIONALLY OBSOLETE BRIDGES					
<u>ON-SYSTEM Bridges</u>					
NBI #	Feature Crossed	Feature carried	Location	Def/Obs	Sufficiency Rating
0010-19-108	AIKEN CREEK	FM 991	0.10 MI NW OF US 67	O	65.9
1231-01-001	CHEATHAM BRANCH	FM 989	0.27 MI S OF IH 30	O	67.0

<u>OFF-SYSTEM Bridges</u>					
NBI #	Feature Crossed	Feature Carried	Location	Def/Obs	Sufficiency Rating
AA04-94-001	AIKEN CREEK	GUN CLUB RD	0.6 MI E OF FM 2148	O	94.0
AA05-03-002	AIKEN CREEK	SHERWOOD FOREST RD	0.7 MI W OF US 59	O	70.0
B008-75-003	HOWARD CREEK	FINDLEY ST	0.3 MI E OF US 59	O	71.7
B013-75-001	COWHORN CREEK	KENNEDY LANE	0.5 MI E OF FM 559	O	76.7
B014-05-001	SOUTH WAGNER CREEK	KILGORE ST	0.35 MI S OF US 67	O	92.9
B017-35-001	COWHORN CREEK	MARTINE ST	0.15 MI E OF CARROLL ST	O	74.2
B024-00-001	SOUTH WAGNER CREEK	S ROBISON RD	0.7 MI S OF US 67	O	77.0
B027-05-001	NIX CREEK	TEXAS VIADUCT NB	0.5 MI S OF W 4TH ST	O	78.3
B027-05-002	NIX CREEK	TEXAS VIADUCT SB	0.5 MI S OF W 4TH ST	O	78.3
B027-05-003	BROAD ST, UPRR & SWAMPOODLE	TEXAS VIADUCT	0.2 MI S OF W 4TH ST	O	76.2
B027-05-005	W 3RD ST	TX VIADUCT RAMP C	0.2 MI E OF UP RR	O	93.4
B030-55-001	SWAMPOODLE CREEK	W 3RD ST	0.1 MI E OF KCS RR	O	76.7

Table 20: County Owned Bridges, Miller County

AHTD Rt. No	Other Road Name	Feature Intersected	Location	Bridge Length	Bridge Width (c-c)	Year Built	Qualifying Code	Sufficiency Rating	Br No
	S. STATE LINE RD	DAYS CREEK RLF	3.7 MI S TEXARKANA	23	0.0	1983	SD	50.0	19746
		MILL CREEK	1.5 MI W JCT US 71	30	17.1	1965	FO	48.4	15075

Table 21: Bridges Owned By Texarkana, AR

Feature On Bridge	Feature Intersected	Location	Bridge Length (Ft)	Bridge Width (C-C)	Qualf Code	Sufficiency Rating	Bridge No
SANDERSON LN.	MCKINNEY BAYOU	1.5 MI. N INTER SH 245 &296	45	20.5	SD	49.7	15070
PHILLIPS LANE	ADAMS CREEK	.65 MI E CR 28(ST LN RD)	30	20.6	SD	25.5	15092

Source: AHTD District Office - Paul Simms Mar 4, 2014 In Response To FO/SD Ratings.

Table 22: State Owned Bridges Miller County

Route	Sect	LM	Feature On Bridge	Feature Under Bridge	Length (Ft.)	Width C-C (Ft.)	Qualf Code	Suff Rtg.	Bridge Number
53	0	0.30	C.R 53	I 30-SEC 11-9.87	218	24.0	FO	87.8	03573
63	0	0.36	C.R. 63	I 30-SEC 11-7.98	212	24.0	FO	85.0	03572
67	1	0.87	US 67	NIX CREEK	93	48.2	FO	61.8	02560
67	1	15.25	US 67	GILLESPIE DITCH	72	27.1	FO	62.7	01201
71	2	14.34	US 71	NIX CREEK	122	46.0	FO	55.9	02094
71	2	14.53	US 71	BROAD ST, UNION PAC. R/R	617	46.0	SD	42.6	02020
82	1	7.35	US 82	MILL CREEK	123	26.0	FO	49.0	02549
108	4	6.43	SH 108	I 30-SEC 11-L.M. 6.51	216	28.0	FO	72.7	03571
112	0	0.22	CR 112	I 30-SEC 11L.M. 13.86	234	20.0	FO	62.3	03795
237	1	9.81	SH 237	SULPHUR RIVER	532	24.0	SD	59.8	03752
296	0	4.01	SH 296	I 30-SEC 11	299	24.0	FO	73.5	03568

2/19/2014

Public Transportation

Transit



Transit services in Texarkana and surrounding areas is provided by:

Texarkana Urban Transit District (**TUTD**)

818 Elm St.

Texarkana, TX 75501

Phone: 903.794.8883

Fax: 903.794.0437

WWW: www.tutd.org

TUTD operates fixed-route bus service and ADA complementary paratransit service in Texarkana, Nash and Wake Village in Texas, and Texarkana, Arkansas. Buses run once each hour. TUTD paratransit service provides curb-to-curb transportation for persons with disabilities who are unable to use the regular fixed-route bus system.

Hours of Operation are Monday - Saturday, 6 AM - 6 PM

Base Fares for Fixed Route = \$1.25 for Demand Response = \$2.50

In 1994, the Ark-Tex Council of Governments (ATCOG), contracted with S.G. Associates to conduct a public transit feasibility study for the Texarkana Urban area. The study, showed a need for public Transportation in Texarkana. ATCOG contracted with KFH Consultants to conduct an implementation study in September of 1998. The implementation plan included a fixed-route service for the cities of Texarkana, Nash and Wake Village.

On January 29, 1999, the Texarkana Urban Transit District (TUTD) was formed as the T-Line. The board of directors include representatives from Texarkana, Arkansas, Texarkana, Texas, Nash, Texas and Wake Village, Texas. In 2012, the Texarkana Urban Transit District (TUTD) entered into a contract with ATCOG to operate and manage the T-Line service. Later that same year, TUTD opened a new Transfer Center located at Texas Boulevard and 14th Street.



Between 2010 and 2013, fixed route ridership on the T-Line increased almost 23%. From 2010 to 2013, Para-transit ridership increased over 4% while operating costs increased 33% over the same time period.

TUTD recognizes that the Texarkana urban area is growing in terms of new residential subdivisions and new business establishments. To accommodate this growth, TUTD continues to evaluate the need to expand services and how to efficiently provide those services.

Table 23: T – Line Transit System Ridership and Operating Costs

	FY 2010	FY 2011	FY 2012	FY 2013
Fixed Route Ridership	247,884	255,424	306,140	304,940
Paratransit Ridership	6,244	N.A.	6,468	6,498
Operating Costs	\$1,285,116	\$1,425,124	\$1,792,995	\$1,707,654

Note: Updated by S A 3/2014

Public Transportation Challenges:

Increased demand

Demand in areas outside the urban area

Limited funding options

Integration with health and human services

Enhanced Mobility for Elderly and Persons with Disabilities

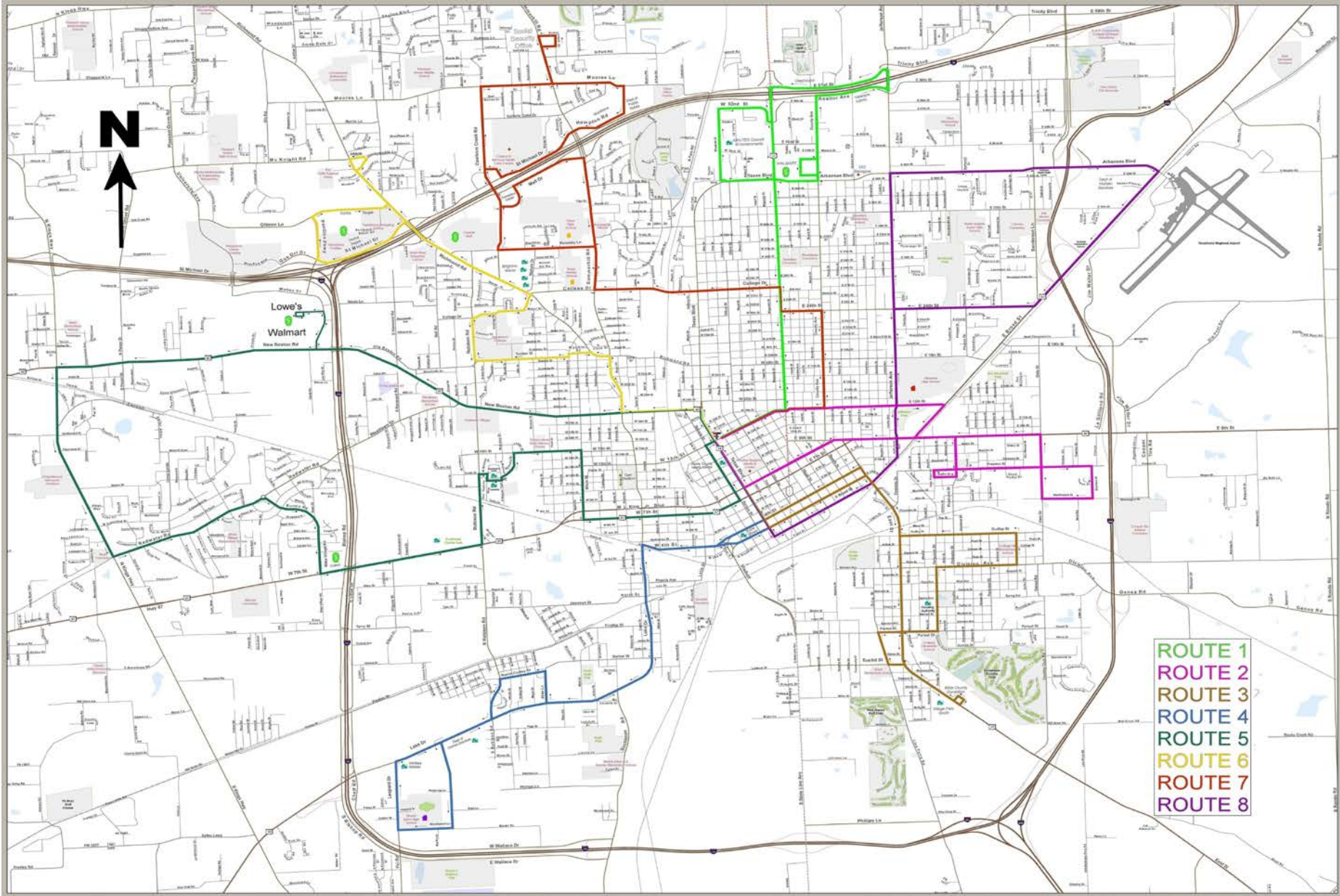
Section 5310 Program (urban) funds are allocated to assist not-for-profit agencies with the financial resources to purchase and operate capital equipment in order to service their clients who are elderly, physically challenged, or developmentally disabled. This Federal Transportation Administration program requires the local provider to fund 20% of the program for capital equipment and 50% for operating expenses. The grant monies are used to passenger vehicles, wheelchair lifts and/or other modifications that meet the special needs of the elderly and disabled persons, and for the rehabilitation of approved vehicles. Local applicants for Section 5310 funding must meet the intent of the program, i.e., enhance the mobility of elderly and persons with disabilities in urbanized and non-urbanized areas to places of employment, healthcare, education, shopping facilities, recreation, and other needed services.

Section 5310 providers in the Texarkana Metropolitan Area include: Texarkana Special Education Center (TSEC), dba Opportunities Inc., Texarkana Work Center, and Cornerstone Retirement Community. Opportunities, Inc. coordinates transportation services with the Arkansas Area on Aging, Texas Department of Health, Southwest Arkansas Development Corp., and local elderly residential programs. Transportation is provided on weekdays for children and adults who have disabilities. Texarkana Work Center (TWC) provides transportation services for persons with disabilities. TWC coordinates transportation services with Haven Home of Texarkana, Group Home and Independent Living. Cornerstone Retirement Community (CRC) utilizes its Section 5310 vehicles to provide transportation services for senior citizens. CRC coordinates transportation services with Williams Memorial United Methodist Church and First Baptist Church on Moore's Lane.



Transportation is provided for medical needs, grocery store, banking, social activities and paying bills for persons over the age of sixty in Miller County, Arkansas through a contract with the Southwest Arkansas Area on Aging. Included in this service program are residents of Meadow Brook Place. In Bowie County, Texas Medicaid recipients are provided transportation for medical necessities through a contract with the Texas Department of Health. Dialysis patients in both counties are provided transportation with service times coordinated to accommodate varying schedules.

Figure 4: Texarkana Urban Transit District Bus Route MAP



Rural Public Transportation

Ark-Tex Council of Governments 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 pick up points to meet transportation needs. This rural transportation network does not provide intercity transportation within Nash, Texarkana, or Wake Village.

Ark-Tex Council of Governments has a TRAX program to serve non-urban areas. TRAX is funded through the Texas Department of Transportation (TxDOT) and Federal Transit Administration (FTA).

Charges may be determined by calling the TRAX service provider for a specific county. To schedule a trip, call the service provider at least 24 hours before your trip. This allows the vehicles to be scheduled and coordinated for maximum utilization and allows for special needs passengers. TRAX provides accommodations for the special needs of passengers and has ADA (Americans with Disabilities Act) accessible vehicles. Wheel chair lifts are available upon request. No restrictions are placed on those who may want to use the services offered.

Rural Public Transportation Funding

The Federal Transit Act provides formula grants for rural areas through the FTA Section 5311 Program. This program was designed to provide public transportation for rural areas and communities under 50,000 in population.

To encourage public transportation in rural areas, Section 5311 offers federal financial assistance to share 80 percent of the cost with local operators for capital outlay (vehicles, equipment, etc.). Administrative costs are reimbursed at 80 percent, while Operating costs are reimbursed at 50 percent.

Eligible operators of Section 5311 transportation systems can be local public bodies and agencies, non-profit organizations, Indian tribes and groups, and operators of public transportation services. Private for-profit intercity agencies are also eligible.

State DOTs also provide some funding in addition to federal funds.

Coordinated Public Transit-Human Services Transportation Plan

Federal Regulations require the development of a Coordinated Public Transit-Human Services Transportation Plan.

As a bi-state MPO, the Texarkana area is served by agencies in Arkansas and Texas that provide transit and para-transit services to this region. For the Texas-side of the metropolitan planning area, the Ark-Tex Regional Public Transportation Coordination Plan was adopted on November 30, 2006. For the Arkansas-side of the metropolitan planning area, the Public Transportation and Human Services Coordination Plan for Southwest Arkansas was adopted in 2007. A representative of the Texarkana MPO participated in the development of these plans to ensure their coordination and consistency with the metropolitan planning process. The Arkansas plan was updated in 2012 as a statewide document.

Public Transportation - Inter-city Bus

Greyhound Bus Lines, Texarkana –
405 East 51st Street - Texarkana, AR 71854-1004
Phone - Main number (870) 774-5163
Package Express (870) 772-8741

Greyhound Bus Lines has thirteen (13) scheduled stops at its facility located at 405 East 51st Street, in Texarkana, Arkansas.

Buses Travel to Little Rock, Memphis, Dallas, Houston, and Kansas City. The Kerrville Bus Company provides travel from the Greyhound Station to Ft. Smith, AR.

From there, connections are available for travel anywhere in the United States.

Customers can buy tickets online, over the phone, at a Greyhound terminal, or at a Greyhound agency.

For passengers with disabilities, Greyhound claims that drivers, customer service personnel and contractors are available to meet the needs of customers with disabilities and are available to provide any requested assistance which is reasonable. The types of assistance that are most frequently asked to provide involve boarding and de-boarding, luggage, transfers, and stowage and retrieval of wheeled mobility devices. This service is provided during transfers, meal and rest stops and other times as reasonably requested. Some restrictions do apply.

Greyhound and T-Line are evaluating options for Greyhound to rent space and sale tickets from the T-Line Transfer Center on Texas Boulevard. Greyhound and TUTD have initiated a five- year pilot intercity bus service project to provide rural feeder service and freight cargo shipping into the Texarkana urban area.



Hours of Operation are:

Station

Monday - Sunday	02:00 AM - 07:00 PM
Holidays	02:00 AM - 07:00 PM

Greyhound Package Express

Monday - Sunday	02:00 AM - 07:00 PM
Holidays	02:00 AM - 07:00 PM

Ticketing

Monday - Sunday	02:00 AM - 07:00 PM
Holidays	02:00 AM - 07:00 PM

Passenger Rail Transportation services

Daily passenger service is provided by Amtrak, providing two stops daily. One train travels from Chicago to Los Angeles and stops in Texarkana at 5:58 a.m. and the other train travels from Los Angeles to Chicago and stops in Texarkana at 8:43 p.m.

AMTRAK

Location - 100 E Front St, Texarkana, AR 71854 Tel. (870) 772-1011

Website: <http://www.amtrak.com/home>

The AMTRAK station is located in the East end of the now closed Union Railroad Station

Current one-way ticket prices are \$29 to Dallas-Fort Worth, \$57 to Austin, \$66 to San Antonio, \$72 to St. Louis, \$111 to Chicago, and \$308 to Los Angeles.

Facilities include a handicapped accessible, enclosed waiting area, restrooms, ticket office and payphone while other amenities such as a lounge, ATM, elevator, QuikTrak Kiosk and Wi-Fi are absent.



Baggage services include checked baggage, baggage assistance, bike boxes for sale, and shipping boxes for sale, but baggage storage and baggage carts, baggage storage and lockers are absent.

Table 24: AMTRAK Station Hours

	AM			PM		
Monday	5:00 AM	To	8:00 AM	7:00 PM	To	10:00 PM
Tuesday	5:00 AM	To	9:00 AM	7:00 PM	To	11:00 PM
Wednesday	5:00 AM	To	9:00 AM	7:00 PM	To	11:00 PM
Thursday	5:00 AM	To	9:00 AM	7:00 PM	To	11:00 PM
Friday	5:00 AM	To	9:00 AM	7:00 PM	To	11:00 PM
Saturday	5:00 AM	To	8:00 AM	7:00 PM	To	10:00 PM
Sunday	5:00 AM	To	8:00 AM	7:00 PM	To	10:00 PM

For persons with disabilities there is an accessible waiting room and accessible water fountain, everything (wheelchair lift, accessible platform, high platform, dedicated parking and wheelchairs) are uncertain, and need review...

The Texas Eagle is a 1,306-mile (2,102 km) passenger train route operated by Amtrak in the central and western United States. Trains run daily between Chicago, Illinois, and San Antonio, Texas, and continue to Los Angeles, California, 2,728 miles (4,390 km) total, three days a week. The route follows the UP Dallas and UP Little Rock Subdivisions through East Texas. Stops in East Texas along the Texas Eagle route include the towns of Mineola, Longview, Marshall, and Texarkana.

During fiscal year 2011, the *Texas Eagle* carried nearly 300,000 passengers, a 4.3% increase over FY2010. The train had a total revenue of \$24,475,309 during FY2011, an increase of 7.7% from FY 2010.

Air Transport - Texarkana Regional Airport Passenger Service

Rendering of the Future Airport Terminal along with current Airport Fire and proposed Rescue/Safety Building.

Located at 201 Airport Drive, Texarkana, AR, the Texarkana Regional Airport is a modern, primary commercial service airport operated by an independent Airport Authority. The airport is attended 24-hours daily with an FAA-funded contract air traffic control tower operating from 6 a.m. to 10 p.m. The airport's two instrument runways (6,601 feet and 5,200 feet long) and instrument landing system are capable of routinely supporting Boeing 737 or other large aircraft in weather conditions down to one-half mile visibility and 200 foot cloud ceiling. Additional instrument approach aids include non-directional radio beacon (NDB) and visual Omni Range (VOR) approaches as well as Global Positioning System (GPS) approaches for all runways.

PLANNED NEW TERMINAL COMPLEX



The airport's general aviation facilities are among the best in the region with 43 individual T-hangars, and several large commercial-style hangars used for aircraft storage. Full maintenance (turbine and piston) service is available. Fueling (Jet A-1 and 100LL Avgas) is available through a 24-hour fixed base operator.

The airport is home to Texarkana Airframe and Power Plant School, Texarkana Flying Club, an aircraft charter service, LifeNet air ambulance service, a myriad of corporate and private aircraft, and

aircraft sales, service, and maintenance businesses.

American Eagle Airlines provides four (4) daily, all-jet, round-trip flights to Dallas-Fort Worth International Airport. Texarkana Regional Airport's commercial passenger terminal is conveniently located adjacent to US Highway 67 and offers travelers a snack shop, taxi stand, two rental car agencies, and other passenger conveniences.



Airport online services include flight tracking, weather information, delay information, and Chamber of Commerce connection to local hotels & lodging.

The airport is the recipient of Federal Airport Improvement Program funds, Passenger Facility Charge funds, Arkansas Department of Aeronautics Grants, Texas Department of Transportation grants, and private and commercial development financing.

Current Flight Schedule – connecting to Dallas-Ft. Worth International Airport

Departures

6:00 am
11:45 am
5:10 pm

Arrivals

12:15 pm
4:40 pm
9:20 pm

Ground Transportation To And From The Airport

Ground transportation is provided by: Avis Rent a Car, Hertz Rent a Car, Budget Rent a Car, City Taxi, and Yellow Cab.

Table 25: Past and Projected Annual Aviation Demand

CATEGORY	2005	2010	2015	2020	2025	2030	2035
Enplaned Passengers	35,640	27,437	35,000	41,000	47,000	54,000	63,000
Instrument + Visual Operations *	40,761	31,567	23,100	23,000	22,800	23,500	25,000
Scheduled Airline Operations	5,191	4,754	4,900	5,200	5,500	6,000	7,300
General Aviation Operations	28,151	21,254	15,100	12,100	10,600	11,500	12,600
Military Operations	7,419	5,559	3,140	3,000	2,750	3,000	3,300

* Data collected in the last few years captured IFR and VFR operations together and not separately.

Source: Texarkana AR airport Admin.

General Aviation Operations (Ops) - All civil (non-military) aviation operations other than scheduled air services and non-scheduled air transport operations for hire.

Commentary from Airport administration: The drop in enplaned passengers in 2010 was due to our only airline going into bankruptcy. General aviation is in decline nation-wide due to high cost, and it's anticipated that military flight activity will continue to decline as the Defense Department budget contracts further in the future.

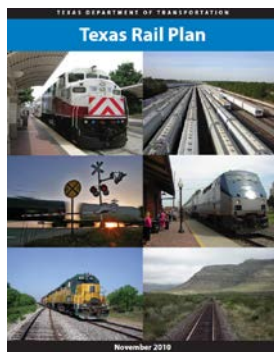
Funding: The primary source of airport development and improvement funds is the FAA, through its Airport Improvement Program (AIP). Additionally, states typically have a grant program of their own but on a much smaller scale.

High-Speed Passenger Rail Service

People are talking about it, is high-speed rail on the horizon?

"High speed rail" (HSR) usually refers to electric-powered trains, operating on shared or dedicated tracks and at speeds regularly over 125 mph, usually between 150 mph and 225 mph (as opposed to *Conventional rail*, which refers to diesel-powered trains operating on tracks shared with freight trains and operating at speeds generally up to 79 mph but as high as 120 mph in some corridors.)

Mag-Lev or magnetic levitation trains refers to a highly advanced power system technology that moves trains with magnetic force at speeds well above 300 mph. None are operating in the United States commercially.



The Passenger Rail Improvement and Investment Act of 2008 required states to adopt comprehensive rail plans before they can be eligible for federal funding. In the 81st Texas Legislative Session, a bill was enacted that expanded the Texas Department of Transportation's (TxDOT) rail planning mandate to include development of a long range passenger rail plan. In 2009, the U.S. Department of Transportation released a report titled High-Speed Rail: National Strategy. Texarkana is included on a Designated High-Speed Rail (HSR) Corridor as depicted on Map 7.2: VISION for HIGH-SPEED RAIL in AMERICA.

In this report, a long-term strategy was proposed to build an efficient, high-speed passenger rail network of 100 to 600 mile intercity corridors, as one element of a modernized transportation system.

The State of Arkansas has initiated a Passenger Rail Study on its portion of the HSR and a possible extension to Memphis, Tennessee. Additionally, Texas and Arkansas continue to evaluate ridership demand, trackage and operational requirements.

The USDOT has reported some of the benefits and challenges associated with the development of a HSR system.

Benefits listed include:

- A safe and cost-effective mode of transportation,
- A foundation for economic competitiveness,
- An energy- efficient transportation mode, and
- Inter-connection of livable communities.

But, there are challenges to initiating high-speed rail. Challenges to high-speed rail include:

- A lack of expertise and resources,
- State fiscal constraints,
- Relationships and conflicts with private freight railro
- a need for multi-state partnerships, and
- A need to develop safety standards for HSR.

Grade Crossing Hazard Elimination in High-Speed Rail Corridors - There are currently two designated high-speed rail corridors that traverse Texas – the Gulf Coast High Speed Rail Corridor (Houston, east through Beaumont to the Louisiana border to New Orleans) and the South Central High Speed Rail Corridor (Texarkana, Arkansas to San Antonio via Dallas/Fort Worth, and Oklahoma City to Fort Worth). (Source: Texas Highway-Rail Grade Crossing Safety Action Plan 2011)

UP requirements for high-speed rail include a 50 foot separation from existing tracks, meaning the passenger trains would need to operate on a new separate mainline track.

To comply with UP's 110mph passenger rail guidelines, a complete fatal flaw analysis, which would identify estimated detailed right-of-way acquisition requirements, new railroad structures, and additional at-grade crossing closures or separations, will need to be conducted, and is not a part of the scope of this report. For the purpose of this study (the East Texas Infrastructure Analysis), a cost of \$7 million per mile, excluding the cost of right-of-way, was assumed for the new mainline between Dallas and Texarkana.

Freight Transportation

Freight transportation can be broadly defined as the movement of goods from one place to another, and many sources claim that the Texarkana area is favorably located for domestic and international shipments via highway, rail and water.

Rail Transport: The Texarkana MPO area is served by Class I and Class III railroads that provide rail service to all major markets.

Water Transport: Inland waterway service via the Red River is available about 85 miles south of Texarkana at the Port of Shreveport-Bossier in Louisiana.

The 2008 Freight Survey results revealed that trucks are the most often used transportation mode for shipping and receiving freight. Every survey submitted in this study indicated that truck transportation is used for a portion of all freight movements.

Currently, rail/truck inter-modal service in the region is primarily used for global shipments through Gulf and Pacific Ports. Where containers are either loaded or unloaded in the area and trucked to or from rail gateways of Dallas/Fort Worth in Texas or West Memphis/Marion in Arkansas. Rail lines then carry freight to the west coast and gulf ports.

The 2008 East Texas Freight Study included a speculative/potential drop-and-haul location for trucks to switch loads with other trucks could be located on the west side of Texarkana at the intersection of I-30 and the I-69.

River Freight Transport

Texarkana is bounded by the Red River to the north and east, and the Sulphur River to the south. The Red River's watershed covers 65,590 square miles, but these rivers do not serve commercial traffic in the Texarkana area. The

Red River drainage basin is very arid and normally receives little precipitation. This means that much of the river flows are intermittent, and varies widely. Any commercial use of these rivers would be for agriculture, flood control, and recreation. There has been some efforts to expand river freight to the Texarkana area, but has not had much success.

Transportation by water is cost effective when shipping certain types of bulk commodities that are not time sensitive. Fifty-one percent of the survey respondents are interested in utilizing waterborne transportation to move commodities such as agricultural products, wood products, scrap metals, steel, stone, sand and cement. More than half of the respondents indicated an interest in utilizing waterborne transportation, if it were available in the area.

If commercial navigation is extended closer to Texarkana, a public slackwater harbor should be considered to further enhance service.

At this time, The Red River is commercially navigable up to the Port of Shreveport-Bossier in Northwest Louisiana. -

A \$197,000 U.S. Army Corps of Engineers (USACE) study has been done to allow navigation into Arkansas to Index Bridge (between Texarkana and Ashdown, Arkansas). There are also variations calling for navigation to Garland City and Fulton, Arkansas. Each study has a determining cost/benefit ratio; unfortunately, the ratio does not meet the minimum requirement set by USACE.

The efforts to bring river freight to the area continues however.

Air Freight Transport

The air freight system is typically characterized by low weight, small volume, high-value cargo. Consequently, air cargo constitutes a small fraction of total freight tonnage but a higher fraction of total value of freight in domestic and international trade. Air cargo, due to its high value, also has high travel-time sensitivities, implying that slight changes in transit times can have significant cost impacts for air cargo shippers.

The Texarkana Regional Airport does not currently provide regular air freight services.

Texarkana Regional Airport Aviation Services

American Eagle Airlines
TACAir
Helicopters Southwest
Texarkana Flying Club

Texarkana Regional Airport Misc. Services

LifeNet Helicopters: 903-831-6201
Civil Air Patrol -- Texarkana Composite Squadron
Aerospace Education -- Cadet Programs -- Emergency Services: 903-838-4437

Rail Freight Transport



Significant freight transportation assets of the larger, multi-state Texarkana region are the presence of two Class I railroads and seven Class III railroads. The Class I railroads are the Kansas City Southern Railway (KCS) and the Union Pacific Railroad (UP). Class III railroads include the Arkansas Southern Railroad (ARS), the DeQueen and Eastern Railroad (DQE), the Kiamichi Railroad (KRR), the Louisiana and North West Railroad (LNW), the Prescott and Northwestern Railroad (PNW), the Texas and Northern Railway (TN), and the Texas Northeastern Railroad (TNER). According to the 2008 Texarkana Region Freight Transportation Study (Shippers Survey)

Only three railroads directly serve Texarkana and the MPO area. The Union Pacific, the Kansas City Southern and the Texas Northeastern Railroad.

The Chamber of Commerce reports that more than 90 freight trains pass through Texarkana each day.

Rail transportation is used predominantly by shippers that have large, bulky shipments that travel over 500 miles.

Railroads are classified into Class I, II, and III, based on their operating revenue characteristics. Class I, II and Class III railroads are very different in size and revenue.

Class I carriers are carriers generating \$319.3 million or more

Class II carriers are carriers generating at least \$40.0 million but less than \$319.3 million

Class III carriers are carriers generating less than \$40.0 million

Class I railroads provide long-haul service to national market areas throughout the country and to gateway cities, while Class III railroads support area manufacturing, agricultural and forestry operations by providing services such as switching and spotting of railcars and feeder railcar service to Class I railroads. Some Class III railroads offer specialized services such as transloading operations to load and unload railcars when a need arises.

In addition to the railroad class identification, there are two main categories of railroad service – carload and intermodal that differentiates the services offered by each railroad class.

Railroads own their own networks, generally control operations and maintenance (O&M), and make investment decisions on the networks, mainly for capacity enhancements. Because of the private ownership of railroad networks, analysis of the factors affecting railroad routing decisions, as well as accurate determination of link-level rail traffic flows on the network, is nearly impossible due to the proprietary nature of the railroad data.

There are however, some public data available and forecasting freight movements through these railroad facilities is considered critical in the overall rail system planning process in order to avoid congestion and bottlenecks in the rail freight transportation network, but since they are privately owned the railroad generally does their own traffic control and forecasts.

TNER: the Class III railroad

The Texas Northeastern Railroad (TNER) is owned by Genesee & Wyoming INC. and operates in Texas, west from Bonham through Bells to Sherman, and east from New Boston to Texarkana. The TNER interchanges with the BNSF, DGNO, and UP railroads.

Partnerships with the UP, BNSF and KCS provide the TNER with increased access throughout North America for the customers that are served.

The TNER also serves The Red River Army Depot, located just west of Texarkana.

Major commodities for the TNER are coal, military equipment, wheat, and polyethylene. More than 10,000 cars moved over the TNER tracks in 2010.

Genesee & Wyoming Inc. (G&W) owns and operates short line and regional freight railroads in the United States, Canada, Australia, the Netherlands and Belgium. We provide rail service at 37 ports in North America, Australia and Europe and perform contract coal loading and railcar switching for industrial customers. In addition, we operate the Tarcoola to Darwin rail line which links the Port of Darwin with the Australian interstate rail network in South Australia. Operations currently include 111 railroads organized in 11 regions, with more than 15,000 miles of owned and leased track and approximately 2,500 additional miles under track access arrangements.

KCS: one of two Class I railroads

Owned by Kansas City Southern, this rail line is the smallest and second-oldest Class I railroad company still in operation.

Only about 3,100 miles in length, its acquisition of Tex Mex and TFM (now known as Kansas City Southern de Mexico) added about 2,800 miles to its overall system, giving it a railroad of nearly 6,000 miles of track.

Texarkana Office: 1000 W 7th St, Texarkana · (903) 794-6361

UP: the second of two Class I railroads

The UP's Texarkana Freight Yard is located on the south side of the Texarkana, Texas downtown vicinity with the yard limits extending across the Texas/Arkansas state border. An industrial track supports the Lone Star Army Ammunition Plant and Red River Army Depot located north of Redwater, Texas and west of Texarkana, Texas. (2008 east texas fright study)

The corridor between Fort Worth and Texarkana is essential to UP operations due to the significant intermodal and premium, truck competitive operations on the line. The corridor is one of the most significant corridors owned by UP in the southern U.S. since it provides access to the Little Rock gateway and the Meridian Speedway, which are critical sources of business. Existing rail traffic is run in both directions along the route and consists of 50 to 60 trains per day, depending on the location.

Union Pacific Railroad - 131 W Front St, Texarkana · (903) 798-2900 - Route Miles = 31,800

Possible Rail Service Improvements for Texarkana

Rail service can be accessed in a number of ways.

First, a firm with a rail spur to their facility has direct access for loading and unloading railcars. Shippers in the region without a rail siding currently access rail transportation by several means. One method is to load cargo locally to either a truck or a container that is then trucked to a rail/truck intermodal facility in the Dallas, Texas or West Memphis/Marion, Arkansas areas. Another option is to use a transloading facility where equipment for loading and unloading railcars or trucks and temporary storage facilities are available. According to the freight study, the UP at one time expressed an interest in operating a transloading operation in the Texarkana area.

The Red River Army Depot (from the 2008 East Texas Rail Study), with access to both shortline and Class I railroads and immediate access to I-30, could serve as a transload facility that could service a variety of truck-to-rail, or rail-to-truck commodities. This facility is at an ideal location to serve as a "drop-and-hook" for truck shipments. (p. 1-3)

The trucking industry has shown an interest in a more public type drop-and-hook facility that would be managed by a private agent and used by independent truckers and shippers. All of the shortline railroads in the East Texas

area are interested in working with businesses and communities to provide rail shipments and most of the shortline railroads have property that could accommodate a transload facility. The Atlanta District could benefit significantly with the development of an intermodal rail-truck transload facility in or near Texarkana and Marshall.

The Red River Army Depot site near Texarkana, now called Red River Commerce Park, may be a viable candidate for an intermodal rail-truck facility and as a truck trailer pickup/drop facility, since it has excellent rail connections to the UP and is close to I-30.

Intermodal Facilities

Is there a possibility of developing intermodal facilities in the Texarkana area? Some say yes.

The closest current intermodal facility is Shreveport, Louisiana. There is currently no intermodal facility in Texarkana, for foreign or domestic freight.

On October 21, 2003, during a meeting of the MPO's Freight Transportation Focus Group related to the development of the MTP, representatives of the business community expressed a need for the development of an inter-modal facility in the Texarkana area. On May 26, 2004, a meeting of business representatives was held to further discuss the issue and a decision was made to request that AHTD conduct a detailed study (as was recommended in the 2001 Freight Transportation Study) for establishing an inter-modal facility. The Texarkana Chamber of Commerce and the City of Texarkana, AR each sent a letter to AHTD requesting that such a study be initiated.

On July 7, 2004 the Arkansas State Highway Commission approved Minute Order 2004-102 authorizing a study to determine the potential for an inter-modal facility that would enhance freight storage and distribution capabilities for the Texarkana regional area. The Texarkana Region Freight Transportation Study was completed in 2008 and contains the results of a shippers' survey conducted for the Texarkana region.. The study area includes Columbia, Hempstead, Howard, Lafayette, Little River, Miller, Nevada and Sevier Counties in Arkansas; and Bowie, Cass, Morris, Red River and Titus Counties in Texas.

Conclusions from the report:

- 43 percent of the shippers surveyed believed that a new rail siding at their present location could enhance their operation
- 60 percent of respondents reported that rail/truck intermodal service is important for the region and that intermodal service could support their current or future operations.
- Rail/truck intermodal service is primarily provided to the area by facilities in the Dallas/Fort Worth, Texas and West Memphis/Marion, Arkansas areas.
- Rail/truck intermodal service is used primarily in the Texarkana region for global shipments through Gulf and Pacific Ports.
- Rail transloading activities currently occur in the study area, but a facility dedicated for transloading does not exist in the Texarkana region. Industries that ship or receive large volumes of products and materials over long distances sometimes make arrangements with railroad companies for cargo to be loaded or unloaded using temporary equipment.
- Approximately 47 percent of respondents expressed an interest in utilizing a local publicly supported rail transloading facility. Returned surveys and follow-up interviews indicate that approximately 36,000 trailers (for both international and domestic shipments) could be routed annually to a local transloading operation.

Motor Carriers / Trucking

Trucking dominates the short-haul freight market due to its flexibility and cost characteristics relative to other modes. For this reason, many urban freight models are typically “truck” models and do not involve a mode share component.

Preparation of this plan identified 36 motor freight and related firms in the Texarkana area.

Steps that might improve freight transportation in the Texarkana area include: From the 2008 freight study

- Market the area to the individual railroads for a rail/truck intermodal operation and a rail transloading operation.
- Support the extension of commercial navigation on the Red River, with the possible development of a slackwater harbor in the region.
- Encourage the development of a FTZ in the region.
- Enlist assistance from logistics providers to market the area’s businesses.
- Educate the business community as to transportation services that are available.

Other recommendations

- Development of a transloading facility, for rail/truck and potentially river and air freight traffic
- Establishment of a foreign trade zone
- Capture through freight traffic with local services
- Continue north south travel routes such as 49 north

Non-motorized Travel

Elements of the Non-Motorized Transportation System

As the motor vehicle system is composed of various elements such as roads, signals, crossings, signs, and markings, so is the non-motorized transportation system. Elements of the transportation system are standardized by the American Association of State Highway and Transportation Officials (AASHTO) through the establishment of design guidelines in a document known as “The Green Book”. The standardization established by “The Green Book” allows people to travel throughout the U.S. (and in many parts of the world) knowing that signals, signs, and markings will be uniform. This section describes the general elements of the bicycle and pedestrian system identified by AASHTO.

Bicycle Elements

The elements of the bicycle transportation system are:

- Trails,
- Bicycle lanes
- Shared lanes
- Bicycle-friendly signals
- Signs, and
- Parking

Pedestrian Elements

The elements of the pedestrian transportation system are:

- Trails
- Sidewalks (including ramps)
- Crosswalks
- Pedestrian-friendly signals
- Signs
- Lighting
- and many other amenities.

Bicycles and Pedestrians

MASTER BICYCLE AND PEDESTRIAN PLAN SUMMARY

Local residents have previously shown an interest in bicycling and pedestrian facilities as reflected in the City of Texarkana, Texas' Comprehensive Plan, the Texarkana Chamber of Commerce's Vision 2020, comments from the public during the update of the MTP, and comments from members of the Texarkana Bicycle Club, Edge City Cycling, and Partnership for the Pathway. In order to plan for a truly multi-modal transportation system, the Texarkana MPO contracted with Alliance Transportation Group, Inc. to develop a Master Bicycle and Pedestrian Plan. The Master Bicycle and Pedestrian Plan was completed in October 2009 and is considered a part of the *TUTS 2040 PLAN* by reference.

Origin of the Plan

Bicycling is a popular sport in Texarkana and the area's relatively mild climate allows for bicycling and walking much of the year and having a master plan is a first step towards coordination among the various agencies responsible for transportation and recreation facilities, as well as other interested parties. The bicycling and pedestrian plan for Texarkana is designed to provide a comprehensive vision for non-motorized transportation as well as recreation.



Non-motorized Transportation Vision for the Texarkana Area

The Master Bicycle and Pedestrian Plan is designed to do the following:

- Meet local, regional, and national goals;
- Connect neighborhoods to destinations such as schools, parks, and shopping centers;
- Provide a single design guide for facilities and treatments; and,
- Connect transit, intercity bus, and rail services as much as possible.

Local, regional, and national activities/plans suggest increased demand for non-motorized facilities is in the future. At the national level, the American Association of State and Highway Transportation Officials (AASHTO) and the American Cycling Association are presently developing a national numbered Bicycle Route System. Current drafts show Route 84 passing through Texarkana. At the local level, the City of Texarkana, Texas Parks Department has developed a Parks Master Plan with a goal to utilize linear parks to link several existing parks together and another goal to incorporate public art in a variety of public settings. The City of Texarkana, Arkansas is continuing to work on the expansion of the Nix Creek Trail while the City of Wake Village, Texas is planning for several bicycle and pedestrian facilities throughout its jurisdiction. Altogether these activities suggest it is time for Texarkana to have a master bicycle and pedestrian plan. The main corridor of this regional plan is referred to as Mockingbird Junction, named after the state bird of Arkansas and Texas.



Benefits from a Master Bicycle and Pedestrian Plan

Having a master bicycle and pedestrian plan provides many benefits to the community. First, it provides a comprehensive overview of all the elements that make up the non-motorized transportation system. Some

elements of the plan fall under the jurisdiction of the MPO, AHTD, and TxDOT, while others are under the purview of the cities' public works or parks departments. And, Texarkana has an active citizen community involved in active living. With everyone working from an integrated plan with consistent design guidelines, the public will find themselves with a seamless system to use and the motoring public will also encounter consistent signs and usage.

A master plan is an essential part of efforts to build the non-motorized component to the transportation system. As agencies and local groups apply for funding for various elements of the plan, they can demonstrate how it fits into a larger picture for the area. This is particularly important on the Arkansas side since it is AHTD policy to accommodate bicyclists and pedestrians on state roads that are part of a bicycle and pedestrian master plan.

A master plan also illustrates the area's commitment to providing for an essential ingredient to the quality of life. Many businesses that do not face locational constraints look for other characteristics of an area for business location, and one of the considerations is quality of life. By providing a good quality of life with a city built for active living and recreation, the city can provide a more attractive package to incoming businesses.

According to Census data, a significant number of people living in the Texarkana area fall into segments of the population that makes them more likely to be dependent on non-motorized transportation such as walking or bicycling.

Implementing the Master Bicycle and Pedestrian Plan

From a regulatory standpoint, both federal and state, the consideration of bicyclists and pedestrians is required in the development of transportation plans. Except where expressly prohibited, bicycle and pedestrian facilities are required to be considered in all new construction and reconstruction projects.

The intention of MAP 21 and current metropolitan transportation planning is to have bicycle and pedestrian facilities be part of an integrated, multi-modal transportation system for the metropolitan planning area.

The following recommendations were identified in the plan for development of the non-motorized transportation system:

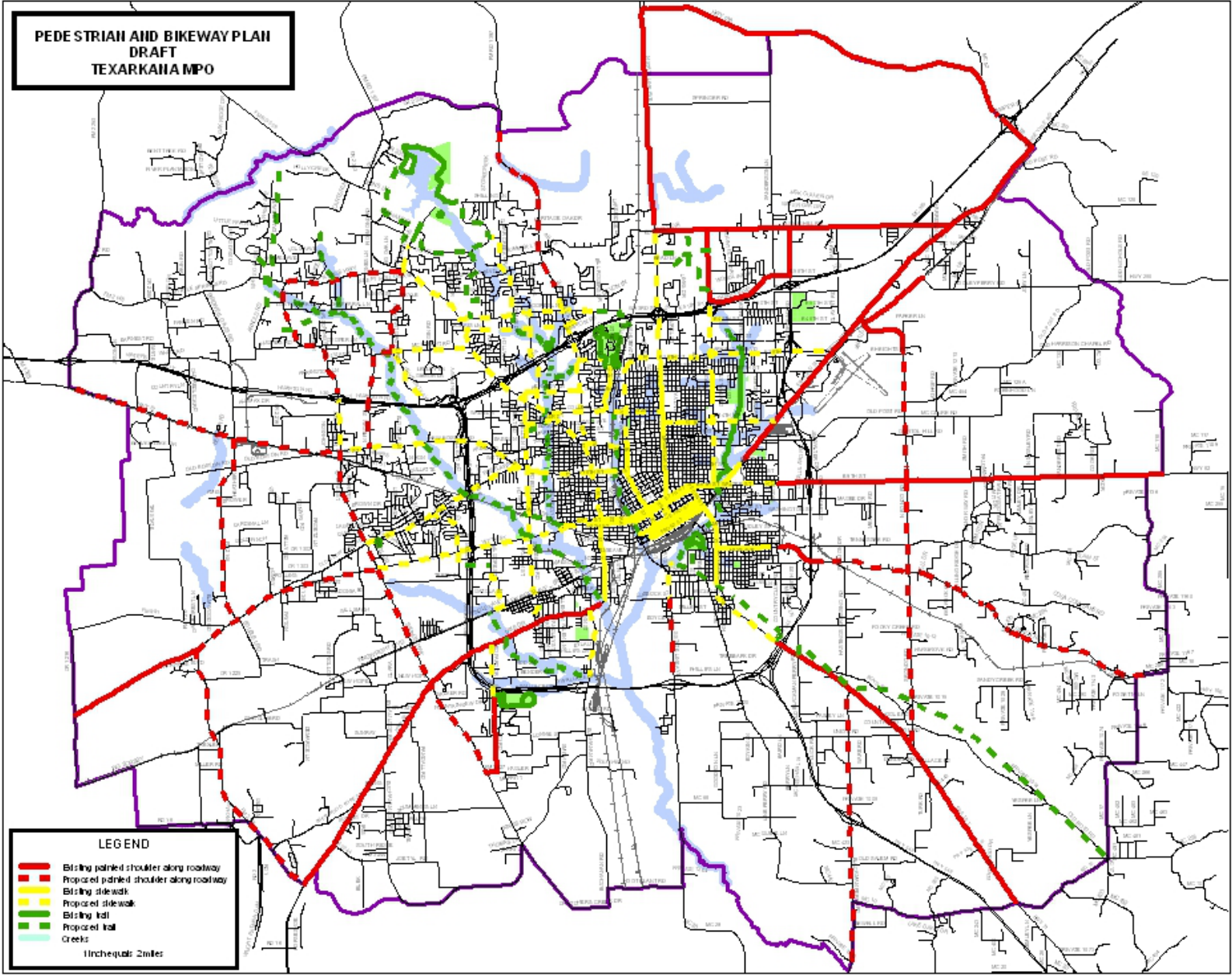
- One recommendation was to establish a Bicycle and Pedestrian Advisory Panel to continue updating and implementing this plan
- Include bicycle and pedestrian infrastructure when rebuilding/rehabilitating roads
- Enforce traffic laws related to bicyclists and pedestrians
- Include 4' shoulder of clear path (i.e., no rumble strip) on designated highway shoulders
- Work with the parks departments on Art in Public Places for bike racks and local branding
- Make easements more inclusive so they include ability for bicycle and pedestrian access (where appropriate)
- Build sidewalks (internal circulation) and connectivity in new subdivisions
- Traffic calming measure should not extend into bicycle lanes (or to edge of lane in wide curb lanes for mixed use)
- Inventory/Data gathering
- Utility easements
- Right-of-way on streets (for sidewalks) and railroads
- Roads with wide enough lanes to restripe and add a bike lane
- Identify abandoned railroad right-of-way
- Work with the police departments to collect meaningful, easily accessible bicycle and pedestrian crash data
- Install new yellow-green fluorescent (YGF) signs around schools

- Maintain (clean) highway shoulders on bike routes on a regular basis (provide method for bicyclists to report debris and other problems)
- Educate the public about bicycles and motor vehicles sharing the road
- Educate the public regarding children bicycling and walking to school
- Conduct a bicycle parking inventory and identify places to include bicycle parking (such as at parks, shopping centers, and public buildings)
- Provide bicycle and pedestrian access across IH 49 & IH 69 at multiple locations.

Current Trails and Paths

- Bobby Ferguson Trail – Bobby Ferguson Park, an eight mile long walking trail, at Four States Fairgrounds
- Bringle Lake Regional Park and Wilderness Area Nature Trails – Bike and walking trail at Bringle Lake near Texas A & M campus, currently expanding the facilities
- Nix Creek Trail – Walking, running, biking trail, 2.4 miles long between Arkansas Blvd, and E. 9th St. has parking
- Phillip McDougal Trail – Walking, running, biking trail, 1.75 miles long at Spring Lake Park south of I-30
- Sister Damian Murphy Trail – From Summerhill Rd. to Cowhorn Creek, connecting to Phillip McDougal trail, an off road bike/ ped path about ½ mile long
- Trice Trail – Short walking trail located at the 1500 block of 47th St.

Figure 5: 2009 Pedestrian and Bikeway Plan Map



Chapter 4 - Forecasts of Future Roadway Travel Demand

There are a lot of things that influence demand for travel some are obvious, such as employment. People go to and from work, and for a great many people, transportation is a significant part of their work.

People go to school, go shopping, make deliveries, go places for recreation or just pass the time, taking a walk, or riding a bike.

Travel is a part of almost everything we do, in one way or another. From the taxi driver, the postman, the pizza delivery person, to the train going by at 4 am, to the ambulance driver or the fire truck trying to get somewhere quickly. Just about everything.

When transportation planners and engineers talk about demand for travel, they are talking about something that almost all people take for granted, travel.

However, the planners and engineers are looking for answers to questions on how many trips people are going to make and by what mode of transportation, what routes are going to be traveled and whether the routes are becoming congested and potentially hazardous, how much maintenance will they need and will they have enough capacity for the travel that they will experience now and in the future.

Local and state public works and transportation departments count traffic on a regular basis, use historical studies on traffic generation for different land uses, and have developed standards of design and engineering to make travel safer, faster, and easier for the traveling public.

The transportation facilities we use every day take a long time to develop. Some facilities may take ten to twenty years to plan, design acquire land or right of way, and then build to stringent standards.

To accommodate the long lead-time of transportation projects it's necessary to forecast future travel and to anticipate transportation needs ten to 20 years out. There are many methods of forecasting personal travel and one of the traditional methods is a trip-based four-step model that follows these steps:

- Trip generation - this estimates the frequency of origins or destinations of trips in each zone by trip purpose
- Trip distribution - this uses a mathematical model (generally a "gravity" model) to match origins to destinations
- Mode choice - this computes what proportion of trips are made by the mode of travel (car, bus, walk, etc.)
- Route assignment - generally the assignment of a route uses the shortest path based on travel time

Forecasting and modeling use Transportation Analysis Zones (TAZ) to model point to point travel. These TAZs hold the demographic, employment, land use, and socioeconomic data mentioned above to estimate the generation of trips to and from households and to destinations such as work or shopping.

Once the TAZs are determined, trips are loaded onto a road network to estimate the traffic on specific streets and highways.

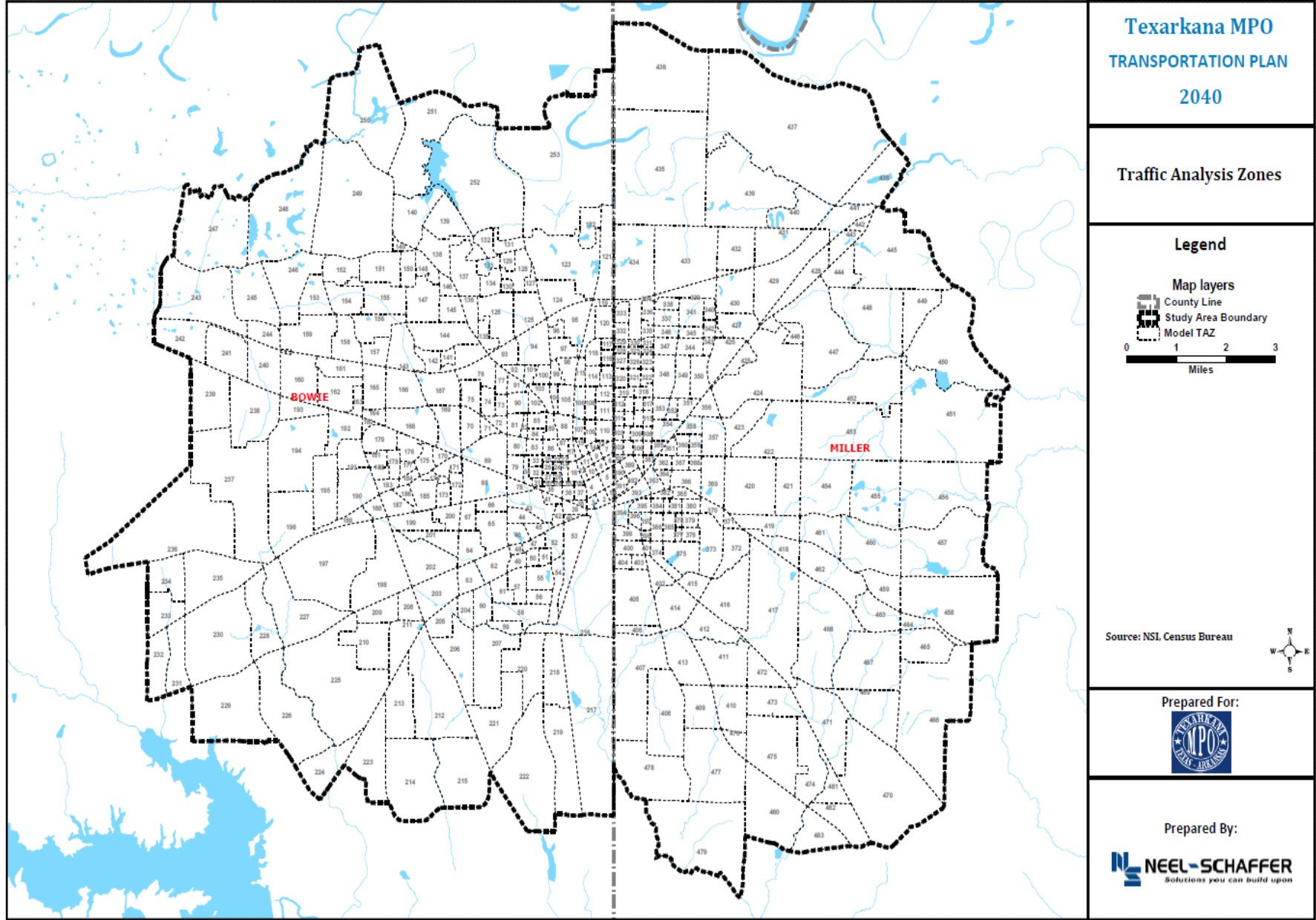
Once the modeler establishes a baseline, or control total that closely simulates actual traffic counts and observations, additional land uses and population changes are added to the baseline model. Then the model is run again and through a series of mathematical formulas, and "iterations", new estimates of future travel demands are generated.

But in the end, the modeler has to look at the results and evaluate as to whether those estimates are "reasonable", could these numbers actually occur?

It is possible to run multiple "what if" scenarios if there are more than one possible future developments or options.

These are the TAZs that were used in this plan.

Figure 6: TAZ map



Influences That Affect Travel Demand

When discussing demand, there are many aspects to consider, these are some of the influences that affect personal travel demand:

- Employment – generally more employment means more trips, and more travel. Frequently seen is a decline in trips in a declining area, or during a recession.
- Income – In general, a higher income leads to more trips, and frequently higher automobile ownership, which also increases trips
- Education – as shown later in this section, higher education attainment tends to increase employment and personal and/or household income, both influences increase trips or demand for travel
- Household size – again, in general, a larger household size may result in more trips (depending on household composition)
- Household composition – families with children will generally have more trips
- Relative costs of travel – people generally travel by the less expensive mode of travel, whether that expense is measured in the value of time, or the value in money. Lower income populations may value their monetary costs more than the time it takes to travel and will travel by a more time consuming mode. If costlier travel is unavoidable, it may the number of trips that get reduced rather than the costs.
- Trip length – similar to the gravity model, longer trips are usually made less frequently than shorter trips
- Seasonal causes – the same number of trips may actually remain nearly the same or decline a bit, but destinations and trip lengths may change (ex: school year variations)
- Ease of travel – an improvement to a transportation facility or mode encourages more travel

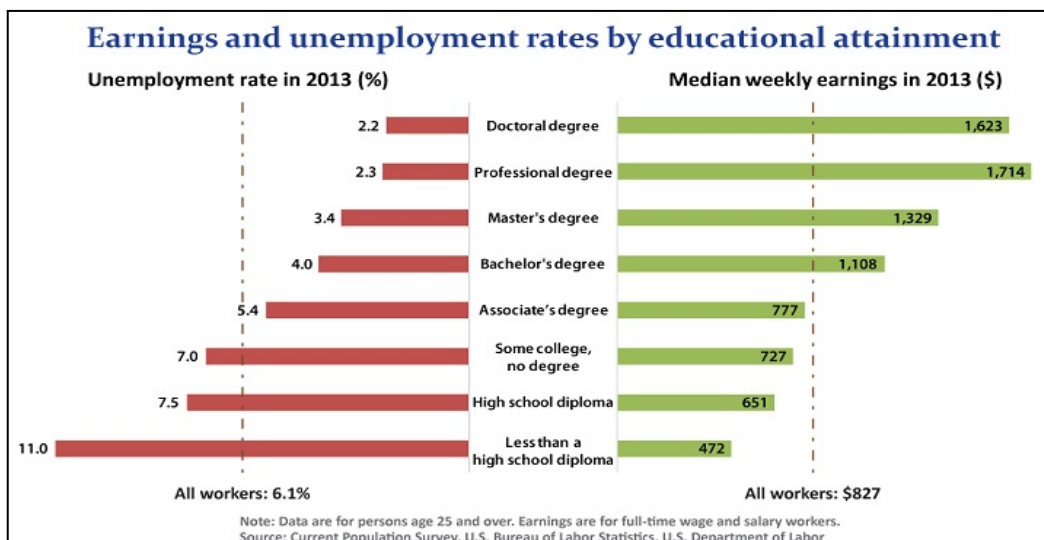
Educational Attainment Impacts on Employment and Income

Travel demand is a function of many things, one is employment and another is income. Educational Attainment is an indirect catalyst in travel demand through income and employment.

When employed, commuters travel to and from work on a somewhat predictable schedule, and when income is higher, automobile ownership and automobile trips both increase, the mode of travel selected may also change from public transportation or non-motorized transportation modes, to a personal automobile.

The following table and graph shows the impact that educational attainment has on employment as well as income, at the national level.

Figure 7: Earnings and Unemployment Rates by Educational Attainment



Development Patterns

When travel is easier, whether because of technology or cost, or removal of some other barrier, people can travel farther, faster and cheaper. For generations, as it became easier to travel, development spread out to further and further from the city core to the edges of the urban area. Businesses also spread out from the center to the edges to support those living on the fringes, or suburbs. Over time smaller towns also frequently grew together to form an almost continuous urban environment. As regional commerce centers replaced many of the local centers, or brought in more goods and services, people traveled further from home or combined trips, called trip chaining. For the most part, travel is now relatively cheap, it is easy, and it is still necessary.

Incident Management Systems

Incidents are unplanned events, crashes, and disasters, anything that requires rapid response. Prearranged plans and emergency management personnel are important here. If an incident on an access-controlled highway happens, traffic will immediately start backing up, and could be at a standstill for miles.

If an incident happens and travelers can access alternate routes traffic will tend to load onto the other alternatives and possibly overload the alternate routes.

This is where emergency management and preplanning pays off.

Measures of Capacity and Congestion – Levels of Service

The concept of Levels of Service (LOS) uses qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. The descriptions of individual LOS characterize these conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Five (5) levels-of-service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from A to E; with LOS A representing the best operating conditions and LOS E the worst. Each LOS represents a range of operating conditions. The following general statements apply to arterial LOS:

- LOS A describes a free-flow condition at average travel speeds. The ability to maneuver in the traffic stream is virtually unrestricted. Delay at signalized intersections is limited to that induced by the need for the signal installation.
- LOS B describes a primarily free-flow condition at average travel speeds. The ability to maneuver in the traffic stream is only slightly restricted. Delay at signalized intersections is minimal and not bothersome.
- LOS C represents stable operations with restricted maneuverability. The ability to change lanes in mid-block locations may be more restricted. Average speeds decline and delay at signals is induced by queues that may not clear. LOS D borders on a range where small increases in flow may cause substantial increases in approach delay and decreases in speed. LOS D may be due to adverse signal progression, excessive access drives, inappropriate signal timing, high volumes, or some combination of these factors. Lane changing becomes very restricted and extended queues may develop at signals.
- LOS E is characterized by significant delays and average speeds that are one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

The following travel flow characteristics (V/C Ratio) are used in determining needs and deficiencies during the planning process:

<u>LOS</u>	<u>Characteristics</u>
A	Virtually free flow, completely unimpeded – Volume/Capacity ratio is less than or equal to .60
B	Stable flow with slight delays, reasonably unimpeded – Volume/capacity ratio is .61 to .70
C	Stable flow with delays, less freedom to maneuver – Volume/Capacity ratio is .71 to .80
D	High Density but stable flow – Volume/Capacity ratio is .81 to .90
E	Operating conditions at or near capacity; unstable flow – Volume/Capacity ratio is .91 to 0.99
F	Forced flow, breakdown conditions - Volume/Capacity ratio is greater than 0.99
>F	Volume/Capacity ratios of greater than 1.10

Additional text when the consultant is done will go here

Chapter 5 - Financial Plan

This section presents a financial plan for implementing improvements to the transportation system. The purpose of the financial plan is to evaluate the resources available to build and maintain transportation facilities. It is based on an analysis of past funding, expected funding, and projected needs. Federal regulations mandate that a region's transportation plan be financially or fiscally constrained. This means that the Texarkana MPO must demonstrate that it is "reasonable" to expect enough funding will be available for the improvements identified.

Federal Guidance

23 CFR 450.322 (f) (10) requires "[a] *financial plan* that demonstrates how the adopted transportation plan can be implemented" (emphasis added). This section further requires "estimates of costs and revenue sources that are reasonably expected to be available" and identification of "all necessary financial resources from public and private sources that are reasonably expected to be made available". It also requires that revenue and cost estimates reflect "year of expenditure dollars." Projects, for which funding cannot be reasonably anticipated, but which would serve the transportation goals and objectives of the MPO, may be included "for illustrative purposes" should additional funding become available.

Revenue Sources

Federal Funding

MAP-21 and Highway Funding

On July 6, 2012, P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) became federal law, funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014.

MAP-21 is the first long-term highway authorization enacted since 2005. At the time of preparation of this plan, the rulemaking under MAP-21 is ongoing and much of its detail has yet to be finalized as the term of the legislation is drawing to a close. Many anticipate that Congress will adopt a continuing resolution, much as had been done under previous transportation act expirations, but that cannot be said with certainty. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAP-21 restructures core highway formula programs. Activities carried out under some existing formula programs such as the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program, are incorporated into the following new core formula program structure:

1. National Highway Performance Program (NHPP)
2. Surface Transportation Program (STP)
3. Congestion Mitigation and Air Quality Improvement Program (CMAQ)
4. Highway Safety Improvement Program (HSIP)
5. Railway-Highway Crossings (set-aside from HSIP)
6. Metropolitan Planning

It also creates two new formula programs:

1. Construction of Ferry Boats and Ferry Terminal Facilities – [not relevant for the Texarkana region]
2. Transportation Alternatives (TA) – a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs.

The Highway Trust Fund (HTF) is the source of funding for most of the programs in the Act. The HTF is comprised of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF. Although MAP-21 achieves dramatic policy and programmatic changes, reform of the way highway programs are funded remains a challenge for the future.

MAP-21 extends the imposition of the highway-user taxes, generally at the rates that were in place when the legislation was enacted, through September 30, 2016. In addition, it extends provision for deposit of almost all of the highway-user taxes into the HTF through September 30, 2016. Federal law regulates not only the imposition of the taxes, but also their deposit into and expenditure from the HTF. For the Highway Account, authority to expend from the HTF for programs under the Act and previous authorization acts is provided through September 30, 2014.

National Highway Performance Program (NHPP):

Under MAP-21, the enhanced National Highway System (NHS) is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials (including some not previously designated as part of the NHS) and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

The NHPP is authorized at an average of \$21.8 billion per year to support the condition and performance of the NHS, for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in an asset management plan of a State for the NHS.

Surface Transportation Program (STP):

MAP-21 continues the STP, providing an annual average of \$10 billion in flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects and public bus terminals and facilities.

Highway Safety Improvement Program (HSIP):

Safety throughout all transportation programs remains DOT's number one priority. MAP-21 continues the successful HSIP, with average annual funding of \$2.4 billion, including \$220 million per year for the Rail-Highway Crossings program.

Congestion Mitigation and Air Quality Improvement Program (CMAQ):

The CMAQ program, continued in MAP-21 at an average annual funding level of \$3.3 billion, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.

Transportation Alternatives (TA):

MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. This program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each State set aside from the State's formula apportionments. Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects.

Eligible activities include:

- Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities)
- Recreational trails program (program remains unchanged)

- Safe routes to schools program, and
- Planning, designing, or constructing roadways within the right-of way of former Interstate routes or other divided highways.

State Funding

Arkansas

The State of Arkansas funding for highway projects is derived primarily from state motor fuel taxes and vehicle registration fees. Other funding comes from the following sources:

Connecting Arkansas Program - The largest highway construction programs ever undertaken by the Arkansas State Highway and Transportation Department (AHTD). Thirty-one projects in 19 corridors intended to improve Arkansas' transportation system by expanding selected two-lane roadways to four-lane highways and adding new lanes to identified interstate highways. Through a voter-approved constitutional amendment, the people of Arkansas passed a 10-year, half-cent sales tax to improve highway and infrastructure projects throughout the state (expires in 2023).

However, none of the 31 projects scheduled for this program are in the Texarkana MPO area.

Interstate Rehabilitation Program (IRP) - In a special election held November 8, 2011, the citizens of Arkansas voted to allow the Arkansas Highway Commission to issue up to \$575 million in Grant Anticipation Revenue Vehicle, or GARVEE bonds to help finance improvements and repairs to existing Interstates in Arkansas.

Historic Bridge Program - The purpose of the Historic Bridge Program is twofold; first is to produce a statewide inventory of bridges eligible for inclusion on the National Register of Historic Places; second is to document, rehabilitate or preserve historic bridges that are programmed for replacement by AHTD.

No historic bridges were found for Miller County.

Arkansas Recreational Trails Program - This program, administered by the Arkansas State Highway and Transportation Department (AHTD), provides funding to local project sponsors (public and private/nonprofit agencies) to construct and maintain motorized and non-motorized recreational trails and trail support facilities.

The Recreational Trails Program (RTP) is a reimbursement-type grant program and provides for an 80 percent federal and 20% non-federal share for each project. The main priority in allocating funding is for the construction of new trails and for major maintenance of existing trails.

No "up-front" or "start-up" funds are available at this time.

Safe Routes To School (SRTS) - A Federal-aid Highway Program administered in Arkansas by the Arkansas State Highway and Transportation Department (AHTD). This program is carried over in MAP-21.

Four types of projects have been established: Planning Grant, Walking School Bus Grant, Education Grant, and Infrastructure Grants. The SRTS Advisory Committee evaluates all of the applications and determines which applicants will receive funding.

Scenic Byways Program - established shortly after Congress passed the Intermodal Surface Transportation Efficiency Act of 1991, this federal legislation created the framework to develop a network of National Scenic Byways, and All American Roads. The Act also encouraged each state to develop its own state scenic byway program.

State Transit Trust Fund

This Program distributes State funds from the rental tax on short-term rentals of vehicles. Funds are distributed to nonurban, urbanized, and human service organizations for operating and capital assistance. AHTD receives approximately \$3.5 million per year.

City of Texarkana, AR

Highway-User Revenue Turnback:

Funds from this revenue source are allocated to each municipality based on a population apportionment from the most recent federal census. The revenue is generated by designated road user taxes, state motor fuel taxes, motor vehicle registration fees, title transfer fees, driver search fees, and interest income. The funds may be used for maintenance, construction, and reconstruction of city and county roads and bridges, and parking for specified county facilities. Cities may also use a specified amount for transit.

Three Mill Road Tax:

The County Quorum Court may levy a county road tax on an annual basis that does not exceed three (3) mills. Revenue generated on property inside a city is evenly shared between the city and county. Revenue generated from property outside the city is for use by the county only.

Local Option Sales Tax:

A county or city may initiate this tax subject to voter approval. The county or a city can levy this tax separately. These funds can be used for almost any type of development or streets.

Arkansas Community and Economic Development Program (ACEDP):

This funding source can be used for street, bridge, and drainage projects within cities and counties. The funds are available through the Arkansas Department of Economic Development on a competitive basis and eligibility requirements restrict their use for meeting street improvement needs citywide or countywide.

Revenue Bonds:

Improvements on the local road system can be financed by cities and counties through these bonds. A dedicated revenue source is required to pay back the bonds and the sale of the bonds is subject to voter approval.

Project funding for the City of Texarkana, AR is based on Capital Improvement expenditures that are historically funded by Revenue Bonds. The same cost inflation factors used for AHTD projects were applied to local Arkansas projects.

Arkansas 2015 – 2040 Revenue Projection

Arkansas	Federal Program NHPP (National Highway Performance Program) (x1000)				STP (x1000)				HSIP (x1000)	(TAP) (x1000)	STATE (x1000)	REC. TRAILS PROG (x1000)
	NHS	Bridge	2014-2024 IM	2025-2040 IM	STP	Bridge	City Bridge	Intersection Improvements & Signals	Highway Safety Improvement Program	Transportation Alternatives Program Area < 200,000	Maintenance	Statewide Recreational Trails
2014	\$1,945	\$602	\$503	\$0	\$227	\$178	\$14	\$67	\$367	\$117	\$1,969	\$1,445
TOTAL 2015-2019	\$10,956	\$3,390	\$2,833	\$0	\$1,279	\$1,003	\$79	\$377	\$2,068	\$660	\$10,768	\$8,139
TOTAL 2020-2024	\$13,329	\$4,126	\$1,946	\$2,395	\$1,556	\$1,219	\$96	\$459	\$2,514	\$802	\$12,482	\$9,904
TOTAL 2025-2040	\$78,677	\$24,353	\$1,946	\$30,108	\$9,180	\$7,200	\$565	\$2,712	\$14,844	\$4,733	\$67,422	\$58,452
TOTAL	\$102,962	\$31,869	\$6,725	\$32,503	\$12,015	\$9,422	\$740	\$3,548	\$19,426	\$6,195	\$90,672	\$76,495

AHTD: P&R: SP:AW-SRM 5/09/2013

2015 to 2019 Fiscally Constrained Project List

County	Facility Name	Project Limits	Project Description	Existing MPO ID Number	State Job Reference Number	Funding Sources	Year of Expenditure (YOE)	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Miller	Various facilities	Inside Study Area Boundary	Routine Maintenance		N/a	State	2015-2019	\$10,767,000	\$10,767,000
Miller	Interstate 30	Highway 108 to Highway 67	Concrete Pavement Restoration	N/a	BB0310	Federal and State	2015	\$6,300,000	\$7,250,000
Miller	Highway 71	Nix Creek	Bridge Rehabilitation or Replacement	N/a	N/a	Federal and State	2019	\$1,370,000	\$1,760,000
Total 2015 to 2019 Projects								\$7,670,000	\$9,010,000

2020 to 2024 Fiscally Constrained Project List

County	Facility Name	Project Limits	Project Description	Existing MPO ID Number	State Job Reference Number	Funding Sources	Year of Expenditure (YOE)	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Miller	Various facilities	Inside Study Area Boundary	Routine Maintenance		N/a	State	2020-2024	\$12,482,000	\$12,482,000
Miller	Highway 67	Nix Creek	Bridge Rehabilitation or Replacement	224	N/a	Federal and State	2022	\$1,140,000	\$1,460,000
Total 2020 to 2024 Projects								\$13,622,000	\$13,942,000

2025 to 2040 Fiscally Constrained Project List

County	Facility Name	Project Limits	Project Description	Existing MPO ID Number	State Job Reference Number	Funding Sources	Year of Expenditure (YOE)	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Miller	Various facilities	Inside Study Area Boundary	Routine Maintenance	299	N/a	State	2025-2040	\$54,939,000	\$54,939,000
Miller	Interstate 30	Highway 71 (State Line) to Interstate 49	Reconstruction	220	N/a	Federal and State	2025	\$28,800,000	\$33,100,000
Miller	Interstate 30	Interstate 49 to Highway 108	Reconstruction	245	N/a	Federal and State	2030	\$40,900,000	\$47,000,000
Miller	Highway 151	State Line to Interstate 49	Rehabilitation	N/a	N/a	Federal and State	2030	\$9,800,000	\$11,300,000
Miller	Interstate 49	Highway 151 to Highway 82	Rehabilitation	N/a	N/a	Federal and State	2030	\$24,500,000	\$28,200,000
Miller	Highway 108	Interstate 30 Overpass	Bridge Rehabilitation or Replacement	N/a	N/a	Federal and State	2035	\$4,400,000	\$5,300,000
Miller	SH 296 (Sugar Hill Road)	Interstate 30 Overpass	Bridge Rehabilitation or Replacement	216	N/a	Federal and State	2035	\$3,800,000	\$4,500,000
Total 2025 to 2040 Projects								\$112,200,000	\$129,400,000

2015 to 2019 Bicycle and Pedestrian Fiscally Constrained Project List

County	Facility Name	Project Limits	Project Description	Existing MPO ID Number	State Job Reference Number	Funding Sources	Year of Expenditure (YOE)	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Miller	Nix Creek Trail	From Nix Creek at Kyle Street to Pinehurst Street	Construct +/- 2600 LF multi-use trail	636	N/a	Grant - Texarkana, AR	2015	\$150,073	\$150,073
Miller	Nix Creek Trail	From Hobo Jungle Trail to Mockingbird Junction at State Line	Construct +/- 2300 LF multi-use trail	633d	N/a	Grant - Texarkana, AR	2018	\$137,884	\$137,884
Total 2015 to 2019 Projects								\$287,957	\$287,957

2020 to 2024 Bicycle and Pedestrian Fiscally Constrained Project List

County	Facility Name	Project Limits	Project Description	Existing MPO ID Number	State Job Reference Number	Funding Sources	Year of Expenditure (YOE)	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Miller	Nix Creek Trail	From Nix Creek Trail to Boys & Girls Club Property	Construct multi-use bridge (~110 LF) and approaches	633c	N/a	Grant - Texarkana, AR	2020	349,405	\$349,405
Total 2020 to 2024 Projects								\$349,405	\$349,405

Arkansas Illustrative List of Projects

County	Facility Name	Project Limits	Project Description	Existing MPO ID Number	State Job Reference Number	Funding Sources	Estimated Year of Expenditure (YOE)	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Miller	Highway 71 (State Line)	Highways 67/82 to Interstate 30	Reconstruction			Federal and State	2025	\$14,000,000	\$28,000,000
Miller	SH 237 (Rondo Road)	From US 71 (East Street) to US 82 (East 9th Street)	Reconstruct existing 2 lane road	215	N/a	Federal and State	2040	N/a	N/a
Miller	SH 237 (Rondo Road)	From US 71 (East Street) to US 82 (East 9th Street)	Widen 2 lanes to 3 lanes	234	N/a	Federal and State	2040	N/a	N/a
Miller	SH 245	At US 67/Union Pacific Railroad Bridge	Replace structure	226	N/a	Federal and State	2040	N/a	N/a
Miller	SH 196 (Division Avenue)	From US 71 (East Street) to SH 245	Reconstruct 2 lanes to 3 lanes	219	N/a	Federal and State	2040	N/a	N/a
Total Estimated								\$14,000,000	\$28,000,000

Texas

Anticipated Revenues

Here again, traditionally, the primary source of transportation funding has been motor fuels taxes and registration fees. As with the federal Highway Trust Fund, the state revenues have not kept up with growing demands due to increases in fuel efficiency (less fuel sold means less tax money), inflation (a general increase in prices such as materials and labor for projects), aging infrastructure (every piece of infrastructure has a life span, if maintenance is delayed, that shortens the lifespan and increases the earlier costs), and there are other factors. Simple expectations of a 3% per year revenue increase with an annual 4% increase in project costs indicates that at some point, costs will exceed revenues and tough decisions will need to be made. According to the USDOT and State DOTs, that moment may have arrived. At the time this plan was written, the Highway Trust Fund may be insolvent in 2014.

These are the three major sources of revenue Texas uses to fund state roadways.

- State fuel tax—20 cents per gallon for gasoline (last raised in 1991) and 20 cents per gallon for diesel fuel (last raised in 1991).
- Federal fuel tax—18.4 cents per gallon for gasoline (last raised in 1993) and 24.4 cents per gallon for diesel (last raised in 1993).
- Vehicle registration fees—\$50.75 for personal cars (as of September 1, 2010). For commercial vehicles, the registration fee is based on the weight of the vehicle. These fees range from \$54 to more than \$840.

Funding Texas Highway Projects

The Texas Administrative Code (TAC) specifies twelve funding categories for highway related projects.

The following table shows the categories and the magnitude of 10-year statewide Highway funding in Texas:

Table 26: Texas Statewide UTP Funding - 2014 - 2023

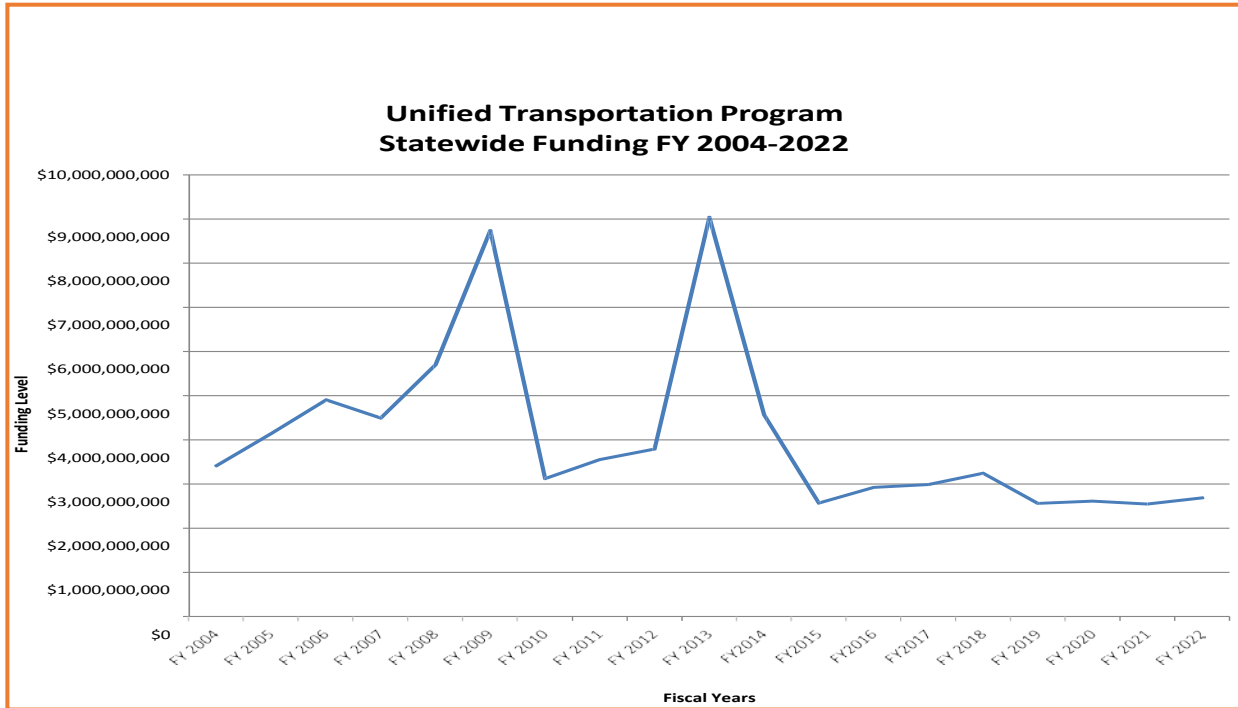
Funding Category	2014 - 2023 UTP Funding
1 - Preventative Maintenance and Rehabilitation	\$11,797,220,000
2 - Metro and Urban Area Corridor Projects	\$1,703,430,000
3 - Non-Traditionally Funded Transportation Projects	\$7,268,830,000
4 - Statewide Connectivity Corridor Projects	\$0
5 - Congestion Mitigation and Air Quality Improvement (CMAQ)	\$1,521,430,000
6 - Structures Replacement and Rehabilitation	\$2,500,000,000
7 - Metropolitan Mobility and Rehabilitation	\$2,847,270,000
8 - Safety	\$1,711,310,000
9 - Transportation Enhancements	\$633,310,000
10 - Supplemental Transportation Projects	\$746,060,000
11 - District Discretionary	\$623,810,000
12 - Strategic Priority	\$2,305,730,000
Total	\$33,658,400,000

Note: Categories 1, 5, 6, 7, 8, 9, parts of 10, and 11 are allocations, while categories 2, 3, 4; parts of 10, and 12 are project-specific categories.

Future Forecasts

TxDOT forecasts show expected state funding as flat for the next 8 to 10 years. This will be reflected in an absence of projects not dedicated to rehabilitation and maintenance (System Preservation). Indeed, the 2014 UTP shows no funding allocations to the Texarkana area through 2021. If funding does materialize, projects from outer years may be moved forward or projects in the Illustrative list may be moved into the TIP and funded.

Figure 8: Texas Statewide Funding Projections Out To 2022



Source:
Source:

Texas 2014 UTP

Grouped Projects

For projects that are not determined to be regionally significant, the FHWA has allowed TxDOT to develop statewide groupings of projects that are identified by a statewide "Control-Section-Job number" or (CSJ). Use of statewide groupings of projects allows for a more efficient method of programming and letting projects and decreases the need to make revisions to the Transportation Improvement Program (TIP).

These are the statewide grouped projects:

- Preliminary Engineering
- Right of Way Acquisition
- Preventive Maintenance and Rehabilitation
- Bridge Replacement and Rehabilitation
- Railroad Grade Separations
- Safety
- Landscaping
- Intelligent Transportation Systems Deployment
- Bicycle and Pedestrian
- Safety Rest Areas and Truck Weight Stations

Historic Funding as an Indicator of Future Reasonably Anticipated Funding

Texas

When uncertainty of the future prevents clear revenue forecasts, historic levels of funding are used in forecasting future revenues. Historic data from Texas for 2002 through 2013 show that although Texarkana region received funding in 10 categories, the annual distribution was not consistent year to year either in amount or dependability.

The completion of the IH 30 corridor project resulted in an extremely large amount of funding being spent in 2006. This spending was \$133.39 million out of a total year expenditure of \$156 million, or 85.5%. This was a consideration when calculating future anticipated funding, so to prevent distortion of funding totals, 2006 was removed from the 12 years used in calculating average annual funding.

Taken over an 12 year time period, from 2002 to 2013, and discarding 2006 as an anomaly, each funding category was averaged out to come up with an annual average and then combined into two five-year finding periods and an outer year period from 2025 to 2040.

Note: Category 3 (now Category 2) has been modified to include sub category 2M (TMAs) and 2U (non-TMA) allocations that are not identified as funded in the 2014 UTP.

Since the Texarkana MPO region does not get direct allocations other than planning funds, the most likely funding for any projects other than maintenance and system preservation would be through TxDOT projects. With current state and federal budget problems facing transportation funding, the Texarkana region should not expect projects other than those projects that are a priority to TxDOT (and the MPO members) on the Texas side.

Local Funding

At the local level, the main source of funding for transportation projects and infrastructure remains general obligation bonds or revenue bonds. The use of bonds will continue as long as debt is relatively inexpensive and the public continues to oppose city property tax rate increases. Challenges in funding the needs of the transportation system in the Texarkana MPO and its member agencies include:

- No major dedicated transportation funding source.
- Dependence on traditional funding sources for roadway maintenance programs.
- Competing interest for limited local dollars (i.e., crime, education and other social issues versus transportation).
- Inability to accurately project revenues and budget allocations for capital and maintenance programs.
- Lack of alternative transportation funding mechanisms to supplement and leverage federal and state funds.
- Reliance on increased property values to generate additional revenue as opposed to an increase in the property tax rate.

Development Related Transportation Funding Options in Texas:

- **State Infrastructure Bank Loans:** The State Infrastructure Bank (SIB) is a revolving loan fund that allows borrowers to access capital funds at or lower-than market interest rates. SIB financial assistance can be granted to any public or private entity authorized to construct, maintain or finance an eligible transportation project. Visit State Infrastructure Bank for details.
- **Transportation Reinvestment Zones:** A transportation reinvestment zone (TRZ) is an innovative financing mechanism in which captured ad valorem tax increments are set aside to finance transportation projects. Visit Transportation Reinvestment Zones for more information.
- **Regional Mobility Authority:** A regional mobility authority (RMA) is a political subdivision formed by one or more counties to finance, acquire, design, construct, operate, maintain, expand or extend transportation projects. These projects may be tolled or non-tolled. The Texas Legislature authorized RMAs in 2001 to provide a flexible way to address local transportation needs and to develop projects quickly. Individual counties or multiple counties can

create a single RMA entity. They receive funding for initial project development from the sale of bonds. They may also seek a loan or grant from TxDOT. See a list of regional mobility authorities.

- **Local Funds and Fees:** Local governments collect various fees and taxes to generate revenue for transportation projects. This local revenue in combination with state and federal funds can finance eligible transportation projects. For more information on tax-related programs, visit the state Comptroller's site.
- **Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants:** This U.S. Department of Transportation program provides an opportunity for state and local governments, metropolitan planning organizations, transit agencies and port authorities to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Each round of the TIGER program is different, but grants are generally awarded for capital investments in surface transportation infrastructure on a competitive basis. For more information see TIGER grants.
- **Comprehensive Development Agreements (CDAs) and Public-Private Partnerships (P3s):** These are agreements with private entities that allow for greater private sector participation in the delivery and financing of transportation projects. Visit partnerships for more information.
- **Transportation Development Credits:** Toll or transportation development credits are a federal transportation-funding tool that states can use to meet federal funding matching requirements. Visit transportation development credits for details.

City of Texarkana, TX

The city anticipates the continued use of General Obligation Bonds and Certificates of Obligation to fund projects. The same cost inflation factor used for TxDOT projects were applied to the City of Texarkana, TX projects. However, the City of Texarkana, TX determined that a Total Project Cost factor of 2.5% was more reasonable for their program.

Funding for Transportation Plans and Projects

The funding for transportation plans and projects comes from a variety of sources including the federal government, state governments, special authorities, public or private tolls, local assessment districts, local government general fund contributions (such as local property and sales taxes) and impact fees.

However, federal funding—transferred to the state and later distributed to metropolitan areas—is typically the primary funding source for major plans and projects. Federal transportation funding is made available through the Federal Highway Trust Fund and is supplemented by general funds. It is important to remember that most FHWA sources of funding are administered by the state DOTs. The state DOT then allocates the money to urban and rural areas based on state and local priorities and needs. Most transit funds for urban areas are sent directly from the FTA to the transit operator. Transit funds for rural areas are administered by the state DOT.

MAP-21 authorizes federal transportation funding through September 2014, at an annual level of \$52.6 billion. So, MAP-21 apportions 92.6 percent of its funds by formula.

MAP-21 makes formula apportionments (also known as "contract authority") of the core highway programs to state Departments of Transportation (DOTs) at a level of \$37.5 billion in FY 2013 and \$37.87 billion in FY 2014.

Texas 2025 - 2040 Anticipated Revenue

MTP Time Periods ->		FY 2015 - 2019 (5-year)		FY 2020 - 2024 (5-year)		FY 2025 - 2040 (16-year)		2015 - 2040 Total	
Category	Description	Anticipated	Programmed	Anticipated	Programmed	Anticipated	Programmed	Anticipated	Programmed
1	Preventive Maintenance and Rehabilitation	\$8,739,866	\$8,739,866	\$10,300,000	\$10,300,000	\$32,520,000	\$32,520,000	\$51,559,866	\$51,559,866
2M or 2U	Urban Area (Non- TMA) Metropolitan Corridor Projects	\$0	\$0	\$0	\$0	\$48,000,000	\$63,699,827	\$48,000,000	\$63,699,827
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$1,271,888	\$1,271,888	\$900,000	\$900,000	\$4,577,293	\$4,577,293	\$6,749,181	\$6,749,181
7	STP - Metro Mobility & Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety - HSIP/RR Highway Crossing	\$5,810,731	\$5,810,731	\$5,900,000	\$5,900,000	\$18,000,000	\$18,000,000	\$29,710,731	\$29,710,731
9	Transportation Enhancements / TAP	\$920,770	\$920,770	\$628,948	\$628,948	\$1,060,251	\$1,060,251	\$2,609,969	\$2,609,969
10	Supplemental Transportation - 9 components	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$17,000,000	\$0	\$17,000,000	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$16,743,255	\$16,743,255	\$17,728,948	\$17,728,948	\$121,157,544	\$119,857,371	\$155,629,747	\$154,329,574

2015 to 2019 Fiscally Constrained Texas Project List (1st 5-year period)

County	Facility Name	Project Limits	Project Description	2035MPO ID Number	Funding Source	YOE Base Year	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Bowie	Various	Inside Study Area Boundary	Preventive Maint. Rehab (CAT 1)	49	Federal and State	2015 to 2019	\$8,739,866	\$8,739,866
Bowie	Various	Various locations	Grouped Projects (Cat 6)		Federal and State	2015-2019	\$1,023,899	\$1,271,888
Bowie	Various	Various locations	Grouped Projects (Cat 8)		Federal and State	2015-2019	\$3,879,888	\$5,810,731
Bowie	Texarkana City	Downtown Streetscape	Lighting, sidewalks (CAT 9)		Federal and Local	2015	\$783,462	\$920,770
Total							\$14,427,115	\$16,743,255

For Grouped Projects, see the current TIP

2020 to 2024 Fiscally Constrained Texas Project List (2nd 5-year period)

County	Facility Name	Project Limits	Project Description	2035 MTP ID Number	Funding Source	YOE Base Year	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Bowie	Various	Inside Study Area Boundary	Preventive Main. Rehab (CAT 1)	51	Federal and State	2020 to 2024	\$10,300,000	\$10,300,000
Bowie	Various	Inside Study Area Boundary	Replace deficient bridges (CAT 6)	52	Federal and State	2020 to 2024	\$900,000	\$900,000
Total							\$11,200,000	\$11,200,000

2025 to 2040 Fiscally Constrained Texas Project List (outer years)

County	Facility Name	Project Limits	Project Description	2035 MTP ID Number	Funding Source	YOE Base Year	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Bowie	Various	Inside Study Area Boundary	Preventive Maint. Rehab (CAT 1)	51	Federal and State	2025 to 2040	\$32,000,000	\$32,000,000
Bowie	Various	Inside Study Area Boundary	Replace deficient bridges (CAT 6)	52	Federal and State	2025 to 2040	\$4,577,293	\$4,577,293
Bowie	FM 989	From IH 30 south frontage road to 0.5 mile south of US 82 (CAT2)	Widen from existing 4-lanes to 6-lanes (CAT 2)	38	Federal and State	2025	\$7,216,000	\$9,236,480
Bowie Check totals	US 82 W	From 0.2 mile west of US 59 to 0.7 mile west of FM 989	Widen from existing 2-lanes to 4-lanes with flush median (CAT 2)	7	Federal and State	2025	\$24,600,000	\$31,488,000
Bowie	US 67	From 0.2 mile west of FM 989 to FM 2148 (S)	Widen from existing 4 lane to 4 lanes with flush median (CAT 2 poss. 6)	12	Federal and State	2027	\$25,800,000	\$33,024,000
Bowie	FM 2878	From FM 559 to FM 1297	Widen from existing 2 lanes to 4 lanes with flush median (CAT 2)	16	Federal and State	2029	\$10,800,000	\$13,824,000
Total 2010 to 2040 Cost Estimates							\$104,993,293	\$124,149,773

Pair IH30 and FM2878

2015 to 2019 Bicycle and Pedestrian Fiscally Constrained Texas Project List

County	Facility Name	Project Limits	Project Description	2035 MTP ID Number	State Job Reference Number	Funding Sources	YOE Base Year	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Bowie	FM 559 (Richmond Rd)	From SH 93 (Summerhill Road) to Kennedy Lane	Construct new sidewalks (CAT 9)	626	n/a	Grant/Texarkana, TX	2014	\$425,829	\$451,378
Bowie	Cowhorn Creek Corridor (A)	TNER RR to US 82 (New Boston Road)	Construct multi-use facility	627a	N/a	Grant/Texarkana, TX	2014	\$304,163	\$322,413
Bowie	Cowhorn Creek Corridor (B)	FM 559 (Richmond Road) to IH 30 south frontage road	Construct multi-use facility	627b	N/a	Grant/Texarkana, TX	2016	\$328,983	\$348,722
Bowie	Cowhorn Creek Corridor (C)	US 82 (New Boston Road) to FM 559 (Richmond Road)	Construct multi-use facility	627c	N/a	Grant/Texarkana, TX	2018	\$355,828	\$377,178
Total 2015 to 2019 Projects								\$1,414,803	\$1,499,691

2020 to 2040 Bicycle and Pedestrian Fiscally Constrained Texas Project List

County	Facility Name	Project Limits	Project Description	2035 MTP ID Number	State Job Reference Number	Funding Sources	YOE Base Year	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Bowie	SH 93 Summerhill Rd	From US 67 (West 7th Street) to US 82 (New Boston Road)	Construct new sidewalks (CAT 9)	621	N/a	Grant/Texarkana, TX	2023	\$779,254	\$997,446
Bowie	Swampoodle Creek Corridor (A)	Spring Lake Park at Rio Grande Ave to College Dr at KCS RR	Stripe/Sign on street route	632a	N/a	Grant/Texarkana, TX	2020	\$76,973	\$98,525
Bowie	Swampoodle Creek Corridor (B)	KCS RR at College Drive to US 82 (New Boston Road)	Construct multi-use facility	632b	N/a	Grant/Texarkana, TX	2022	\$333,015	\$426,259
Bowie	Swampoodle Creek Corridor (C)	US 82 (New Boston Road) to Downtown Texarkana	Construct multi-use facility	632c	N/a	Grant/Texarkana, TX	2024	\$360,189	\$461,042
Total 2020 to 2040 Projects								\$1,549,431	\$1,983,272

Texas Illustrative List of Projects

Facility Name	Project Limits	Project Description	MPO ID Number	Funding Sources	YOE Base Year	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
FM 989	From 0.5 mi South of US 82 to 0.1 mi North of US 59	Widen existing 4 lanes to 4 lanes with flush median	44	Federal and State	2036	\$34,888,760	\$44,657,613
FM 989	From IH 30 to Myrtle Springs Road	Widen 2 lanes to 4 lanes with flush median	46	Federal and State	2036	\$31,717,054	\$40,597,830
US 82	From LP 14 to W of Cowhorn Creek	Widen existing 4 lanes undivided to 4 lanes divided with flush median	14	Federal and State	2036	\$10,956,801	\$14,024,705
FM 558	From SH 93 to LP 151	Widen existing 2 lanes to 4 lanes divided with flush median	13	Federal and State	2036	\$31,428,717	\$40,228,758
IH 30	West of FM 989 to Arkansas State Line	Widen existing 4 lane freeway to 6 lane freeway	21	Federal and State	2036	\$104,738,364	\$134,065,105
US 59 IH 369	From IH 30 to SH 93	Widen existing 4 lane freeway to 6 lane freeway	24	Federal and State	2036	\$53,918,992	\$69,016,310
Northern Loop	From IH 49 to IH 30	Route location study for rural highway	43	Federal and State	2036	\$645,874,561	\$826,719,438
IH 49	From US 59/71 to Red River	Construct 4-lane High Priority Highway (main lanes)	22	Federal and State	2036	\$143,015,081	\$183,059,304
Total Unconstrained Projects						\$1,154,572,862	\$1,477,853,263

Public Transportation Financial Plan

MAP-21 and Transit Funding

Urbanized Area Formula Grants (Section 5307):

The Urbanized Area Formula Grant Program subsidizes the operating and/or capital cost of transit services. This is the primary source of Federal funding for T-Line. Eligible expenses include planning, engineering, most administration, preventive maintenance, fuel, parts and operating costs. This program requires a matching ratio of 80% federal and 20% local for capital items except for vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act, in which case the matching ratio is 90% federal and 10% local. The federal share may not exceed 50% of the net project cost for operating assistance. These funds are allocated by a formula based on population, population density, and number of low-income persons for urban areas with a population between 50,000 and 199,999.

Capital Investment Program (Section 5309):

MAP-21 discontinued this program, however some funds remain available through TxDOT or AHTD and may be provided to T-Line through TRAX. The Capital Investment Program is divided into three categories: Modernization of existing rail systems, new rail systems, and New and replacement buses and facilities. The Bus category is the only one from which the Texarkana urbanized area is eligible to receive funds. These funds are used to subsidize the purchase of buses, bus-related equipment and paratransit vehicles, and for the construction of bus-related facilities. Funding under this program is available for three (3) years once allocated and is subject to a match ratio of 80% federal and 20% local.

Rural Area Formula Grants (Section 5311):

5311 provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. Eligible recipients/sub recipients include States, Indian tribes, local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a recipient. Federal funding is provided to TRAX within the Texarkana planning area through TxDOT. This program also supports the former Job Access and Reverse Commute (JARC) program activities.

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310):

The Elderly and Persons with Disabilities Program subsidizes transportation services to seniors and disabled persons. Eligible expenses may include capital projects, and at the option of the recipient, operating assistance, the acquisition of transportation services by contract, lease, or other arrangement. While the assistance is intended primarily for private nonprofit organizations, public bodies that coordinate services for the elderly and persons with disabilities, or any public body that certifies to the state there are no nonprofit organizations in the area that are readily available to carry out the service, may receive these funds. The funds are allocated by a formula that considers the number of elderly and disabled individuals in each state. The program has an 80% federal and 20% local match requirement for capital projects and a 50% federal and 50% local match requirement for operating projects.

Bus And Bus Facility Formula Program

The Bus and Bus Facility Formula Program (**Section 5339**): This federal transit program provides capital assistance to replace, rehabilitate and purchase buses and related equipment as well as construct bus-related facilities. The TxDOT and the AHTD administer funds allocated to urban public transit systems with populations of less than 200,000 persons and rural public transit system. Public transit systems in urban areas with over 200,000 persons are allocated funds directly from FTA. T-Line and TRAX are both eligible recipients of these funds. T-Line may receive from either or both states in any year that program funds are appropriated.

5309 Bus and Bus Facilities Program (Ladders of Opportunity Initiative) – a short-term program

This Ladders of Opportunity Initiative makes funds available to public transportation providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including

programs of bus and bus-related projects for assistance to sub recipients that are public agencies, private companies engaged in public transportation, or private non-profit organizations. Projects may include costs incidental to the acquisition of buses or to the construction of facilities, such as the costs of related workforce development and training activities, and project development.

Ark-Tex Council of Governments (ATCOG)

ATCOG provides services to elderly persons and persons with disabilities through the Rural Transit District (TRAX) in the non-urbanized areas of the Texarkana MPO Study Area. TRAX is sub-allocated funding under the 5310 Elderly and Persons with Disabilities Program through the Atlanta District of TxDOT. Based on information provided by TxDOT, TRAX can reasonably anticipate revenues totaling over \$ 3.2 million for the life of this plan. This estimate is based on a 2014 fiscal year allocation without an inflation factor. A local matching share is not estimated due to changes in MAP-21 that allow Section 5310 funds to be used for both capital and operating assistance.

Anticipated Transit Funding for 2015 through 2040

In addition to the estimated fare box revenues, the T-Line can reasonably anticipate receiving federal funds through the 5307 Urbanized Area Formula Grant Program. Additional revenue may become available through the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, and 5339 Bus and Bus Facility Formula Program. Both TxDOT and AHTD provide state revenues as matching funds for transit operations T-Line. In Arkansas, additional Small Urban 5307 from urbanized areas without transit systems funds may be made available to T-Line. In Texas, the 5310 program funds are allocated to TxDOT Districts for programming and sub allocation to human service providers on an annual basis. 5310 funds may also be available to non-profit through AHTD on an annual statewide application basis.

Revenue Assumptions:

Arkansas Assumptions = Grow 1% from 2013 to 2016, grow 0.5% each year thereafter

Texas Assumptions = Texas amounts are held constant for each year throughout the MTP period.

State Safety & Bus are grown 1% every six years because they are set amounts under MAP-21.

Table 27: Anticipated Transit Revenues (in \$1000) Years 2015 through 2040

Transit Revenue Summary	2015	2016	2017	2018	2019	2020	2025	2030	2035	2040	Total
-5307	\$972	\$974	\$976	\$977	\$979	\$981	\$4,930	\$4,973	\$5,017	\$5,062	\$24,869
- 5310	\$2,595	\$2,607	\$2,619	\$2,632	\$2,644	\$2,657	\$3,208	\$3,273	\$3,340	\$3,408	\$26,390
- 5311	\$12,973	\$13,033	\$13,093	\$13,154	\$13,214	\$13,275	\$17,582	\$17,897	\$18,219	\$18,550	\$138,018
- 5339 < 200,000	\$529	\$532	\$535	\$537	\$540	\$543	\$556	\$570	\$584	\$599	\$4,997
- 5339 Rural	\$1,254	\$1,260	\$1,260	\$1,260	\$1,260	\$1,260	\$1,261	\$1,262	\$1,263	\$1,264	\$11,350
Public Transit Trust Fund	\$3,750	\$3,750	\$3,750	\$3,750	\$3,750	\$3,750	\$18,750	\$18,750	\$18,750	\$18,750	\$93,750
Translease	\$775	\$775	\$775	\$775	\$775	\$775	\$3,875	\$3,875	\$3,875	\$3,875	\$19,375
Total - Federal	\$18,323	\$18,406	\$18,483	\$18,560	\$18,638	\$18,716	\$27,538	\$27,976	\$28,424	\$28,883	\$205,624
- State	\$3,750	\$3,750	\$3,750	\$3,750	\$3,750	\$3,750	\$18,750	\$18,750	\$18,750	\$18,750	\$93,750
- Local	\$12,308	\$12,355	\$12,399	\$12,444	\$12,491	\$13,289	\$25,833	\$26,087	\$26,346	\$26,613	\$167,841
- Grand Total	\$34,381	\$34,511	\$34,632	\$34,754	\$34,878	\$35,755	\$72,121	\$72,812	\$73,520	\$74,246	\$467,215

Source: AHTD S.A. – updated July 10, 2014

2015 – 2019 Planned Transit Projects and Programs – TUTD - Bowie County, Texas

Termini	Federal Funding Source	Type Work	Federal Funds (X 1000)	State Funds (X 1000)	Local Funds (X 1000)	Total Costs (X 1000)	Local Matching Agency	Responsible Agency	Let Year	FTA Appropriation Year
Operating Assistance	5307	Transit	\$342	\$244	\$98	\$685	TUTD	TUTD	2015	FFY 2015
Capital - Preventive Maintenance	5307	Transit	\$240		\$60	\$300	TUTD	TUTD	2015	FFY 2015
Capital - Paratransit	5307	Transit	\$64		\$16	\$80	TUTD	TUTD	2015	FFY 2015
Seniors and Individuals with Disabilities	5310	Transit	\$122		\$31	\$153	TRAX	TRAX	2015	FFY 2015
Operating Assistance	5307	Transit	\$342	\$244	\$98	\$685	TUTD	TUTD	2016	FFY 2016
Capital - Preventive Maintenance	5307	Transit	\$240		\$60	\$300	TUTD	TUTD	2016	FFY 2016
Capital - Paratransit	5307	Transit	\$64		\$16	\$80	TUTD	TUTD	2016	FFY 2016
Seniors and Individuals with Disabilities	5310	Transit	\$122		\$31	\$153	TRAX	TRAX	2016	FFY 2016
Operating Assistance	5307	Transit	\$342	\$244	\$98	\$685	TUTD	TUTD	2017	FFY 2017
Capital - Preventive Maintenance	5307	Transit	\$240		\$60	\$300	TUTD	TUTD	2017	FFY 2017
Capital - Paratransit	5307	Transit	\$64		\$16	\$80	TUTD	TUTD	2017	FFY 2017
Seniors and Individuals with Disabilities	5310	Transit	\$122		\$31	\$153	TRAX	TRAX	2017	FFY 2017
Operating Assistance	5307	Transit	\$342	\$244	\$98	\$685	TUTD	TUTD	2018	FFY 2018
Capital - Preventive Maintenance	5307	Transit	\$240		\$60	\$300	TUTD	TUTD	2018	FFY 2018
Capital - Paratransit	5307	Transit	\$64		\$16	\$80	TUTD	TUTD	2018	FFY 2018
Seniors and Individuals with Disabilities	5310	Transit	\$122		\$31	\$153	TRAX	TRAX	2018	FFY 2018
Operating Assistance	5307	Transit	\$342	\$244	\$98	\$685	TUTD	TUTD	2019	FFY 2019
Capital - Preventive Maintenance	5307	Transit	\$240		\$60	\$300	TUTD	TUTD	2019	FFY 2019
Capital - Paratransit	5307	Transit	\$64		\$16	\$80	TUTD	TUTD	2019	FFY 2019
Seniors and Individuals with Disabilities	5310	Transit	\$122		\$31	\$153	TRAX	TRAX	2019	FFY 2019

2015 – 2019 Planned Transit Projects and Programs – TUTD - Miller County, Arkansas

Job No. / Item No.	Termini	Federal Funding Source	Federal Funds (X 1000)	Matching Funds (X 1000)	Total Costs (X 1000)	Local Match Agency	Responsible Agency	Tip Area	Let Year	FTA Appropriation Year
031FTA	Operating Assistance	Transit	\$130	\$130	\$260	Local	Local	TUTS	2015	FFY 2015
032FTA	Capital - Preventive Maintenance	Transit	\$58	\$15	\$73	Local	Local	TUTS	2015	FFY 2015
033FTA	Capital - Preventive Maint./Paratransit	Transit	\$32	\$8	\$40	Local	Local	TUTS	2015	FFY 2015
034FTA	Planning	Transit	\$76	\$19	\$95	Local	Local	TUTS	2015	FFY 2015
035FTA	Capital - Rolling Stock/Support Equip	Transit	\$30	\$7	\$37	Local	Local	TUTS	2015	FFY 2015
031FTA	Operating Assistance	5307	\$131	\$131	\$262	Local	Local	TUTS	2016	FFY 2016
032FTA	Capital - Preventive Maintenance	5307	\$59	\$15	\$74	Local	Local	TUTS	2016	FFY 2016
033FTA	Capital - Paratransit	5307	\$32	\$8	\$40	Local	Local	TUTS	2016	FFY 2016
034FTA	Planning	5307	\$76	\$19	\$95	Local	Local	TUTS	2016	FFY 2016
035FTA	Capital - Rolling Stock/Support Equip	5307	\$30	\$8	\$38	Local	Local	TUTS	2016	FFY 2016
031FTA	Operating Assistance	5307	\$132	\$132	\$264	Local	Local	TUTS	2017	FFY 2017
032FTA	Capital - Preventive Maintenance	5307	\$59	\$15	\$74	Local	Local	TUTS	2017	FFY 2017
033FTA	Capital - Paratransit	5307	\$33	\$8	\$41	Local	Local	TUTS	2017	FFY 2017
034FTA	Planning	5307	\$76	\$19	\$95	Local	Local	TUTS	2017	FFY 2017
035FTA	Capital - Rolling Stock/Support Equip	5307	\$30	\$7	\$37	Local	Local	TUTS	2017	FFY 2017
031FTA	Operating Assistance	5307	\$132	\$132	\$265	Local	Local	TUTS	2018	FFY 2018
032FTA	Capital - Preventive Maintenance	5307	\$60	\$15	\$74	Local	Local	TUTS	2018	FFY 2018
033FTA	Capital - Paratransit	5307	\$33	\$8	\$41	Local	Local	TUTS	2018	FFY 2018
034FTA	Planning	5307	\$76	\$19	\$95	Local	Local	TUTS	2018	FFY 2018
035FTA	Capital - Rolling Stock/Support Equip	5307	\$30	\$7	\$37	Local	Local	TUTS	2018	FFY 2018
031FTA	Operating Assistance	5307	\$133	\$133	\$266	Local	Local	TUTS	2019	FFY 2019
032FTA	Capital - Preventive Maintenance	5307	\$60	\$15	\$75	Local	Local	TUTS	2019	FFY 2019
033FTA	Capital - Paratransit	5307	\$33	\$8	\$42	Local	Local	TUTS	2019	FFY 2019
034FTA	Planning	5307	\$77	\$19	\$96	Local	Local	TUTS	2019	FFY 2019
035FTA	Capital - Rolling Stock/Support Equip	5307	\$30	\$7	\$37	Local	Local	TUTS	2019	FFY 2019
200PTF	Public Transit Trust Fund	State	\$0	\$3,750	\$3,750	Local	Local	All MPOs	2019	FFY 2018
201TLS	Translease	Local	\$0	\$775	\$775	Local	Local	All MPOs	2019	FFY 2018

2020 – 2024 Planned Transit Projects and Programs – TUTD - Miller County, Arkansas

JOB NO. / ITEM NO.	Project Description	TYPE WORK	FEDERAL FUNDS (X 1000)	MATCHING FUNDS (X 1000)	TOTAL COSTS (X 1000)	MATCHING FUNDS Source	Responsible AGENCY	FTA APPROPRIATION YEAR	FEDERAL FUNDING SOURCE
031FTA	Operating Assistance	Transit	\$650	\$650	\$1,300	Local	Local	FFY 2020-2024	5307
032FTA	Capital - Preventive Maintenance	Transit	\$290	\$75	\$365	Local	Local	FFY 2020-2024	5307
033FTA	Capital - Preventive Maint./Paratransit	Transit	\$160	\$40	\$200	Local	Local	FFY 2020-2024	5307
034FTA	Planning	Transit	\$380	\$95	\$475	Local	Local	FFY 2020-2024	5307
035FTA	Capital - Rolling Stock/Support Equip	Transit	\$150	\$35	\$185	Local	Local	FFY 2020-2024	5307
Total			\$1,630	\$895	\$2,525				

2020 – 2024 Planned Transit Projects and Programs – TUTD - Bowie County, Texas

Project Description	TYPE WORK	FEDERAL FUNDS (X 1000)	STATE FUNDS (X 1000)	MATCHING FUNDS (X 1000)	TOTAL COSTS (X 1000)	MATCHING FUNDS Source	Responsible AGENCY	FTA APPROPRIATION YEAR	FEDERAL FUNDING SOURCE
Operating Assistance	Transit	\$342	\$1,220	\$98	\$1,660	TUTD	TUTD	FFY 2020-2024	5307
Capital - Preventive Maintenance	Transit	\$1,200		\$300	\$1,500	TUTD	TUTD	FFY 2020-2024	5307
Capital - Paratransit	Transit	\$320		\$80	\$400	TUTD	TUTD	FFY 2020-2024	5307
Seniors and Individuals with Disabilities	Transit	\$610		\$155	\$765	TUTD	TUTD	FFY 2020-2024	5310
Total		\$2,472	\$1,220	\$535	\$2,665				

2025 – 2040 Planned Transit Projects and Programs – TUTD Combined

Transit Programs	2020	2024	5 year Total	2025 - 2030	2031 - 2035	2035 - 2040	16 year total
5307	\$981	\$4,930	\$5,911	\$4,973	\$5,017	\$5,062	\$15,052
5310	\$2,657	\$3,208	\$5,865	\$3,273	\$3,340	\$3,408	\$10,021
5311	\$13,275	\$17,582	\$30,857	\$17,897	\$18,219	\$18,550	\$54,666
5339 (<2000000)	\$543	\$556	\$1,099	\$570	\$584	\$599	\$1,753
5339 Rural	\$1,260	\$1,261	\$2,521	\$1,262	\$1,263	\$1,264	\$3,789
Public Transit Trust Fund	\$3,750	\$18,750	\$22,500	\$18,750	\$18,750	\$18,750	\$56,250
Translease	\$775	\$3,875	\$4,650	\$3,875	\$3,875	\$3,875	\$11,625
Total - Federal	\$18,716	\$27,538	\$46,254	\$27,976	\$28,424	\$28,883	\$85,283
State	\$3,750	\$18,750	\$22,500	\$18,750	\$18,750	\$18,750	\$56,250
Local	\$13,289	\$25,833	\$39,122	\$26,087	\$26,346	\$26,613	\$79,046
Total	\$35,755	\$72,121	\$107,876	\$72,813	\$73,520	\$74,246	\$220,579

2015 through 2019 Planned Transit Improvements - Illustrative Project List

Activity Description /Activity Limits	MPO ID Number	State Job Reference Number	Funding Sources	Federal Funding	Local Match	Total Cost Estimate
Replace 13 buses, buy 1 bus for service expansion within T-Line service area	805	N/a	FTA 5307 & Local Match (80/20)	\$2,654,000	\$663,500	\$3,317,500
Acquire property for construction of maintenance facility within T-Line service area	804	N/a	FTA 5307 & Local Match (80/20)	\$898,000	\$224,500	\$1,122,500
Total				5,637,000	\$2,975,000	\$8,612,000

2020 through 2035 Planned Transit Improvements - Illustrative Project List

Classification	Activity Description Activity Limits	MPO ID Number	State Job Reference Number	Funding Sources	Federal Funding	Local Match	Total Cost Estimate
Capital	Replace 14 buses, buy 1 bus for service expansion within T-Line service area	805	N/a	FTA 5307 & Local Match (80/20)	\$9,545,000	\$2,386,250	\$11,931,250
Total					\$22,186,000	\$12,173,000	\$34,359,000

Chapter 6 - Environmental and Mitigation Activities

MAP-21 and associated regulations require that the long-range transportation plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. The discussion shall be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies.

Environmental Mitigation

The NEPA process is intended to help public officials make decisions that are based on understanding of environmental consequences, and take actions that protect, restore, and enhance the environment.

For Federal agencies, "Federal agencies shall to the fullest extent possible:

Use all practicable means consistent with the requirements of the National Environmental Policy Act and other essential considerations of national policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions on the quality of the human environment. (40 CFR 1500.2(f))"

The mitigation of impacts must be considered whether or not the impacts are significant. Agencies are required to identify and include in the action all relevant and reasonable mitigation measures that could improve the action.

The Council on Environmental Quality (CEQ) regulations define mitigation as:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments. (40 CFR 1508.20)

Mitigation: Avoid --> Minimize --> Repair or Restore --> Reduce over time --> Compensate

This ordered approach to mitigation is known as "sequencing" and involves understanding the affected environment and assessing transportation effects throughout project development. Effective mitigation starts at the beginning of the NEPA process, not at the end. Mitigation must be included as an integral part of the alternatives development and analysis process.

FHWA's mitigation policy states that:

Measures necessary to mitigate adverse impacts will be incorporated into the action and are eligible for Federal funding when the Administration determines that:

1. The impacts for which the mitigation is proposed actually result from the Administration action; and
2. The proposed mitigation represents a reasonable public expenditure after considering the impacts of the action and the benefits of the proposed mitigation measures. In making this determination, the Administration will consider, among other factors, the extent to which the proposed measures would assist in complying with a Federal statute, Executive Order, or Administration regulation or policy. (23 CFR 771.105(d))

Arkansas Environmental Agency

The Environmental Division's Special Studies Section is responsible for conducting wetland, threatened and endangered species, and other aquatic habitat investigations; obtaining state and federal permits; preparing and monitoring mitigation plans and implementation; and maintaining the plant nursery for wetland mitigation and roadside enhancement purposes. Other areas covered by the Special Studies Section include overseeing mussel mitigation, mitigation bank site development and monitoring, and wildflower planting and monitoring. In addition, Special Studies reviews and approves utility permits and all contractor offsite use areas (borrow pits, waste areas, etc.). The Special Studies Section works with the Assessments and Cultural Resources Sections during development of NEPA documents.

For both TxDOT and AHTD, water runoff is controlled during construction and water quality is monitored during construction projects. Municipalities and counties also enforce water runoff control practices.

AHTD maintains a manual of best management practices for construction storm water management and provides training to its contractors and staff on best management practices. Training for contractors is planned in the future.

Environmental issues in transportation and transportation planning

Certain environmental issues are directly affected by transportation, or affect transportation. The objective in addressing environmental issues is to minimize impacts on our natural environment while maintaining the economic health of the region. Planning efforts are generally broad in scope, while environmental concerns are usually addressed at specific locations as transportation projects are developed.

The following section identifies and discusses environmental issues that deserve particular attention during the planning process.

- Wetlands
- Water Quality
- Endangered Species
- Migratory Birds
- Noise
- Air Quality

Wetlands

Wetlands serve an important role in the local ecosystem. They provide habitat for migratory birds, fish, amphibians, and plants as well as help control floods and erosion. The water table is usually at or near the surface, or the land may be covered by shallow water. To be classified as a wetland, an area must support predominantly hydrophilic vegetation, a relatively undrained, hydric soil, or be inundated or saturated with water at least some time during the growing season every year.

In 1977, the U.S. Fish and Wildlife Service began the National Wetlands Inventory to classify and map Americas remaining wetlands. The National Wetlands Inventory classifies wetlands by soils, hydrology, and vegetation. Wetlands are considered transitional lands between land and water systems.

Texarkana is bounded by the Red River to the north and east, and the Sulphur River to the south. Miller County is also bounded to the north and east by the Red River. There are significant wetlands/bottomland areas along these two waterways. Two (2) major north/south arterials in Texarkana, US 59 and US 71, cross both of these rivers. The east/west arterials, US 82 and IH 30, as well as the north/south arterial, US 67, cross minor creeks and drainages. Other wetland areas are scattered throughout the Texarkana area and generally occur adjacent to ponds, creeks, and tributaries.

In the transportation planning and construction process, environmental issues must be addressed to insure minimal adverse impacts. Under Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (COE) has jurisdiction over waters in the U.S. and is the designated agency that issues permits for the discharge of dredged or fill material into waters of the U.S. Before issuing a permit, the COE solicits input from other government resource agencies such as the EPA, the U.S. Fish and Wildlife Service, Arkansas Fish and Game Commission, Arkansas Department of Environmental Quality, TPWD, and the Texas Commission on Environmental Quality.

The U.S. Fish and Wildlife Service is the principal Federal agency that provides information on the extent and status of wetlands in the U.S., via the National Wetlands Inventory Program (NWI). In addition to impacts to wetlands within the immediate project area, wetlands outside of the project area may need to be considered in any evaluation of project impacts, due to the hydrologic nature of wetlands (for example, project activities may affect local hydrology within, and outside of, the immediate project area). It may be helpful to refer to the USFWS National Wetland Inventory website. The designated FWS office can also assist you.

Impacts to wetlands and other aquatic habitats from the project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes. Project Proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate U.S. Army Corps of Engineers District.

The following wetland types intersect the Miller County project areas in one or more locations:

<u>Wetland Types</u>	<u>Total Acres</u>
Freshwater Emergent Wetland	162.0
Freshwater Forested/Shrub Wetland	2617.8
Freshwater Pond	975.5
Lake	570.9
Other	31.3
Riverine	692.1

In Bowie County, The following wetland types intersect the project areas in one or more locations:

<u>Wetland Types</u>	<u>Total Acres</u>
Freshwater Emergent Wetland	1025.5
Freshwater Forested/Shrub Wetland	10108.3
Freshwater Pond	476.6
Lake	1275.6

Precautions - Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies.

Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Water Quality –

For both TxDOT and AHTD, water runoff is controlled during construction and water quality is monitored during construction projects. Municipalities and counties also enforce water runoff control practices.

AHTD maintains a manual of best management practices for construction storm water management and provides training to its contractors and staff on best management practices. Training for contractors is planned in the future

AHTD is working on minimum control measures, including public education and outreach, public participation/involvement; illicit discharge detection and elimination; construction site runoff control; post-construction runoff control and pollution prevention/good housekeeping. The Environmental Division provides training to AHTD personnel on storm water management and permit requirements.

Stormwater, Municipal Sewerage

Municipal Separation of Storm Sewer System (MS4)

Discharge of Pollutants

Regulatory Background

In 1972, Congress amended the Federal Water Pollution Control Act (commonly referred to as the Clean Water Act) to prohibit the discharge of pollutants to Waters of the United States from a point source, unless the discharge is authorized by the Environmental Protection Agency through a National Pollutant Discharge Elimination System (“NPDES”) permit. EPA issued NPDES permits under Section 402 of the Clean Water Act to regulate the quality of discharges in order to protect aquatic species, contact recreational uses, public drinking water sources, and other designated uses of surface

water. Permits established minimum levels of treatment and relied on numeric effluent limitations to ensure that Waters of the U.S. achieved a “fishable” and “swimmable” quality.

In 1987, Congress further amended the Clean Water Act clarifying that stormwater was a point source discharge of pollutants subject to Section 402. Congress directed EPA to develop NPDES regulatory controls for these discharges, and allowed EPA to implement the program in two phases. Phase I was promulgated by the EPA on November 16, 1990 (Federal Register, Volume 55, Page 47990) and addressed stormwater discharges from large construction activities (≥ 5 acres), industrial activities, and from large and medium municipal separate storm sewer systems (MS4s), those systems serving a population $\geq 100,000$ persons.

Phase II was promulgated on December 8, 1999 (Federal Register, Volume 64, Page 68722) and addressed discharges from small construction activities (< 5 acres) and small MS4s located within urbanized areas (as defined in the 2000 2010 Census). On September 14, 1998, the State of Texas was authorized by EPA to administer and enforce the NPDES program in Texas. Under the authority of the Texas Water Code, the Texas Commission on Environmental Quality (TCEQ) has developed and issued a Texas Pollutant Discharge Elimination System (TPDES) permit program to regulate discharges of stormwater from Phase I and Phase II MS4s.

The Texas Department of Transportation (TxDOT) operates MS4s subject to Phase I and Phase II TPDES permits throughout the state.

Applicability

The TxDOT Atlanta District (District) and the City of Texarkana do not operate a large or medium MS4 subject to Phase I of the TPDES stormwater permit program. The District and the City of Texarkana (which is a separate permit from the District) do operate small, Phase II MS4s that are subject to TPDES general permit TXR040000, issued and effective August 13, 2007.

The permit authorizes discharges from MS4s that are located within urbanized areas (UAs), areas delineated by U.S. Census Bureau data collected during the 2000 2010 Census. The City of Texarkana falls within the District boundaries. The District is responsible for the MS4 located within Bowie County in the Texarkana UA. The Texas Commission on Environmental Quality (TCEQ) has amended and renewed the TPDES Phase II MS4 General Permit TXR040000 that became effective on August 13, 2007, which authorizes the discharge of stormwater into surface water of the state. The previous permit expired on August 12, 2012. The renewed permit was adopted by the Commission on December 11, 2013.

Endangered Species

In establishing the Endangered Species Act (ESA) of 1973, the U.S. Congress recognized that many wildlife and plant species had already been rendered extinct by human-related activities. It also recognized that many additional species were so depleted in numbers that they were in danger of becoming extinct. Congress determined that these species were of aesthetic, ecological, educational, recreational and scientific value to the public. In response, the ESA was passed with the stated purpose of conserving these threatened or endangered species and the ecosystems upon which they depend.

In Bowie County there are a total of **3** endangered species on the area species list. Species on this list should be considered in an effects analysis for transportation projects and could also include species that exist in another geographic area.

Mammals	Red wolf	Status: Endangered
Birds	Interior Least Tern	Status: Endangered
Insects	American burying beetle	Status: Endangered

In Miller County there is a single entry:

Birds	Interior Least Tern	Status: Endangered
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For TxDOT: When the department constructs a transportation project, the department must comply with federal environmental laws. The federal Clean Water Act and the federal Endangered Species Act allow for compensation for the taking of wetlands and endangered species' habitat, respectively.

Federal law also allows the restoration, creation, enhancement, and preservation of natural resources to compensate for unavoidable resource losses when such compensation cannot be achieved at the development site or would not be as environmentally beneficial. This practice is known as mitigation banking. Policy issued by federal agencies encourages mitigation banking. The department is also authorized under Texas Transportation Code, §§ 201.604 and 227.028, to mitigate the environmental harm that results from a transportation project.

Texas uses Wetlands banking and has 3 active wetland mitigation banks for transportation projects

To conserve endangered species habitat and obtain the approval of resource agencies, TxDOT has created conservation easements. Land ownership is retained by the private landowner who contractually agrees not develop the site. Easements are monitored and surveyed periodically to ensure that no harm is done to the endangered species.

Critical Habitat:

When a species is proposed for listing as endangered or threatened under the Endangered Species Act, the Service must consider whether there are areas of habitat believed to be essential to the species' conservation. Those areas may be proposed for designation as "critical habitat."

Only activities that involve a Federal permit, license, or funding, and are likely to destroy or adversely modify the area of critical habitat will be affected. If this is the case, the FWS will work with the Federal agency and, where appropriate, private or other landowners to amend their project to allow it to proceed without adversely affecting the critical habitat. Thus, most Federal projects are likely to go forward, but some will be modified to minimize harm to critical habitat.

FWS Migratory Birds

Migratory birds of concern may be affected by your project, therefore project sponsors should do the following:

There are 12 birds on the two county area Migratory birds of concern list. The Division of Migratory Bird Management is in the process of populating migratory bird data with an estimated completion date of August 1, 2014.

All project proponents are responsible for complying with the appropriate regulations protecting birds when planning and developing a project. To meet these conservation obligations, proponents should identify potential or existing project-related impacts to migratory birds and their habitat and develop and implement conservation measures that avoid, minimize, or compensate for these impacts.

Noise as Funding and Environmental Justice Considerations

This topic may have possible Environmental Justice implications in transportation planning and project selection. Environmental Justice is one of the major responsibilities of the MPO.

Comprehensive planning and coordination should be accomplished as early as possible in the project development process to ensure that comparative analyses of all transportation alternatives includes serious consideration for minimizing or avoiding traffic noise impacts. This could reduce or eliminate the need for costly abatement later in the design process.

The traditional definition of noise is "unwanted or disturbing sound". Sound becomes unwanted when it either interferes with normal activities such as sleeping, conversation, or disrupts or diminishes one's quality of life. The fact that you can't see, taste or smell it may help explain why it has not received as much attention as other types of pollution, such as air pollution, or water pollution. The air around us is constantly filled with sounds, yet most of us would probably not say we are surrounded by noise. Though for some, the persistent and escalating sources of sound can often be considered an annoyance. This "annoyance" can have major consequences, primarily to one's overall health.

While primary responsibility of addressing noise issues is the responsibility of State and local governments, there are federal regulatory impact for funding as well as civil rights.

Noise impacts federal funding. The FHWA developed noise regulations as required by the Federal-Aid Highway Act of 1970 (Public Law 91-605, 84 Stat. 1713). The regulation, 23 CFR 772 Procedures for Abatement of Highway Traffic Noise and Construction Noise. Compliance with the noise regulations is a prerequisite for the granting of Federal-aid highway funds for construction or reconstruction of a highway.

Currently there is not a perception of noise issues locally, for noise abatement or for mitigation. However, state transportation departments and local public works projects should consider noise as a factor in early NEPA considerations.

At AHTD, noise levels are measured to establish ambient conditions adjacent to highways.

Air Quality

Air Quality is a major concern for all of us. It can affect our health as well as our environment. Most modes of transportation contribute to air pollution with the main culprit being ground level ozone. Ozone occurs naturally in the upper atmosphere and helps protect us from harmful ultraviolet radiation. However, ground level ozone in large concentrations can have a negative effect on the human environment. It can aggravate chronic lung conditions and cause headaches, nausea, and eye and throat irritation.

Currently both Texarkana, Texas (Bowie County), and Texarkana, Arkansas (Miller County), are in attainment of the National Ambient Air Quality Standards (NAAQS) for ground level ozone and it is unlikely that they will go non-attainment in the near future.

Chapter 7 – Future MPO Performance Based Planning and Outcomes

Under MAP-21, the metropolitan transportation planning process must provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals as identified in MAP-21.

The Texarkana MPO will set performance targets for each of 10 performance measures and set these targets in coordination with TXDOT, AHTD, and public transportation providers. To the maximum extent practical, Texas and Arkansas will coordinate with the Texarkana MPO and public transportation providers (TUTS) in determining performance targets.

There is an additional requirement in MAP-21 that relates to the MPO. The MPO transportation plan must contain a description of the MPO's performance measures and targets and a "system performance report... evaluating the condition and performance of the transportation system with respect to the performance targets..." and the TIP must include a description of the effect of the TIP on achieving performance targets.

At this time, the performance measures and targets have not been completed so a report is not available.

Performance Measures and System Performance Reporting

A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets are required under federal regulations, including:

- 1) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports; and
- 2) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

The Texarkana MPO will also be required to integrate directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under chapter 53 of title 49 by providers of public transportation, into the metropolitan transportation planning process.

Note: The Transit provisions for Metropolitan Planning and Statewide/Non-metropolitan Planning are virtually word-for-word identical to the language for Highway planning provisions.

While most of the performance requirements directly address Federal and State requirements, there are several items that will directly affect the MPO.

MPOs must use a performance-based approach to transportation decision making, to support the seven national goals contained in MAP-21 legislation. The Federal aid highway program is required to focus on the seven national goals:

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
4. **System reliability** - To improve the efficiency of the surface transportation system
5. **Freight movement and economic vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. **Environmental sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. **Reduced project delivery delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

What are the USDOT required performance measures that the MPO must set targets for?

The US DOT is required to establish performance measures and standards, which are specified by specific program/policy areas. These performance measures and standards are:

- Minimum standards for bridge and pavement management systems to be used by states (NHPP);
- Performance measures for pavement condition on the Interstate system (NHPP);
- Performance measures for pavement condition on the non-Interstate NHS (NHPP);
- Performance measures for bridge conditions on the NHS (NHPP);
- Performance measures for the performance of the Interstate System (NHPP);
- Performance measures for performance of the non-Interstate NHS (NHPP);
- Minimum levels for pavement conditions on the Interstate System (which may be differentiated by geographic regions of the United States) (NHPP);
- Performance measures to assess serious injuries and fatalities per VMT (HSIP);
- Performance measures to assess the number for serious injuries and fatalities (HSIP);
- Performance measures for traffic congestion (CMAQ);
- Performance measures for on-road mobile source emissions (CMAQ); and
- Performance measures to assess freight movement on the Interstate System (Freight Policy).

Note: The US DOT is limited to these performance measures only – and may not establish other performance measures and standards under this section!

This does not, however, preclude additional performance measures and standards that the states may include.

Transit Performance Measures

The USDOT will establish state of good repair (SGR) standards for measuring the condition of capital assets of recipients for equipment, rollingstock, and infrastructure.

Performance Measures for Bicycle/Pedestrian Projects and Programming

One way to measure the performance of this plan is by counting the miles of trails, sidewalk, and bicycle lanes built and the number of crosswalks and bicycle-friendly and pedestrian-friendly intersections installed. However, the true measure of the system is how well it addresses the priorities of the people of Texarkana. The people attending the public meetings expressed their thoughts on this subject over the course of several public meetings. Based on the criteria identified by the public, some potential performance measures identified include:

- Percent of parks accessible by bicycle and walking,
- Percent of schools accessible by bicycle or walking, and
- Linear feet of gaps filled.
- It may be appropriate for the Bicycle and Pedestrian Advisory Panel to identify relevant measures.

These performance measures are subject to change and re-evaluation in future plans as the state and federal formal performance measures are developed

Chapter 8 – Transportation System Management and Operations

The inclusion of Management and Operations discussions in the MTP is a requirement of MAP-21 and is intended to be performance-focused, rather than solely project-focused, address non-recurring congestion, in addition to recurring, identify regionally important M&O strategies that are applied in the region, regardless of funding source, and include strategies addressing both short-term and long-term system performance.

The term "transportation systems management and operations" as used here means: integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and inter-modal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.

23 U.S.C. identifies the term "transportation systems management and operations" to include 1) actions, 2) coordination of operations and 3) coordination of investment implementation:

Actions usually consist of: Traffic detection and surveillance

- Corridor management
- Freeway management
- Arterial management
- Active transportation and demand management
- Work zone management
- Emergency management
- Traveler information services
- Congestion pricing
- Parking management
- Automated enforcement
- Traffic control
- Commercial vehicle operations
- Freight management

Coordination of operations involve modes:

- Highway
- Rail,
- Bicycle and pedestrian

Coordination of the implementation of regional transportation system management and operations involve investments such as:

- Traffic incident management,
- Traveler information services,
- Emergency management,
- Roadway weather management,
- Intelligent transportation systems,
- Communication networks, and
- Information sharing systems requiring agreements, integration, and interoperability to achieve targeted system performance, reliability, safety, and customer service levels.

M&O strategies focus on optimizing the performance of the transportation system. Although M&O strategies may be implemented on a regional, area-wide, or project-specific basis, those included in a transportation plan should typically be those that have importance on a regional level. M&O strategies enable transportation agencies to provide higher levels of customer service in the near-term without incurring the high costs and time to implement major infrastructure projects.

M&O strategies may:

- Support economic vitality by improving system reliability, which is valued by the freight and business communities;
- Increase safety by focusing attention to operational strategies, such as driver education, speed enforcement, and technologies to improve pedestrian safety;
- Increase security by improving communication and coordination between transportation agencies and law enforcement;

- Increase accessibility and mobility by implementing strategies that reduce recurrent and non-recurrent congestion, and improve the efficiency of operations, such as transit bus priority, signal timing, and pricing;
- Enhance the environment, energy conservation, quality of life, and consistency with planned growth by implementing programs to reduce travel demand, providing traveler information to help avoid and reduce time stuck in traffic delay, and avoiding the need to develop new transportation infrastructure with negative impacts to the environment and communities;
- Enhance integration and connectivity by implementing strategies to allow seamless travel between transit service providers and modes; and
- Emphasize preservation of the existing transportation system by focusing resources toward optimizing existing capacity rather than building new capacity.

The first step that the MPO can take is to include these discussion items and concepts in the MTP for future consideration. These programs take expertise, time and money, and not all M&O options are suitable for this area, but progress can start with initial steps such as these.

- Increase focus on transportation operations even at a small scale
- Enhance performance of the transportation system through performance-based decision-making (at each level)
- Create linkages between traditional capital planning process and planning for operations at the local level, and the MPO level.

MPOs may wish to include in their MTPs discussion of M&O strategies that are funded by State, regional and local transportation agencies even without use of Federal funding. Because many M&O strategies (such as incident clearance, emergency response) are planned and executed within these agencies, this added discussion in MTPs will provide a more holistic picture of the totality of M&O strategies being employed within a region. This is an item that could be updated between mandatory 5 year updates.

Low Cost Implementation Strategies

There are several relatively low cost, strategies that can be deployed to improve the existing transportation system. The list includes improving incident response times (removing disabled vehicles from the road), improved signal timing and signal coordination, improved intersection design, and adding short sections of roadway. These programs require innovation and continued monitoring, but they pay off in a more efficient, safer and more reliable transportation system.

Usage Patterns

A possible inexpensive and adaptive solution to significantly reduce the level of congestion an area experiences is by individuals and small groups of people making small changes in their current travel routine. Most of the recurring congestion in the Texarkana area lasts for a relatively short period of time. This means that if a small percentage of the roadway users voluntarily shifted the time of their trip out of the “rush”, it could make a noticeable improvement for certain locations and corridors.

Areas of opportunity identified in the previous plan and still relevant today and these are: Non-recurring incidents, traffic signal improvements, and intelligent transportation systems.

Non-recurring Incidents

Since the majority of congestion is caused by non-recurring incidents, i.e. crashes, breakdowns, weather events, etc., it makes sense to address these factors in the O&M areas by identifying available data and strategies to address each one, thereby improving the overall O&M of the transportation system.

The Texarkana Office of Emergency Management (OEM) is responsible for developing, maintaining and implementing a comprehensive emergency management plan which is in full compliance with all state and Federal guidelines and requirements. The emergency management staff is also charged with responsibility for Homeland Security issues at the local level.

The objectives of the emergency management program are to protect public health and safety and preserve public and private property from the effects of hazardous events. OEM has the primary role of identifying and mitigating hazards, preparing for, responding to, and managing the recovery from emergency situations that affect the community.

Traffic Signal Improvements

One of the components of the transportation system that offers an opportunity to address both congestion and safety is traffic signals. Previous projects by TxDOT resulted in the installation of signals at new locations, the upgrade of signals at existing locations and the removal of signals at locations where they were no longer warranted. These types of activities could be pursued on a regional basis with cooperative efforts to cross over the multiple jurisdictional boundaries that exist in our area.

In contrast to many other roadway improvements, traffic signal improvements generally involve only minimal traffic disruption, relatively low costs, and little risk. The public generally reacts very favorably to traffic retiming projects, making them win-win situations for both the public and their customers. The FHWA estimates that the overall benefit-to-cost ratio of traffic signal timing optimization projects approaches 40 to 1. That is, for every \$ 1 invested in optimizing the timing of traffic signals, \$ 40 is returned to the public in time and fuel savings. Traffic signal operations can be substantially improved by implementing an aggressive yet relatively low-cost management system that will minimize traffic delay, pollution and fuel consumption.



no
basis

low
signal
agency

Intelligent Transportation System

An Intelligent Transportation System (ITS) is considered a principle strategy for improving the management and operation of the transportation system. The term "intelligent transportation system" means electronic communications, or information processing used to improve the efficiency or safety of surface transportation.

Chapter 9 –Regional Initiatives, Future Plans and Local Projects

Regional Development Topics

There are frequently development and redevelopment issues that affect and are in turn affected by transportation that may have an influence on the area and yet may or may not be in the planning area but still influence the area. These are some issues and activities that affect the MPO region now and in the future in as yet undetermined ways.

- Tex-Americas Center redevelopment
- Regional Airport Improvements
- Texarkana Main Street Program / Downtown Redevelopment
- State Line Avenue Corridor preservation and restoration
- Continuation of newly designated I-49 northward to connect to 540 and I-40 near Fort Smith Arkansas

TexAmericas Center Redevelopment

The TexAmericas Center has a major impact on the region for education, commerce and employment.

The Red River Redevelopment Authority (RRRA), established in the 1990s to address the earlier Base Realignment and Closure from the 1995 realignment, was recognized by the Department of Defence as the planning and implementation Local Redevelopment Authority (LRA) for the BRAC 2005 actions.

In May 2011, the RRRA adopted a new name, becoming the TexAmericas Center.

The reuse plan was completed in July 2007 and approved by the U.S. Department of Housing and Urban Development (HUD) in October 2007. Reuse activities include retention of the Ammunition Plant (approximately 5,500 acres conveyed by the Army to Day and Zimmerman, the existing operating contractor) and other industrial and commercial uses. The LRA and the Army completed an Economic Development Conveyance agreement in September 2010 for 11,819 acres, of which 8,874 acres have been conveyed under early transfer authority to the LRA.

The Army is now in the process of conducting environmental remediation activities, installing new perimeter fence line, and preparing for transfer of the Red River Army Depot Western Excess Parcel. The munitions production done at this facility since the 1940s require extensive Army clean-up efforts that necessitates coordinated access to TexAmericas owned facilities, and special care and handling of materials and equipment. The LRA and the Army also are coordinating on the public sale of land (900 acres located on the western portion of the facility) and timber sales.

A check on the EPA website advised that the mitigation construction is complete and the status is Site-Wide Ready for Anticipated Use.

Note: Site-Wide Ready for Anticipated Use indicates a final and deleted construction complete National Priorities List (NPL) site where, for the entire site, 1) all clean up goals in the Record(s) of Decision or other remedy decision document(s) have been achieved for media that may affect current and reasonably anticipated future land uses of the site, so that there are no unacceptable risks; and 2) all institutional or other controls required in the Record(s) of Decision or other remedy decision document(s) have been put in place.

Texarkana College at the TexAmericas Center –

Texarkana College is partnering with the U.S. Army and TexAmericas Center to provide a state of the art technical and educational facility near Hooks Texas. This facility is also capable of supporting the training and education mission of Red River Army Depot. The over 5000 employees of Red River Army Depot and its' associated contractors can use the facility to develop their technical skills and progress toward degree completions. Academic classes are open to the general public.



Texarkana Regional Airport Future Plans

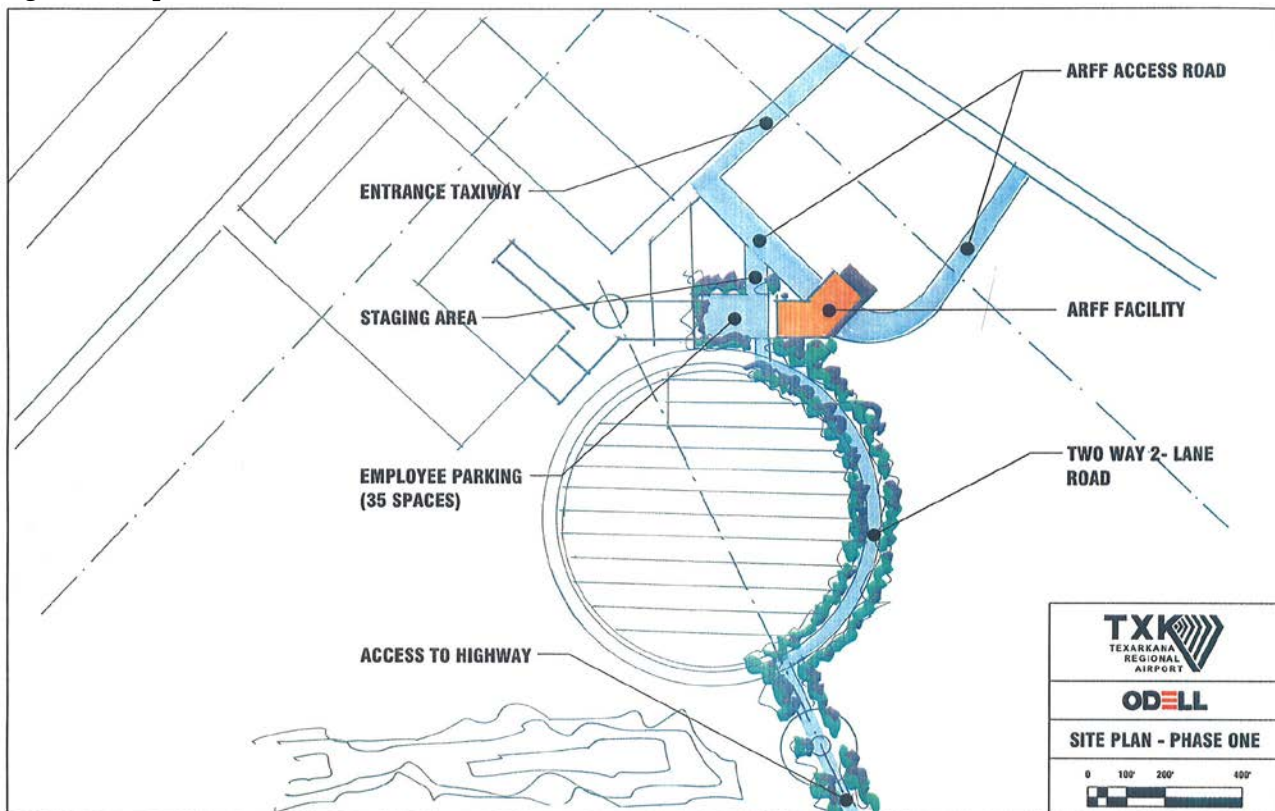
Long-range plans have been developed and center on the continued development of the south side of the airport.

- The new E19th St bridge/interchange from I-49 (HWY 245) feeds the planned entryway to the future passenger terminal. E19th St will be adequate until the new terminal opens.
- By FY 2019-2020, the new passenger terminal should be finished.
- Directional signage on all the approaches to the airport will be needed
- E. 19th St. (concrete) will need to be widened from current two lanes to at least three lanes to permit traffic to pass vehicles turning into the businesses along the road.
- The passenger terminal's dual entry & exit lanes will need to merge with E. 19th St. and Old Post Road at a common junction.
- A roundabout or traffic circle wide enough to accommodate tractor-trailers (tandem) will be necessary.
- There are future plans for an expanded industrial park along E. 19th St.

Priorities are a widened E. 19th St. with street lighting, traffic circle and highway signage directing traffic to the new passenger terminal.

Texarkana Airport Authority
201 Airport Dr.
Texarkana, AR 71854
Phone: 870-774-2171

Figure 9: Airport Master Plan Phase 1 Site Plan



[illegible]

C-002

The Texarkana Main Street Program

The new Main Street Texarkana (MST) is a revitalized organization dedicated to improving the Twin City's Quality of Life.

Main Street Texarkana is the ONLY Bi-city/Bi-State Main Street Program in the United States. Main Street Texarkana is dedicated to re-energizing Historic Downtown Texarkana into a vibrant district that includes:

- Entertainment, arts, and events for all ages
- Locally-owned restaurants
- Trendy locally-owned boutiques
- Professional office space
- Eclectic loft living

Toward that end, MST operates with a paid Executive Director, a Volunteer Board of 13, four Volunteer Teams (formerly called committees), and special committees as needed. Other services include of the MST involves:

- A small matching grant pool for façade improvements from Main Street Arkansas
- Matching grant funds through the City of Texarkana TX for façade improvements based on economic development (increase tax base and create jobs)
- Revolving Loan Fund to help developers with gap financing – the amount between what the bank will loan and the business can personally commit. Loans are available for both sides of town at 4% interest for 7 years.
- Access to both Texas and Arkansas Small Business Development Centers which can provide business plan support, suggest alternative financing, and more
- Access to financial institutions for workshops, business plans, mentoring, and specialized assistance
- A data base of available properties
- Links to appropriate websites for additional assistance (local and state) and,
- A Texarkana City Guide with information on Downtown as well as around the city including a basic directory of services in the twin cities. It is used by the Texarkana Chamber of Commerce as a Re-location Guide and a Visitor's Guide, by hotel properties, and by other local and regional entities to showcase what Texarkana has to offer. The Guide is supported by advertising and is FREE to consumers

The Arkansas Main Street Program

Main Street Arkansas is a program of the Arkansas Historic Preservation Program, an agency of the Department of Arkansas Heritage. The Historic Preservation Alliance of Arkansas is the private non-profit sponsor, and the Arkansas Economic Development Commission provides assistance through the Main Street Arkansas Advisory Board.

Since 1984, Main Street Arkansas has been a leading advocate for downtown revitalization providing resources, education and professional assistance to spark life into Arkansas's traditional commercial areas. Since that time, Main Street Arkansas cities have yielded a net gain of 3,907 jobs, 1,151 new businesses and 1,066 business expansions and relocations into downtown.

The Main Street Arkansas program's association with the National Main Street Center, a resource facility set up by the National Trust for Historic Preservation, provides access to the very best consulting and training services available for downtown revitalization. The National Main Street Center provides a network much like the network that Main Street Arkansas provides for local Main Street programs - for more than 40 states and more than 1,000 communities participating in the Main Street Four Point Approach to the downtown revitalization.

The Texas Main Street Program

The national Main Street revitalization effort for historic downtowns was formed more than 30 years ago and there has been a statewide Texas Program since that time operating through the Texas Historical Commission. The Texas Main Street Program (TMSP) is one of the oldest and largest in the nation, with more than 80 fully designated communities.

The TMSP is part of the Community Heritage Development Division of the Texas Historical Commission and operates in affiliation with the National Main Street Center, a subsidiary of the National Trust for Historic Preservation. In 1981, following a pilot project of the national center that studied ways to address the decline of America's downtowns, the TMSP became one of the first six statewide coordinating programs in the nation.

The mission of the Texas Main Street Program (TMSP) is "to provide technical expertise, resources and support for Texas communities in the preservation and revitalization of historic downtowns and commercial neighborhood districts in accord with the National Main Street Four Point Approach® of organization, economic restructuring, design and promotion."

State Line Avenue Corridor Preservation and Restoration

State Line Avenue, as well as the U.S. Post Office and Court House, straddles the state boundary between Arkansas and Texas. The section from Broad Street to the south side approach at 7th Street (US 67) is a local city street while the rest of the study corridor north of 7th Street (US 67) is part of the state/federal highway system designated as US 71.

Prior to the construction of Loop 151/US 59 in Texas and SH 245/IH 549 in Arkansas, US 67, US 82, US 59 and US 71 all converged into downtown Texarkana. At that time, State Line Ave. (US 71) served as the main north-south connection between downtown Texarkana and IH 30. With construction of the loops on both sides of Texarkana, travel patterns changed with more regional traffic utilizing the loops to avoid traveling through the downtown.

Several studies have been done but as yet a comprehensive long-term approach has been hampered by the difficulty in coordinating a lengthy transportation corridor shared by two cities, two states, two sets of municipal and county codes and two different development patterns. Costs for redevelopment are estimated to be possibly \$14,000,000 on either side of the State Line Avenue. Currently the funding is not there, neither is the long-term vision. It does however, keep coming up in discussions.

Continuation of the Newly Designated I-49 Northward

Interstate 49 is an Interstate Highway that is incomplete and consists of four segments.

The original portion is located within the state of Louisiana, with its southern terminus at I-10 in Lafayette, LA, and its northern end terminating at I-435 and I-470 in Kansas City. The link between Lafayette LA, and Texarkana is almost completed, and there is a loop around the northeast part of Texarkana, Arkansas ending at State Line Avenue (US 71).

Continuation of I-49 through Fort Smith northward is necessary to actually make good use of the southern portions of I-49. At this time I-49 south from Kansas City connects to I-549 and ends at Fort Smith, south of I-40.

At the end of I-49 at Texarkana, US 71 connects and goes north. US 71 is not a high-speed high traffic route and the 180 miles takes over 3 ½ hours through the Ouachita Mountains.

Freight and passenger travel from the north as well as the south would benefit greatly from a continuation of I-49.

Local Projects lists:

Local projects are at the discretion of the local City or County government and funded by the local funding means. These projects may be in the Capital Improvement Program or identified in scheduled improvements list of the City.

Local Projects - Texarkana, AR

County	Facility Name	Project Limits	Project Description	old MPO ID Number	Funding Sources	Year of Expenditure (YOE)	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Miller	SH 549 frontage road	From US 71 (East Street) to SH 237 (Blackman Ferry Road)	Construct new 2 lane east frontage road	322	Local	2015	\$4,754,314	\$4,754,314
Miller	SH 549 frontage road	From SH 237 (Blackman Ferry Road) to Line Ferry Road	Construct new 2 lane west frontage road	323/343	Local	2017	\$5,443,214	\$5,443,214
Miller	SH 245 frontage road	From South State Line Avenue to Line Ferry Road	Construct new 2 lane south frontage road	344	Local	2019	\$2,077,312	\$2,077,312
Miller	Arkansas Boulevard	From US 71 (State Line Avenue) to US 67 (East Broad Street)	Reconstruct 4 lane to 5 lane road	353	Local	2020	\$17,804,943	\$17,804,943
Miller	South State Line Avenue	From Euclid Street to TWU sewer treatment plant	Reconstruct 2 lane to 4 lane road	318	Local	2021	\$7,229,535	\$7,229,535
Miller	McDonald Lane	From Forest Bend Lane to SH 245	Construct new 2 lane road	354	Local	2022	\$2,168,861	\$2,168,861
Total							\$39,478,179	\$39,478,179

2015 to 2019 Local Project List for Texarkana, TX

County	Facility Name	Project Limits	Project Description	old MPO ID Number	Funding Sources	YOE Base Year	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Bowie	Cooper Lane	From FM 989 (Kings Highway) to FM 2878	Reconstruct 2 lane to 4 lane road	112	Local	2015	\$1,897,979	\$1,945,428
Bowie	South State Line Avenue	From Lubbock Street to Loop 151	Reconstruct 2 lane to 4 lane road	103	Local	2015	\$3,330,320	\$3,413,578
Bowie	College Drive	From SH 93 (Summerhill Road) to FM 559 (Richmond Road)	Reconstruct 2 lane to 5 lane road	108	Local	2016	\$5,263,727	\$5,395,320
Bowie	Moore's Lane	From FM 559 (Richmond Road) to Gin Road	Reconstruct from 2 lanes to 3 lanes	104	Local	2016	\$1,315,932	\$1,348,830
Bowie	Gin Road	From FM 559 (Richmond Road) to FM 1297 (McKnight Road)	Reconstruct from 2 lanes to 3 lanes	110	Local	2019	\$4,696,815	\$4,814,235
Total							\$16,504,773	\$16,917,391

2020 to 2032 Local Project List for Texarkana, TX

County	Facility Name	Project Limits	Project Description	old MPO ID Number	Funding Sources	YOE Base Year	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Bowie	North Park Road	From IH 30 overpass to Winchester Drive	Reconstruct 2 lane to 3 lane road	124	Local	2020	10,776,178	11,045,583
Bowie	Pavillion Parkway	From Gibson Lane to FM 1297 (McKnight Road)	Construct new 4 lane road	123	Local	2022	4,162,684	4,266,751
Bowie	Knotty Pine Street	From Knotty Pine Place to Stonegate Drive	Construct new 3 lane road	106	Local	2024	360,189	369,193
Bowie	Sandlin Avenue	From deadend of Sandlin Avenue to Kevin Street	Construct new 2 lane road	109	Local	2025	936,491	959,903
Bowie	Airline Drive	From FM 559 (Richmond Road) to north of Prestige Lane	Reconstruct 2 lane to 3 lane road	111	Local	2032	4,929,431	5,052,667
Total							21,164,973	21,694,097

2033 to 2040 Local Project List for Texarkana, TX

County	Facility Name	Project Limits	Project Description	old MPO ID Number	Funding Sources	YOE Base Year	YOE Construction Cost Estimate	YOE Total Project Cost Estimate
Bowie	Idalou Drive	From Airline Drive to end of Idalou Drive	Reconstruct from 2 lanes to 3 lanes	113	Local	2036	\$1,842,473	\$1,888,534
Bowie	Skyline Boulevard	From end of Idalou Drive to end of Skyline Boulevard	Construct new 3 lane road	115	Local	2036	\$755,443	\$774,329
Bowie	West 24th Street	From Loop 14 (Texas Boulevard) to US 71 (State Line Avenue)	Reconstruct from 2 lanes to 3 lanes	114	Local	2036	\$5,487,050	\$5,624,227
Bowie	University Avenue	From IH 30 south frontage road to US 82 (New Boston Road)	Construct new 2 lane road	118	Local	2036	\$6,747,082	\$6,915,760
Bowie	Old Boston Road	From Robison Road to US 82 (New Boston Road)	Reconstruct from 2 lanes to 3 lanes	128	Local	2036	n/a	n/a
Bowie	Belt Road	From FM 559 (Richmond Road) to Old Boston Road	Reconstruct from 2 lanes to 3 lanes	129	Local	2036	n/a	n/a
Total							\$14,832,048	\$15,202,850

Development and Redevelopment Options

This section identifies two development and redevelopment options that can have a variety of impacts on transportation. One is Access Management strategies, and the other is a Complete Streets policy in the design and construction of urban streets.

Not all of the strategies are appropriate so any strategy selected should be thoroughly evaluated and selected on the basis of what results in the most positive results and the highest feasibility, depending on the specific situation under consideration for development or redevelopment.

MPO professional planning staff has the following recommendations for the Technical Committee and Policy Board when these committees look for strategies to improve the region's transportation system.

Access Management

MPO staff recommends the use of access management in development and redevelopment activities.

So far, TxDOT does have an access management program in place, including standards, procedures and manuals.

Access Management involves changing roadway designs and land use development patterns to limit the number of driveways and intersections on arterials and highways, constructing medians to control turning movements, encouraging Clustered development, creating more pedestrian-oriented Streetscapes, improved Connectivity, and Road Space Reallocation to encourage efficiency. Although Access Management is primarily intended to improve motor vehicle traffic flow, it can support Transportation Demand Management by integrating transportation and land use planning, and by improving Transportation Options.

Studies show that implementing access management provides three major benefits to transportation systems:

- Increased roadway capacity
- Reduced crashes
- Shortened travel time for motorists

Access Management should address:

- The hierarchy of the facility
- Intersection and interchange spacing
- Driveway spacing
- Traffic signal spacing
- Median treatments and median openings
- Turning lanes and auxiliary lanes
- Street connections

Access management has a better chance of success through the application of these planning, regulatory, and design strategies.

- Policies, directives, and guidelines issued by state and local agencies having permit authority on development and roadway infrastructure improvements
- Regulations, codes, and guidelines that are enforceable
- Acquisition of access rights by states and local jurisdictions that serve to protect transportation interests and enable sufficient infrastructure is built
- Land development regulations by state and local jurisdictions that address property access and related issues
- Development review and impact assessments by state and local jurisdictions
- Good geometric design of transportation facilities
- Understanding of access implications by businesses and property owners

Complete Streets

MPO staff recommends selective use of the complete streets practices when possible and appropriate and consideration of a complete streets policy.

Complete Streets refers to roadway design and operating practices intended to safely accommodate diverse users and activities including pedestrians, cyclists, motorists, public transport users, people with disabilities, plus adjacent businesses and residents. Complete Streets planning recognizes that roadways often serve diverse functions including through travel, recreational walking, socializing, vending, and nearby living, which must be considered and balanced in roadway design and management.

Implementation:

Implementation usually includes a policy statement, various changes to planning practices, plus professional development programs that support a more multi-modal roadway design and often involves selecting and applying an appropriate street design manual, which defines specific roadway design details.

An Ideal Complete Streets Policy (www.smartgrowthamerica.org/complete-streets/changing-policy/policy-elements)

- Includes a vision for how and why the community wants to complete its streets
- Specifies that the phrase “all users” includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as motor vehicles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

Appendix 1 2002 through 2013 Historic TxDOT Funding for Texarkana Area

Texarkana MPO Historical Funding Distribution by Category - For information only - FY 2003 to FY 2013 – Totaling \$ 199,888,416.40

YEAR	CAT 1	CAT 3 (Now 2)	CAT 6	CAT 8	CAT 9
	REHAB/PM	URBAN MPO	BRIDGES	SAFETY	TRANSPORTATION ENHANCEMENTS
2002	\$ 449,337.00			\$ 168,747.00	
2003	\$ 2,867,234.00		\$ 263,758.00	\$ 340,000.00	
2004	\$ 362,032.00		\$ 509,420.00	\$ 1,119,542.00	
2005	\$ 254,887.00			\$ 1,249,544.00	
2006	\$ 10,464,237.10	\$ 95,555,089.00	\$ 24,088,897.30	\$ 6,251,755.00	
2007	\$ 879,037.00		\$ 271,065.00	\$ 940,914.00	\$ 330,815.00
2008	\$ 174,162.00			\$ 1,635,918.00	
2009	\$ 367,644.00	\$ 1,608,705.00	\$ 254,303.00	\$ 598,157.00	
2010	\$ 839,142.00		\$ 342,513.00	\$ 749,098.00	
2011	\$ 3,355,754.00			\$ 853,191.00	
2012	\$ 609,842.00	\$ 1,886,283.00		\$ 212,667.00	
2013	\$ 334,076.00			\$ 509,213.00	
TOTAL	\$ 20,957,384.10	\$ 99,050,077.00	\$ 25,729,956.30	\$ 14,628,746.00	\$ 330,815.00
This amount was larger than what the Texarkana MPO received by funding distribution					
TAB TOTALS	\$ 20,957,384.10	\$ 99,050,077.00	\$ 25,729,956.30	\$ 14,628,746.00	\$ 330,815.00

YEAR	CAT 10	CAT 10	CAT 10	CAT 11	CAT 12
	CONGRESSIONAL HIGH PRIORITY	RAILROAD REPLANKING	GREEN RIBBON	DISTRICT DISCRETIONARY	OTHER / TTC DESIGNATED
2002					
2003					
2004				\$ 296,873.00	
2005					
2006	\$ 9,620,264.00				\$ 10,000,000.00
2007				\$ 930,743.00	
2008				\$ 10,066,833.00	
2009	\$ 3,363,608.00			\$ 134,751.00	
2010				\$ 883,306.00	
2011		\$ 66,176.00			
2012			\$ 109,620.00		\$ 3,719,264.00
2013					
TOTAL	\$ 12,983,872.00	\$ 66,176.00	\$ 109,620.00	\$ 12,312,506.00	\$ 13,719,264.00
TAB TOTALS	\$		13,159,668.00	\$ 12,312,506.00	\$ 13,719,264.00

Appendix 2 TxDOT Funding Categories:

- Category 1 - Preventive Maintenance and Rehabilitation: Funding for preventive maintenance and rehabilitation of the existing state highway system. These funds may be used on the Interstate Highway System travel lanes, frontage roads, structures, signs, pavement markings, striping, etc.
- Category 2 M – Transportation Management Area (TMA) Corridor Projects: **Does not apply to this region**
- Category 2 U - Urban Area Corridor Projects: funding is intended to address the mobility needs in all metropolitan areas (areas with populations between 50,000 and 200,000) throughout the state. Funds will be used to develop and improve entire corridors of independent utility, whenever possible. Projects in this category must have the concurrence and support of the MPO.
- Category 3 – Non-Traditionally Funded Projects - Project selection varies based on the funding source, such as Proposition 12, Proposition 14, Pass-Through Toll Finance, Regional Toll Revenue and Local Participation.
- Category 4 – Statewide Connectivity Corridor Projects: This funding is intended to address mobility and added capacity project needs on major state highway system corridors which provide statewide connectivity between urban areas and corridors. The highway connectivity network is composed of the Texas Trunk System; NHS; and connections from the Texas Trunk System or NHS to major ports on international borders or Texas water ports.
- Category 5 – Congestion Mitigation and Air Quality (CMAQ) Improvement: **Does not apply to this region**
 - CMAQ Program
- Category 6 - Structure Replacement and Rehabilitation: Funding to replace or rehabilitate eligible bridges on and off the state highway system (functionally obsolete or structurally deficient).
 - Bridge Rehabilitation and Replacement Program
 - Railroad Grade Separation Program
- Category 7 – Metropolitan Mobility and Rehabilitation: **Does not apply to this region**
 - Surface Transportation Program that is set aside for urbanized areas with populations greater than 200,000 for metro mobility (STP MM)
- Category 8 – Safety - Funding related to projects on and off the state highway system. Projects are evaluated using three years of crash data and ranked according to the Safety Improvement Index.
 - Federal Highway Safety Improvement Program,
 - Federal Railway-Highway Crossing Program,
 - Safety Bond Program,
 - Federal Safe Routes to School Program and
 - Federal High Risk Rural Roads
- Category 9 – Transportation Enhancements: Funding is to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system. Projects programmed in this category must fall under one of the general activities of the Surface Transportation Program
- Category 10 – Supplemental Transportation Projects: Funding is to address projects that do not qualify for funding in other categories. Most of the programs are state funded; however, federal funds are involved in some programs as noted above. Projects in this category must have the concurrence of the MPO if located within their area of jurisdiction.
- Category 11 – District Discretionary: This category is used to address projects selected at the district engineer's discretion. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right-of-way acquisition. Projects in this category must have the concurrence and support of the MPO having jurisdiction in the particular area.

- Category 12 – Strategic Priority: The Commission has determined that money from this category will be used on an “as needed” basis, for projects with specific importance to the state. These projects will generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to the federal military base realignment and closure report, or maintain the ability to respond to both man-made and natural emergencies. In addition, the Commission is also committed to utilize the Category 12 funds to help communities utilize the new financing tools, like pass-through financing agreements, in order to help local communities address their transportation needs.