

TEXARKANA 2045



Metropolitan Transportation Plan



Adopted September 17, 2019

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION #10 – 2019

RESOLUTION ADOPTING THE 2045 Metropolitan Transportation Plan (MTP) as presented to the Policy Board of the Texarkana Metropolitan Planning Organization on September 17, 2019 and authorizing its submission to the Arkansas Department of Transportation (ARDOT) and the Texas Department of Transportation (TXDOT).

WHEREAS, the Texarkana Metropolitan Planning Organization (MPO) for the Texarkana Metropolitan Planning Area (MPA), is responsible for performing transportation planning activities within the Texarkana MPO metropolitan boundary area; and

WHEREAS, pursuant to 23 CFR 450.322, the Texarkana MPO is responsible for development of a 2045 Metropolitan Transportation Plan (MTP) for the region; and

WHEREAS, the Texarkana MPO Technical Committee has endorsed and recommended the Texarkana MPO 2045 Metropolitan Transportation Plan which is designed to address the transportation needs of the region through the year 2045 to the Policy Board for approval; and

WHEREAS, public comment on the proposed 2045 MTP was sought and comments were recorded within the MTP that were received during the 30-day comment period from August 19, 2019 through September 17, 2019.

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

SECTION 1: The Texarkana MPO 2045 Metropolitan Transportation Plan for the Texarkana Metropolitan Area is hereby adopted and will be considered as a final adopted document with the submission to ARDOT and TXDOT.

SECTION 2: The Director of the Texarkana Metropolitan Planning Organization is hereby authorized to publish and submit the Texarkana MPO 2045 Metropolitan Transportation Plan for the Texarkana Metropolitan Study Area.

SECTION 3: That the adopted document shall be forwarded to all relevant public officials and government agencies, and shall be available for public inspection during regular business hours at the Texarkana MPO office located at the City of Texarkana, Texas City hall building located at 220 Texas Blvd. Texarkana, Texas and on the MPO website.

ADOPTED in Regular Session on the 17th day of September 2019.



Robert Bunch, Chairman
Policy Board
Texarkana Metropolitan Planning Organization



Attest: Rea Donna Jones
Director
Texarkana Metropolitan Planning Organization



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.

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 Department of Transportation (ARDOT)

This Plan has been funded with federal Metropolitan Planning funds through the Federal Highway Administration and Section 5303 funds through the Federal Transit Administration, and local funding by the State of Arkansas, the State of Texas, and the City of Texarkana, Arkansas.

TEXARKANA METROPOLITAN PLANNING ORGANIZATION
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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.

The contents of this report reflect the views of the MPO staff and committees that are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration, the Federal Transit Administration, the Arkansas Department of Transportation, or the Texas Department of Transportation.



TEXARKANA 2045 METROPOLITAN TRANSPORTATION PLAN

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CHAPTER 1

INTRODUCTION & PLANNING PROCESS



CHAPTER 1: INTRODUCTION & PLANNING PROCESS

Metropolitan transportation planning is a cooperative, comprehensive, and continuing (3-C) process. This process is conducted by the Texarkana Metropolitan Planning Organization (MPO), in coordination with the Texas Department of Transportation (TxDOT), the Arkansas Department of Transportation (ARDOT), transit operators, the stakeholders from throughout the region, and the public to create a vision for the future of transportation in the community.

The 3-C process, which is prescribed by federal regulations, is designed to assist the MPO in prioritizing short- and long-term investments in the regional transportation system over a minimum of 20 years through a proactive public participation process that involves all users of the transportation system.

This document is an update to the Texarkana Urban Transportation Study 2040 Metropolitan Transportation Plan (MTP) to cover the 25-year planning horizon from 2020-2045. The Texarkana Metropolitan Planning Organization initiated this update in October 2018. 23 CFR §450.324 mandates that an MPO's MTP must cover a plan horizon of at least 20 years into the future and be updated every five years. Updating the plan confirms its validity and consistency with current and forecasted transportation and land use conditions and trends. Each update to the plan allows the Texarkana MPO a chance to extend the forecast period to maintain at least a 20-year planning horizon.

This MTP was developed over an 11-month period during which multiple rounds of public and stakeholder meetings were conducted; technical data was analyzed; existing plans and studies were compiled and reviewed; and potential projects were evaluated according to community goals and performance-based criteria. The resulting product is a comprehensive blueprint for the future of the transportation system that considers all modes and the needs of all users.

"METROPOLITAN TRANSPORTATION PLANNING IS A COOPERATIVE, COMPREHENSIVE, AND CONTINUING PROCESS."

Texarkana Metropolitan Planning Organization

With the passage of the Federal Highway Act of 1962, all major cities within the United States are required to adopt a Metropolitan Transportation Plan to guide the long-term development of the transportation system. The Act established specific rules and regulations for carrying out the long-range transportation planning process and required the formation of MPOs for any



urbanized area (UZA) with a population greater than 50,000. Under federal regulations, MPOs are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process, in cooperation with the state and local governments, to develop the MTP and determine how best to invest federal transportation funding in the region.

The Texarkana MPO is the administrative agency for the Texarkana Urban Transportation Study (TUTS). As an organization, the Texarkana MPO includes a policy board, a technical committee, and MPO staff.

Policy Board

The Policy Board (PB) for the Texarkana Metropolitan Planning Organization (MPO) is a body comprised of elected and appointed officials, including local, city-level, state-level, and federal-level personnel. The purpose of the Policy Board is to set the MPO's transportation policies as well as approve and adopt all transportation planning activities and programs for the MPO. The Policy Board ordinarily meets quarterly but may meet more frequently if necessary.

The Policy Board for the Texarkana MPO has fifteen members, including a chairman and a vice-chairman. Error! Reference source not found. lists the current Policy Board members, their titles, and their jurisdictions.



A view of the USPS and Courthouse located on the Texas-Arkansas state line.



TABLE 1-1: CURRENT TEXARKANA MPO POLICY BOARD MEMBERSHIP

| Name | Title | Jurisdiction |
|------------------|---|--------------------------------|
| Barbara Miner | City Director / Assistant Mayor | City of Texarkana, AR |
| Steven Hollibush | City Director – Ward 3 | City of Texarkana, AR |
| Kenny Haskin | City Manager | City of Texarkana, AR |
| Cathy Harrison | Judge | Miller County, AR |
| Paul Simms | Metropolitan Planning Coordinator | ARDOT |
| Steve Frisbee | District 3 Engineer | ARDOT |
| Robert Bunch | Chairman / Mayor | City of Nash, TX |
| Sheryl Collum | Mayor | City of Wake Village, TX |
| Mary Hart | Council Member – Ward 2 | City of Texarkana, TX |
| Shirley Jaster | City Manager | City of Texarkana, TX |
| Bob Bruggeman | Mayor | City of Texarkana, TX |
| Thomas Whitten | Vice-Chairman / County Commissioner – Pct. 2 | Bowie County, TX |
| Mike Anderson | District Engineer | TxDOT |
| Deanne Simmons | Dir. of Transportation Planning & Development | TxDOT |
| Chris Brown | Executive Director | Ark-Tex Council of Governments |

Technical Committee

The purpose of the Technical Committee (TC) is to provide technical assistance to MPO staff. The Committee’s primary duties involve assisting the MPO staff with developing and reviewing essential MPO documents such as the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan (MTP), and the Transportation Improvement Program (TIP), as well as recommending adoption of these documents to the Policy Board. The Technical Committee includes local, regional, state, and federal members who have technical and professional knowledge in the transportation field.

The Technical Committee for the Texarkana MPO has twenty seats with nineteen members (one seat is currently vacant). **Table 1-2** lists the current Technical Committee members, their titles, and their jurisdictions.



TABLE 1-2: CURRENT TEXARKANA MPO TECHNICAL COMMITTEE MEMBERSHIP

| Name | Title | Jurisdiction |
|-----------------|---|----------------------------|
| Mary Beck | City Planner | City of Texarkana, AR |
| Vacant | -- | City of Texarkana, AR |
| Tyler Richards | Public Works Director | City of Texarkana, AR |
| Carl Teel | Road Department Administrator | Miller County, AR |
| Chris Dillaha | Metropolitan Planning Coordinator | ARDOT |
| Jeremy Thomas | Resident Engineer | ARDOT |
| Mark Mellinger | Manager | Texarkana Regional Airport |
| Valera McDaniel | Transportation Specialist | FHWA – Arkansas |
| Dusty Henslee | Public Works Director | City of Texarkana, TX |
| Jonathan Wade | Associate City Engineer | City of Texarkana, TX |
| David Orr | Dir. of Planning & Community Development | City of Texarkana, TX |
| Jim Roberts | City Administrator | City of Wake Village, TX |
| Doug Bowers | City Administrator | City of Nash, TX |
| Thomas Whitten | County Commissioner – Pct. 2 | Bowie County, TX |
| Mary Beth Rudel | Deputy Director | ATCOG |
| Mark Compton | Transportation Manager | ATCOG |
| Katie Martin | Advance Planning Engineer | TxDOT |
| Paul Wong | Area Engineer | TxDOT |
| Barbara Maley | Air Quality Specialist & Transportation Planner | FHWA – Texas |
| Melissa Foreman | Community Planner | FTA – Region VI |

Texarkana MPO Staff

Texarkana MPO’s staff currently consists of a study director (MPO Director) and a transportation planner. **Table 1-3** lists the MPO staff and their titles.

TABLE 1-3: CURRENT TEXARKANA MPO STAFF

| Name | Title | Jurisdiction |
|-----------------|------------------------|---------------|
| Rea Donna Jones | Study Director | Texarkana MPO |
| Jo Anne Gray | Transportation Planner | Texarkana MPO |

Texarkana MPO Planning Area

The Texarkana MPO’s planning area spans approximately 195 square miles in northeast Texas and southwest Arkansas, including the Cities of Texarkana, Nash, Wake Village, and Red Lick in



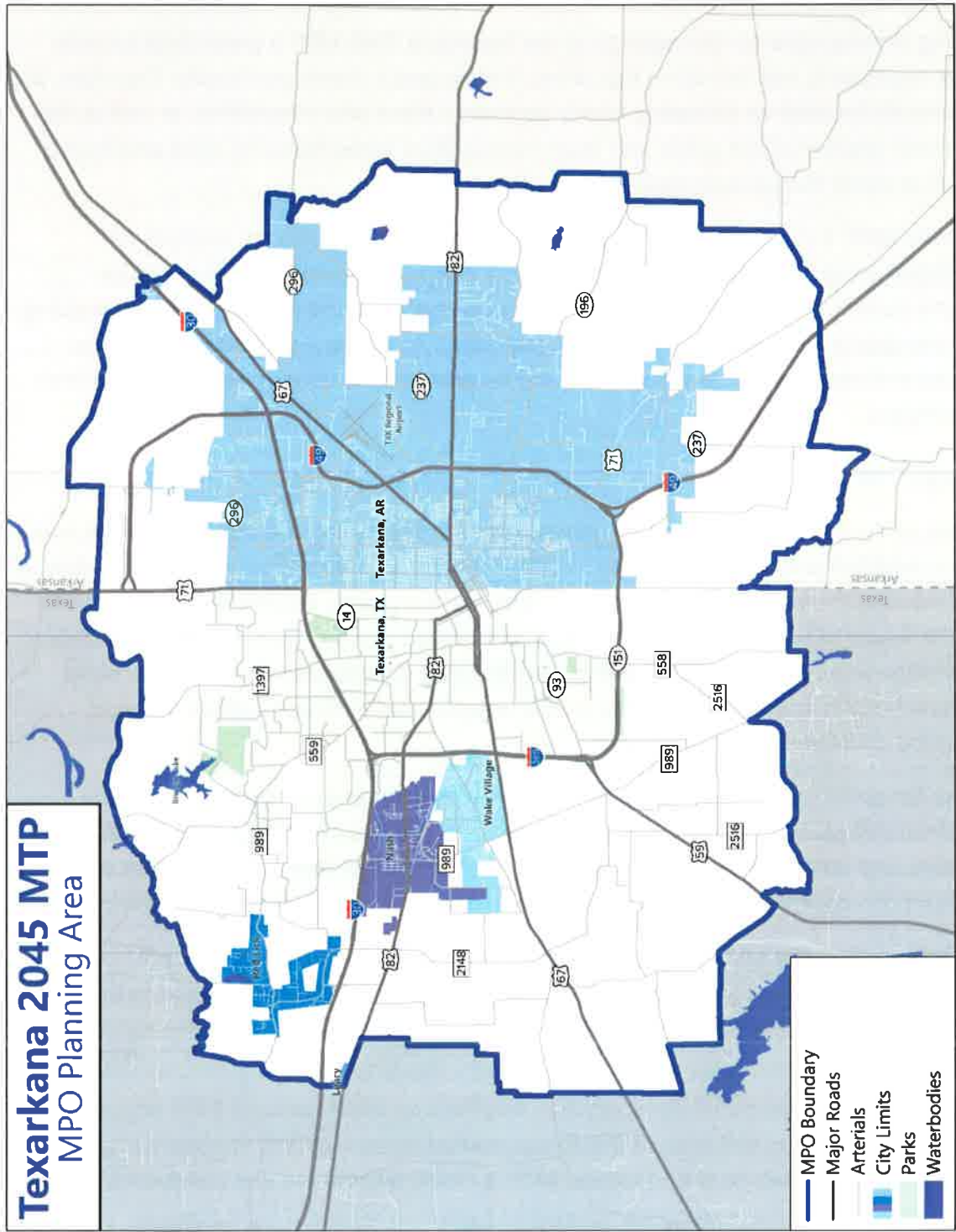
Texas, the City of Texarkana in Arkansas, and some rural portions of Bowie County (TX) and Miller County (AR). **Figure 1-1** shows the MPO planning area.



A view of downtown Texarkana from southbound Stateline Avenue.



FIGURE 1-1: TEXARKANA MPO PLANNING AREA





Transportation Planning Process

The planning process used for the creation of the Texarkana 2045 MTP is prescribed by state and federal regulations, but the vision that drives the process is developed locally. Therefore, the visioning process focused on gathering locally generated plans and information, as well as the knowledge and wisdom of the public and local communities, while following state and federal guidelines that direct the general planning process.

The Texarkana MPO is responsible for programming regional transportation projects for implementation using federal transportation funding. The MTP provides a framework for analyzing the current and future regional travel demand and creating a blueprint for addressing the future transportation needs within the planning area. The following sections outline the process used and steps completed to develop the Texarkana 2045 MTP by MPO staff and their planning partners.

Visioning Process

The purpose of the MTP is to identify the transportation needs of the community over the next 20-25 years, establish priorities for funding improvements that address those needs, and chart a course for meeting the community's vision and goals for the region. Establishing a community vision for the future of the transportation system and related goals to assist in the prioritization of transportation improvements is key to ensuring the plan reflects community values. Input from key stakeholders and members of the public was solicited early and continuously throughout the development of this plan.

The process for updating the Texarkana MTP was initiated by a series of meetings with the public, professional planners and engineers from the MPO and its member agencies, state and local agencies, and other community stakeholders. The purpose of these meetings was to gather data and input on community needs and values to establish a framework for MTP development.

Using this information, the MPO drafted a recommended vision, set of goals, and a list of evaluation criteria to assist in prioritizing transportation improvements for inclusion in the MTP.

Needs Assessment

To develop feasible and beneficial transportation solutions for the Texarkana MPO region, it is imperative to assess the current state of the transportation system, as well as community growth trends. As part of the update to the Texarkana MTP, a needs assessment was conducted, including an inventory of the existing transportation system; a review of local plans; a



demographic analysis to determine existing transportation demand based on current population levels; projections of future population and employment and the associated future travel demand; an assessment of the current transportation system in relation to equity and the environment; and a multi-modal assessment to interpret the extent and condition of existing transportation networks.

Systems-Level Analysis

The systems-level analysis examined how candidate projects may impact community issues that are of system- and region-wide concern. The study team incorporated this planning approach into the development of the MTP, which allowed for prioritization of transportation investments based on broader community issues in accordance with the community's vision.

Coordination with Local Plans & Programs

Ensuring that proposed improvements are consistent with local and statewide programs, plans, and their goals and objectives, as well as supporting local values and preserving existing community resources is of vital importance to the MTP development. A review of local and statewide programs and plans was therefore conducted to ensure consistency between the metropolitan transportation planning effort and local community initiatives.

Financial Analysis & Constraint

Fiscal feasibility is a significant priority in determining the final list of transportation improvements included in the MTP. Not only does federal legislation mandate that the MTP be fiscally constrained and only include projects that can be reasonably expected to have adequate funding, but certain projects also require that area communities contribute local matching funds to receive federal funding. The process for establishing both estimated costs and revenues is critical for the creation of a viable MTP.

Revenue Projection

A revenue projection was developed that identified the anticipated revenue stream for local, state, and federal funds. This revenue stream was factored to account for inflation at the anticipated year-of-receipt.

Project Costs

Cost is defined as the total project cost, which includes planning elements (e.g. environmental studies and functional studies), engineering costs (e.g. preliminary engineering and design),



preconstruction activities (e.g. schematic and environmental, right-of-way acquisition, and corridor preservation), construction activities, and contingencies. Project costs were provided by the sponsoring agency for any projects submitted through the 2045 MTP Call for Projects. Any projects that were carried over from existing plans already included project costs.

Fiscal Constraint Analysis

A fiscal constraint analysis was performed that compared the anticipated year-of-expenditure costs to the anticipated year-of-receipt revenues to determine if sufficient and timely financial resources were likely to exist to fund the proposed program of projects.

Selecting a Proposed Program of Projects

Based on the submitted project costs and revenue projections, the program of fiscally constrained projects anticipated to best accomplish community-defined goals and objectives was selected by the Technical Committee and then submitted to the Policy Board for review and approval. The MPO's Policy Board was then able to review these recommendations and make measured and fiscally constrained choices. The final MTP Project List is shown in Chapter 8.

Adoption Process

The preliminary program of projects was approved by the Policy Board on August 13th, 2019. The preliminary transportation recommendations and associated list of proposed projects resulting from the project selection and fiscal constraint analysis, along with the results of the technical analysis and public input, were included in the draft MTP document.

Public Review of the Draft Texarkana 2045 MTP

On August 19, 2019, the draft plan was presented to the public and their feedback was solicited throughout the 30-day public review period online, in written format, and during two public meetings as outlined in the MPO's adopted Public Participation Plan (PPP).

Adoption of the Final Texarkana 2045 MTP

The final MTP, which incorporated any comments received during the 30-day public comment period, was presented to the Policy Board for adoption on September 17, 2019. The approved MTP has an effective date of September 17, 2019.



CHAPTER 2

MTP VISION, GOALS & OBJECTIVES



CHAPTER 2: MTP VISION, GOALS & OBJECTIVES

This chapter describes the process that established the vision and goals of the planning process for the Texarkana planning area. The vision and goals were created to complement the efforts of existing and past plans created for the region. It also describes the process of developing the performance measures used to gauge whether the recommended program of transportation projects supports the established vision and goals. Together the vision, goals (and associated objectives), and performance measures comprise the Texarkana 2045 MTP's guiding values. The planning process used for the creation of the Texarkana 2045 MTP is prescribed by state and federal regulations, but the vision that drives the process is developed locally.

This MTP visioning process is therefore focused on gathering locally generated plans and information, as well as the knowledge and wisdom of the local community, while following the state and federal guidelines that direct the general planning process. Development of the MTP requires the collaboration of regional stakeholders – local, state, and federal agencies and governing bodies, public and private transportation providers, and the business community – and includes extensive public input. All these stakeholders must work together so that the community's visions and goals coalesce into defined principles that will guide transportation policy and investment decisions within the Texarkana MPO planning area.

The resulting recommendations and proposed improvements will impact all users of the transportation system.

THE TEXARKANA MPO MTP VISIONING PROCESS IS FOCUSED ON GATHERING LOCALLY GENERATED PLANS AND INFORMATION, AS WELL AS THE KNOWLEDGE AND WISDOM OF THE COMMUNITY.

Data Collection Process

In order to better understand the existing state of the Texarkana MPO planning area, the project team collected existing plans, reports, and data about regional land use patterns, economic development, demographic trends, environmental issues, and the planning area transportation system. This review was done to ensure consistency of the regional transportation planning efforts with ongoing state and local activities. In addition, a regional Freight Mobility Plan is in development and coordination between the two projects is ongoing. The following section



details plans, reports, and data used at the Texarkana MPO, State, and Local levels to develop this MTP.

Texarkana Metropolitan Planning Organization Documents


The Texarkana Metropolitan Planning Organization (MPO) and its planning partners have been the primary authors of the following documents.

Texarkana MPO 2040 Metropolitan Transportation Plan

In 2014, the Texarkana Metropolitan Planning Organization adopted the 2015 – 2040 Metropolitan Transportation Plan (MTP) affirming the regional transportation planning goals and assumptions, following a review of the existing transportation system needs and reassessment of growth trends. The plan update identified long-term transportation needs, which address regional mobility through the horizon year 2040. The other topics covered in the plan include a review of the region’s demographics, a financial plan for implementation of projects, environmental mitigation, a review of the public process, and management and operations to improve security, safety, and reliability of the transportation system. The Texarkana 2040 MTP identified around \$467 million for funding transit related projects, \$63.7 million in funding available for active transportation related projects, and \$533 million in funding available for roadway improvement projects through the year 2040. The following map shows the program of fiscally-constrained projects identified in the 2040 MTP, as well as a set of illustrative projects. **Figure 1** shows the mapped program of projects included in the 2040 MTP.

Texarkana Urban Transportation Study

2015 – 2040 Metropolitan Transportation Plan

A photograph of a 'STATE LINE' sign. The sign is a large white arrow pointing right, with 'TEXARKANA' written above it. The arrow is split vertically, with the left side colored red and labeled 'ARKANSAS' and the right side colored blue and labeled 'TEXAS'. The sign is mounted on a post in a grassy area.

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.

Adopted September 17, 2014
Amendment One Adopted May 17, 2017
Amendment Two Adopted July 20, 2018



2019-2022 Transportation Improvement Programs

Updated every two years and covering a period of four years, the 2019 Transportation Improvement Program provides an overview of short-term projects to the Federal Highway Administration, Federal Transit Administration, Texas Department of Transportation (TxDOT), Arkansas Department of Transportation (ARDOT), and local officials for budgeting funds and the planning, design, and construction of transportation and transit improvements for the near future. Projects included in the TIP were derived from the 2040 MTP and include key details and project cost. The Arkansas TIP estimates \$1.2 million for transportation projects and approximately \$151 thousand for transit over the four years. The Statewide TIP compiled by the Texas Department of Transportation estimates \$97 million total funding from 2019-2022.

Annual Listing of Federally Obligated Projects

The annual listings of projects (Federal Fiscal Years 2014, 2016, and 2017) document the investments in pedestrian walkways, bicycle facilities, public transportation, and roadway improvements undertaken with federal funds during the preceding fiscal year (FY).

- In FY 2018, a total of \$9.91 million was obligated for 30 transportation projects, including \$648 thousand in highway projects, \$6.5 million in grouped projects, \$216 thousand in bicycle and pedestrian projects, and \$2.5 million in transit projects.
- In FY 2017, a total of \$13.7 million was obligated for 31 transportation projects, with \$2.3 million for transit projects and the remaining (\$11.4 million) for grouped projects.
- In FY 2016, a total of \$9.9 million was obligated for 19 projects, with \$5.1 million for highway projects, \$4.6 million for grouped projects, and \$168 thousand for transit projects.
- In FY 2014, a total of \$24.5 million was obligated for 15 projects, with \$1.2 million for transit projects, \$627 thousand for bicycle and pedestrian projects, \$1.2 million for group projects, and \$21.4 million for highway projects.

Texarkana Regional Mobility Plan

In coordination with TxDOT, ARDOT, and the Texas Transportation Institute (TTI), the mobility plan analysis determined the potential funding required for maintaining the current level of mobility through 2030. The goals identified in the plan include:

- Relieve Congestion
- Improve Safety



- Improve Air Quality
- Improve Quality of Life
- Improve Opportunities for Economic Development
- Enhance Infrastructure Maintenance
- Streamline Project Delivery
- Incorporate TxDOT & ARDOT Strategic Goals

Using the travel demand model for the Texarkana MPO Region, a Texas Congestion Index (TCI) informed the analysis to attempt to identify regional mobility gaps and needs for the future. The plan provides some insights to the problems faced in the region, however, the plan is not recommended to be used as a tool for financial decisions.

Texarkana Regional Active Transportation Master Plan (TRATMP)

In 2018, the MPO developed the Texarkana Regional Active Transportation Master Plan, expanding upon the previous bicycle and pedestrian plan adopted in 2009. This document serves as a guide for improving access and mobility to bicyclists and pedestrians in the region, with a total of \$32,450,600 worth of active transportation projects proposed in the plan. By assessing current conditions and needs, providing design guidelines, reviewing the efforts of public outreach, prioritizing projects, and identifying funding sources for implementation, this plan guides decision making for investment in the Texarkana MPO planning area.





Sidewalk Inventory and Analysis

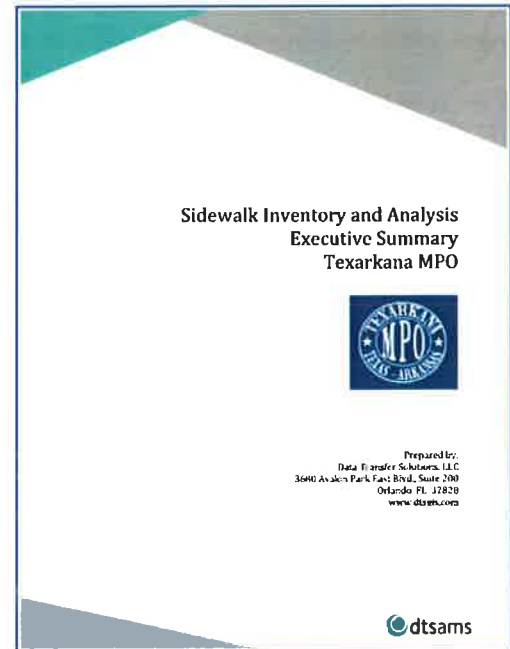
The Sidewalk Inventory and Analysis was performed for all roads in the Texarkana MPO planning area in 2017. This detailed inspection of the condition of the sidewalk networks provides a basis for investment for maintenance, management, and future projects. A fleet of Mobile Asset Collection vehicles collected imagery of existing sidewalk conditions. This imagery was then used to identify whether sidewalks were in “good,” “fair,” or “poor” condition. This report discusses the tools, processes, and procedures for collecting and analyzing the sidewalk network data as well as the results. This report was Phase One of an update to the bicycle and pedestrian plan for the region.

10-Year Unified Transportation Plan (UTP)

Texas House Bill 20 requires that every planning area in the State makes a 10-year plan. For the Texarkana MPO, this plan is the 2020-2029 Texarkana MPO 10-Year UTP, which includes a list of nine projects meant to be implemented during the 10-year period. Project information included in the plan includes current funding categories, project cost, funding amounts available, the funding gap, and the desired and worst-case scenarios. In addition, the plan includes the FY 2019 10-year planning target of \$43,770,000 and the FY 2020 10-year planning target of \$48,120,000.

Socio-economic Inputs for 2045 Texarkana Area MPO Travel Demand Model

A major component of identifying future transportation needs is understanding future population and employment growth trends for the region. Land use and growth patterns directly impact how people travel. In places where development is spread out and land use is separated, people are likely to take more long-distance trips in a personal vehicle throughout the day. On the other hand, in more dense, mixed-use environments, people can take more short trips and utilize other modes of transportation such as transit and walking. These population and economic growth forecasts are not intended to be exact numerical representations of future block group densities. These projections serve as a useful planning tool to represent growth and migration trends and natural increase using data already available. These projections serve to inform travel demand modeling as they are used as inputs for loading





current roadway systems as well as scenario analysis. Additional factors like household size and median income are major forces behind travel behavior.

Data was gathered from the U.S. Census Bureau for population from 1970 through 2010 for both Bowie County, TX, and Miller County, AR. A trend analysis was performed on the population growth rates of both counties over that time period. This trend analysis was used to develop a compound annual growth rate by decade over that time period. 2013 American Community Survey population estimates and the compound annual growth rates since 2010 gathered from the Texas Demographic Center (TDC) and the Institute for Economic Advancement (University of Arkansas at Little Rock), were used to establish the 2013 base year population control totals.

State-Level Agency Plans & Documents

The following documents have been developed by or in coordination with TxDOT and ARDOT.

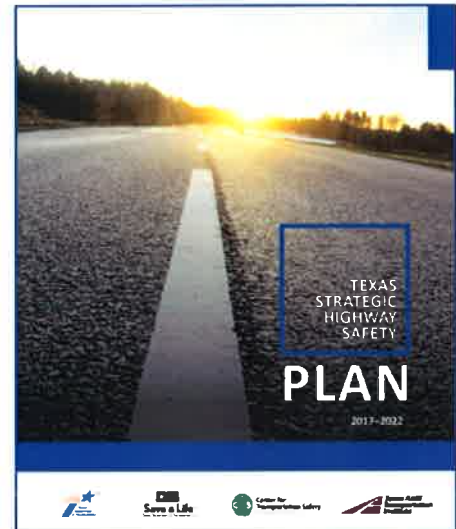
Unified Transportation Program

Updated every year with a ten-year horizon, the Unified Transportation Program (UTP) provides an objective way to evaluate statewide and regional system performance and prioritize resources to programs and projects to improve performance. The data driven process of developing the UTP helps bridge short-range and long-range goals by identifying areas that need improvements and areas that support system performance measures and targets. \$74 million in planned infrastructure improvements are identified over the next ten-year period in the 2019 UTP. These projects address TxDOT's strategic goals in key areas of system performance.



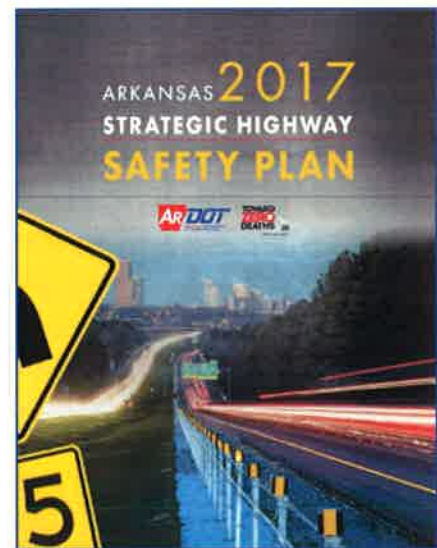
Texas Strategic Highway Safety Plan

The 2017 update to the Texas Strategic Highway Safety Plan (SHSP) acknowledged a steady increase in roadway fatalities since 2012, despite efforts to improve roadway user behavior and upgrade roadway conditions. The SHSP maintains a vision of moving to zero deaths on roadways and represents a multidisciplinary collaboration aspiring to make Texas travel safer by reducing crashes, fatalities, and injuries. The approach for achieving these aspirations involves focusing on seven key emphasis areas, including distracted driving, impaired driving, intersection safety, older road users, pedestrian safety, roadway and lane departures, and speeding.



Arkansas Strategic Highway Safety Plan

Like the Texas SHSP, the 2017 Arkansas SHSP notes that roadway fatalities on Arkansas facilities have been increasing since 2014, despite efforts such as implementation of stronger impaired driving laws, implementation of traffic incident management, and implementation of innovative infrastructure improvements. The Arkansas SHSP is a data-driven, comprehensive plan with the intent to act as a guide to direct the development of specific goals and strategies for organizations in Arkansas to reduce roadway fatalities and serious injuries, with the ultimate vision of Toward Zero Deaths. To achieve its purpose, the SHSP focuses on five performance areas, including driver behavior, infrastructure improvement, special road users, vulnerable road users, and operational improvements.



Arkansas Highway Safety Improvement Program

The ARDOT Highway Safety Improvement Program (HSIP) Annual Report's mission is "to save lives and reduce injuries on the state's roads, and provide leadership, innovation and program support in partnership with traffic safety advocates, professionals and organizations."



Bicycle Safety in Arkansas

The Arkansas Department of Parks and Tourism, Arkansas State Police, and Arkansas State Highway and Transportation Department – now known as the Arkansas Department of Transportation (ARDOT) – published a guide for Bicycle Safety in Arkansas which outlines four principles to help cyclists ride safely and legally on the streets, roads, and highways in the state. The principles include maintaining control of your bicycle, riding with traffic, being visible and riding alertly, and protecting yourself.

Transit Asset Management Plan

In 2018, TxDOT included the Texarkana Urban Transit District (TUTD) and Ark-Tex Council of Governments (ATCOG) in their Transit Asset Management Group Sponsored Plan to assist departments in “achieving and maintaining a state of good repair (SGR) for public transportation assets” for the fiscal period 2019-2023. TxDOT coordinated with agencies to gather an inventory of assets and their conditions and set targets for the 4-year period to guide management and investments and maintain a state of good repair.

US-59 Route Study

The purpose of this study is to discuss the options for upgrading the section of US-59 from Texarkana to Laredo to meet interstate standards so that it can be added to the IH-69 system in Texas. The plan outlines the options considered in the planning process and the results of the analysis and engagement, which was to upgrade the current US-59 rather than constructing a new alignment. The next steps for implementation of the improvements include refining the design, completing an environmental study, continuing to gather public feedback, and identifying funding sources for the project.

Local Plans

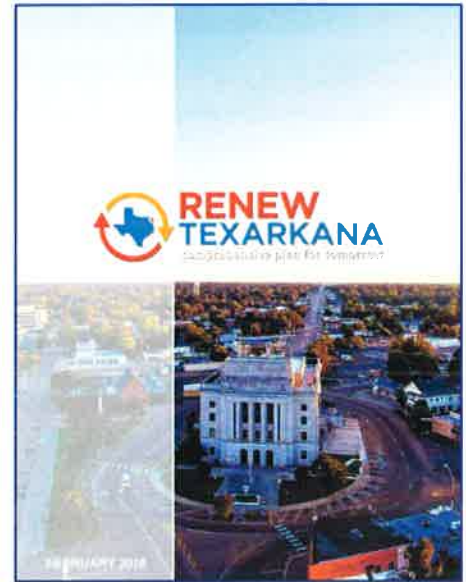
Transit Coordination Plans

The Ark-Tex Council of Governments (ATCOG) is in charge of the Rural Public Transit District (TRAX) and the Texarkana Urban Transit District (T-Line). In 2013, ATCOG published a Coordinated Transit Plan Update to assess the performance of TRAX operations, service design, management, technology, and fares. ATCOG updated the Ark-Tex Area Regional Coordinated Public Transit- Human Service Transportation Plan in 2017 to gather input from the public with a focused effort on priority populations to identify strategies to eliminate gaps in services.



City of Texarkana, Texas Comprehensive Plan

Renew Texarkana, the 2018 comprehensive plan update for Texarkana, TX, aims to “create a cohesive vision to guide future growth in a sustainable manner.” The plan analyzed the existing conditions, constraints, and opportunities, discussed growth alternatives with residents, and developed a guide for the future growth of land use, transportation, parks and trails, urban design, and downtown for Texarkana. The vision for the transportation system determined in the comprehensive planning process is to have a safer, more accessible, and better-connected transportation system. A few of the specific goals are to redesign State Line Avenue to spur redevelopment and tourism for economic development, have a comprehensive multi-modal transportation network, promote freight movement on the perimeter of the community, retrofit sidewalks for 5-foot minimum widths, and create quality bus stops along corridors.



University Planned Development District – Texas A&M University – Texarkana

The University Planned Development District (UPDD) focused on the relationship between Texas A&M University Texarkana, the City of Texarkana, TX, and the surrounding neighborhoods. The UPDD provides a guide for development of the district that coordinates the needs of both the city and the university. It includes goals of allowing for more compact and integrated land use and density, a greater variety of housing within walking distance of campus amenities, pedestrian oriented design recommendations, and physical design requirements.

Federal Guidelines

In 2015, the Fixing America’s Surface Transportation (FAST) Act became the fifth intermodal surface transportation bill passed by Congress since 1991, the previous four being the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century (MAP-21). The FAST Act and its predecessors have served as a means to provide funding to states and local governments for surface transportation planning and investment. The FAST Act authorized \$305 billion for projects related to highways, highway and motor vehicle safety, public



transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs over five fiscal years (2016 – 2020).

The FAST Act continues to incorporate the eight federal planning factors established under ISTEA and expanded under SAFETEA-LU, while adding two additional factors for consideration in the planning process. The following ten factors must be considered during the planning process:

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

*New factors introduced by the FAST Act

The FAST Act also maintains the requirement for a continuing, cooperative, and comprehensive (3-C) long-range transportation planning process for making transportation decisions in metropolitan areas, while continuing and further defining the MAP-21 requirements for state DOTs and MPOs to set performance measures and goals.



Regional Visioning Process

To support the development of the Texarkana MPO 2045 Metropolitan Transportation Plan (MTP), the project team developed a series of public visioning outreach methods as part of the robust public engagement effort associated with this plan. This involved stakeholder interviews, a public open house, an online interactive mapping and visioning exercise, and printed visioning surveys. These visioning tools, which are discussed in further detail in Chapter 7, were designed to accomplish the following:

- Gather information regarding transportation needs in the region;
- Identify deficiencies in the current transportation system;
- Develop a community vision for future growth within the region; and
- Identify appropriate modes and infrastructure for supporting future growth.

During the public visioning process, participants identified several deficiencies of the existing transportation system, including congested roadways, connectivity and transit cooperation throughout the region, mobility and accessibility barriers for older adults and individuals with disabilities, safety and security concerns, and a shortage of bicycle and pedestrian infrastructure. In addition to identifying transportation system deficiencies, participants completed activities to determine the most important focus areas for prioritizing projects in the MTP. These factors included increasing multimodal options, improving safety and quality of life, connecting modes of travel, and improving access. Also, the identified growth areas and areas of need helped to ensure that limited resources are utilized to provide the most benefit to the region.

Visioning Results

The public visioning results were essential for identifying a community vision, and participants provided valuable comments on the current state of the transportation system and identified specific needs and desires for the future transportation system. This public input was utilized by the Texarkana MPO during the development of the 2045 MTP.

For example, participants' ranking of the evaluation criteria for future transportation projects helped the MPO develop performance measures to guide the evaluation of transportation system alternatives in the MTP. The final ranking of evaluation criteria is shown in **Table 2-1**. Screenshots from the online interactive visioning tool, as well as the full set of responses and comments gathered through the tool can be found in **Appendix A**.



TABLE 2-1: EVALUATION CRITERIA RANKINGS

| Evaluation Criteria | Rank |
|--|------|
| Improve Safety and Security | 1 |
| Promote Efficient System Management and Operation | 1 |
| Increase Connections | 1 |
| Support Land Use and Economic Development Goals | 2 |
| Enhance Travel and Tourism | 2 |
| Reduce Congestion | 3 |
| Improve Access | 3 |
| Improve Quality of Life | 4 |
| Improve Resiliency and Reliability of the Transportation System and Reduce or Mitigate Storm Water Impacts of Surface Transportation | 5 |
| Preserve Right-of-Way | 6 |
| Protect the Environment | 7 |
| Increase Multi-Modal Options and Energy Conservation | 8 |
| Additional Evaluation Criteria | |
| Cost Sharing | -- |
| Project Readiness | -- |

Regional Vision Statement

Considering the priorities established during the visioning process and honoring the vision and goals laid out in the Texarkana MPO's 2040 MTP, the following vision statement is the guiding force for the development of the 2045 MTP:

"THE TEXARKANA 2045 MTP ENVISIONS THAT THE TEXARKANA MPO PLANNING AREA WILL BE SERVED BY A RELIABLE MULTIMODAL TRANSPORTATION SYSTEM WHICH ENSURES SAFETY FOR ALL TRANSPORTATION SYSTEM USERS, EQUITABLY ENHANCES ACCESSIBILITY AND CONNECTIVITY WITHIN THE REGION AND BEYOND, PRESERVES THE ENVIRONMENT, AND PROMOTES A HIGH QUALITY OF LIFE AND ECONOMIC WELLBEING."



A public open house during the Texarkana 2045 MTP visioning process.

Goals & Objectives

To meet the mandates of its charter as a metropolitan planning organization (MPO), and because a great deal of the transportation funding that will support the implementation of the Texarkana 2045 MTP comes from the U.S. Department of Transportation (USDOT), the Texarkana MPO must seek to address both local and national transportation needs. The Texarkana MPO must address the identified transportation issues of the region both in terms of local needs and the role that the region's transportation facilities play in the national transportation network. Therefore, the goals and objectives in the Texarkana 2045 MTP were developed to address local priorities while also considering the region's role in the national transportation system.

Goals and objectives provide the framework to guide the selection and prioritization of projects for inclusion in the Texarkana 2045 MTP to address the needs identified in the region's transportation system. Goals provide broad statements about what the MTP is trying to achieve, and objectives are specific measurable actions to achieve those goals. The Texarkana 2045 MTP states a set of comprehensive goals and objectives that balance local needs and national priorities. These goals and objectives were developed by incorporating public input and the U.S.



Department of Transportation's national performance goals, as well as by considering the goals and objectives identified in previous planning efforts in the region.

GOALS PROVIDE BROAD STATEMENTS ABOUT WHAT THE MTP IS TRYING TO ACHIEVE, AND OBJECTIVES ARE SPECIFIC MEASURABLE ACTIONS TO ACHIEVE THOSE GOALS

The following sections describe these needs and priorities as established through public input and contained in local, state, and national policy guidance.

Federal Planning Factors & National Performance Goals

As mentioned at the beginning of this chapter, the fifth intermodal surface transportation bill, Fixing America's Surface Transportation Act (FAST Act), was signed into law in 2015, providing long-term funding from the federal government for surface transportation programs. The FAST Act requires that MPOs use performance-based planning processes and consider national performance goals. These national performance goals, which MPOs are required to consider to be eligible for federal funding, are as follows:

- **Safety:** Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition:** Maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction:** Achieve a significant reduction in congestion on the National Highway System.
- **System Reliability:** Improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability:** Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays:** Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods.



To help the MPO and the public fully understand what these national performance goals are designed to achieve, the FAST Act provides background information in the form of ten planning factors that identify the primary considerations affecting the interstate and national highway systems that determined the development of the goals.

To ensure that federal funds will be available for improving the regional transportation system, it is important that these federal FAST Act performance goals, as well as the federal planning factors, are considered and incorporated into the development of local goals, objectives, and performance measures.

2045 MTP Goals & Objectives

The final set of goals and objectives set to guide the implementation of the Texarkana 2045 MTP over the next 25 years was developed using a combination of the federal planning factors and national performance goals, as well as community input gathered through the visioning process.

As a result, the goals developed for the 2045 MTP include the following:

- **Safety:** Improve safety for all who travel in the region.
- **Operations & Maintenance:** Maintain the current transportation system in a state of good repair and maximize functionality.
- **Mobility:** Improve the ability for travelers to reach destinations quickly and efficiently.
- **Accessibility & Travel Choice:** Provide a variety of reliable transportation options that are equitable and context sensitive.
- **Sustainability:** Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Economic Vitality:** Expand economic opportunities and strengthen the regional freight network.
- **Quality of Life:** Implement plans, programs, and projects that contribute to the overall goals and objectives defined in the 2045 MTP to ensure an enhanced quality of life in the Texarkana region.



Texarkana residents conducting surveys at a public open house meeting.



Table 2-2 shows the 2045 MTP goals as well as the specific objectives associated with each.

Table 2-2: 2045 MTP GOALS & OBJECTIVES

| Goals | Objectives |
|--|---|
| Safety | Reduce the number of fatalities and serious injuries related to traffic accidents. |
| | Reduce the number of crashes at high-speed intersections where an abnormal number of incidents occur. |
| | Reduce the number of conflict points between vehicles and active transportation users – e.g. pedestrians and bicyclists. |
| Operations & Maintenance | Decrease the percentage of facilities and assets that are not in a state of good repair. |
| | Increase the number of Intelligent Transportation Systems (ITS) technology assets. |
| | Reduce delay at traffic signals through coordinated/progressive signal timing. |
| Mobility | Reduce delay on major thoroughfares. |
| | Reduce travel time to key destinations. |
| | Improve response time and clearance capabilities for first responders and emergency personnel. |
| Accessibility & Travel Choice | Increase the number of jobs and key destinations that are accessible by all transportation modes. |
| | Ensure that transportation system improvements provide equitable benefits to the region. |
| | Expand access to and improve reliability of transit services, particularly for underserved areas and areas with high transit need. |
| | Fill major connectivity gaps in the sidewalk, bike lane, and trail networks that support regional travel. |
| | Encourage infill development and transit-supportive land use. |
| Sustainability | Increase the attractiveness of transportation options other than single-occupancy vehicles. |
| | Increase percentage of transportation assets that use alternative energy sources. |
| Economic Vitality | Improve accessibility to key tourist destinations. |
| | Reduce delay on designated freight corridors and roads connecting to existing and future intermodal or freight facilities. |
| | Increase access to major employment centers. |
| Quality of Life | Prioritize projects that demonstrate progress toward one or more Texarkana 2045 MTP goals and/or objectives, such as a project that both adds roadway capacity and enhances sidewalk connectivity. |
| | Reduce project delivery delays so that planned transportation improvements are implemented in a timely manner to meet the needs of the region. |
| | Coordinate planning and decision making with other entities beyond the Metropolitan Planning Area boundary so that decisions impacting the transportation system realistically acknowledge the Texarkana region’s geographic area of influence. |



Performance Measures

The goals, objectives, plans and programs contained in the Texarkana 2045 MTP should be “outcome based.” The MPO can use performance measures to determine how well the program of projects meets the intended goals of the region.

The Texarkana 2045 MTP performance measures described in this section are quantifiable indicators of whether the policies and proposed program of projects in the Texarkana 2045 MTP help the region achieve the desired outcomes articulated in the adopted goals and objectives. This approach provides decision makers with the ability to objectively set policies and prioritize projects based on the project’s anticipated outcomes and whether those outcomes truly address the region’s transportation challenges by achieving the local, state, and national goals and objectives.

PERFORMANCE MEASURES ARE QUANTIFIABLE INDICATORS OF WHETHER THE POLICIES AND THE PROPOSED PROGRAM OF PROJECTS HELP THE REGION ACHIEVE THE DESIRED OUTCOMES ARTICULATED IN THE ADOPTED GOALS AND OBJECTIVES

The use of an outcome-based process using objective measures in the planning process also would allow the Texarkana MPO to track transportation system performance as the Texarkana 2045 MTP is implemented by tracking project performance after projects are constructed. This tracking of project performance can help the MPO determine whether the project’s actual, real-world performance matches the results expected during the planning process. This approach would also allow the Texarkana MPO to meet its federal mandate for a process of continuous improvement of both the transportation system and the planning process itself.

For its 2045 MTP, the Texarkana MPO intends to support and adopt the performance measures and targets set at the state level by both TxDOT and ARDOT. The MPO will work to meet its portion of the state targets in order to assist the two DOTs in meeting these targets at a broad level. **Table 2-3** shows the safety performance targets established by both TxDOT and ARDOT for fiscal year 2019.



TABLE 2-3: STATE DOT SAFETY PERFORMANCE TARGETS FOR FY 2019

| Safety | ARDOT | TxDOT |
|---|--------|---------|
| Number of Fatalities | 543 | 3,791 |
| Rate of Fatalities | 1.615 | 1.414 |
| Number of Serious Injuries | 3,637 | 17,751 |
| Rate of Serious Injuries | 10.824 | 6.55 |
| Total Number of Non-Motorized Fatalities & Serious Injuries | 170 | 2,237.6 |

Table 2-4 shows the bridge and pavement condition performance targets established by both TxDOT and ARDOT for 2020.

TABLE 2-4: STATE DOT BRIDGE & PAVEMENT CONDITION PERFORMANCE TARGETS FOR 2020

| NHS Bridge Condition Targets by Deck Area | ARDOT | TxDOT |
|--|-------|--------|
| % of NHS bridges by deck area classified as Poor condition | 4% | 0.8% |
| % of NHS bridges by deck area classified as Good condition | 50% | 50.58% |
| NHS Pavement Condition Targets by Interstate and Non-Interstate Facility | ARDOT | TxDOT |
| % of Interstate pavements in Good condition | -- | -- |
| % of Interstate pavements in Poor condition | -- | -- |
| % of Non-Interstate NHS pavement in Good condition | 48% | 52% |
| % of Non-Interstate NHS pavement in Poor condition | 10% | 14.3% |

Table 2-5 shows the system performance targets established by both TxDOT and ARDOT for 2020.

TABLE 2-5: STATE DOT SYSTEM PERFORMANCE TARGETS FOR 2020

| NHS System Performance Targets by Level of Travel Time Reliability (LOTTR) | ARDOT | TxDOT |
|--|-------|-------|
| IH Level of Travel Time Reliability | 91% | 61.2% |
| Non-IH Level of Travel Time Reliability | -- | -- |
| Interstate Freight Performance Targets by Truck Travel Time Reliability (TTTR) | ARDOT | TxDOT |
| Truck Travel Time Reliability on the Interstate System | 1.45 | 1.7 |

Table 2-6 shows the Transit Asset Management targets established by both TxDOT and ARDOT for 2022.



TABLE 2-6: STATE DOT TRANSIT ASSET MANAGEMENT PERFORMANCE TARGETS FOR 2022

| Transit Asset Management | ARDOT | TxDOT |
|---|-------|-------|
| Transit Asset Management | <15% | <15% |
| % of revenue vehicles at or exceeding useful life benchmark | <15% | <15% |
| % of service vehicles (non-revenue) at or exceeding useful life benchmark | <15% | <15% |
| % of facilities rated below 3 on condition scale (TERM) | <15% | <15% |
| % of track segments with performance restrictions | <15% | N/A |

Table 2-7 shows the FY 2019 and FY 2020 10-year planning target for funding adopted by the Texarkana MPO in its 10-Year Transportation Plan, as required by TxDOT.

TABLE 2-7: 10-YEAR PLANNING TARGET FOR FUNDING FOR FY 2019 & FY 2020

| CAT 2U | FY 2019 10-Year Planning Target | FY 2020 10-Year Planning Target* |
|---------------|---------------------------------|----------------------------------|
| Texarkana MPO | \$43,770,000 | \$48,120,000 |

*Assumption of an additional \$4.35 million per year

Table 2-8 shows the national goals and measures set forth by the federal government. As part of their own processes, the two state DOTs (TxDOT and ARDOT) set statewide targets within guidelines set by the national goals and measures. As illustrated above, the MPO in turn adopted targets to support the state DOT targets where applicable.



Informational boards at a public open house.



TABLE 2-8: NATIONAL GOALS & METRICS

| National Goal | Measure(s) |
|---|---|
| Safety | Number of Fatalities |
| | Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT) |
| | Number of Serious Injuries |
| | Rate of Serious Injuries per 100 million VMT |
| | Number of Non-motorized Fatalities and Non-motorized Serious Injuries |
| | *Transit: total number of reportable fatalities and rate per total vehicle revenue miles by mode |
| | *Transit: total number of reportable injuries and rate per total vehicle revenue miles by mode |
| | *Transit: total number of reportable events and rate per total vehicle revenue miles by mode |
| Infrastructure Condition | Percentage of pavements of the Interstate System in good condition |
| | Percentage of pavements of the Interstate System in poor condition |
| | Percentage of pavements of the non-interstate NHS in good condition |
| | Percentage of pavements of the non-interstate NHS in poor condition |
| | Percentage of NHS bridges classified as in good condition |
| | Percentage of NHS bridges classified as in poor condition |
| | Transit % revenue vehicles (by type) that exceed useful life benchmark (ULB)** |
| | Transit % non-revenue service vehicles (by type) that exceed ULB** |
| Congestion Reduction | Transit % facilities (by group) rated less than 3.0 on Transit Economic Requirements Model (TERM) scale** |
| Congestion Reduction | <i>No required measures for small MPOs and/or areas in attainment for air quality</i> |
| System Reliability | Percentage of person-miles traveled on the Interstate that are reliable |
| | Percentage of person-miles traveled on the non-Interstate NHS that are reliable |
| | *Transit: mean distance between major mechanical failures by mode |
| Freight Movement & Economic Vitality | Truck Travel Time Reliability Index (TTTRI) |
| Environmental Sustainability | <i>No required measures for small MPOs and/or areas in attainment for air quality</i> |
| Reduced Project Delivery Delays | <i>No established performance measures</i> |

*Public Transportation Agency Safety Plans (PTASPs) and associated transit safety performance measures are not required to be in place until July 2020. These measures have been included here as reference to the coordinated planning process and further consideration will be applied as targets are established by relevant transit agencies.



** T-Line Transit participates in the TxDOT Group Transit Asset Management Plan and supports the TxDOT Statewide targets. T-Line will continue to provide the MPO with updated targets and metrics as the Statewide Group Plan is updated.



CHAPTER 3

EVALUATION OF CURRENT CONDITIONS



CHAPTER 3: EVALUATION OF CURRENT CONDITIONS

In order to ensure that the transportation investments recommended by the Texarkana 2045 MTP address the needs of the region, the project team performed an exhaustive assessment of current conditions, and where possible, the likely conditions that are anticipated to exist in 2045. Consistent with the vision statement, goals, and objectives of the Texarkana 2045 MTP, the project team analyzed the following aspects of the transportation network:

- Roadways
- Safety
- Transit
- Active Transportation (Bicycle and Pedestrian)
- Freight
- Operations & Maintenance
- Interregional Passenger Travel

The project team utilized existing data provided by the Texarkana MPO and its planning partners and collected additional data as necessary. In particular, the project team reviewed the Texarkana 2045 Travel Demand Model (TDM) inputs that were developed before the development of this MTP. However, the Texarkana 2045 TDM was not complete in time for this MTP Update. As such, the project team utilized the existing Texas and Arkansas Statewide Travel Demand Models to review roadway and freight characteristics.

Methodology & Data Sources

In order to identify transportation needs, it is important to create an in-depth understanding of the existing population and employment trends occurring in the region. Land use patterns and demographic trends directly influence which modes of travel people choose to use. In areas where development is spread out and land uses are separated, people will be more likely to use personal automobiles and travel further distances throughout the day. Inversely, areas with dense, mixed-use development typically have shorter trips and higher utilization of alternative modes of transportation, such as transit, bicycles, and walking. The growth trends occurring in the region have an impact on the performance of the transportation system and how users will interact with the system both now and in the future, and considering these trends will help determine what types of transportation improvements are needed for the Texarkana MPO over the next 25 years.



The project team performed an evaluation of the existing transportation system performance using a variety of information on existing conditions and historic trends. This included information on the location and characteristics of regional population and employment as well as other significant land uses that either generate or attract trips. Information on existing travel patterns was assembled from a combination of data resources. Because travel choice relies heavily on where people live and work, the 2018 Texarkana MPO Socioeconomic Forecast Report (a recently conducted demographics forecasting effort) was used to represent existing population and employment conditions. These base year conditions (2013) were compared to forecast year projections (2045) to understand growth trends relative to transportation infrastructure in the region. Further, 2017 5-Year American Community Survey (ACS) data was used in conjunction with the forecast report findings to provide a current snapshot of population and employment counts within the MPO planning area.

The analysis of needs for the existing transportation system and for 2045 was supplemented where necessary and/or appropriate with public or stakeholder input derived from outreach events or surveys of transportation system users. **Table 3-1** summarizes the results of the analysis for the existing performance measures. As discussed in Chapter 2, national performance goals serve as a base structure for transportation system performance measurement; both TxDOT and ARDOT use these national goals to create state-specific measures and targets. This evaluation of current conditions serves as a baseline comparison between the Texarkana metropolitan planning area's system performance and the system expectations set at the state level by both Arkansas and Texas. This in turn creates a sense of how well the planning area's transportation system is performing. As mentioned in Chapter 2, the Texarkana MPO is supporting the TxDOT and ARDOT statewide targets. Performance measure values highlighted green represent those that are performing well according to the state targets. Performance measure values highlighted in red are those that do not currently meet state targets. Those with no color indicate measures not currently tracked by Arkansas/Texas, or measures that are not applicable to or currently measured by the Texarkana MPO. The following table of metrics establishes a baseline for performance on the required federal measures. In the next MTP Update, the Texarkana MPO will apply performance management principles to compare the baseline metrics against the conditions for the 2025-2050 MTP to determine the impact of investment contributing to regional and statewide goals as gauged by these metrics.



TABLE 3-1: PERFORMANCE METRICS

| National Goal | Measure(s) | |
|--------------------------------------|---|------|
| Safety | Number of fatalities; | 56 |
| | Rate of fatalities per 100 million Vehicle Miles Traveled (VMT). | -.** |
| | Number of non-motorized fatalities | 15 |
| | Number of serious injuries; | 257 |
| | Rate of serious injuries per 100 million VMT. | -.** |
| | Number of non-motorized serious injuries. | 22 |
| | *Transit: Total number of reportable fatalities and rate per total vehicle revenue miles by mode. | -.* |
| | *Transit: Total number of reportable injuries and rate per total vehicle revenue miles by mode. | -.* |
| | *Transit: Total number of reportable events and rate per total vehicle revenue miles by mode. | -.* |
| Infrastructure Condition | Percentage of pavements of the Interstate System in Good condition | 72% |
| | Percentage of pavements of the Interstate System in Poor condition | 1% |
| | Percentage of pavements of the non-Interstate NHS in Good condition | 46% |
| | Percentage of pavements of the non-Interstate NHS in Poor condition | 22% |
| | Percentage of NHS bridges classified as in Good condition | 0% |
| | Percentage of NHS bridges classified as in Poor condition | 0% |
| | Transit % revenue vehicles (by type) that exceed useful life benchmark (ULB) | *** |
| | Transit % non-revenue service vehicles (by type) that exceed ULB | *** |
| Congestion Reduction | Transit % facilities (by group) rated less than 3.0 on Transit Economic Requirements Model (TERM) scale | *** |
| Congestion Reduction | <i>No required measures for small MPOs and/or areas in attainment for air quality</i> | - |
| System Reliability | Percentage of person-miles traveled on the Interstate that are reliable | 100% |
| | Percentage of person-miles traveled on the non-Interstate NHS that are reliable | 93% |
| | *Transit: Mean distance between major mechanical failures by mode | -.* |
| Freight Movement & Economic Vitality | Truck Travel Time Reliability Index (TTTRI) | 1.14 |
| Environmental Sustainability | <i>No required measures for small MPOs and/or areas in attainment for air quality</i> | - |

*Public Transportation Agency Safety Plans (PTASPs) and associated transit safety performance measures are not required to be in place until July 2020. These measures have been included here as reference to the coordinated planning process and further consideration will be applied as targets are established by relevant transit agencies.

**The Texarkana Regional travel demand model was unavailable at the time of this study. VMT data was unavailable to calculate the VMT rates of fatalities and serious injury

***The Texarkana Urban Transit District participated in the TxDOT sponsored statewide group TAM Plan. Performance Measures and targets are developed in coordination with the state as mentioned in Chapter 2.



Roadway Assessment

A region's roadway network is typically the backbone of the area's transportation system. An efficient roadway system can have cascading benefits toward other modes of transportation (i.e. transit, bicycling, etc.), which in turn increases accessibility, mobility, and quality of life.

Therefore, it is crucial to create a base understanding of the Texarkana MPO planning area's roadway needs and deficiencies. The following analysis looks at existing and future traffic trends by utilizing statewide model outputs; all analysis involving demographic measures is conducted at the Traffic Analysis Zone (TAZ) level based on the Texarkana MPO Travel Demand Model.

Regional Trends

The Texarkana 2045 MTP used Volume Capacity (V/C) Ratio (the ratio of actual daily peak traffic flow to maximum allowable traffic flow on a road segment) as the performance measure to analyze and project travel trends for the region.

The V/C measure utilized TDM outputs (a combination of the Texas Statewide and Arkansas Statewide models) to review existing and future roadway conditions. For this analysis, separate base (2020) and forecast (2040) years from the Texarkana MPO Travel Demand Model (TDM) were used to represent the MPO roadway network. The years differ from the Texarkana MPO model due to disparity in the two statewide roadway network models.

Congestion Trends

The 2020 roadway network shows congestion primarily occurring on major interstate and highway infrastructure (**Figure 3-1**). IH-30 (Texarkana, TX) displays the most consistent congestion, ranging from moderate to heavy at peak travel periods on a daily basis (especially near the Christus St. Michaels Center and the Texarkana Pavilion). Other areas with significant near-term congestion include US-59 west of IH-369 and 7th Street near downtown Texarkana. While most of the Arkansas side of the Texarkana MPO planning area displays minimal congestion, several intersections display heavy congestion throughout the Texarkana municipality (e.g. Arkansas Boulevard and North State Line Road).

The 2040 outputs show anticipated roadway performance if there were to be no roadway improvements made to the existing/obligated roadway network. **Figure 3-2** displays a large increase in congestion occurring largely within the Texas jurisdiction of the MPO planning area. Congestion is most prevalent along interstate and highway infrastructure; however, the most



notable changes occur along arterial/connector roadways in Texarkana, TX. (e.g. Texas Boulevard, New Boston Road, Richmond Road, and Summerhill Road).



FIGURE 3-1: EXISTING ROADWAY CONGESTION (V/C RATIO)

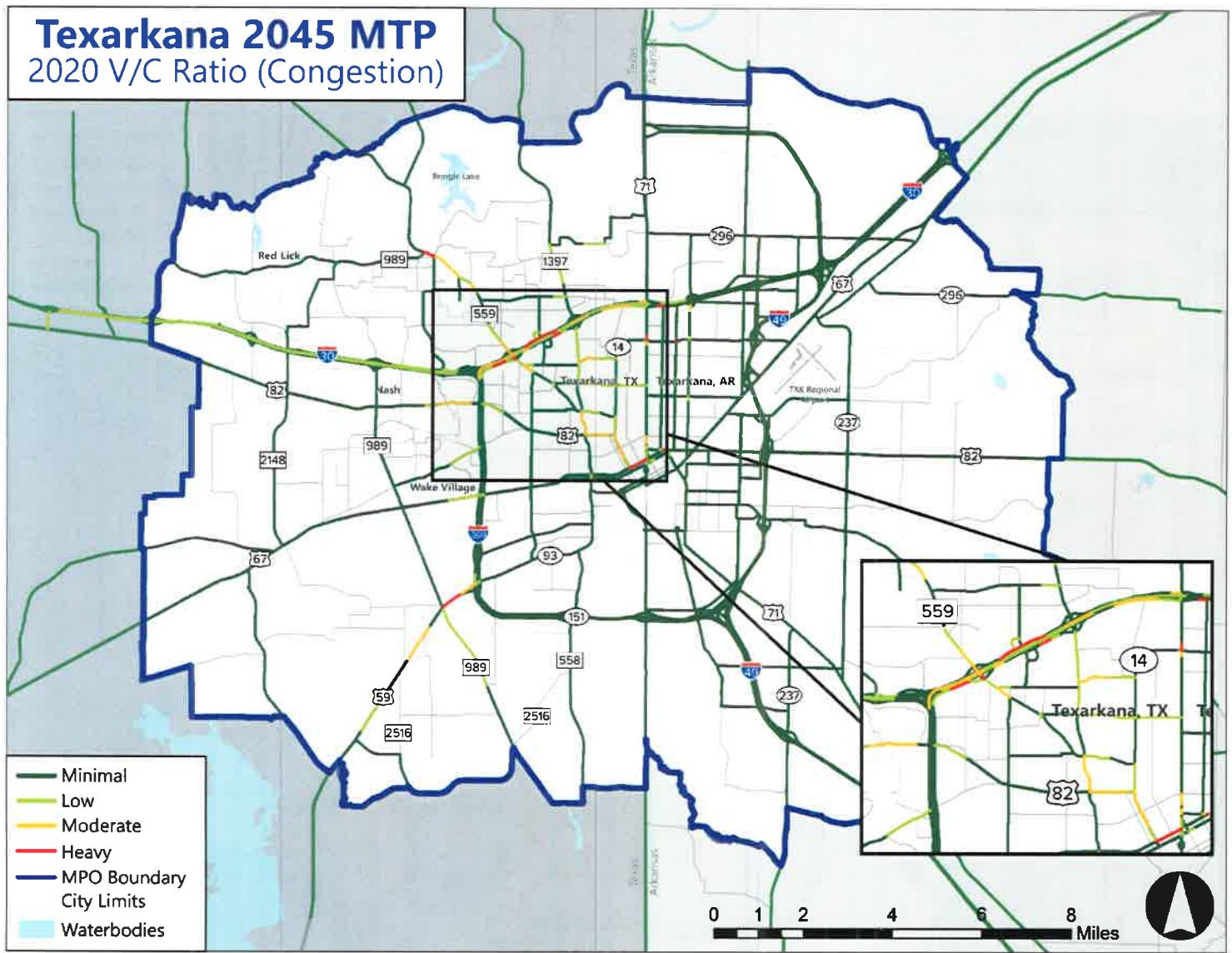
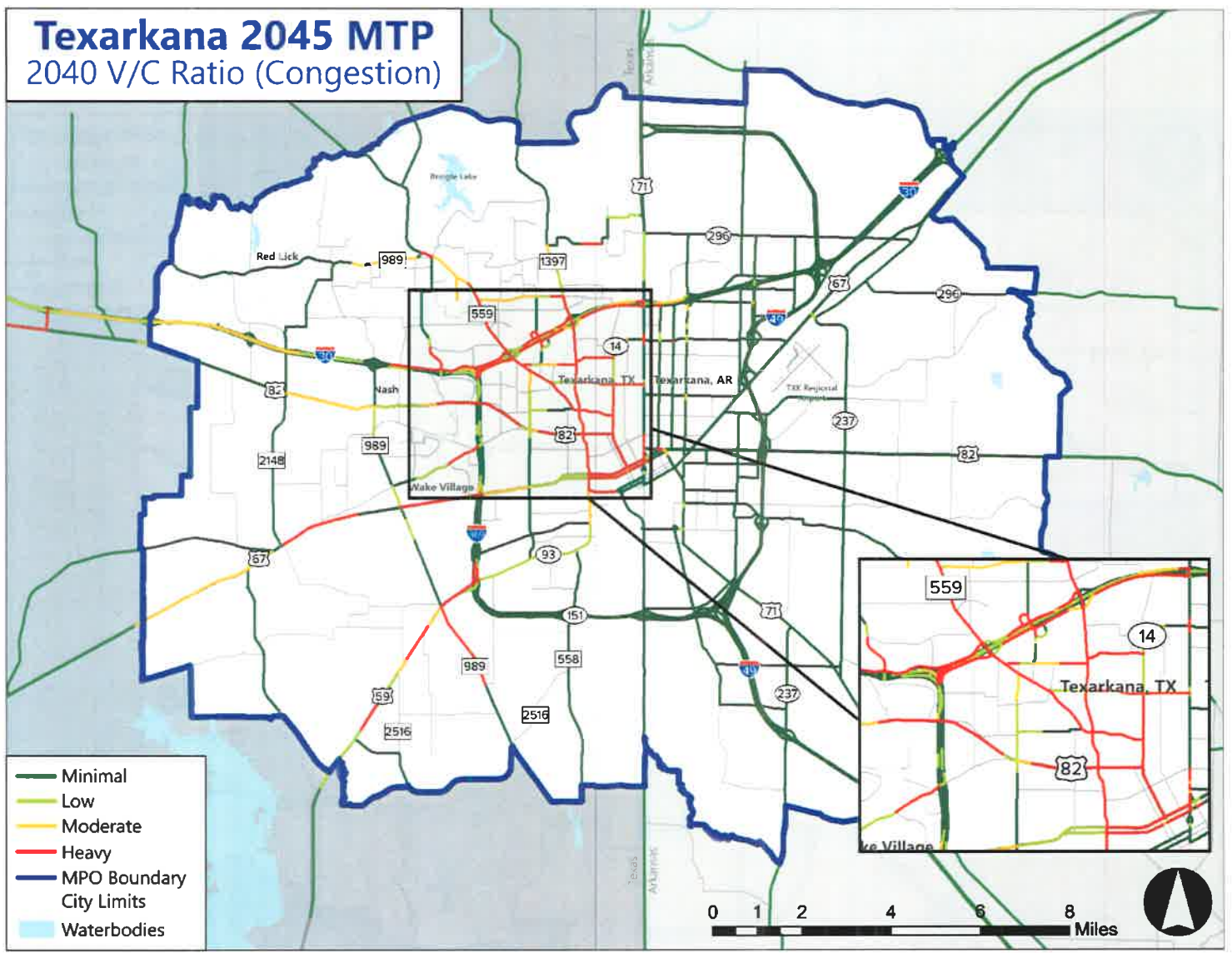




FIGURE 3-2: FORECASTED ROADWAY CONGESTION (V/C RATIO)



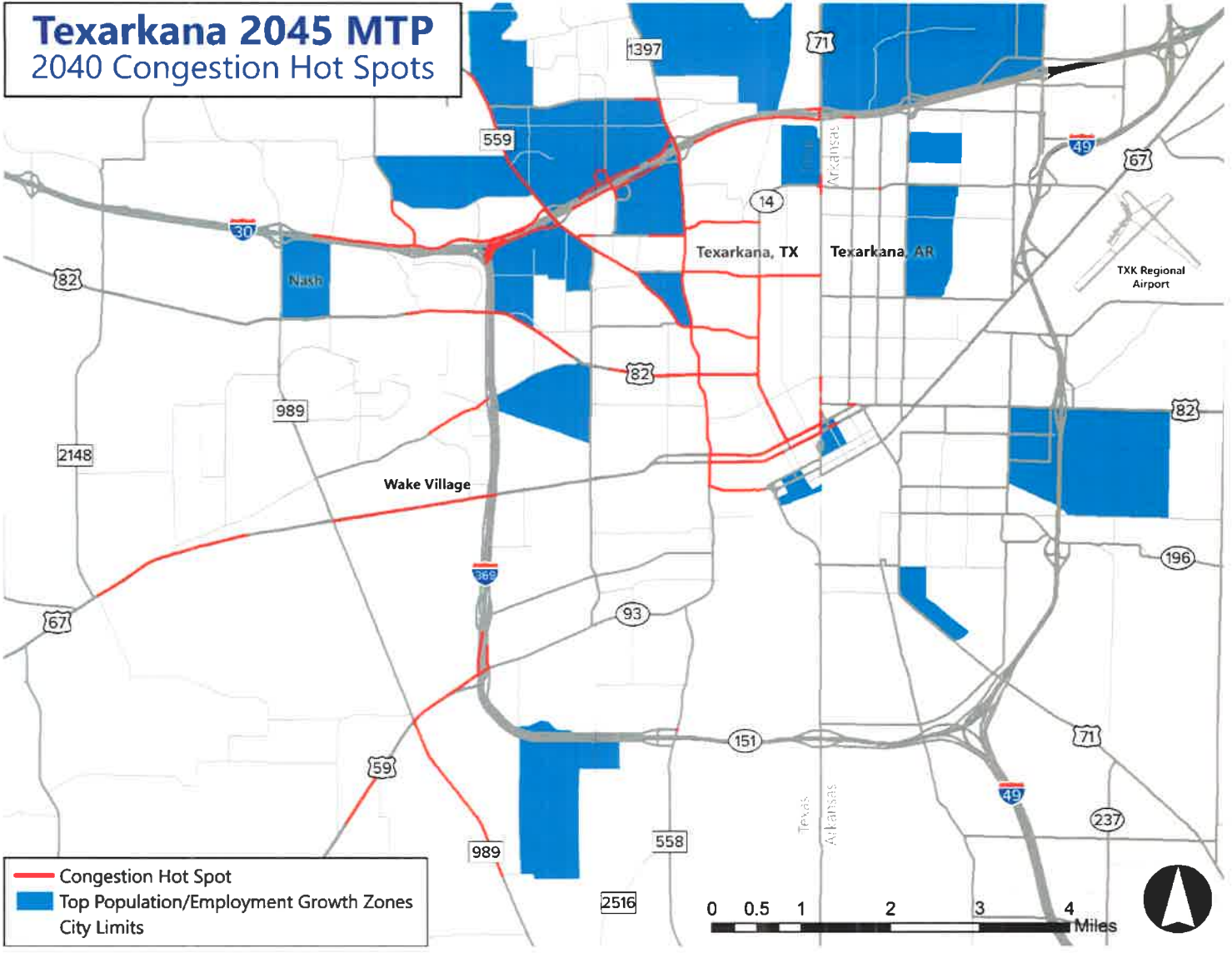


Congestion Hot Spots

The segments along the roadway network with the highest forecasted V/C ratios were isolated and identified as potential congestion hot spots. **Figure 3-3** displays the congestion hot spots in relation to the TAZs that scored as top population and employment growth zones, as these areas have potential to further drive congestion along the roadway network. These zones are identified by selecting the top 20% of TAZs within the region based on population and employment. Where a TAZ scores within the top 20% for both demographic measures, they are identified as a top growth zone. These growth zones may have additional congestion related to population and/or employment growth in the area over the next 25 years. As conditions change, it is important to understand how those changes are impacting congestion along the roadway network.



FIGURE 3-3: FUTURE CONGESTION HOT SPOTS





Safety Analysis

A safety analysis was conducted focusing primarily on regional automobile crash trends and other safety concerns discussed by stakeholders in the Texarkana MPO planning area. This analysis illuminates existing safety concerns and past trends in the region so that proposed transportation projects can attempt to address these issues and improve the overall safety of the system for all users.

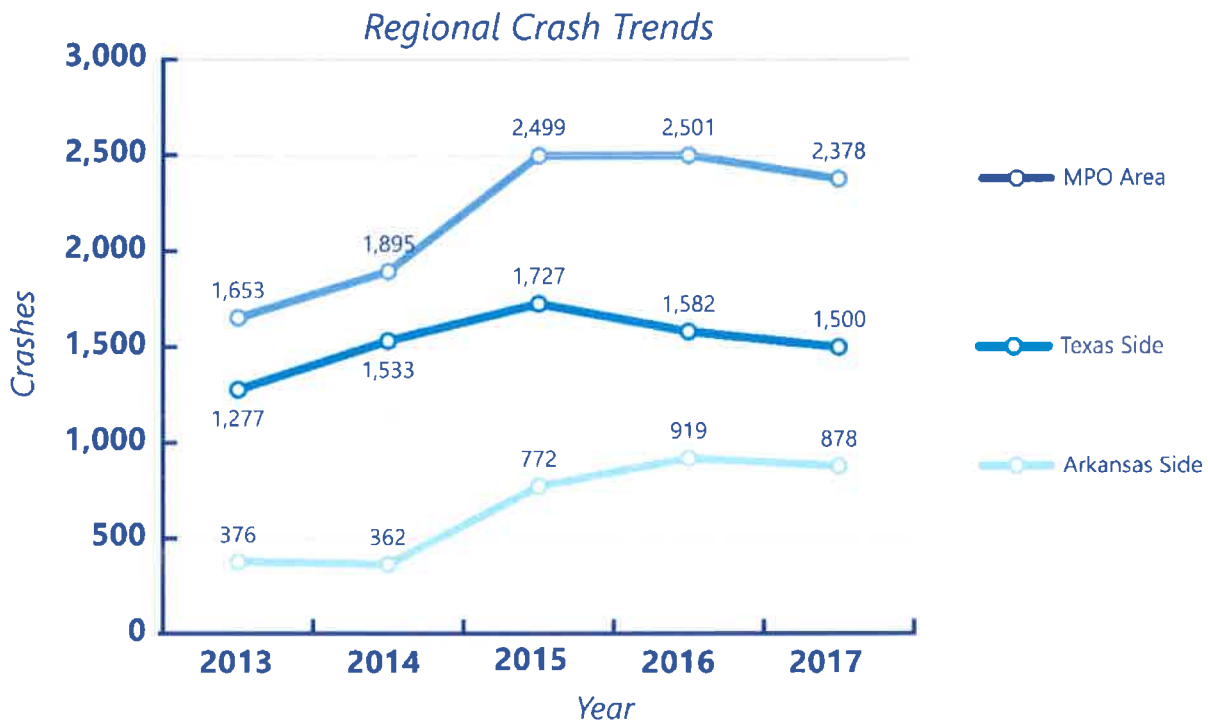
Regional Crash Trends

Total Crashes

For this safety analysis, data was assessed from crashes that occurred in the Texarkana MPO region from 2013 to 2017 to determine trends and patterns based on the characteristics of the crashes. During this five-year period, a total of 10,926 automobile crashes occurred in the region. During each year of this period, the number of crashes experienced on the Texas side of the region was consistently at least 42% higher than that of the Arkansas side, with the Texas side five-year total exceeding the Arkansas side five-year total by more than double. The largest discrepancy in the number of crashes between the two different sides of the MPO planning area occurred in 2014, when 81% of the total crashes that year occurred on the Texas side. **Figure 3-4** shows the five-year crash trends for the region as a whole and for each state individually.



FIGURE 3-4: CRASH TRENDS

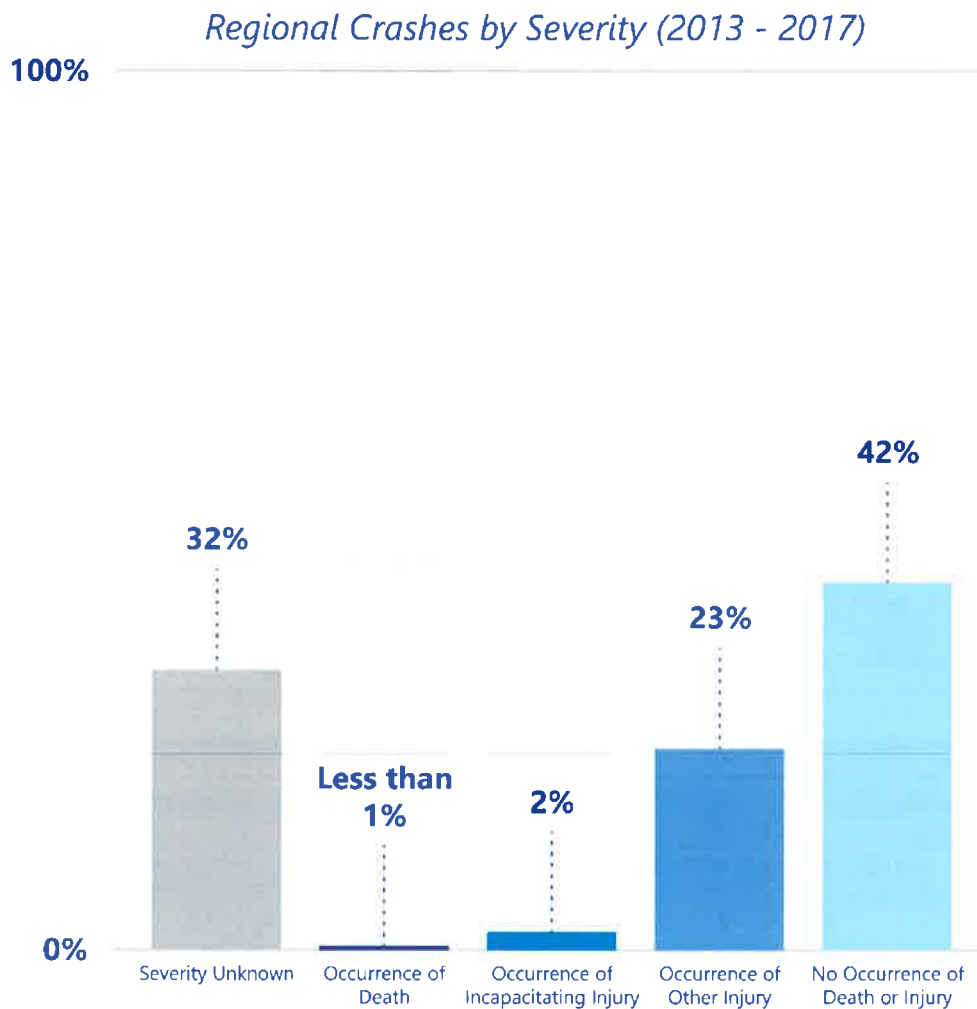


Crashes by Severity

Severity characteristics of crash data represent the level of impact on the people involved in the crashes. For this analysis, severity was broken into four categories: occurrence of death, occurrence of incapacitating injury, occurrence of other injury (including non-incapacitating injuries and possible injuries), and no occurrence of death or injury. Over the five-year period from 2013 to 2017, the severity of 32% of total crashes was either unknown or undocumented, and 42% of total crashes resulted in neither death nor injury of any type. The remaining crashes resulted in at least one death, incapacitating injury, or other injury. **Figure 3-5** shows the percentages of total regional crashes over the five-year period based on level of severity.



FIGURE 3-5: CRASH TRENDS BY SEVERITY



Crashes Involving Bicyclists or Pedestrians

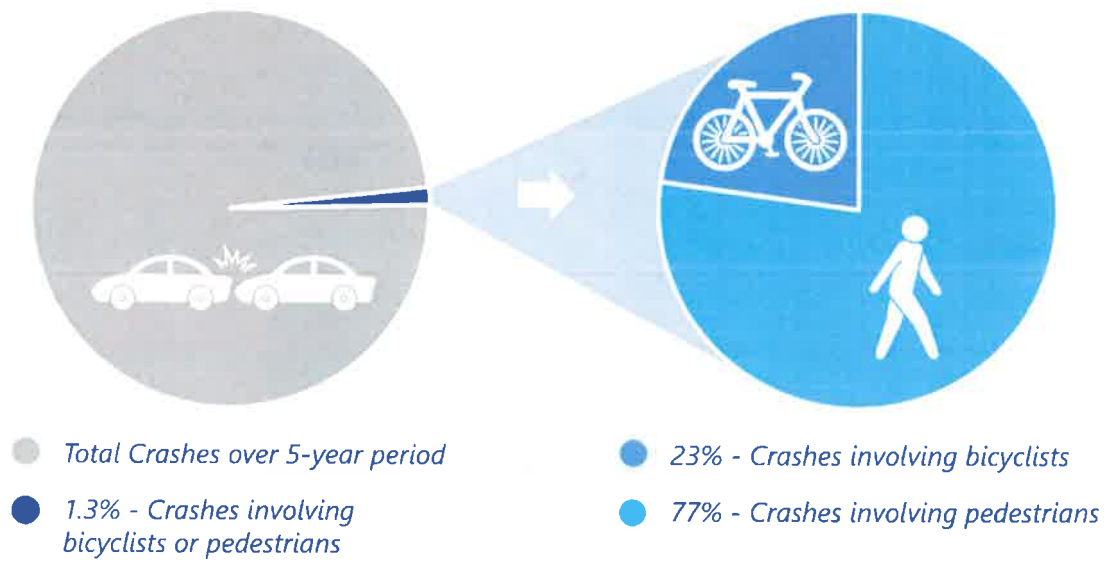
The crash data for the Texarkana MPO planning area includes information regarding whether any given crash involved a bicyclist or pedestrian. Over the five-year period a total of 32 crashes involved a bicyclist. The number of these crashes each year varied without a clear temporal trend. Over the same period, a total of 105 crashes involving pedestrians occurred, and the number of crashes involving pedestrians grew gradually over time, with 13 crashes involving pedestrians in 2013 and 27 crashes involving pedestrians in 2017. Overall, crashes involving either bicyclists or pedestrians (no crashes involved both) made up a very small portion of total crashes in the region, at 0.3% and 1% respectively. Of these bicycle/pedestrian-related crashes,



15 total crashes resulted in a fatality for a non-motorized user, and 22 resulted in a serious or suspected serious injury for a non-motorized user over the 5-year period. **Figure 3-6** provides a breakdown of the amount of crashes that involved bicyclists or pedestrians over the five-year period.

FIGURE 3-6: CRASHES INVOLVING BICYCLISTS OR PEDESTRIANS

Crashes Involving Bicyclists or Pedestrians (2013 - 2017)



Crash Hot Spots

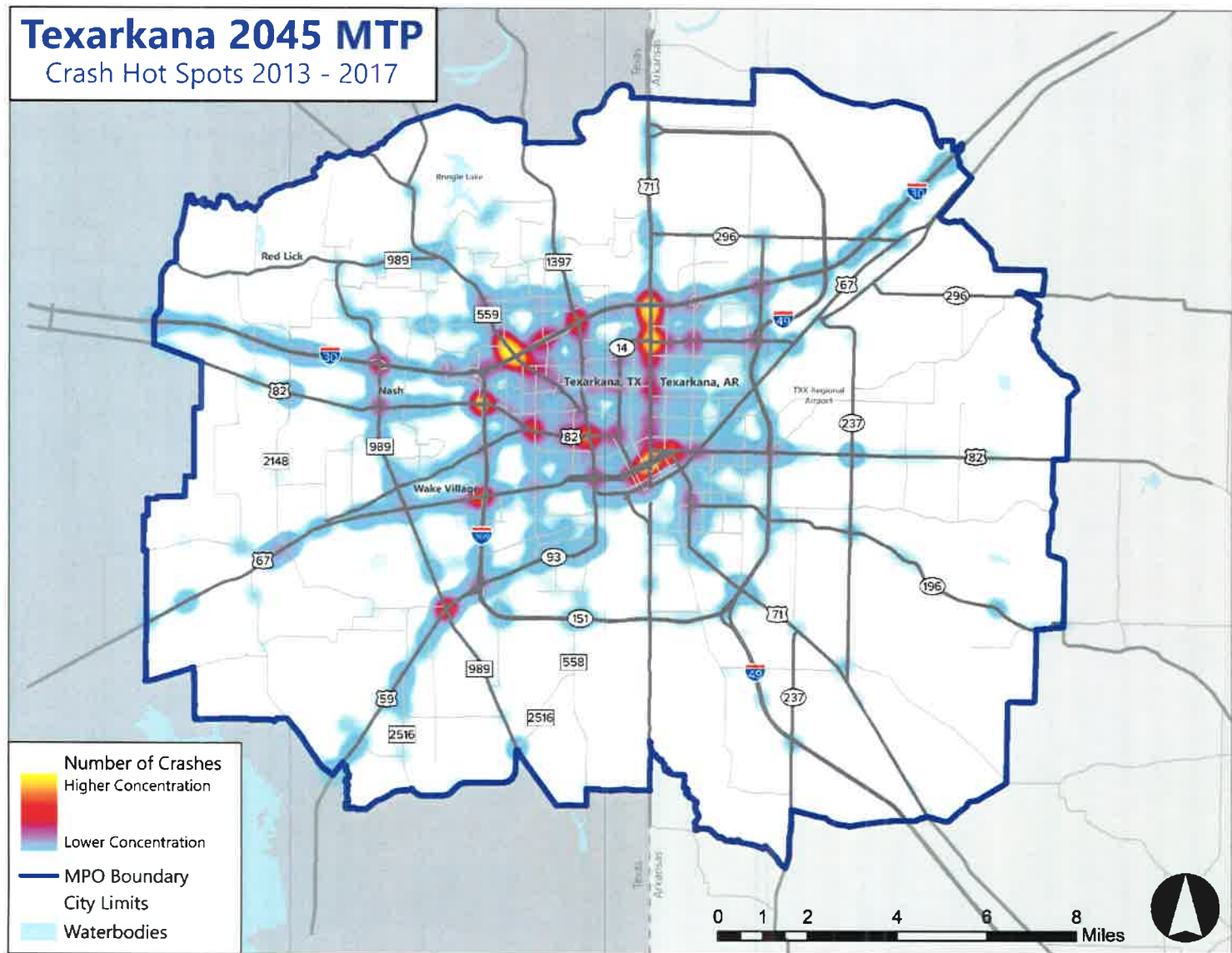
Densities of crash locations throughout the MPO planning area were mapped to reveal where higher concentrations of crashes, or crash "hot spots," occurred over the period from 2013 to 2017. The results of this mapping show that hot spots occurred most frequently around the vicinity of intersections of major roadways, in particular on the Texas side of the MPO and along State Line Ave.¹ **Figure 3-7** shows the locations of these crash hot spots for the five-year period.

The Safety Analysis technical memorandum provides a more detailed breakdown of the crash hot spots identified in the Texarkana region.

¹ There could potentially be discrepancies between Texas and Arkansas crashes since both were reported using different systems.



FIGURE 3-7: CRASH HOT SPOTS





Transit Analysis

The following section presents an analysis of the existing transit system (fixed route, rural, and paratransit), the needs of the community, and opportunities for improvement. The analysis includes an inventory of existing services and an identification of gaps in service based on existing transit demand and supply. Ongoing public and stakeholder engagement regarding transit needs, supported by Geographic Information Systems (GIS) mapping, informed the transit analysis.

Existing Transit Service

Generating an understanding of existing transit system conditions and the various providers within the system helps identify system strengths and potential ways to build upon them. Such an understanding can also inform staff where gaps or service duplication occur. This level of local understanding aims to help inform the methodologies used to create specific solutions or improvements that will address gaps and service duplication in preparation for future growth in the region. The T-Line, Texarkana's urban fixed route and paratransit service extending to surrounding municipalities, and TRAX/Ark-Tex Council of Governments Rural Public Transit District (ATCOG RTD) both provide transit services within the Texarkana MPO planning area. This section identifies the operational characteristics of these services. **Figure 3-8** displays the MPO planning area's existing transit services.



Texarkana 2045 MTP Transit Service Coverage

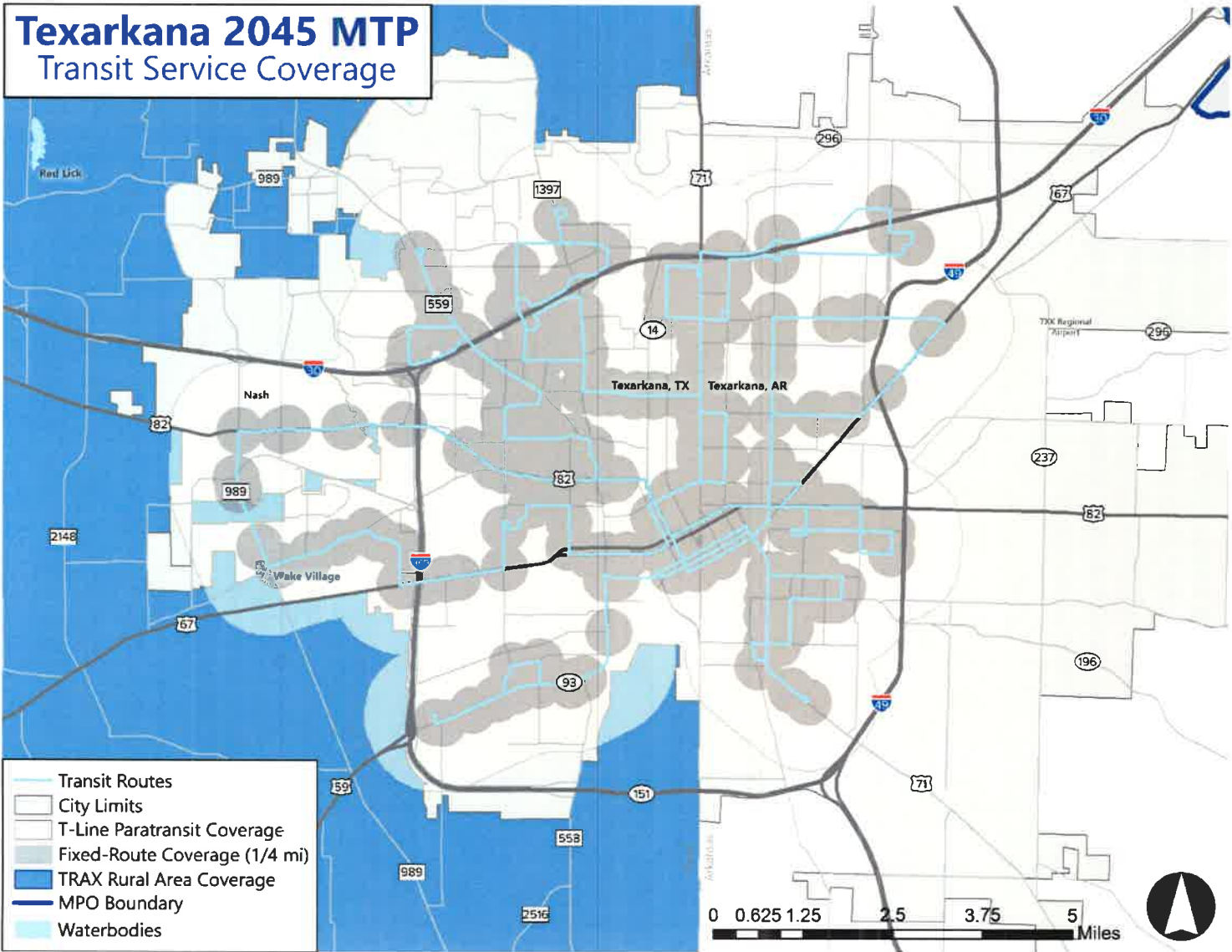


FIGURE 3-8: EXISTING TRANSIT SERVICE

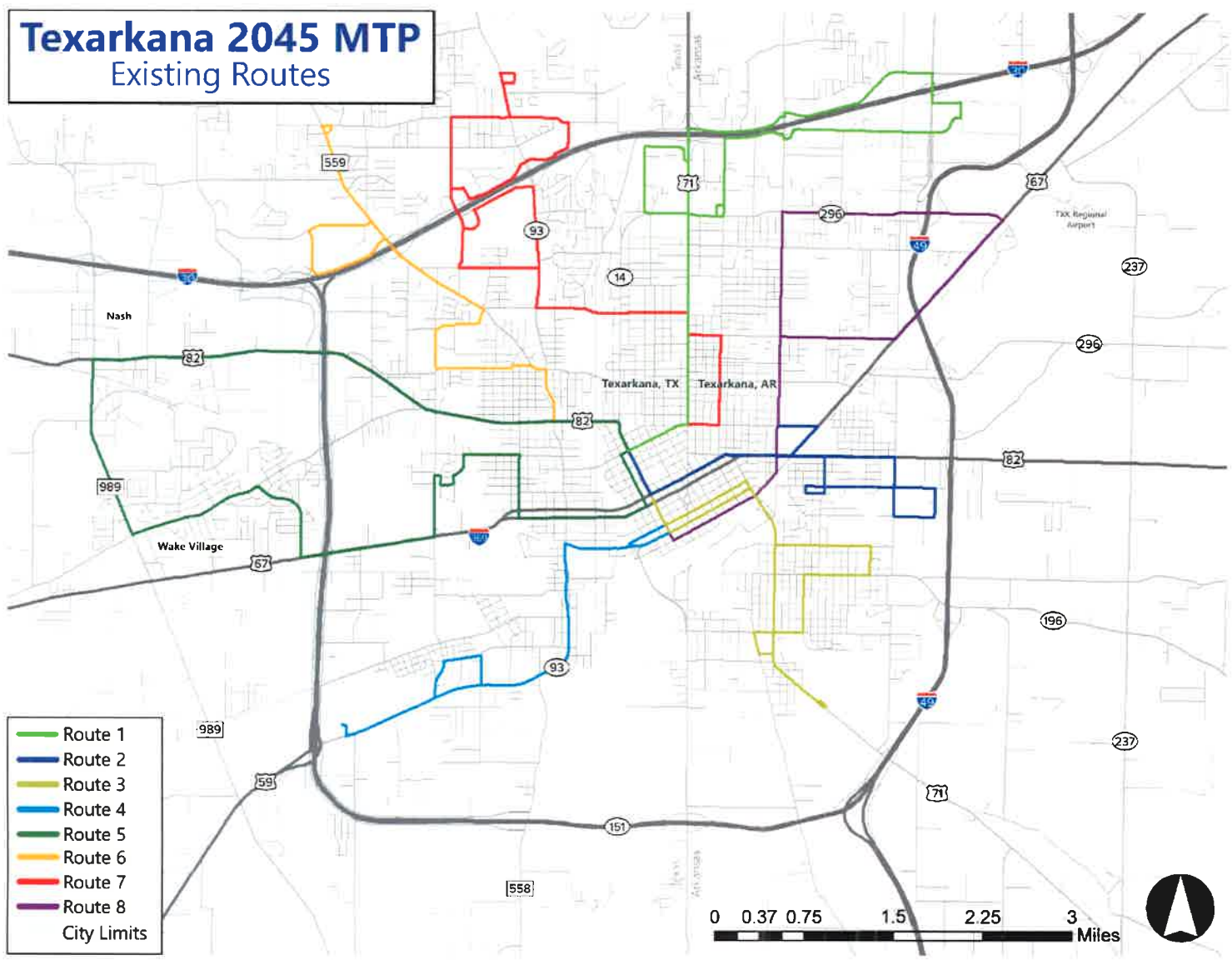


T-Line

Managed by the Texarkana Urban Transit District (TUTD), T-Line Transit was founded in October of 2000 and has provided service to the urban areas of Texarkana, Wake Village, and Nash since its origin. T-Line Transit currently runs eight routes in its fixed route system, all with 60-minute frequencies and operating within a span of roughly 13 hours (5:30 am to 6:20 pm). **Figure 3-9** displays the current T-Line Transit fixed route system.



FIGURE 3-9: EXISTING T-LINE TRANSIT FIXED ROUTE SERVICE



Texarkana 2045 MTP
Existing Routes

- Route 1
- Route 2
- Route 3
- Route 4
- Route 5
- Route 6
- Route 7
- Route 8
- City Limits



ATCOG RTD & TRAX

The Ark-Tex Council of Governments Rural Public Transit District (ATCOG RTD) runs a rural public transportation program called TRAX. The service spans a total of nine full counties, including Bowie, Cass, Delta, Franklin, Hopkins, Lamar, Morris, Red River, and Titus. In its entirety, the ATCOG RTD/TRAX owns a fleet greater than sixty vehicles comprised of vans, small buses, and one trolley replica.

Transit Gap Analysis

To understand how well the existing transit system serves the Texarkana MPO, the project team used a GIS-based analysis that looked at both existing transit supply and transit demand to identify service gaps throughout the MPO planning area.

Existing Transit Demand

Understanding where transit demand exists is critical to determining which transit projects could have the largest impact on those who depend on transit and those who may choose to use transit as a mode of transportation over the next 25 years. The project team explored existing transit demand by identifying concentrations of people most likely to use alternative modes of transportation. For purposes of this analysis, transit demand was represented by Transit Dependent Population (census block group data of those too old/young to drive or those unable to obtain/drive a personal automobile) and At-Risk Population (those who experience other societal barriers to driving a personal automobile).

[TRANSIT DEPENDENT POPULATION & AT-RISK POPULATION](#)

Figure 3-10 displays the resulting Transit Dependent Population (TDP) concentration by density at the Census block group level of the Texarkana MPO planning area. Block groups with higher concentrations of TDP are indicative of areas experiencing high transit demand. **Figure 3-11** displays concentrations of At-Risk Population (ARP), indicating overlap and different zones with high demand for transit due to social barriers to mobility such as poverty, disability, etc. Transit gaps in demand are located where high transit demand exists outside of transit coverage.



FIGURE 3-10: TRANSIT DEPENDENT POPULATION (TDP)

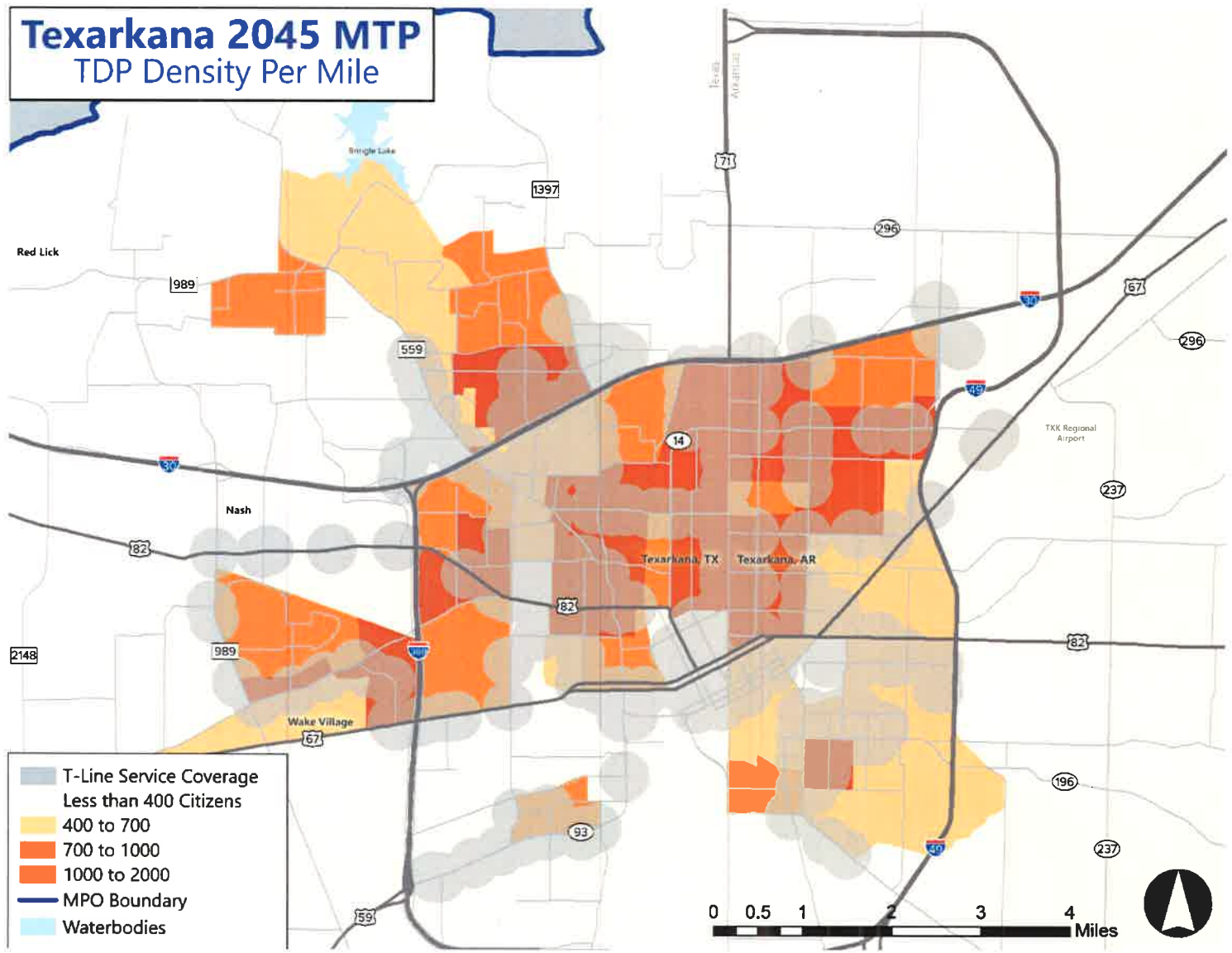




FIGURE 3-11: AT-RISK POPULATION

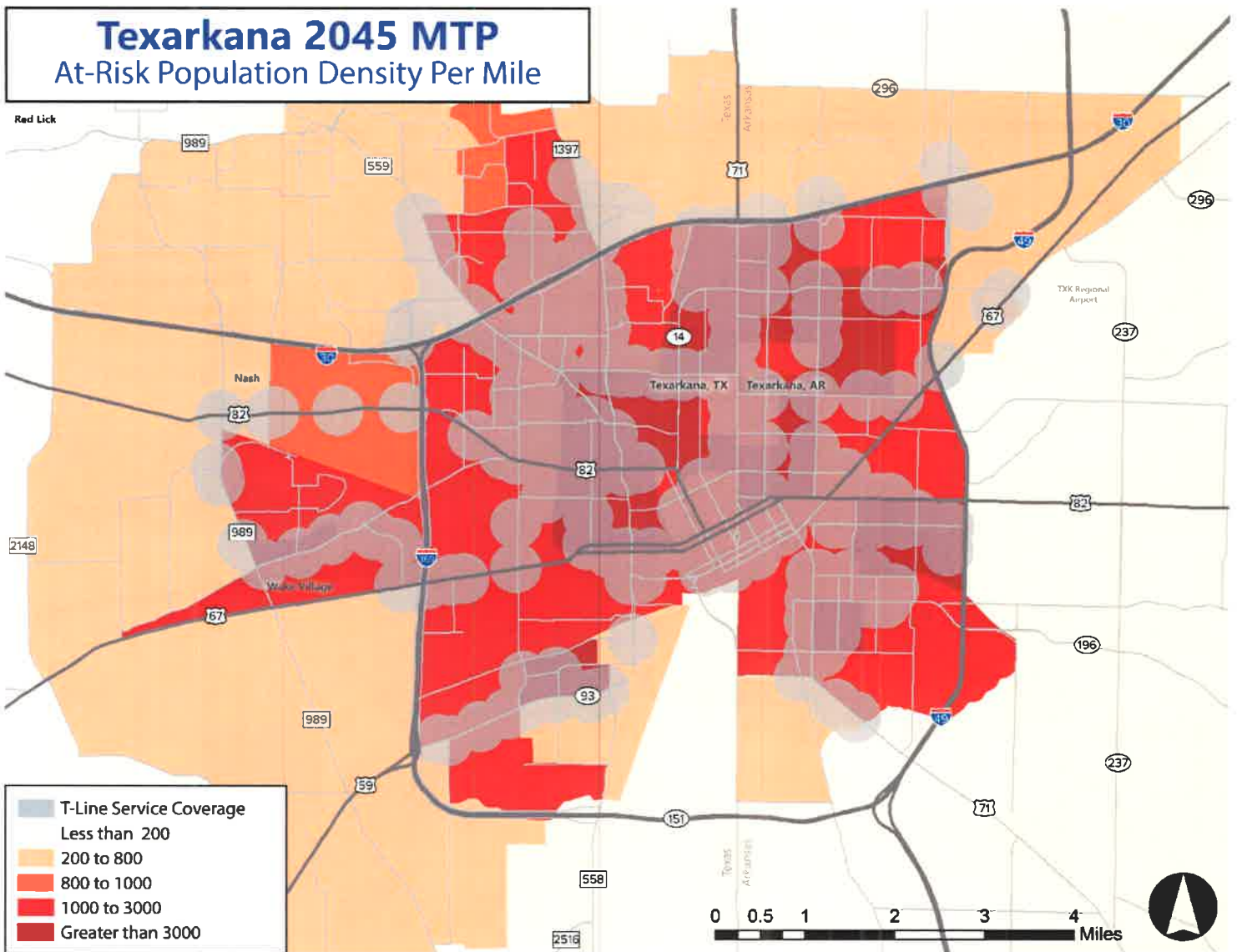




Table 3-2 illustrates the total TDP and ARP in the MPO planning area compared to the same measures within a quarter mile of a transit stop.

TABLE 3-2: TDP & ARP COVERAGE

| | Transit Dependent Population | At-Risk Population |
|-------------------------|------------------------------|--------------------|
| MPO Total | 31,141 | 81,131 |
| Within Service Coverage | 15,099 | 44,010 |
| Percent Covered | 48% | 54% |

Transit Supply: Key Origins & Destinations

A spatial analysis on transit origins and destinations, referred to as points of interest, was also conducted to show existing transit supply in relation to land uses/developments that typically generate transit demand. Points of interest, as displayed in **Figure 3-12**, consist of facility types such as arts and humanities, community centers, community parks, medical facilities, schools, public/government facilities, retail, service, and transportation facilities. **Table 3-3** quantifies the existing transit (fixed route) service’s coverage of the identified points of interest. Gaps in transit supply are located where points of interest, or trip generators, fall outside of existing transit coverage.



FIGURE 3-12: KEY DESTINATIONS/POINTS OF INTEREST FIXED ROUTE COVERAGE

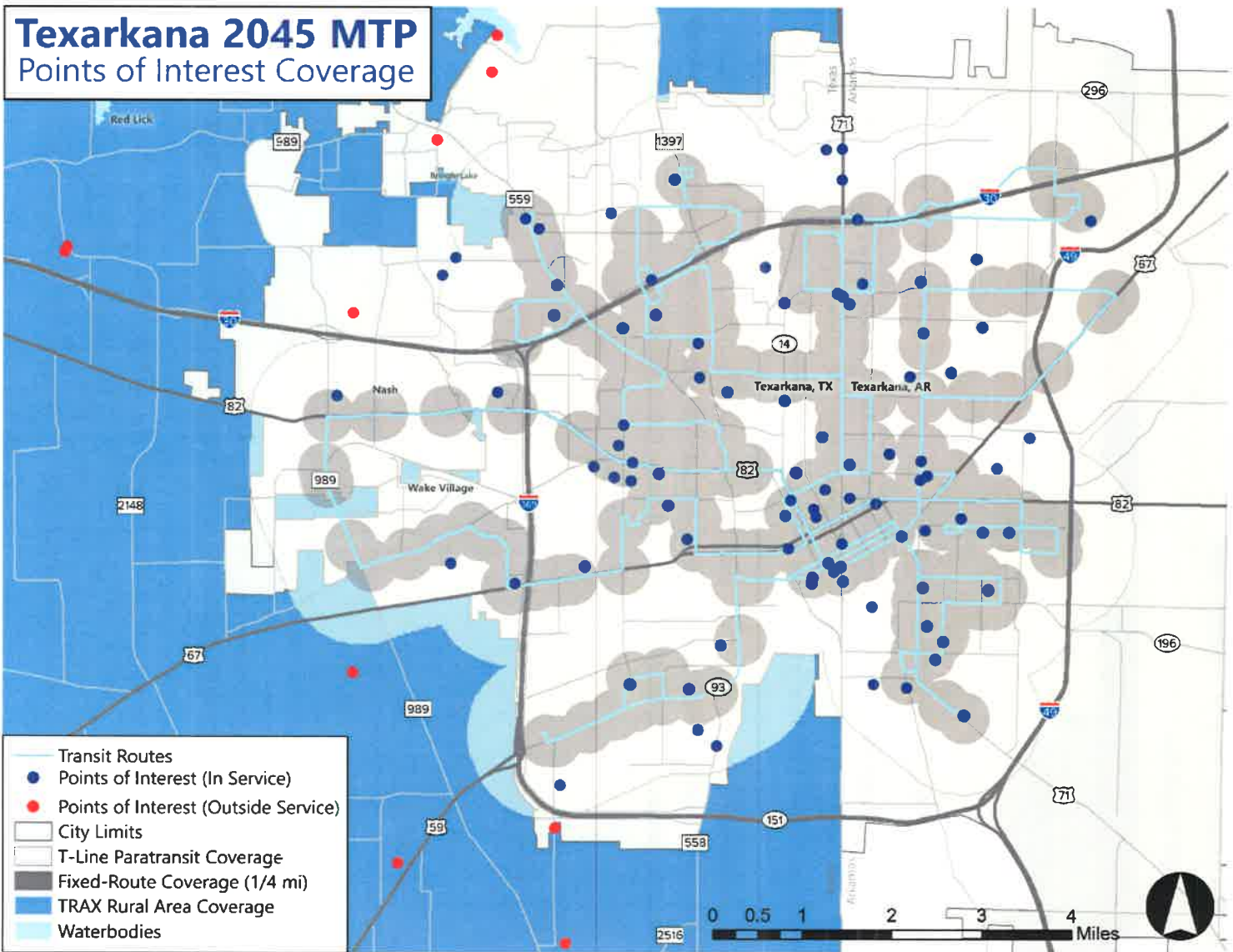




TABLE 3-3: KEY DESTINATIONS/POINTS OF INTEREST SERVED WITHIN FIXED ROUTE COVERAGE

| Point of Interest Category | Served | Not Served | Total | % Served |
|----------------------------|--------|------------|-------|----------|
| Arts/Humanities | 4 | 0 | 4 | 100% |
| Community Center | 4 | 1 | 5 | 80% |
| Community Park | 15 | 7 | 22 | 68% |
| Medical | 5 | 2 | 7 | 71% |
| Public/Government | 6 | 0 | 6 | 100% |
| Retail | 16 | 1 | 17 | 94% |
| School | 22 | 17 | 39 | 56% |
| Transportation | 3 | 0 | 3 | 100% |
| All Points of Interest | 75 | 28 | 103 | 72% |

Additional details from the Transit Analysis are discussed in the Transit Analysis technical memorandum.

Active Transportation

An active transportation network primarily consists of bicycle and pedestrian facilities including but not limited to sidewalks, on-street bicycle lanes, and off-street multiuse trails. These facilities are critical infrastructure that ensure the Texarkana MPO planning area’s transportation network supports transportation choice, accessibility, and safety for all road users. Encouraging bicycling and walking helps create healthy, lively communities. Benefits of a connected active transportation network also extend to transit users and the transit system as the active transportation network provides critical “first and last mile” infrastructure to help people access transit stops.

This section explores the locations of existing pedestrian and bicycle facilities in comparison to where they are most needed in the Texarkana MPO planning area. Additionally, this section identifies gaps in the active transportation network. The results of this analysis identified areas where improvements to the active transportation network could be most effective, and thus directed equitable project prioritization and investment of funding for active transportation projects. This analysis builds off the recently adopted Texarkana Regional Active Transportation Master Plan (TRATMP). The analysis uses census data (American Community Survey – 2017) to identify certain population characteristics for areas in the region with a high need for active transportation facilities.



Current Active Transportation Coverage

Active transportation facilities balance the transportation system by providing greater accessibility and transportation choice for communities. These facilities provide the greatest benefit when present in areas across the region that both support and depend on walking and biking. This section analyzes the current active transportation network in relation to High Need Areas across the MPO planning area.

High Need Areas

Some communities are more likely to rely on transportation modes alternative to vehicular travel to access their destinations. These communities may be heavily dependent on transportation mode choices such as biking and walking to reach their employment, medical services, and other everyday destinations. High Need Areas were defined as Census block groups with:

- A greater percentage of minorities than the percentage in the region as a whole (38%);
- More than 1,000 people living in poverty per square mile; and
- At least 100 households living without a car.

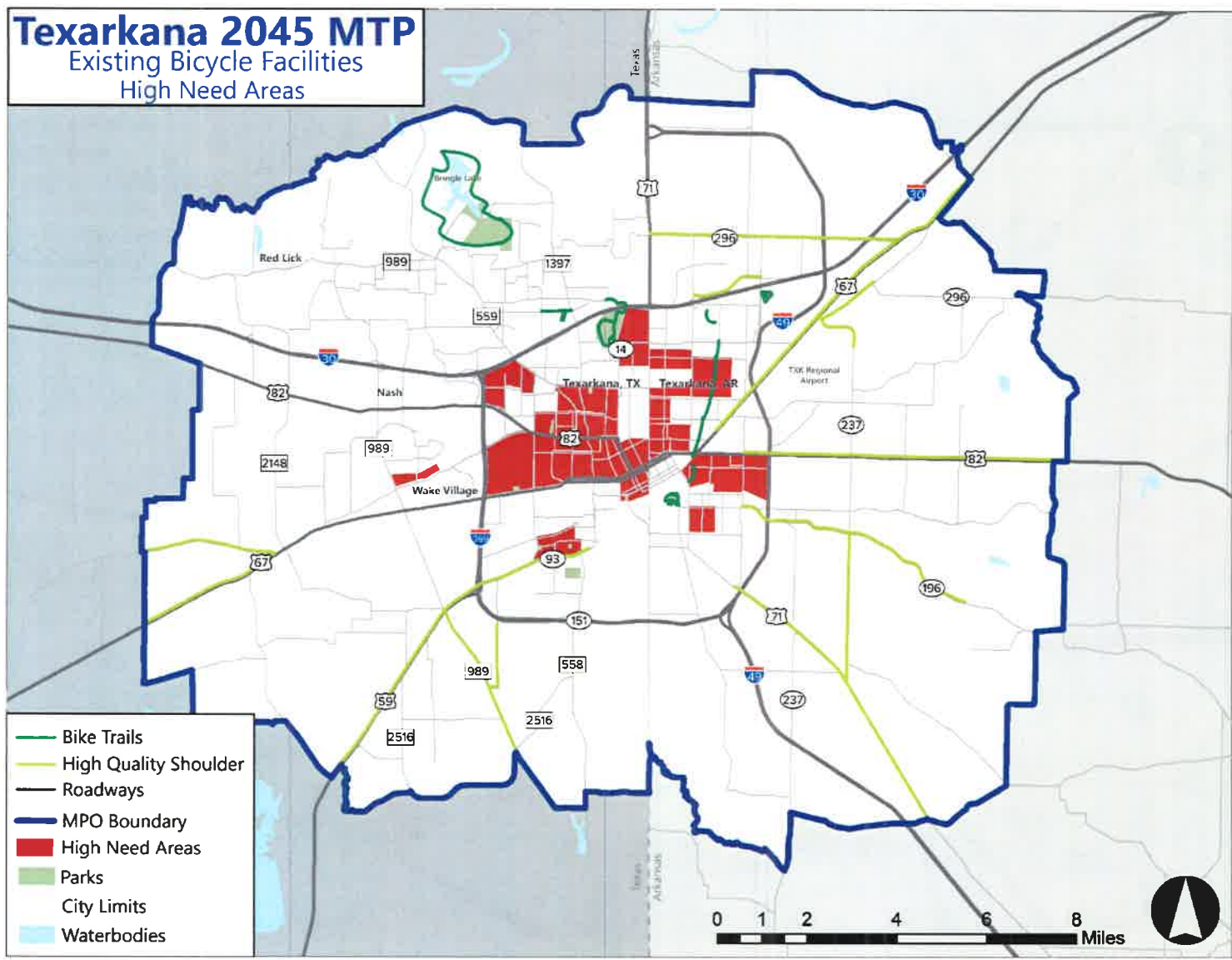
Figure 3-13 and **Figure 3-15** show the region’s High Need Areas with the existing bicycle and pedestrian network coverage overlaid. **Figure 3-14** and **Figure 3-16** display both networks in more detail (in reference to the High Need Areas). While some bicycle and pedestrian facilities are located within High Need Areas, the disconnected nature of the existing facilities may provide a significant barrier for potential users. **Table 3-4** breaks down High Need Area block groups and their proximity to existing bicycle facilities.

TABLE 3-4: EXISTING BICYCLE FACILITIES AND HIGH NEED COVERAGE

| | High Needs Areas |
|---|------------------|
| Total number of block groups | 24 |
| Number of block groups within ½ mile of a bicycle facility | 11 |
| Percent of block groups within ½ mile of a bicycle facility | 46% |



FIGURE 3-13: EXISTING BICYCLE FACILITIES & HIGH NEED AREAS





Texarkana 2045 MTP
Existing Bicycle Facilities
High Need Areas

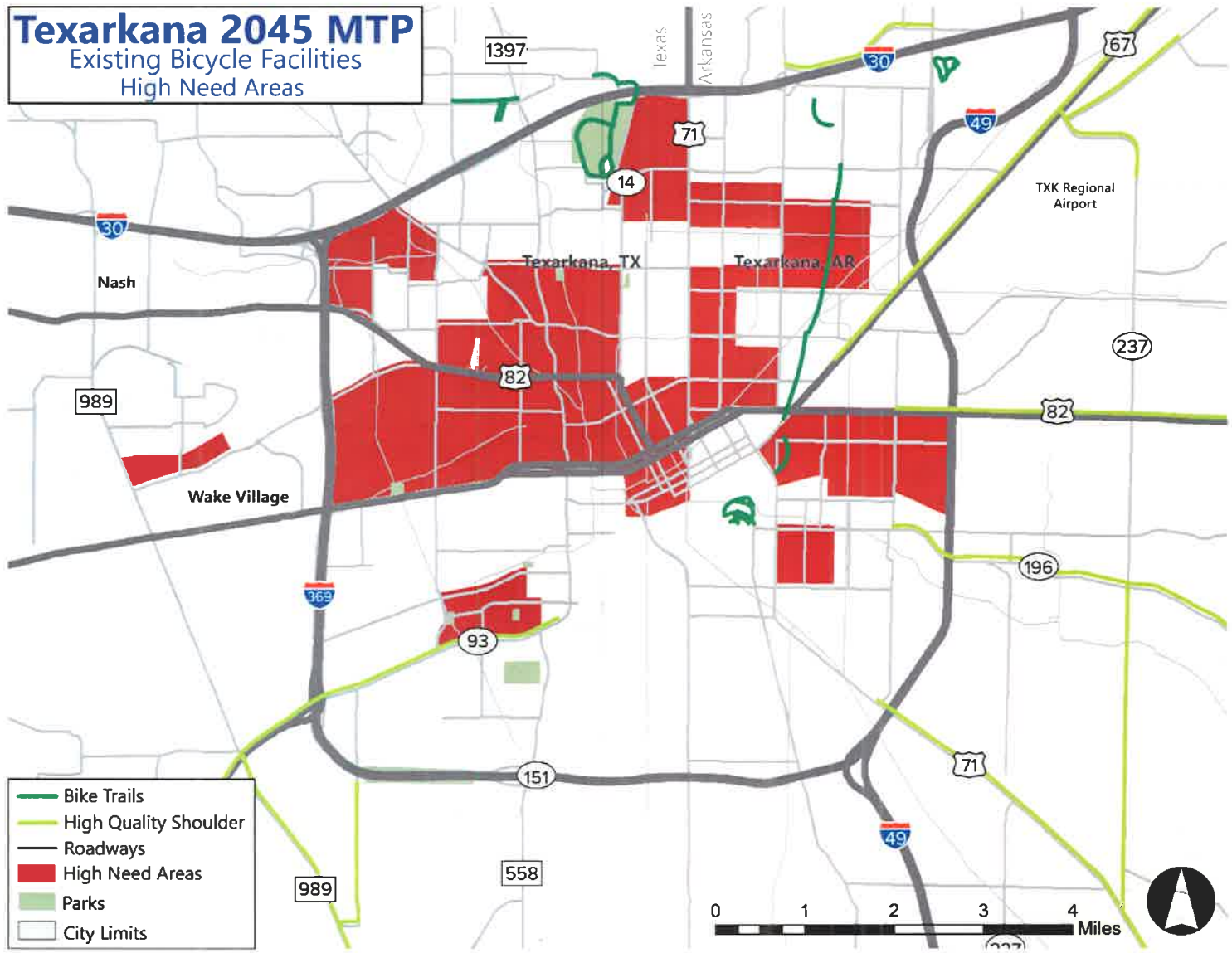


FIGURE 3-14: EXISTING BICYCLE FACILITIES & HIGH NEED AREAS (ZOOMED)



FIGURE 3-15: EXISTING PEDESTRIAN FACILITIES & HIGH NEED AREAS

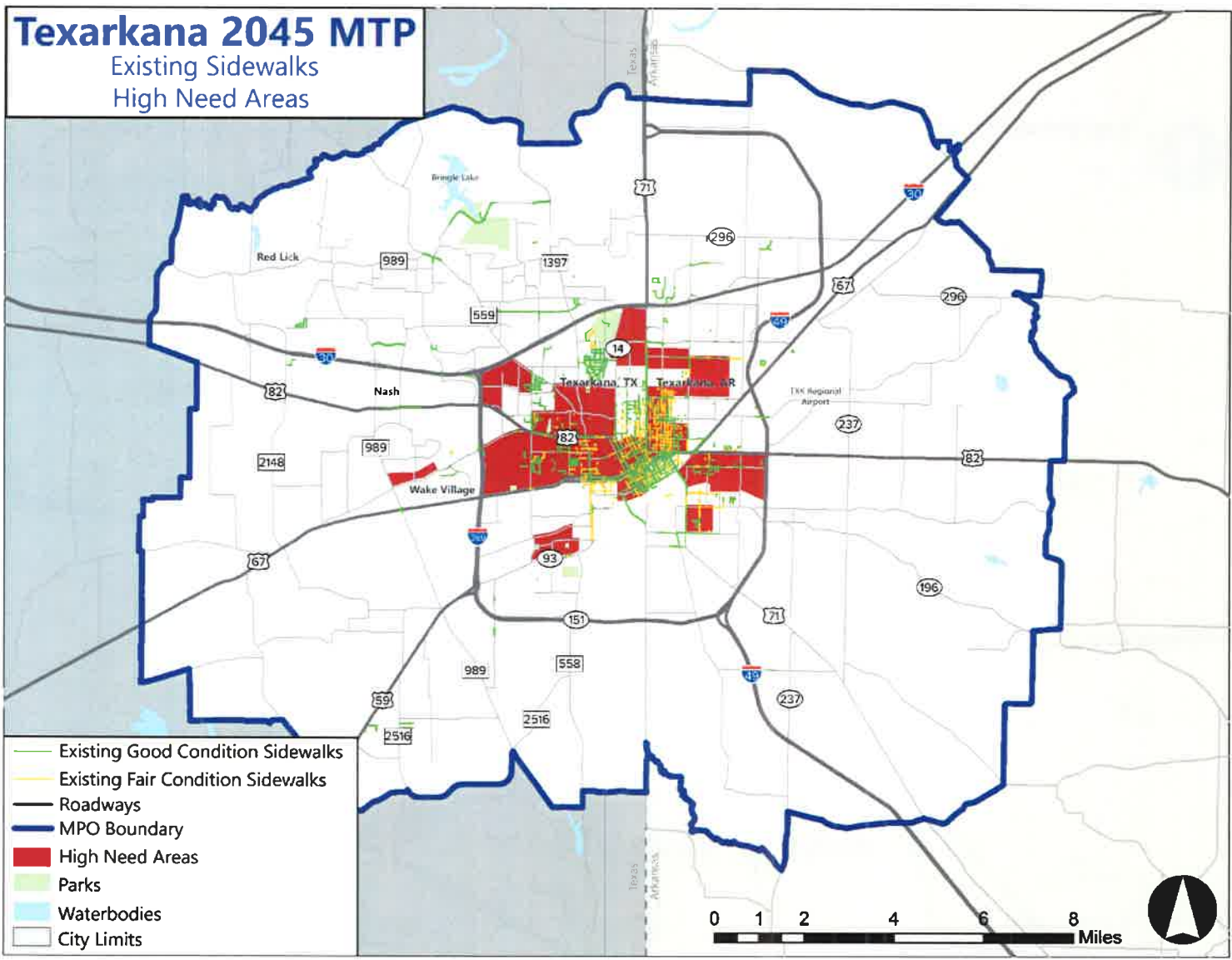
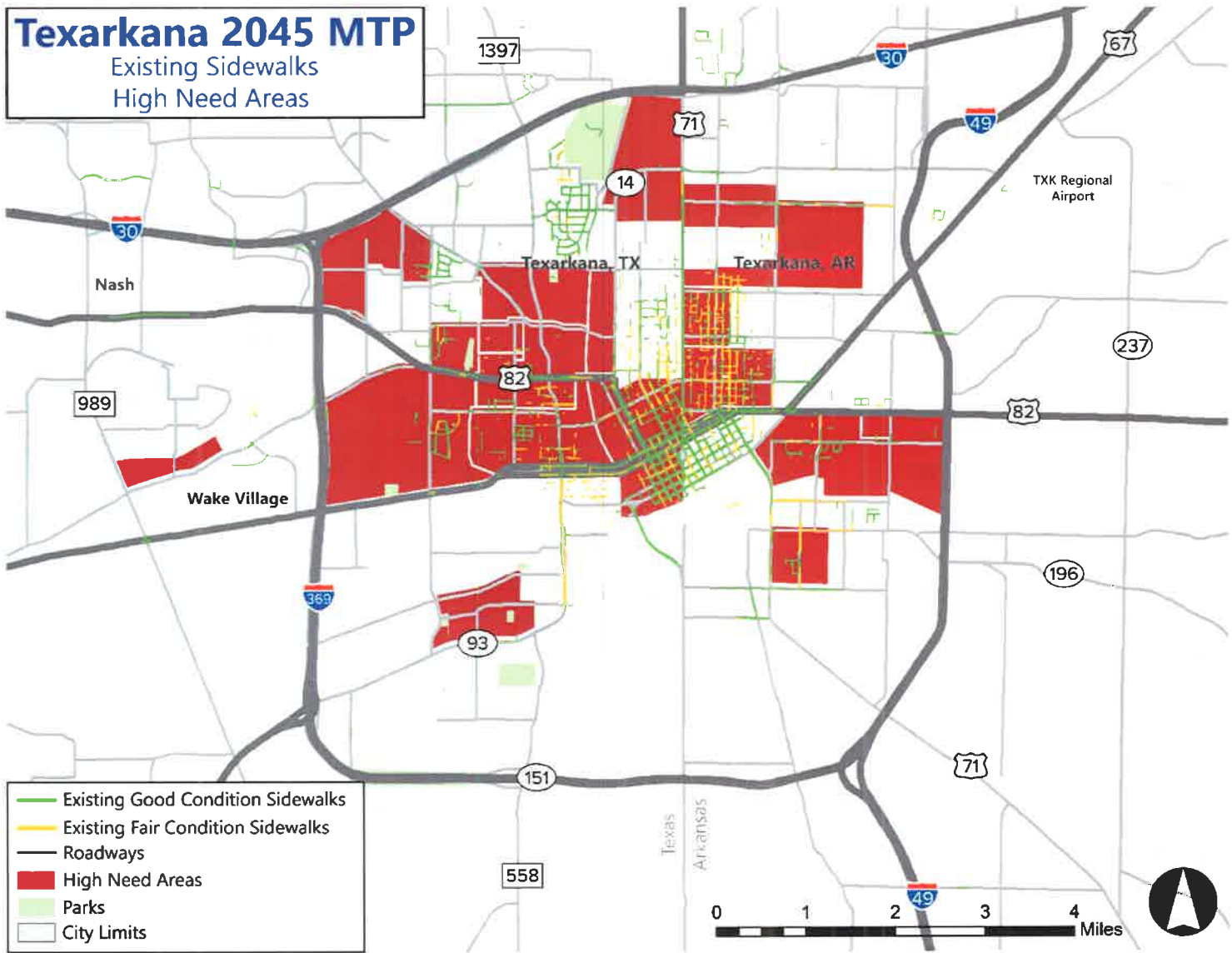




FIGURE 3-16: EXISTING PEDESTRIAN FACILITIES & HIGH NEED AREAS (ZOOMED)





Planned Active Transportation Facilities Coverage

The TRATMP identified key active transportation projects meant to complete a connected and comprehensive active transportation system. These projects were generated by reviewing previous active transportation plans and local plans, analyzing travel needs and dangerous locations, and gathering input through public and stakeholder involvement efforts. The identified projects work together with the existing network to fill gaps in the regional bicycle, pedestrian, and trail networks.

The following section analyzes the existing and proposed active transportation facilities coverage across the region’s High Need Area block groups. This analysis reveals where gaps in the active transportation network still exist and where the network can be further strengthened.

High Need Areas

The proposed active transportation projects build upon the existing network to better reach the identified High Need Areas. The proposed bicycle projects extend the bicycle network coverage to almost all High Need Areas as shown in **Figure 3-17**. This increase in regional connectivity better supports those who may rely on riding a bike for transportation and encourages others to partake in cycling as a means of exercise, recreation, or leisure. **Figure 3-18** displays the proposed bicycle network regarding the High Need Areas in further detail. **Figure 3-19** shows that the proposed pedestrian projects extend network accessibility to more households in High Need Areas than the existing network, better supporting those who walk as a means of travel and encourages others to do so. The infill of gaps in the existing sidewalk network may also benefit those who rely on the transit system to get to work and other important destinations, as sidewalks are the primary means of accessing transit stops.

Further details on existing active transportation conditions are provided in the Active Transportation Analysis technical memorandum. **Table 3-5** breaks down High Need Area block groups and their proximity to existing and proposed bicycle facilities.

TABLE 3-5: EXISTING & PROPOSED BICYCLE FACILITIES AND HIGH NEED COVERAGE

| | High Needs Areas |
|--|------------------|
| Bicycle Facilities | |
| Percent of block groups within ½ mile of an existing bicycle facility | 38% |
| Percent of block groups within ½ mile of an existing + proposed bicycle facility | 92% |
| Percent change in coverage | 54% |



FIGURE 3-17: EXISTING & PROPOSED BICYCLE FACILITIES & HIGH NEED AREAS

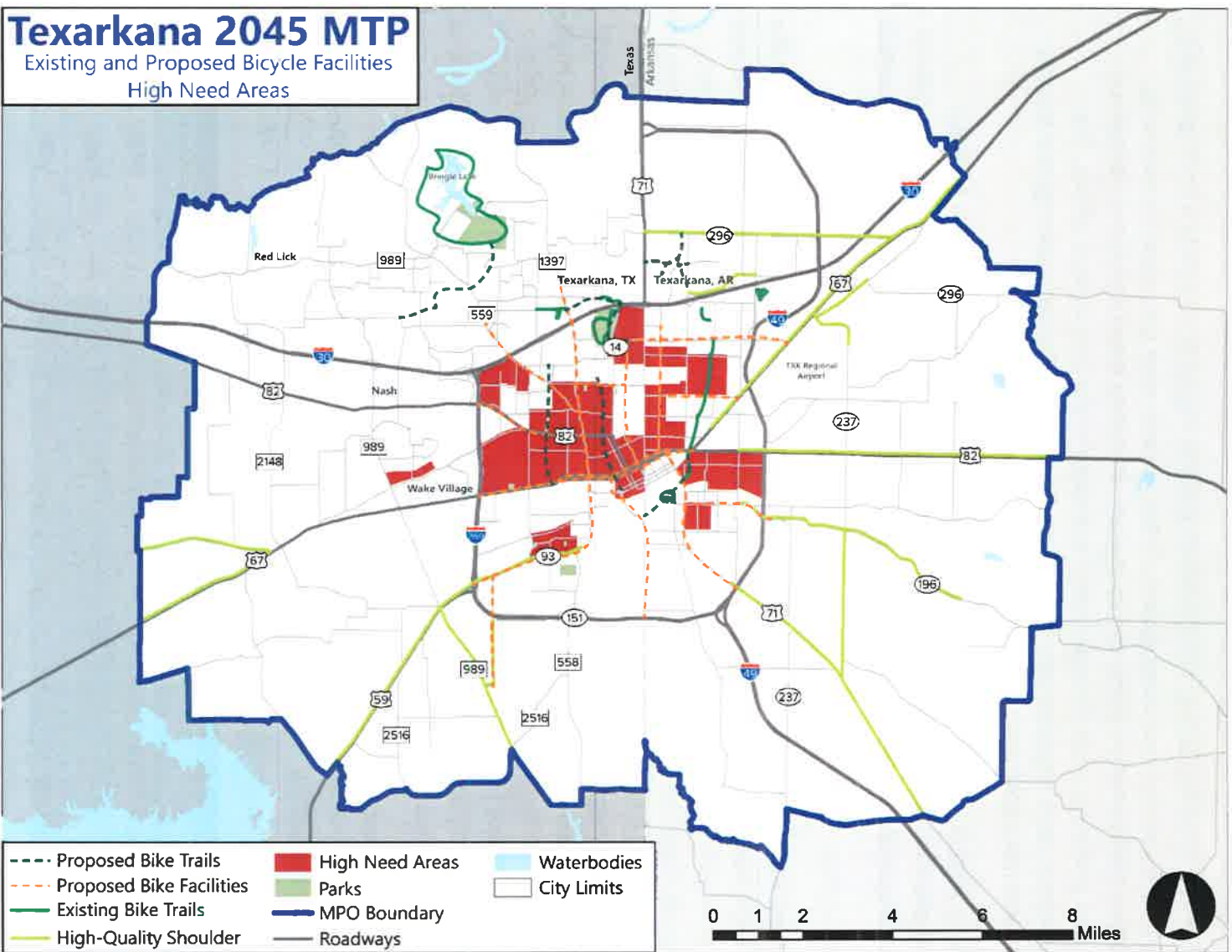




FIGURE 3-18: EXISTING & PROPOSED BICYCLE FACILITIES & HIGH NEED AREAS (ZOOMED)

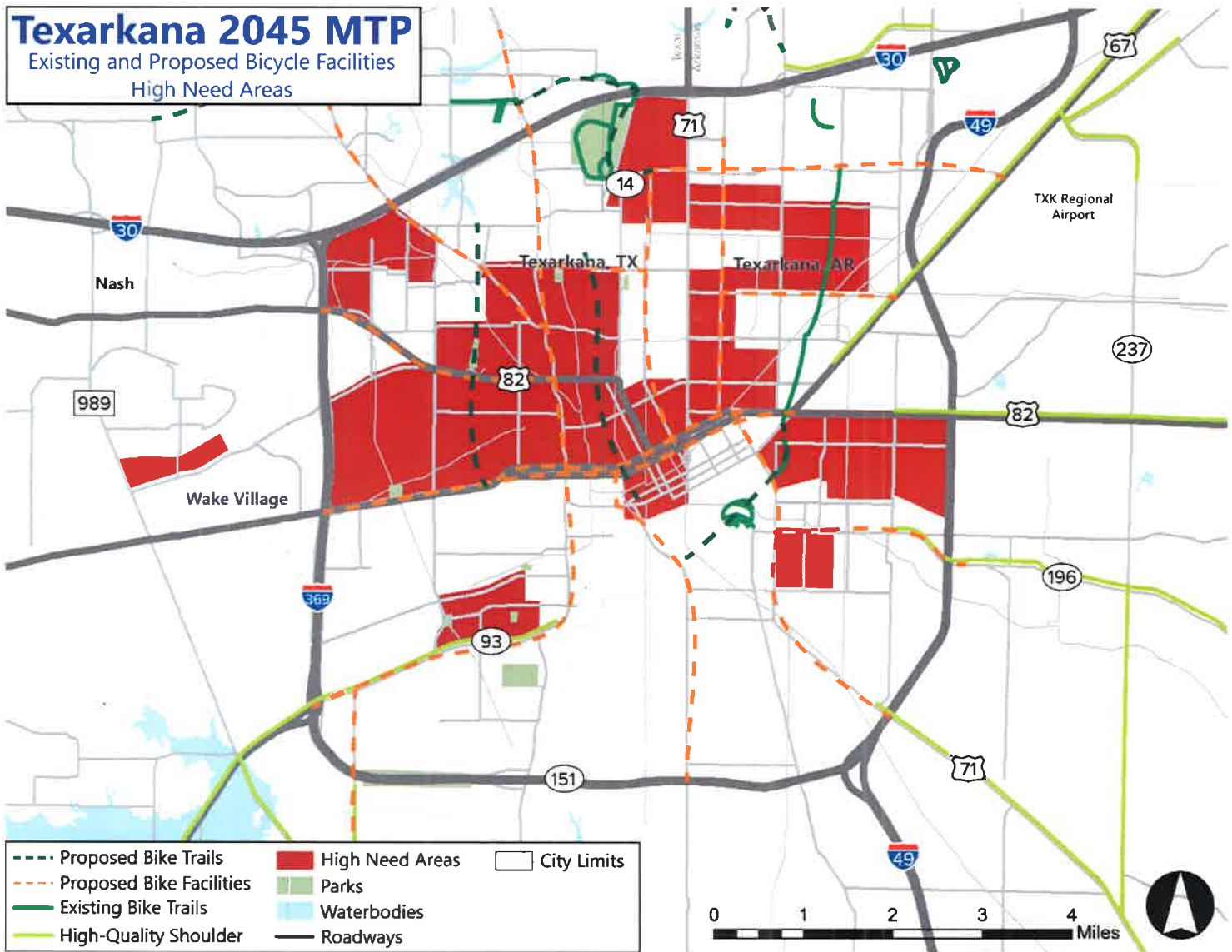
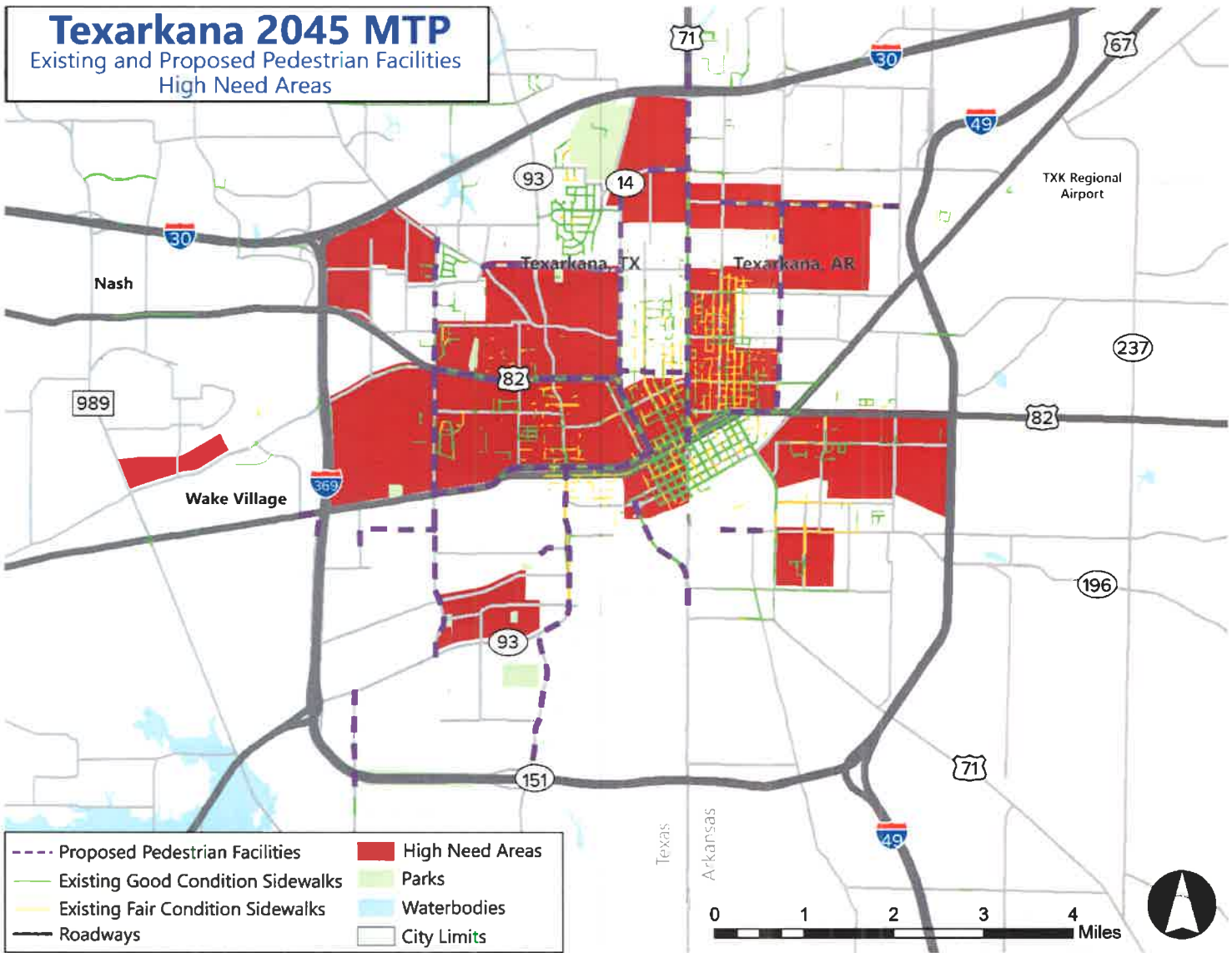




FIGURE 3-19: EXISTING & PROPOSED PEDESTRIAN FACILITIES & HIGH NEED AREAS





Freight Analysis

In addition to considering the movement of people, the Texarkana 2045 MTP also considers how goods (i.e. freight) are transported within and through the region. Current freight conditions are particularly important to evaluate because freight mobility is one of the ten planning factors that must be considered in metropolitan transportation planning, as required by the FAST Act. Freight transportation is also a major contributor to the local economy and potential catalyst for economic growth in related industries.

Due to the importance of freight in the Texarkana region, the MPO developed a Freight Mobility Plan (FMP) in concurrence with MTP development. The goal of the FMP is to improve the multimodal freight transportation system (e.g. roadway and rail) within the Texarkana MPO planning area to promote the safe and efficient movement of freight and to support the Texas and Arkansas statewide freight mobility plans.

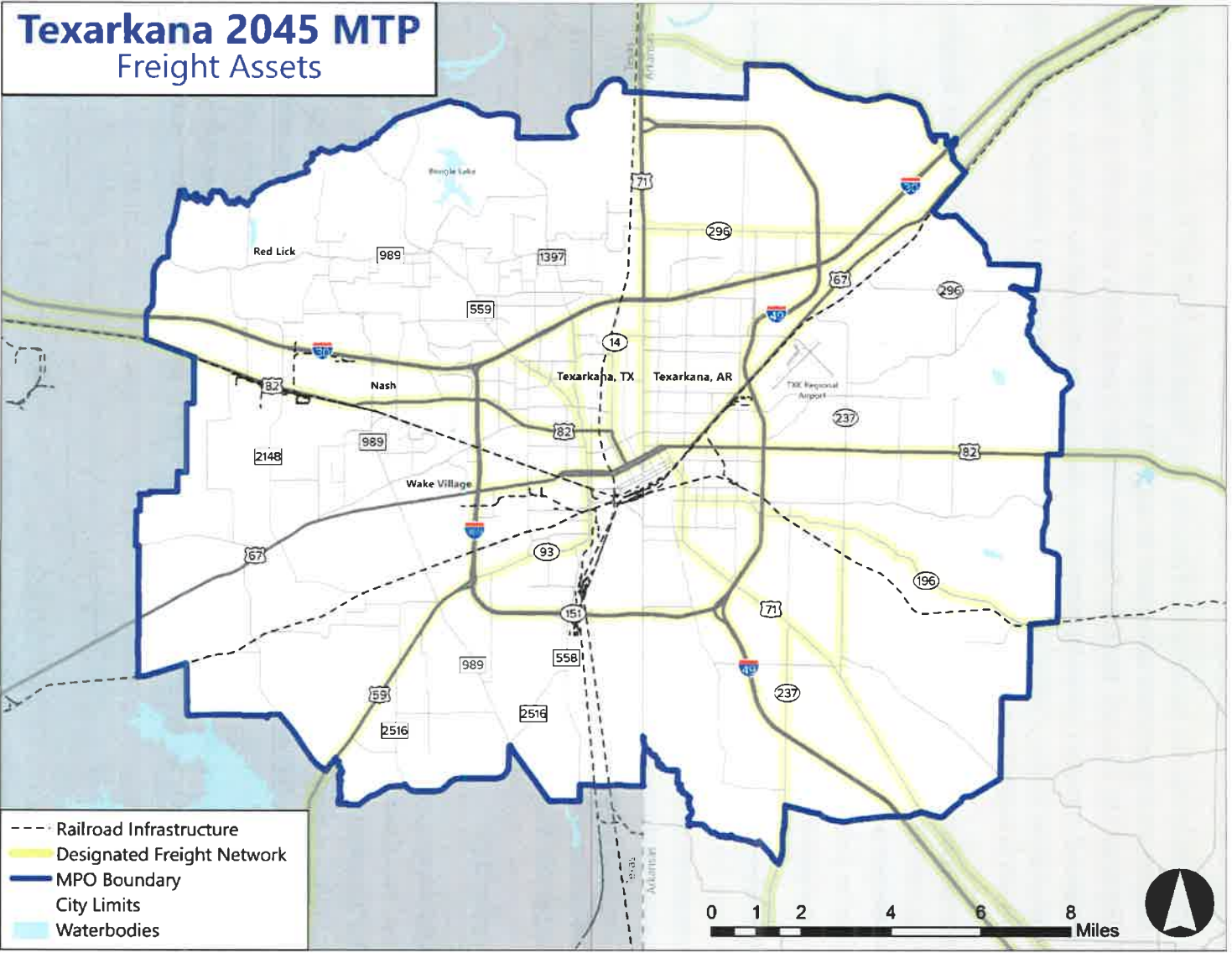
The freight analysis of the 2045 MTP resembles a portion of the current conditions analysis and related findings from the FMP. More detailed information will be included in the FMP. This analysis considered many of the same factors and used similar methodologies for evaluating roadway system performance as those described in the roadway section of this chapter. However, the freight current conditions analysis focused on multimodal freight system assets and used freight-specific data where possible. Additional details on methodology and findings are provided in the freight current conditions analysis section of the Texarkana FMP.

Asset Inventory

Major freight infrastructure in the Texarkana MPO planning area includes three interstates, four US Highways, two Class I railroads (Union Pacific and Kansas City Southern), and a shortline railroad. The Texarkana Regional Airport is also located within the MPO planning area, but it does not currently support significant freight cargo operations. In addition to the major highways in the region, this analysis considered the remaining portions of the Texas and Arkansas designated roadway freight networks, as the roadways that make up these networks were determined to be the most critical for freight movement in both the Texas and Arkansas freight plans (e.g. SL 151, SH-93, and SH-196). **Figure 3-20** shows the major freight assets in the planning area.



FIGURE 3-20: TEXARKANA MPO FREIGHT ASSETS





Freight Safety

Maintaining adequate levels of safety along a freight network is important in that it directly impacts all transportation system users' safety and quality of life and can prevent unexpected delays in freight movement.

Freight Network Conditions

One way to evaluate existing freight safety is to analyze the current conditions of the freight network infrastructure. **Figure 3-21** displays bridge and pavement conditions within the Texarkana MPO freight network (for explanations of bridge and pavement rating systems, please reference the Operations & Maintenance section of this chapter).

Most of the current issues identified on the roadway freight network were related to operations and maintenance. While the study area's bridges are in fair-to-good condition, there are several corridors along the roadway freight network with pavement that is in poor condition. Roadways with contiguous sections of poor pavement conditions include 7th Street/W. Martin Luther King Jr. Boulevard and US-71/N. State Line Road.

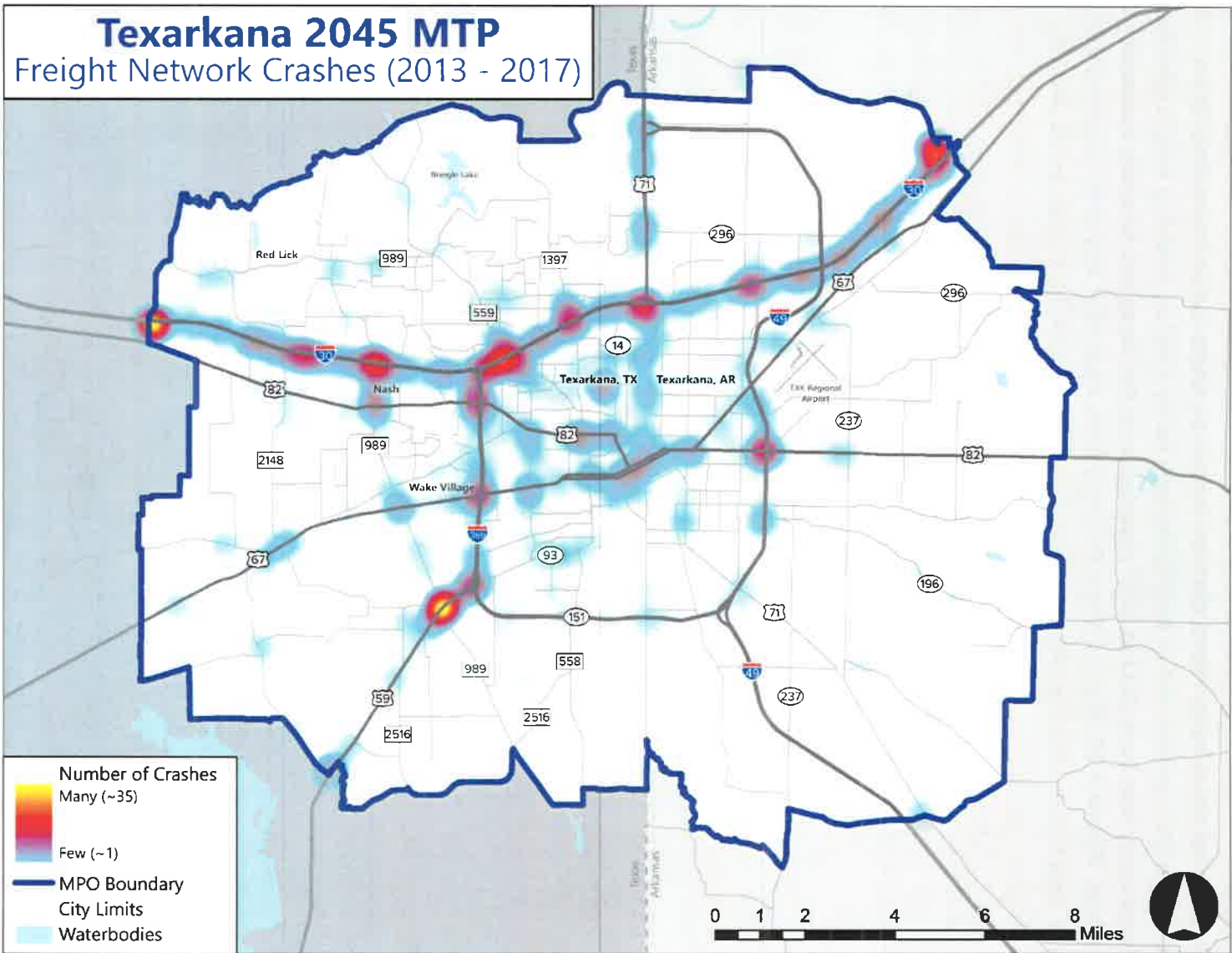


Freight Crashes

Identifying crash hot spots helps inform decision makers on where future improvements are most pertinent to the improvement of freight/roadway safety. Crashes involving freight vehicles were analyzed using data from 2013 to 2017 obtained from the Texas and Arkansas statewide crash databases. **Figure 3-22** displays where freight crashes have most frequently occurred over the five-year time frame – the majority of crashes occurred along IH-30, IH-369, IH-49, and US-59.



FIGURE 3-22: FREIGHT RELATED CRASHES (2013 - 2017)





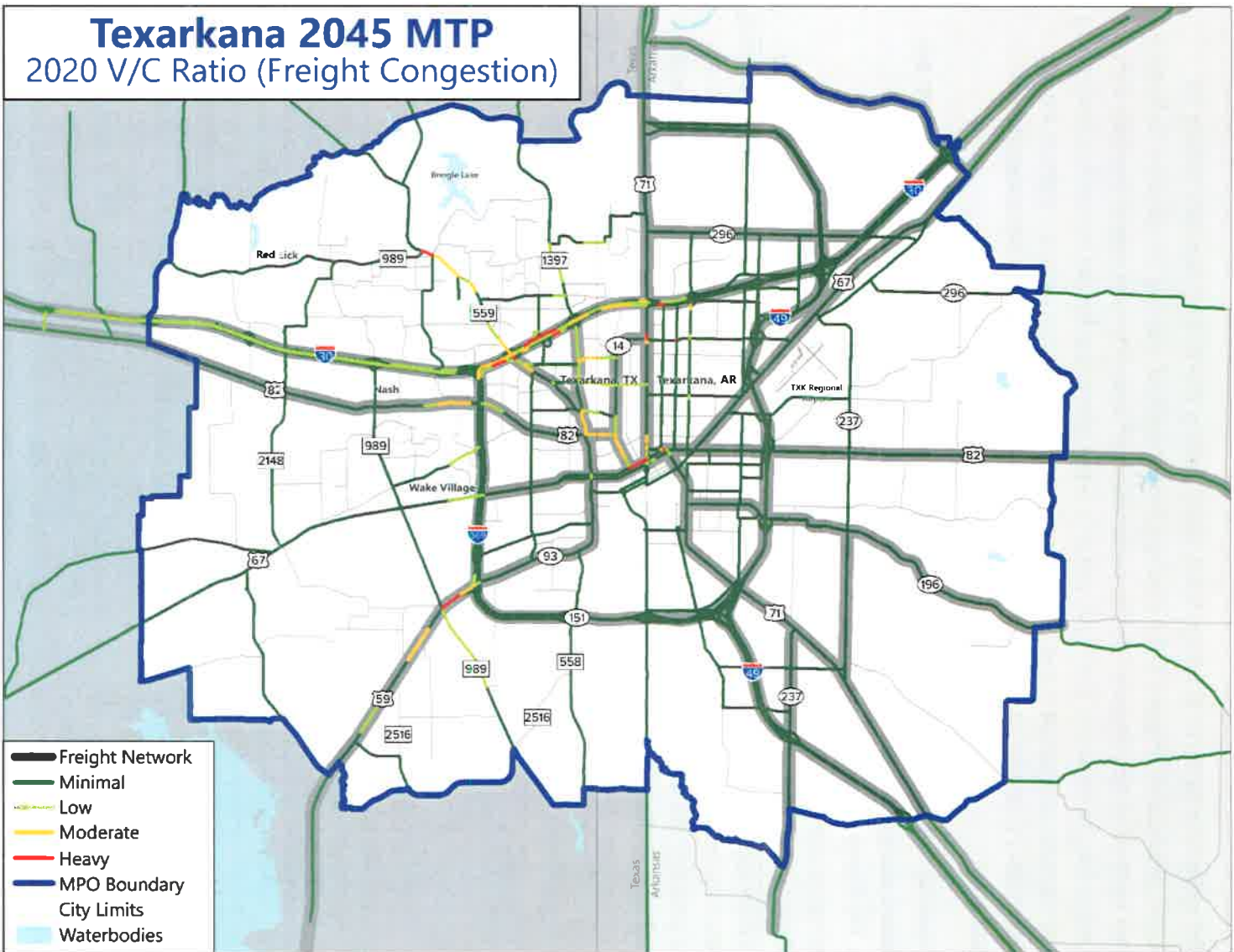
Freight Congestion

For a freight system to perform at a high level, delays along the freight network should be minimized and predictable. **Figure 3-23** displays the amount of existing congestion (reference the Roadway section of this chapter for the explanation of base/forecast years) overlaid with the Texarkana MPO freight network. The most notable areas along the freight network experiencing moderate-to-severe congestion – and thus more likely to experience delays – include IH-30 from IH-369 to US-71, US-59 just west of IH-369, and the 7th Street/Texas Boulevard/New Boston Road area.

When comparing forecast freight congestion (**Figure 3-24**), increases in heavy congestion are most prevalent along the network within IH-30/IH-369/SL 151 containing a majority of Texarkana, TX. These roads (e.g. Summerhill Road and Richmond Road) are forecasted to experience heavy congestion along the entirety of their length during peak travel periods. Further, infrastructure already experiencing heavy congestion are predicted to experience an increase in peak period delay. This includes IH-30, US-59, and US-67. Additional congestion may occur as new intermodal facilities are built in the region and it will be important to coordinate while those projects are in the development stage to ensure adequate facilities exist to handle freight travel and to monitor the impacts of those facilities on the freight network.



FIGURE 3-23: BASE YEAR FREIGHT CONGESTION



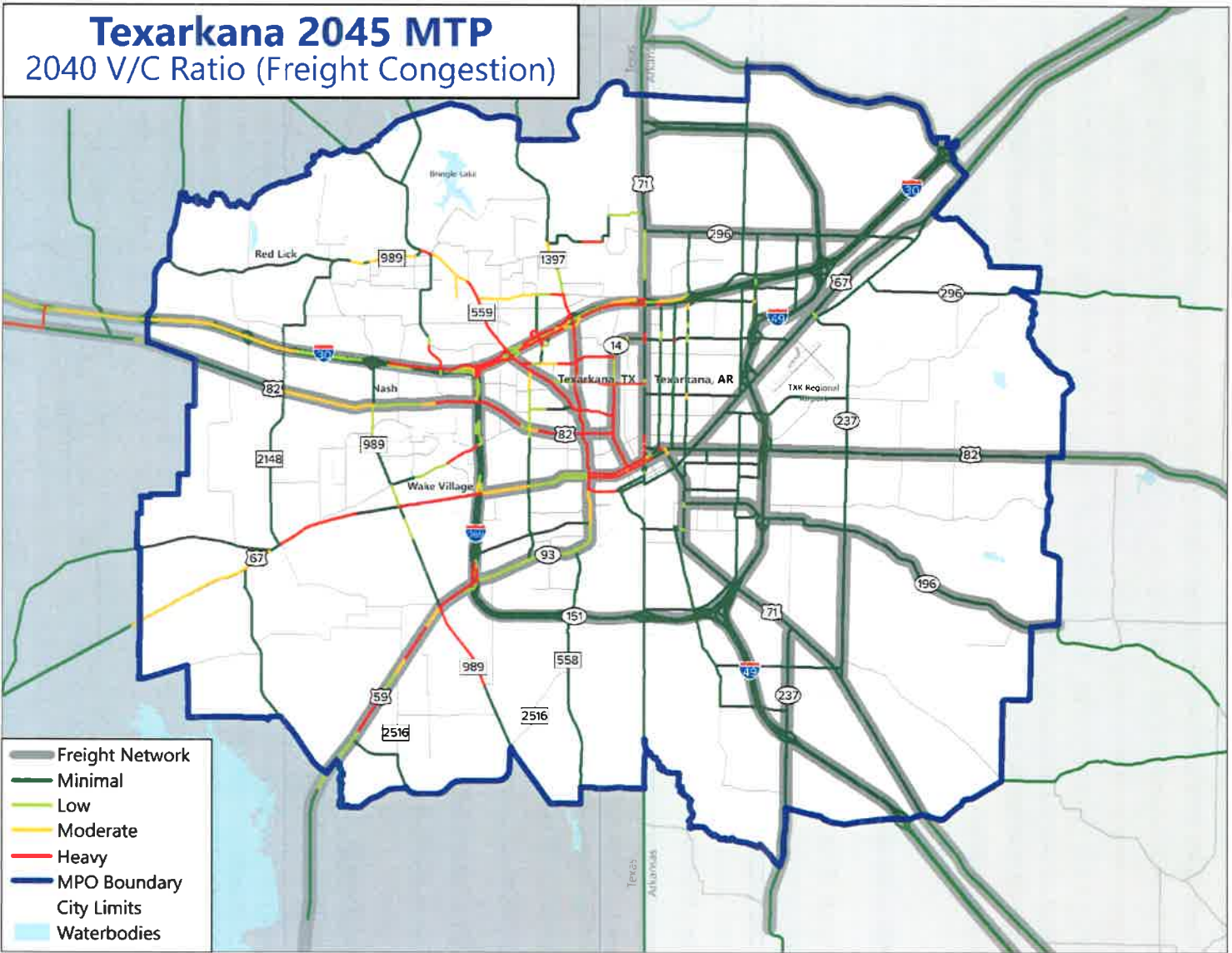


FIGURE 3-24: FORECAST YEAR FREIGHT CONGESTION



Operations & Maintenance

The Texarkana 2045 MTP also evaluates the needs of maintaining current infrastructure. The Operations & Maintenance Analysis provides an assessment of the Texarkana MPO planning area's roadway network and is separated into detailed analyses on pavement and bridge conditions found in the study area. This analysis differs from the roadway analysis in that it looks at the existing physical conditions/state of the Texarkana MPO planning area's roadway system, not the traffic performance. Developing a detailed understanding of the condition of the region's transportation infrastructure helped further identify areas of need in the roadway network.

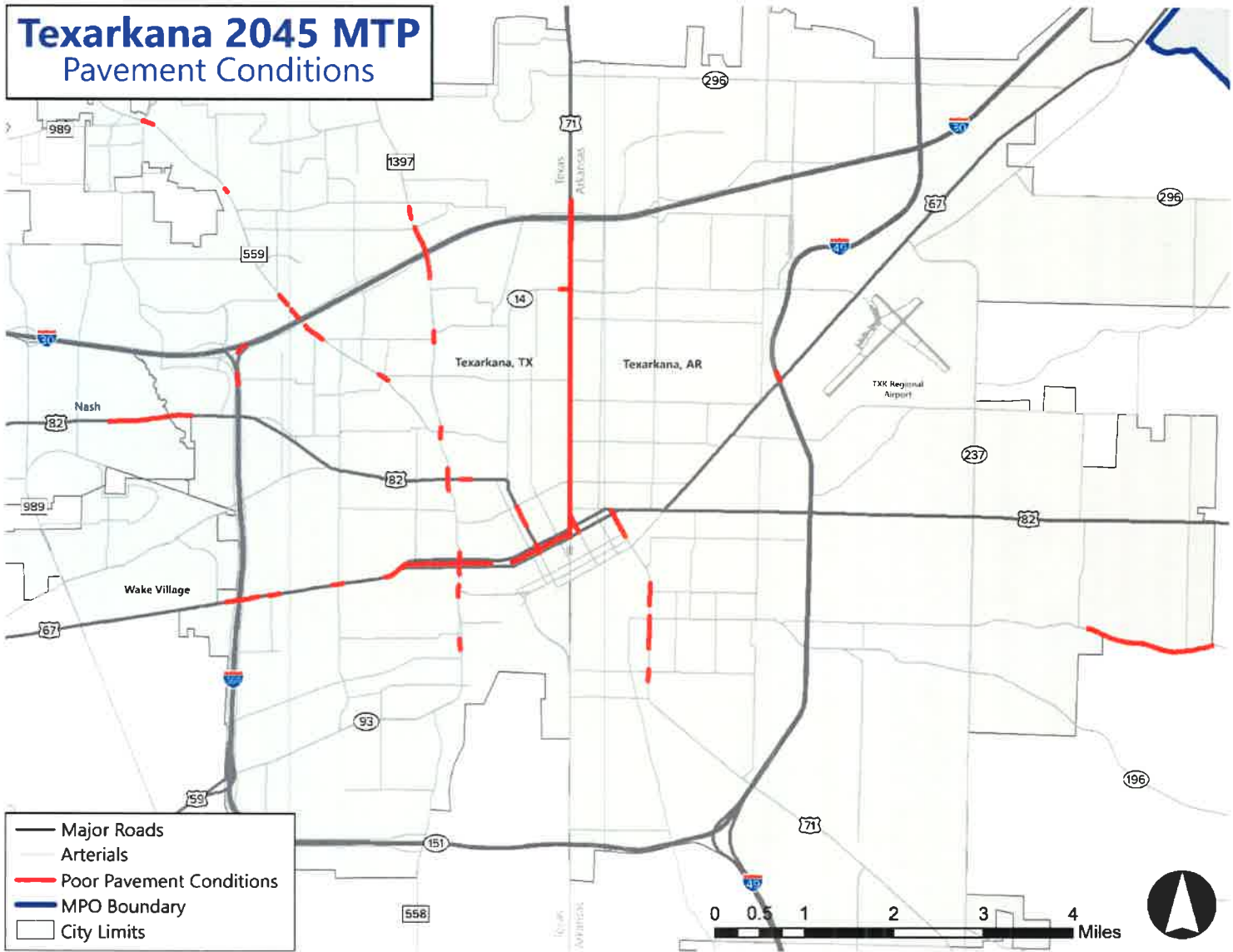
Roadway Conditions

The Texarkana MPO planning area's roadway network is central to the overall multimodal transportation network. Therefore, existing pavement conditions of the roadway network are critical to the movement and safety of the region's citizens that use it on a daily basis. For this analysis, data was derived from 2017 pavement condition data from the Federal Highway Association's (FHWA) Highway Performance Monitoring System (HPMS). The HPMS data provided a pavement condition rating based on the International Roughness Index (IRI) for roadways on the National Highway System (NHS), as well as other ancillary roadways found within the Texarkana MPO planning area. Some of the roadway segments did not include an IRI rating. Where an IRI rating was absent, the analysis deferred to the Present Serviceability Rating (PSR), if available.

Figure 3-25 displays roadways in the Texarkana MPO planning area with poor pavement condition as of 2017. Segments rated as poor were overlaid onto the MPO planning area's entire roadway network, helping identify which roadways within the network are potentially not in a state of good repair. These segments total 55 lane miles, or roughly 10% of the lane miles provided with IRI and PSR values.



FIGURE 3-25: TEXARKANA MPO PAVEMENT IN POOR CONDITION





Bridge Conditions

The bridge conditions analysis is based on the FHWA National Bridge Inventory (NBI). The NBI included location and condition information for 141 bridges within the MPO planning area as of January 2018. The project team followed guidance provided in FHWA's *Computation Procedure for the Bridge Condition Measures*² and the Code of Federal Regulations (23 C.F.R. §490.409) to determine the condition of each roadway.

Through a geospatial analysis, results for the bridge condition analysis show that there are currently zero bridges in the Texarkana MPO planning area designated as being in poor condition (as of January 2018). However, a total of 45 (32%) of the region's bridges rate as being in fair condition. **Figure 3-26** displays the location of bridges with a fair designation. Though the condition of these bridges is sufficient for the time being, preventative maintenance and repairs should be planned to ensure conditions do not fall below fair.

Further details on operations and maintenance are discussed in the Operations & Maintenance Analysis technical memorandum.

² <https://www.fhwa.dot.gov/tpm/guidance/hif18023.pdf>



Texarkana 2045 MTP

Bridge Conditions

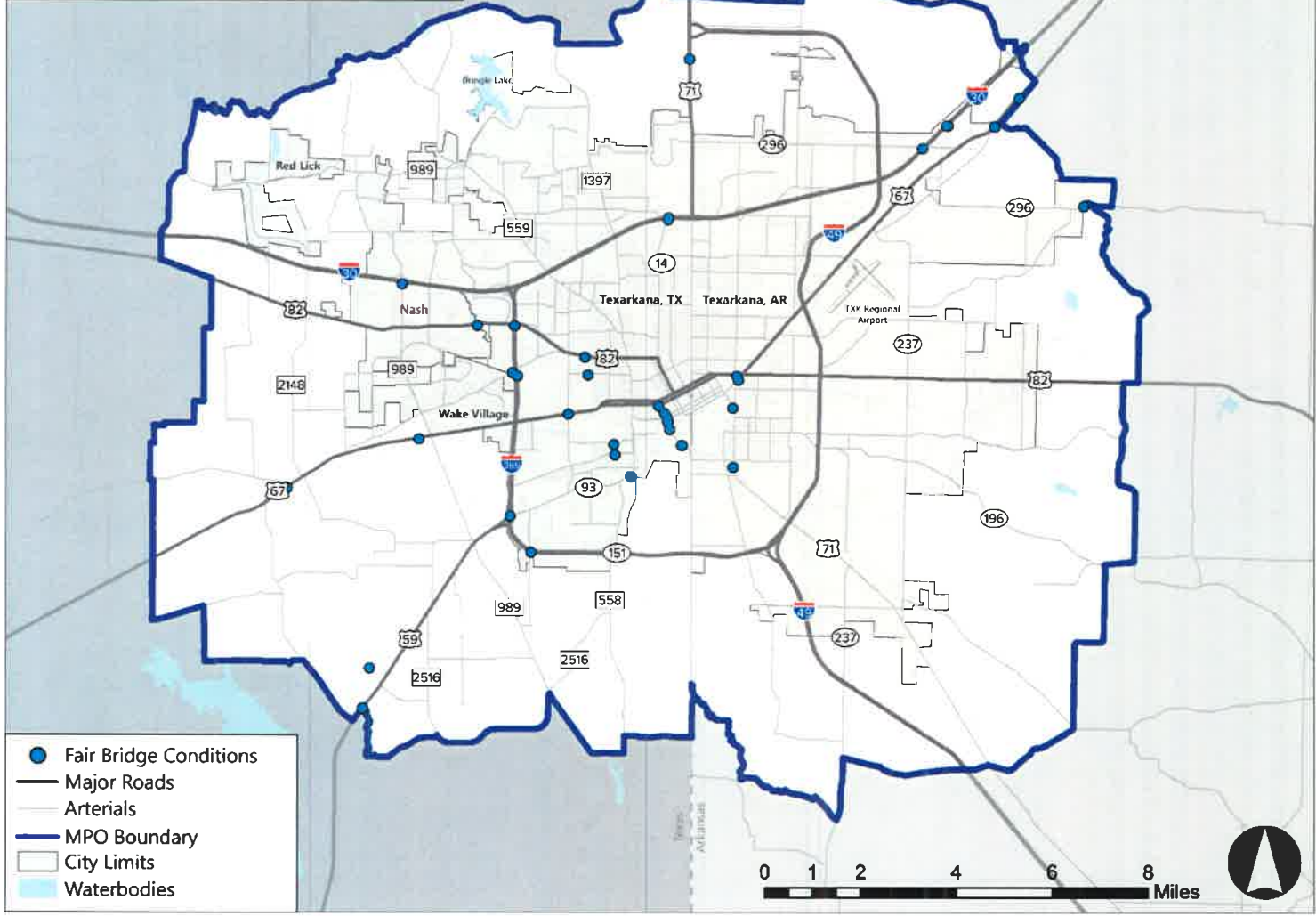


FIGURE 3-26: TEXARKANA MPO BRIDGES IN FAIR CONDITION



Interregional Passenger Travel

While the main focus of the Texarkana 2045 MTP is understanding travel within the MPO planning area, it is also crucial to understand the area's role in transportation at both the state and national level. Interregional passenger travel consists of any mode of transportation connecting users to destinations outside of the planning area; this includes fixed passenger rail, air travel, and long-distance charter bus services. **Figure 3-27** displays the MPO planning area's interregional facilities. The following section details available modes of interregional travel found within the Texarkana MPO planning area.



Texarkana Regional Airport

The Texarkana MPO planning area contains one regional/commercial airport, the Texarkana Regional Airport (Webb Field) which is located in northeast Texarkana, AR adjacent to the IH-49 and US-67 junction. Texarkana Regional Airport offers commercial and general aviation services to the planning area. Regarding commercial flights, the facility is currently served by one airline which provides direct flights to the Dallas-Fort Worth area. The airport provides ground transportation in the form of rental cars, taxi services (Artex Taxi), and ride share services (e.g. Uber). **Figure 3-28** displays Texarkana Regional Airport enplanement trends from 2013 to 2017. Annual enplanements for the region have slightly increased over the five-year period (by roughly 2,000), with a growth rate of roughly 4% from 2013 to 2017. 2014 experienced the highest increase in enplanements with a 13% increase from 2013 to 2014.

FIGURE 3-28: TEXARKANA REGIONAL AIRPORT ANNUAL ENPLANEMENTS (2013 - 2017)



Source: Federal Aviation Administration, 2019

Amtrak

The Texarkana MPO planning area is currently served by one Amtrak route, the Texas Eagle, which connects Los Angeles to Chicago. Amtrak services are provided daily to the area through Texarkana's (both Texas and Arkansas) Central Station, which is located along Front Street on the Texas-Arkansas state border. The Texarkana MPO has seen a gradual decline in Amtrak ridership since 2013, with annual trips (arrivals and departures) decreasing by roughly 2,000 (**Figure 3-29**). As of 2018, the top three city pairs for riders leaving from the Texarkana station have been Chicago, IL; St. Louis, MO; and Dallas, TX.



FIGURE 3-29: TEXARKANA AMTRAK ANNUAL RIDERSHIP (2013 - 2017)



Source: Rail Passengers Association, 2019

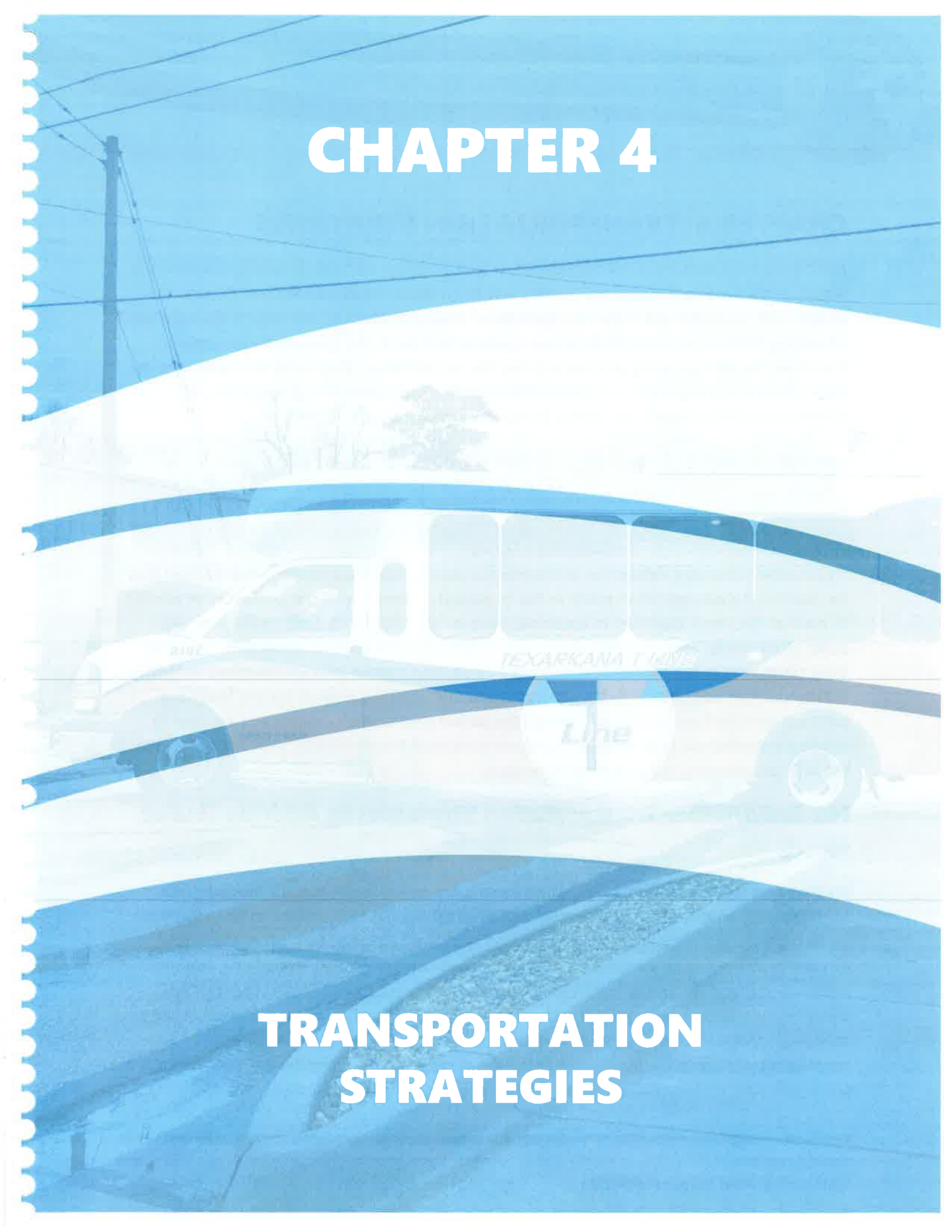
Interregional Bus Service

Greyhound serves as the main private charter bus provider for Texarkana MPO residents. The Greyhound station is in north Texarkana, AR, along IH-30 Frontage Road near the IH-30 and State Line Avenue junction.

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CHAPTER 4

TRANSPORTATION STRATEGIES





CHAPTER 4 : TRANSPORTATION STRATEGIES

Adding roadway capacity to the transportation system cannot address all mobility needs in the region. While funding is always the primary constraint, some needs are best met through the adoption of “no-build” and “other transportation” strategies which do not require the expansion of existing facilities or construction of new roadway facilities in the transportation network. Therefore, the MTP planning process included the consideration of no-build strategies such as travel demand management and transportation system management and operations, in addition to build strategies, e.g. facility construction projects.

SOME NEEDS ARE BEST MET THROUGH THE ADOPTION OF STRATEGIES THAT DO NOT REQUIRE EXPANSION OF EXISTING FACILITIES OR CONSTRUCTION OF NEW ROADWAY.

This chapter provides a description of the process used to develop a fiscally unconstrained plan for meeting the transportation needs of the community. Given the limited availability of funding to meet all the needs identified in the Needs Assessment (Chapter 3), both “build” and “no-build” strategies to address unmet needs are considered in the unconstrained plan. Applying fiscal constraints to the process and creating a fiscally constrained plan are described in Chapter 6: Financial Plan and Chapter 8: Staged Improvement Plan where projects for the Texarkana MPO are identified and prioritized through the project prioritization process and are used to develop a constrained plan. Prioritized projects outside of the constrained plan are included in the MTP as unconstrained or illustrative projects.

No-Build/Other Transportation Strategies to Address Unmet Needs

Building new roads and adding capacity to existing roadways, in this case for the Texarkana MPO planning area, is not only expensive, but often takes years to complete, as projects must go through the planning, environmental, design, and construction phases. Given the limited availability of funding for transportation projects and rising congestion levels, state, regional, and local agencies are increasingly relying on Transportation Demand Management (TDM), transportation system management and operations (TSM&O), and “Complete Streets” strategies to improve the performance of existing roadways. These strategies do not require the construction of new roadways or additional lanes of capacity, and therefore are often referred to



as “no-build” or “other transportation” strategies. While there is a “build” component to some of these, the investment required is generally far less significant than constructing new or expanding roadway facilities.

The following sections provide recommendations for incorporating best practices in TDM, TSM&O, Complete Streets, and other no-build strategies into the transportation planning process for the Texarkana MPO planning area.

While the Texarkana MPO is not directly responsible for implementing transportation projects, it works closely with local member jurisdictions to explore and evaluate the regional significance and appropriateness of these strategies for reducing congestion and improving the performance of the existing transportation system.

Transportation Demand Management

Transportation Demand Management (TDM) strategies seek to reduce congestion on existing roadways by reducing the overall number of cars using roads or by redistributing cars away from congested areas and peak periods of travel. Encouraging the use of alternative modes of transportation (such as transit, biking, or walking) and increasing the number of travelers in each vehicle are the primary ways in which TDM strategies reduce single-occupant vehicle demand on existing roadways. Simply put, transportation demand can be managed by providing travelers with a wide range of efficient and accessible choices for reaching their destination.

TDM STRATEGIES SEEK TO REDUCE CONGESTION BY DECREASING THE NUMBER OF CARS USING ROADS OR BY REDISTRIBUTING CARS AWAY FROM CONGESTED AREAS.

With limited funding available to address congestion through increasing roadway capacity, TDM is a cost-effective means to improve use of the transportation system. TDM strategies are designed to accomplish the following:

- Improve mobility and accessibility by expanding and enhancing the range and quality of available travel choices;
- Reduce congestion and improve system reliability by decreasing the number of vehicles using the roadway;
- Increase safety by addressing congestion, which is generally related to higher occurrences of traffic incidents; and



- Improve air quality by reducing the number of vehicle miles traveled, thereby saving energy, and decreasing the number of short trips that are largely responsible for the proportion of emissions generated from cold starts.

Best Practices

STRATEGIES TO INCREASE VEHICLE OCCUPANCY

Carpool, vanpool, and school-pool programs encourage travelers with common destinations, particularly employment and school destinations, to share vehicles. These can be based on informal arrangements between individuals or formally arranged through ride-matching services. Available research indicates that improving awareness, trust, and willingness to ride with strangers, as well as flexibility in scheduling, may help to increase carpool use. Incentives are another effective tool for encouraging ride sharing.

Encourage Employers to Incentivize Ride Sharing

Ride sharing encourages users to share their rides through carpooling, vanpooling and/or school pooling. The Texarkana MPO can play a valuable role in working with area employers and schools to develop employer-based incentives to encourage ride sharing, such as tax incentives and preferential parking. A variety of employer-based incentives for carpooling are discussed in greater detail later in this section. In addition, the use of Transportation Network Companies (TNCs), such as Uber and Lyft, which operate in the Texarkana region, can encourage shared rides.

Ride Sharing Resources

Resources that may help to increase the use of ride sharing include “Frequently Asked Questions” (FAQs) that address the benefits of carpooling, tips for finding other carpoolers, advice on how to organize pick-ups and drop-offs, carpooling etiquette, and safety concerns, among others.

EMPLOYER-BASED TOOLS & INCENTIVES

The commute to and from work is a significant contributor to traffic congestion along area roadways, particularly during peak travel times. TDM strategies that focus on employer-based tools and incentives can be an effective way to reduce travel by single-occupant vehicles by coordinating ride-sharing among employees, encouraging the use of alternative modes for work trips, shifting work trips away from peak hours, and reducing work travel times and the number of overall trips.



Employer-based TDM strategies fall into four separate categories:

- Encouraging employees to travel by alternative modes;
- Shifting trips away from peak periods of travel and reducing the total number of trips;
- Providing route information to divert commuters from congested routes; and
- Using location-specific solutions - such as locating in developments with a mix of employment, residential, and service uses - to shorten the work commute and reduce the need for midday trips.

Regional transportation planning entities can actively work with area employers to reduce congestion by expanding the transportation options available to their employees (e.g. van service providing rides from Ashdown to the Texarkana Tyson office). Educating area employers regarding options available and their benefits to employers, employees, and the community as a whole can go a long way towards increasing the number who travel via alternate modes or during different times.

Strategies to Increase Travel by Transit, Bicycle, or Walking

In order to reduce the number of trips by private automobile, strategies to increase travel by transit, bicycle, or walking in the Texarkana MPO planning area generally focus on the following objectives:

- Expanding the service area of the transit system and connect infrastructure, which can reach more people and connect them to a greater number of destinations within the region;
- Improve the quality of the service, which increases the convenience, comfort, ease of access, and affordability of the mode and makes people more willing to choose it; and
- Educate the public on the availability of the various non-automobile transportation options and services and provide resources to help travelers navigate the region.

INCREASING TRANSIT SERVICE, INFRASTRUCTURE CONNECTIVITY, AND LOCAL KNOWLEDGE OF EXISTING TRANSPORTATION OPTIONS CAN REDUCE AUTOMOBILE USAGE.

The following sections detail mode-specific strategies that could be considered for implementation in the Texarkana MPO planning area.



Transit Strategies

Improving the quality of transit services (i.e. T-Line and TRAX service) involves strategies that shorten the overall travel times, increase traveler's comfort both while waiting for the bus and when on-board, and provide added flexibility with travel time and destinations.

Transit can also provide a less expensive means of travel compared to personal automobiles. National statistics have shown that commuters that switch from driving to transit for their daily commute can save more than \$9,000 annually. However, providing new routes or increased levels of transit service must always be balanced against funding availability.

As discussed in Chapter 3, the existing transit services in the Texarkana region include T-Line Transit, which provides fixed-route services, and TRAX, which provides demand response services. T-Line currently utilizes strategies such as providing a trip planning tool, accepting approved credit and debit cards as a form of payment, and offering various fare incentives to increase the ease of using its services. In addition, T-Line offers discounted fares for youth (aged 6 – 18), students, seniors (aged 65 and over), children (aged 5 and under), and the disabled, while seniors and persons with disabilities can present a Medicare card for a further reduced fare. T-Line also offers free transfers, monthly passes for a reduced fare and unlimited rides during the designated month, and one free ticket for every ten one-way trip tickets purchased. Both T-Line Transit and TRAX provide connecting services to Greyhound stations to improve access to transportation that travels between the Texarkana region and other urbanized areas.



The T-Line Central Station.



Active Transportation Strategies

Active transportation refers to non-motorized modes of travel, such as walking, bicycling, or using a wheelchair. Because these modes provide some of the most fundamental means of mobility and accessibility available to individuals, it is crucial for the metropolitan planning process to consider the needs of active transportation users. In addition, active transportation can provide communities with opportunities for enhanced recreation, leisure, and tourism by creating pedestrian and bicycle networks that allow people to spend time outdoors and encourage economic development.

The active transportation strategies considered for the Texarkana 2045 MTP are sourced from the Texarkana Regional Active Transportation Master Plan (TRATMP), which was adopted by the MPO in 2018. The development of the TRATMP consisted of a current condition and needs assessment, design guidelines for active transportation facilities, a public outreach process, a project identification and prioritization process, and guidelines for implementation and funding.

The strategies and policies included in the plan aim to create a safe, accessible, and connected network for active transportation users of all ages, abilities, and comfort levels. The plan also included a Complete Streets policy approved by the MPO that individual member jurisdictions could adopt or use as a template to create their own policies.

[BICYCLE STRATEGIES](#)

During the development of the TRATMP, the existing bicycle facilities in the region included off-road paths/trails and roadway shoulders. Therefore, the plan recommended the expansion of the bicycle network using strategies such as:

- Creating priority bicycle corridors along major regional thoroughfares to connect cyclists to major destinations and creating linking corridors to increase the connections within the more urban parts of the network;
- Using a context-sensitive approach to upgrade roadway shoulders or add new shoulders in appropriate locations for use by cyclists in the more rural parts of the MPO planning area;
- Creating bicycle lanes in appropriate locations to expand the network in the urban core of the region; and
- Identifying locations where the use of bicycle signage and pavement markings can denote the use of existing facilities by bicyclists, thereby increasing safety for both bicyclists and other facility users.



Shoulders adequate for cycling along US-59, Texarkana, TX.
(Source: Google Earth, 2019)



Bicycle pavement markings (also known as sharrows) along 4th Street.

[PEDESTRIAN STRATEGIES](#)

Existing pedestrian facilities during the development of the TRATMP consisted of sidewalks and some crosswalks at various intersections in the urbanized area of the region. Prior to the development of the TRATMP, a sidewalk inventory was conducted in the region to assess the current condition of existing sidewalk infrastructure. The results of the inventory showed that most of the contiguous stretches of sidewalk are located in the urban core of Texarkana, TX and Texarkana, AR. In addition, most of the sidewalks that are in “good condition” are found in the area of downtown Texarkana, as well as in a few locations north and west of downtown in the Loop. The plan recommends expanding the pedestrian infrastructure network and increasing connectivity using the following strategies:

- Creating priority pedestrian corridors along major roadways in the urban areas to improve regional mobility and create connections, as well as creating linking corridors that further increase connections within the expanded network by linking to the priority corridors from major destinations and neighborhoods;
- Installing pedestrian crossings/crosswalks in appropriate locations that tie into existing or proposed sidewalks throughout the urban areas of the region; and
- Ensuring that new pedestrian infrastructure and amenities are compliant with the Americans with Disabilities Act of 1990.



More visible crosswalks with painted bulbouts to slow vehicular turning speeds now connect existing sidewalk infrastructure downtown and improve safety and walkability.



TRAIL STRATEGIES

The existing off-road trails and paths in the region include a handful of facilities that are not well connected to one another, though many of them connect to other active transportation facilities such as roadway shoulders or sidewalks. The TRATMP's recommended strategies to improve the trails network in the Texarkana region include the following:

- Expanding the existing trail network by adding new trails and creating connectivity within the network by creating new segments to link existing trails;
- Connecting the expanded trail network to the existing and expanded pedestrian and bicycle networks; and
- Creating safe crossings where trails intersect major roadways.

Land Use Considerations

Typical development patterns have generally encouraged a separation of land uses. Additionally, there has been an overall trend toward less dense development, particularly in the planning and design of suburban neighborhoods. These land use factors significantly impact travel, requiring more trips to be made by automobile due to the increased distances between origins and destinations. The Texarkana MPO can work with local planning partners to encourage land use policies that facilitate the use of alternative modes of transportation and reduce the number of automobile trips.

SMART GROWTH

"Smart Growth" generally refers to the protection and preservation of valuable natural and cultural resources through encouraging more compact development patterns that optimize use of existing transportation infrastructure. Smart Growth development is characterized by higher population and employment densities and a mix of land uses, which increases the viability of public transportation, walking, and biking as transportation modes. Since Smart Growth principles encourage redevelopment and infill development within existing developed areas, investment in the transportation system is focused on the maintenance and operation of existing roadway infrastructure and providing safe opportunities to travel by bike or foot, rather than on building costly new roadways in previously undeveloped areas. It is important to note that Smart Growth does not mean building dense high-rise structure or pitting modes against one another, but instead is a context-sensitive approach to encouraging a better mixture of land uses specific to the Texarkana MPO planning area.



Complete Streets

The concept of “Complete Streets” is rooted in the idea that roads should be built with all users in mind, not just the private automobile. While Complete Streets principles include many TDM and TSM&O strategies, the concept focuses less on improving traffic conditions and more on the livability of places. Complete Streets strategies address the needs of all users of the transportation system, including the young and the old, the disabled, and users of transit or non-motorized forms of transportation. They yield a wide range of benefits related to safety, equity, access, economic development, air quality, health, and livability. While policies adopted by local governments represent most Complete Streets policies adopted nationwide, MPOs can be integral partners in promoting and implementing Complete Streets strategies. As part of the development and adoption of the Texarkana Regional Active Transportation Master Plan, the Texarkana MPO developed and adopted a Complete Streets policy that was then offered to local member jurisdictions as a template for developing their own policies.



A downtown streetscape containing bicycle pavement markings, defined crosswalks, and painted curbextensions to protect pedestrians.



Transportation System Management & Operations

Transportation System Management and Operations (TSM&O) strategies seek to improve the performance of existing roadways through increased efficiency and throughput of people on current infrastructure. TSM&O strategies not only rely on traffic engineering solutions (such as signal synchronization and access management) to optimize the existing system but also rely on resource utilization, infrastructure, personnel, and data management strategies to extend the useful life of the existing transportation system and improve its reliability.

TSM&O STRATEGIES IMPROVE EXISTING ROADWAY PERFORMANCE THROUGH TRAFFIC ENGINEERING SOLUTIONS AND EXISTING CAPITAL AND OPERATIONAL RESOURCES.

Best Practices

TSM&O strategies employed successfully in other cities can serve as best practices for optimizing the performance of the existing transportation system to reduce congestion and improve safety.

MAINTENANCE

Infrastructure maintenance is a critical aspect of transportation system management and operations. Most infrastructure management agencies prefer to schedule routine repairs and inspections instead of embarking on ad-hoc patching and repairing. Schedule management for inspection and street repairs will enable city and county personnel to efficiently use limited resources. Regularly scheduled roadway resurfacing is necessary to provide uniform improvements to the existing roadways and to extend their useful life. Older roads, especially those built according to discontinued standards, should be reviewed in order to upgrade deficient sections based on modern design standards.

In the Texarkana region, the cities, counties, and state DOTs have maintenance plans and schedules for transportation infrastructure in their jurisdictions. The following paragraphs detail these maintenance programs.

The City of Texarkana, AR has begun implementing a new street rehabilitation plan called "One Street at a Time," which will dedicate the approximately \$150,000 per year allocated to the Public Works Department for street rehabilitation to one project at a time. This will allow the department to focus on implementing long-term fixes to fully rehabilitate one roadway per year,



rather than performing several short-term fixes to multiple roadways in the same year. This plan will prioritize the order of rehabilitation projects based on street condition and usage.

The City of Texarkana, TX has initiated the development of a five-year street maintenance plan that consists of nearly 100 projects across the city, which are estimated to cost about \$3 million. This plan, which began implementation in 2018, was the product of a Pavement Condition Survey conducted during fiscal year 2017. Projects in this plan include chip seals, asphalt overlays, mill and overlays, full depth street reconstructions, and concrete replacements.

Miller County Roadway Department oversees all county designated infrastructure maintenance, which includes existing road maintenance, new road construction, and bridge maintenance and repair. The department strives to implement a maintenance program that ensures the efficiency and safety for all Miller County roadway users.

Bowie County's Public Works Department oversees all county designated infrastructure maintenance and maintains a list of street maintenance projects to be completed throughout the year.

The Texarkana MPO is within District 3 of ARDOT. The total District 3 Maintenance Budget, which covers 8 counties, is \$18,420,000 for Fiscal Year 2020. ARDOT estimates that the Texarkana MPO region portion of this Maintenance Budget would be approximately \$2 million per year. The district's budget typically grows about 2-3% per year.

The Texarkana MPO is located in the Atlanta District of TxDOT. The Atlanta District spends approximately \$6-8 million annually on sealcoating projects and several million dollars each year repaving various highways on "on-system" roadways in its nine-county jurisdiction.

ELECTRONIC INFRASTRUCTURE

Transportation infrastructure is no longer limited to concrete pavement and asphalt. Recent improvements in operations and data collection methods have led to digital controls and integrated computer networks that require maintenance and management. Older technologies are being systematically replaced with newer options.

Some of the opportunities for advancing the Texarkana region's electronic infrastructure come in the form of Intelligent Transportation Systems (ITS), which includes technologies that improve transportation safety and mobility by integrating advanced communications into infrastructure and vehicles. The following electronic infrastructure have the potential to provide the Texarkana region with improved safety and mobility for the transportation network:



- **Ramp Meters:** Ramp meters are traffic signals installed on the entrance ramps of freeways that alternate between red and green light signals to control the flow of vehicles as they enter the freeway facility. This infrastructure allows for more controlled merging movements and could therefore provide benefit on major roadway entrance ramps in Texarkana where merging has proven to be particularly dangerous.
- **Traveler Information Systems (TIS) on Dynamic Message Signs:** TIS is a strategy that involves making information about trip departures, routes, and travel time readily available to travelers and can be provided for a variety of modes of transportation. This can be accomplished via websites, telephone hotlines, television, and radio, and particularly with dynamic messaging signs, which are digital signs that are installed along roadways and are updated with real-time travel information. Four TxDOT dynamic message signs exist in or near the Texarkana MPO region already. Keeping people well-informed about existing and expected conditions of travel in the transportation network allows them to make better decisions about when, where, and how they travel.
- **Signal Preemption for Emergency Vehicles:** Signal preemption is a technology that allows emergency vehicles to change signal cycles, allowing them to advance through traffic lights efficiently and safely. A preemption device is located on mast arms and detects/alters signal cycles when emergency vehicles approach the intersection. This technology is most effective along roadways in which emergency vehicles will typically need to travel longer distances, or intersections where minor arterials/roads connect to larger road classifications. The end goal for signal preemption is to reduce overall response rates for emergency vehicles.
- **Video Detection (or other types of non-pavement invasive detection) at Signalized Intersections:** Also known as a traffic detector, video detection as well as non-pavement invasive detection allow for the collection of traffic information, such as vehicle presence, volume, speed, and occupancy.

It is important to note that while red light cameras are considered to be a form of ITS, on June 1, 2019 the State of Texas enacted House Bill 1631 banning the use of this infrastructure with an effective date of September 1, 2019. In addition, these cameras are not currently legal in the State of Arkansas.

The Texarkana MPO should continue to explore opportunities to improve the electronic infrastructure of the region as technologies continue to improve and become more cost effective.



TRAFFIC SIGNAL & INTERSECTION IMPROVEMENTS

Roadway users encounter traffic control signage and intersection signals on nearly every route they travel. While the primary function of intersection traffic control is to improve safety at intersections, it is also often a significant source of delay. Improper signage and poor signal timing results in unnecessarily long queues and impacts the reliability of the transportation system. Improving signage, signal timing, and equipment is a cost-effective way to facilitate traffic flow along a corridor.

Currently, projects for signal upgrades on TxDOT and ARDOT “on-system” roadways are programmed by the DOTs. Upgrades on the local network are also programmed by the DOTs, and coordinated with Texarkana, TX and Texarkana, AR if the signals are on the state line.

The MPO can continue to work with its planning partners to identify corridors which would benefit from traffic signal improvements and to prioritize projects.

TRAFFIC SIGNAL OPTIMIZATION

The timing and phasing of signalized intersections should be reviewed periodically, especially in areas of the planning area experiencing rapid development or increased commercial activity. In locations with significant wind and severe weather concerns, mast arm and pole dimensions should be designed appropriately. Traffic signals can also be coordinated along a corridor or throughout an entire system. As traffic volumes increase, signal coordination can be used to optimize high priority traffic corridors and increase the throughput of critical thoroughfares.

Adaptive signal control, which adjusts the timing of traffic lights based on real-time travel conditions, can also provide significant relief to congested corridors and cut costs associated with traffic signal timing data collection and computation.

Traffic signal progression and timing is currently coordinated within the Texarkana MPO planning area, and real-time travel conditions are used to make adjustments where necessary.

ACCESS MANAGEMENT

Access management refers to the regulation of the number of access points between a development and the adjacent roadway network. Many access management solutions involve installation of roadway medians where feasible to guide turning movements to the appropriate locations and improve traffic flow and safety.



TARGETED TRAFFIC ENFORCEMENT

Consistent and reliable enforcement of traffic laws helps address public concerns about traffic issues. Focused speed studies (using radar trailers and traffic counters) and enforcement can be employed in the Texarkana MPO planning area to discourage speeding on residential streets.

TRAFFIC CALMING

Because there are many instances where the number of aggressive drivers is greater than human resources can address, many cities and counties have implemented various "self-enforcing" speed and volume control devices. Most of these measures are referred to as "traffic calming." These physical devices can assist law enforcement in influencing driver behavior. Traffic calming is often controversial and can be challenging to discuss.

Most traffic calming measures are applied to residential streets, though certain measures can be applied to higher volume roadways as well. Broadly defined, the goals of traffic calming measures are:

- To slow down the average vehicle speeds for a particular roadway;
- To address excessive volumes for a particular roadway; and
- To make drivers aware of the context and surroundings of specific roadways.

Traffic calming measures can sometimes impact access and response time for emergency personnel. Representatives of fire, police, and emergency services departments should be involved in the review of proposed traffic calming devices. The Texarkana MPO can work with its planning partners and emergency response agencies to identify locations suitable for traffic calming implementation.

TRAFFIC INCIDENT MANAGEMENT

Traffic Incident Management (TIM) consists of a planned and coordinated process to detect, respond to, and quickly clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM strategies reduce the duration and impacts of traffic incidents and improve the safety of motorists, crash victims, and emergency responders. Traffic incident management involves coordination among a number of public and private sector partners, including:

- Law enforcement
- Emergency management and preparedness



- Fire and rescue
- EMS
- Towing and recovery
- Transportation departments
- Hazardous materials contractors
- Public safety communications
- Traffic information media

TRAFFIC DATA COLLECTION

As transportation technology grows increasingly sophisticated, obtaining the amount of data required by new traffic optimization interfaces presents significant challenges to the Texarkana MPO due to fiscal constraints. Automated traffic data collection creates an opportunity for transportation management agencies to receive a continuous supply of traffic data at a low cost. Because automated traffic data collection gathers data in real-time, it facilitates many of the demand-responsive TSM&O strategies discussed earlier in this chapter (such as traffic signal optimization). New types of traffic data collection, such as Bluetooth and Wi-Fi detectors, are particularly appealing due to their lower operational and maintenance costs compared to in-road loop detectors. These types of detectors have the added benefit of being able to gather traveler information beyond traditional roadway vehicles to include bicycle and pedestrian roadway users.

Currently, the Texarkana MPO and its local member jurisdictions use data collected by TxDOT and ARDOT, including traffic counts, Vehicle Miles Traveled (VMT), vehicle classification, etc. The MPO uses this data daily and coordinates with the state DOTs and local member jurisdictions on a regular basis. The MPO and its member jurisdictions do not currently have the resources or funding to collect or purchase much of this data, so the MPO utilizes data made available by its state and federal partners.

LEVERAGING EMERGING TECHNOLOGIES

In addition to the implementation of some the Intelligent Transportation Systems (ITS) mentioned above, the emergence of new technologies and the adoption of policies and legislation will provide future decision makers with a whole new tool kit of strategies to implement.



Connected & Autonomous Vehicles

Connected and autonomous vehicles (AV) can be integrated into existing ITS architecture and could potentially improve mobility, traffic operations, and safety. Automated public transportation could help reduce congestion and the space needed to accommodate single-occupant vehicles, while also potentially improving efficiency and reducing fatalities and severe injuries due to fewer drivers on the road. This technology could also benefit freight and economic growth, since improved travel times and traffic operations could have positive impacts on the economic vitality of rural and urbanized areas within the region. The National Association of City Transportation Officials (NACTO) provides some advice and guidance about AV in their “Blueprint for Autonomous Urbanism,” found at nacto.org/blueprint, and the Society of Automotive Engineers (SAE) and the National Highway Traffic Safety Administration (NHTSA) are working to provide guidance for safety and programming levels of automation. The Texarkana MPO staff can help the development and deployment of these technologies throughout the region by beginning discussions on policy and land use, as well as keeping its planning partners informed about developments in autonomous vehicle technology.

Smartphone Applications

As previously mentioned TNCs and rideshare applications for smartphones are already influencing how people are choosing to commute. Uber recently unveiled (February 2018) their new “Express Pool” service in the Washington D.C. Metro Area. This new service utilizes traffic analytics and routing software to reduce backtracking and rerouting to pick up multiple passengers, as was the case with their “UberPool” service. In exchange for significant discounts and more direct routing, riders are picked up within two blocks of their origins, and dropped off within two blocks of their destinations, which entails passengers walking more at the beginning and end of their trips.

Smartphones are also already being used to improve transit service and user experience with route information apps as well as instant payment and rider subscription services. The Texarkana MPO can continue to work with its planning partners to enhance the functionality of smartphone transit applications to further encourage travelers to use transit.

No-Build/Other Transportation Strategy Recommendations

The no-build strategies discussed in this chapter are cost-effective and efficient methods for improving the Texarkana transportation system and can be implemented or expanded upon independent of or in conjunction with build strategies (discussed in the section below). The



following list provides a summary of the no-build recommendations for the Texarkana MPO that will help improve transportation options and efficiency in the region:

- Encourage continued coordination of the metropolitan transportation planning process with the development of local transportation and comprehensive plans to promote the inclusion of facilities and systems related to transit, biking, and walking.
- Encourage transportation planning partners to consider cost-effective, no-build strategies, such as TDM, TSM&O, and Complete Streets design prior to investing in roadway capacity improvements.
- Work with large area employers to explore and implement employer-based TDM tools and incentives.
- Consider giving funding preference to projects that incorporate TDM and TSM&O strategies, reflect Complete Streets design principles, or set regional multi-modal transportation goals and objectives through a robust public involvement process.
- Texarkana has a Main Street America™ Accredited program called Main Street Texarkana, which is a non-profit organization with a mission to restore and revitalize downtown Texarkana and a commitment to creating high-quality places and building stronger communities through preservation-based economic development. Any proposed transportation improvements that impact the downtown area should be coordinated with Main Street Texarkana so that efforts and resources can be aligned.

NO-BUILD STRATEGIES ARE COST EFFECTIVE, EFFICIENT AND CAN WORK IN CONJUNCTION WITH OR SEPARATE FROM BUILD STRATEGIES.

Build Strategies to Address Unmet Needs

This section builds upon the work completed as part of the MPO planning area Needs Assessment discussed in Chapter 3 to identify deficiencies in the Texarkana region's transportation network. This section outlines the steps taken to address or mitigate the deficiencies identified by developing a list of possible improvements to the transportation network, and then developing a project prioritization process and ranking those improvements according to the FAST Act planning factors and community values.





Transportation Project Identification

Projects were identified by reviewing existing MPO planning documents (such as the Texarkana Regional Active Transportation Master Plan) and ongoing planning efforts (such as the Texarkana Freight Mobility Plan). In addition, MPO planning partners and member jurisdictions (such as Texarkana, AR, Nash, TX, Texarkana, TX, Bowie County, Miller County, TxDOT, and ARDOT) submitted projects through the 2045 Call for Projects. **Figure 4-1** shows the project submission form that was sent out to gather proposed projects from partners and member jurisdictions. All projects submitted were incorporated into a project list that moved on to the project prioritization and selection process.

Each project included in the Final 2045 MTP Project List (shown in Chapter 8) was assigned one or more project types to help the Technical Committee better understand what kinds of benefits each project might have. There are nine project types – each is described below to provide further clarity.



FIGURE 4-1: 2045 CALL FOR PROJECTS SUBMISSION FORM

**Texarkana MPO**
2023-2026 TIP /2020 – 2045 MTP
Project Submittal Form

Submitting Agency or Person: _____ Date: _____

Fiscally Constrained Project _____ Not Fiscally Constrained _____

Project Information

Project Name: _____
Project ID (your project number): _____
Project Limits: From _____
 To _____
 Length _____

Type of project (Highway, Bicycle/Pedestrian, Transit, Freight, Airport, etc.)

Is the project a construction project or non-construction project? _____

Multi Year Project: Yes/No _____

Project begin date: _____ Project end date: _____

Describe the existing facility: _____

Describe the proposed facility: _____

Scope of Work: _____

Why is the project needed? _____

Financial Information

Estimated Right-of-Way Cost: _____
Estimated Construction Cost: _____
Estimated Utility Adjustment Cost: _____

Total Project cost: _____



Capacity

WIDENING

Projects marked with Capacity – Widening are increasing the capacity of an existing roadway by adding more lanes.

NEW ROAD

Projects marked with Capacity – New Road are increasing roadway capacity by constructing new roads or extending existing roadways into new areas.

Preservation

Projects marked with Preservation involve components such as maintenance, rehabilitation, reconstruction, and other improvements.

Active Transportation

Projects are marked with Active Transportation if they involve any expansion or improvements to the pedestrian and bicycle networks.

Roadway

Projects are marked with Roadway if they involve improvements to or preservation of the roadway network, regardless of the functional class of the roadway.

Safety

Projects are marked with Safety if they involve components that improve safety. All active transportation projects are considered to enhance safety, as well as any projects that include grade separation, intersection improvements, preventative maintenance, and upgrading highways to divided facilities or to meet set standards.

Resilience

Projects marked with Resilience involve components such as mitigating the environmental impacts of surface transportation (e.g. constructing a new roadway with gutters to improve drainage) rehabilitating potentially dangerous transportation infrastructure (e.g. bridges).



Freight

Projects marked Freight involve improvements to roadways that meet one or more of the following criteria:

- Roadway is located on either the Texas or Arkansas State Freight Networks
- Roadway carries a relatively large amount of daily truck traffic
- Roadway provides access to major freight generators (i.e. large business that rely on freight)

Freight projects also include any other projects that address deficiencies identified in the current conditions analysis or stakeholder outreach for the Texarkana MPO Freight Mobility Plan.

Bridge

Projects are marked with Bridge if they involve constructing/rehabbing bridges or grade separations.

Study

Projects are marked with Study if they are currently in the study phase or are a future planned study for a transportation infrastructure project.

Project Prioritization & Selection

The Technical Committee (TC) incorporated the federal planning factors and feedback received during the visioning process to help determine regional priorities and develop the final project list.

Planning Factors & Project Evaluation Criteria

As discussed in Chapter 2 (Texarkana MPO MTP vision, goals, and objectives), the FAST Act requires the transportation planning process for metropolitan areas to consider strategies and projects that address ten planning factors.

Based on these planning factors, a set of project evaluation criteria was developed specific to the Texarkana MPO planning area to ensure each aspect of the factors was taken into consideration in assessing the merits of the proposed projects.



The criteria are:

Improve Safety. Safety is defined as protection against *unintentional* harm and relates to both motorized and non-motorized modes of travel. Examples of improved safety could be:

- Improvements or treatments such as lowering speed limits, limiting conflict points, and adding crosswalks at high crash locations;
- Improvements known to reduce the number of crashes involving automobiles and/or non-motorized transportation users, and or severity of potential crashes;
- Inclusion of safety measures like signage, sidewalks, protected turn lanes, or medians; or
- Addition of safety rest areas and/or parking for truckers.

Reduce Congestion. Congestion is defined as a roadway system operating at speeds below that for which it was designed. Examples of ways in which congestion could be reduced are:

- The addition of turning lanes; or
- Improvements to signalization.

Improve Security. Security is defined as protection against *intentional* harm and relates to both motorized and non-motorized modes of travel.

- Improvement in the emergency response capacity after an act of terrorism; or
- Reduction of the risk of individual acts of criminal behavior on a transit line.

Improve Quality of Life. The quality of life of the Texarkana MPO planning area community is a term that the community must define for itself. The transportation system can have both positive and negative impacts on the quality of life in a community. Examples of ways that a transportation system could have a positive impact on the quality of life are:

- A reduction in mobility gaps experienced by low-income/environmental justice communities; or
- A reduction in the time that families spend commuting to school and work.

Examples of ways that the transportation system can have a negative impact on the quality of life in a community are:

- Addition of access points to a neighborhood that encourages through traffic that endangers the community; or



- Widening of roadways to improve port access that also encourages truck traffic carrying hazardous materials to travel through residential neighborhoods.

Increase Connections. The connectivity of the MPO transportation network and circulation system is measured through the ease by which people and goods can move to their desired destinations. Connectivity relates not only to the ease of movement of people and goods within the community, but also to external destinations – regional, national, and international.

Examples of ways in which connections could be increased are:

- Adding bridges across water barriers;
- Adding bike and pedestrian paths from neighborhoods to schools that do not necessitate crossing a major arterial; or
- Projects that increase system connectivity and reduce travel times.

Support Land Use and Economic Development Goals. Land use and economic development goals are inexorably connected and can be impacted by many factors, one of which is the transportation system. Therefore, transportation investment decisions for the Texarkana MPO must consider the state and local economic and land use goals. Examples of ways in which the land use and economic development goals of the community could be met include:

- Not building new roads in areas prone to flooding;
- Providing pedestrian amenities along a business corridor;
- Expand transportation options to job locations and population centers, particularly low-income communities; or
- Improving freight mobility and addressing deficiencies along the freight system.

Promote Efficient System Management and Operation. Efficiency is promoted by improved system management, the preservation of the existing transportation system, and the reduction in costs. Examples of the promotion of efficiency in the transportation system could be:

- Improvement in the operations and management of the system;
- Roadway preservation treatments, such as overlay, chip seal, bridge deck rehabilitation, etc. to ensure a state of good repair;
- Institution of a regular repair and maintenance program that ensures a state of good repair; or



- Traffic signalization coordination and ITS infrastructure.

Preserve Right-of-Way. Preservation of rights-of-way refers to purchasing land before development occurs in anticipation of future expansion of the transportation system. Examples of ways in which rights-of-way could be preserved are:

- When appropriate, the purchase of enough land to build a four-lane highway even though the current plans only call for the construction of a two-lane facility; or
- The purchase of land at points along an interstate where future entrances are planned but where no development currently exists.

Protect the Environment. Methods for protecting the environment are as unique as the local environments that they serve. Therefore, examples of ways in which a transportation system can impact the environment are myriad. Examples of ways to protect the environment are:

- Not building roads in environmentally sensitive areas; or
- Building projects that reduce idling time for heavy trucks.

Increase Multi-Modal Options and Energy Conservation. The various modes of travel within the community function best when people and goods can easily move from one mode of travel to another. Energy conservation has become a national priority in recent years. The transportation sector uses the largest portion of energy consumed in the US. Therefore, increasing multi-modal options and connectivity between them will lead to conservation of energy. Examples of ways this could be achieved include:

- A reduction in the use of single occupancy vehicles;
- Expansion of the fixed route transit system into previously unserved areas;
- An increase in the number of streets with sidewalks;
- An improvement to the rail system, roadway freight network, or airport; or
- An increase in intermodal freight transfer facilities.

Improve Resiliency and Reliability of the Transportation System and Reduce or Mitigate Storm Water Impacts of Surface Transportation. Impacts to resiliency and reliability of the transportation system can relate to increasing connections, improving system condition, or quality of life issues. Resilience can be defined as the capacity to recover quickly from drastic



change. Examples of improvements to system resiliency and reliability, as well as ways to reduce storm water impacts include the following:

- Increasing connections, especially for evacuation and recovery;
- Projects with drainage design extending and incorporating outfall beyond the immediate right-of-way; or
- Leveraging existing drainage infrastructure and discouraging growth into areas necessitating intensive drainage design.

Enhance Travel and Tourism. Projects that positively affect travel and tourism may tie to increasing multi-modal options, improving quality of life, or improving transportation to and around natural, cultural, and historic assets identified as points of interest to tourism. Examples may include:

- Connecting trails to existing tourist destinations;
- Improvements in transit service to areas of interest; or
- Improve system operations during significant events.

Cost Sharing. The STBG Urban Mobility/Rehabilitation funding category requires a mandatory 20% local match. If the project has more than 30% local match, points can be awarded in the scoring process.


Project Readiness. This criterion determines the year in which a project or phase of a project will be programmed in the TIP. The following factors determine the project readiness:

- Design delays;
- Right-of-way (ROW) acquisition;
- Environmental problems; and
- Funding availability.

Figure 4-2 shows the final project prioritization worksheet that the Technical Committee used to assess whether proposed projects met these evaluation criteria.



FIGURE 4-2: PROJECT PRIORITIZATION WORKSHEET WITH EVALUATION CRITERIA

| TEXARKANA 2045 MTP - PROJECT SCORING SHEET | | | |
|--|--|---|------------|
| Project ID: | |  | |
| Reviewer's Printed Name | | | |
| Evaluation Criteria | | Score Range (0-100) | Your Score |
| Improve Safety (0-15 Points) | | | |
| Does this project address a high crash location or a system-wide safety condition? | | (0-5) | |
| Does this project address any of the SHSP's Emphasis Areas? | | (0-5) | |
| Does this project add safety measures, including signage, protected turn lanes, medians, etc.? | | (0-5) | |
| Reduce Congestion (0-10 Points) | | | |
| Does this project improve V/C of roadway or LOS of Intersections? | | (0-5) | |
| Can the project be expected to reduce congestion on the applicable corridors/region-wide? | | (0-5) | |
| Improve Security (0-5 Points) | | | |
| Does this project address or promote the reduction of the risk of individual acts of criminal behavior or improve the emergency response capacity after an act of terrorism? | | (0-5) | |
| Improve Quality of Life (0-5 Points) | | | |
| Does this project improve quality of life or improve transportation access for environmental justice communities? | | (0-5) | |
| Increase Connections (0-5 Points) | | | |
| Does this project increase system connectivity and reduce travel times? | | (0-5) | |
| Support Economic Development and Land Use Goals (0-10 Points) | | | |
| Does this project align with land use goals? | | (0-5) | |
| Does this project promote economic development? | | (0-5) | |
| Promote Efficient System Management and Operation (0-5 Points) | | | |
| Does this project promote improved system management and/or preservation of the current system in a state of good repair? | | (0-5) | |
| Preserve Right-of-Way (0-5 Points) | | | |
| Does this project include any Right-of-Way preservation? (Yes = 5, No = 0) | | (0-5) | |
| Protect the Environment (0-5 Points) | | | |
| Does this project significantly impact any wetlands, flood protection areas, or culturally significant sites? (0 = direct impact, 5 = no impact) | | (0-5) | |
| Increase Multi-Modal Options and Energy Conservation (0-10 Points) | | | |
| Does this project increase options/access for walking, biking, or transit? | | (0-5) | |
| Does this project support safe and efficient movement of freight? | | (0-5) | |
| Improve Resiliency/Reliability and Mitigate Stormwater Impacts (0-5 Points) | | | |
| Will the project improve reliability of the transportation system or reduce/mitigate storm water impacts of surface transportation? | | (0-5) | |
| Enhance Travel and Tourism (0-5 Points) | | | |
| Does this project improve travel and tourism in the region? | | (0-5) | |
| Cost Sharing (0-5 Points) | | | |
| Is the local match more than 30% of total project cost? (Yes = 5, No = 0) | | (0-5) | |
| Project Readiness and Feasibility (0-10 Points) | | | |
| This project does NOT require right-of-way acquisition or Environmental Clearance? (Yes = 5, No = 0) | | (0-5) | |
| Is the project ready to implement, or able to be implemented A8:F42 within a reasonable timeframe? (Yes = 5, No = 0) | | (0-5) | |



Visioning Workshop Feedback

During the visioning process, the public and stakeholders were asked to rank the evaluation criteria based on their personal preferences. The results were combined to assign a final ranking of the evaluation criteria based on community values. **Table 4-1** shows the rankings of the evaluation criteria resulting from the visioning process and the number of assigned bonus points for each criteria. The evaluation criteria were awarded as additional bonus points for each project based on the proportion of the average Technical Committee (TC) score compared to total available points. For example, there are 15 available points for the “Improve Safety” criteria. If the average TC score for that criteria for a given project was 7.5 (i.e. 50% of total available points), then 1 bonus point (i.e. 50% of total available bonus points) was awarded for that criteria. If a project was scored as a 15 for that criteria, it received 2 bonus points (100% of available points and bonus points).

TABLE 4-1: EVALUATION CRITERIA BONUS POINTS

| Evaluation Criteria | Points |
|--|---------------|
| Improve Safety | 2 |
| Increase Connections | 2 |
| Promote Efficient System Management and Operation | 2 |
| Improve Security | 2 |
| Support Land Use and Economic Development Goals | 1.91 |
| Enhance Travel and Tourism | 1.91 |
| Reduce Congestion | 1.82 |
| Improve Quality of Life | 1.73 |
| Improve Resiliency and Reliability of the Transportation System and Reduce or Mitigate Storm Water Impacts of Surface Transportation | 1.64 |
| Preserve Right-of-Way | 1.55 |
| Protect the Environment | 1.45 |
| Increase Multi-Modal Options and Energy Conservation | 1.36 |
| Additional Evaluation Criteria | |
| Cost Sharing | |
| Project Readiness | |

Technical Committee Project Prioritization Process

The Technical Committee used the MPO’s approved project prioritization process to assess the community benefits of proposed transportation projects while considering the federal metropolitan planning factors and the community-driven goals and objectives established

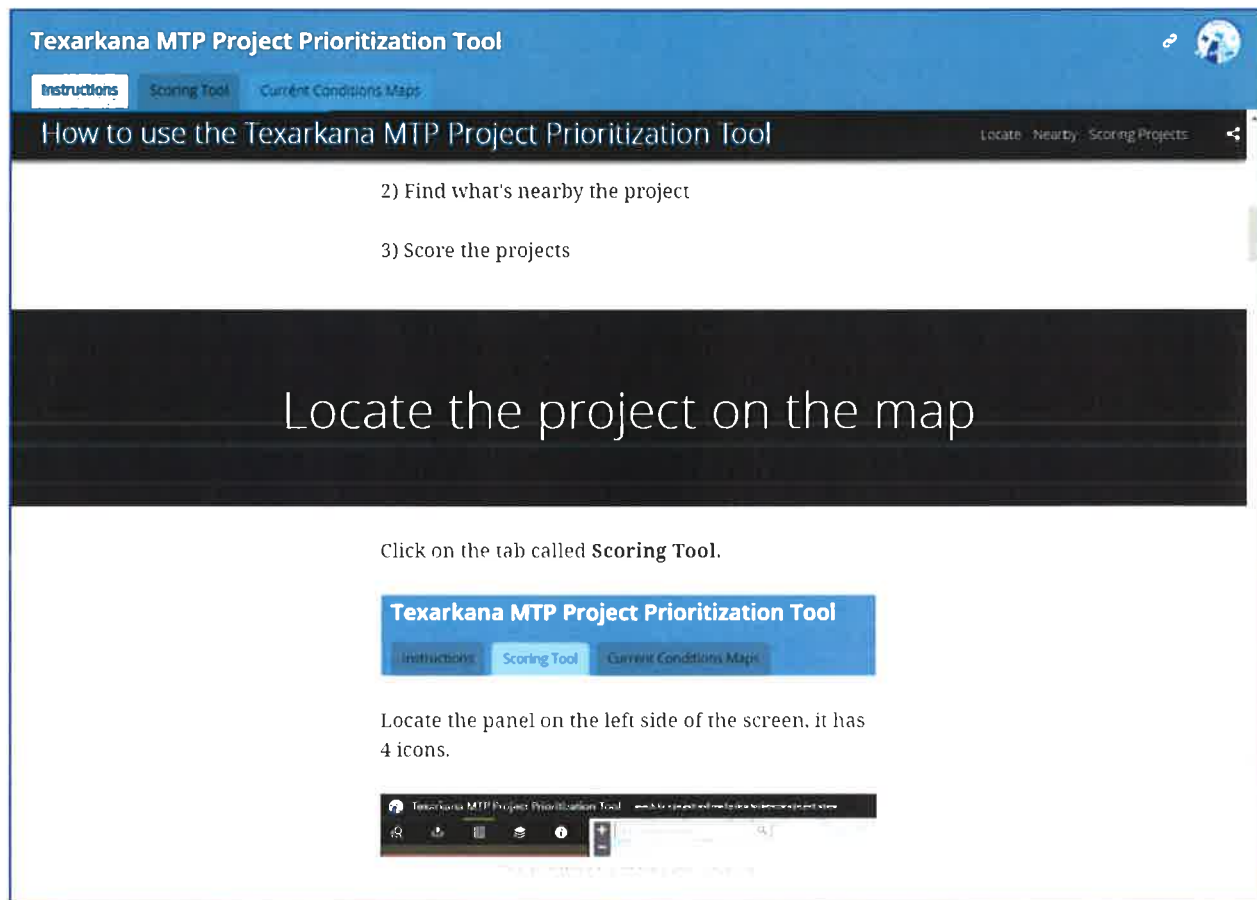


during the visioning phase. The process combined technical judgement about the project's ability to meet national and state performance measures and local goals with sponsor-provided information about the purpose and need for the project, project readiness, and funding availability. The Technical Committee used an online tool to perform the project prioritization process. The tool included project details and mapped each project along with nearby features and the results of the Evaluation of Current Conditions to help the committee members score each project based on how it impacted current and/or future conditions based on the project details provided. **Figure 4-3, Figure 4-4, Figure 4-5, Figure 4-6, and Figure 4-7** provide screenshots of the different components of the online project prioritization tool.

The prioritization process, when paired with the Fiscal Constraint assessment, resulted in a prioritized list of short-, mid-, and long-term transportation improvements. The Technical Committee and Policy Board reached consensus on the Draft Project List for the Draft MTP on August 13, 2019. The Final Project List is shown in Chapter 8.



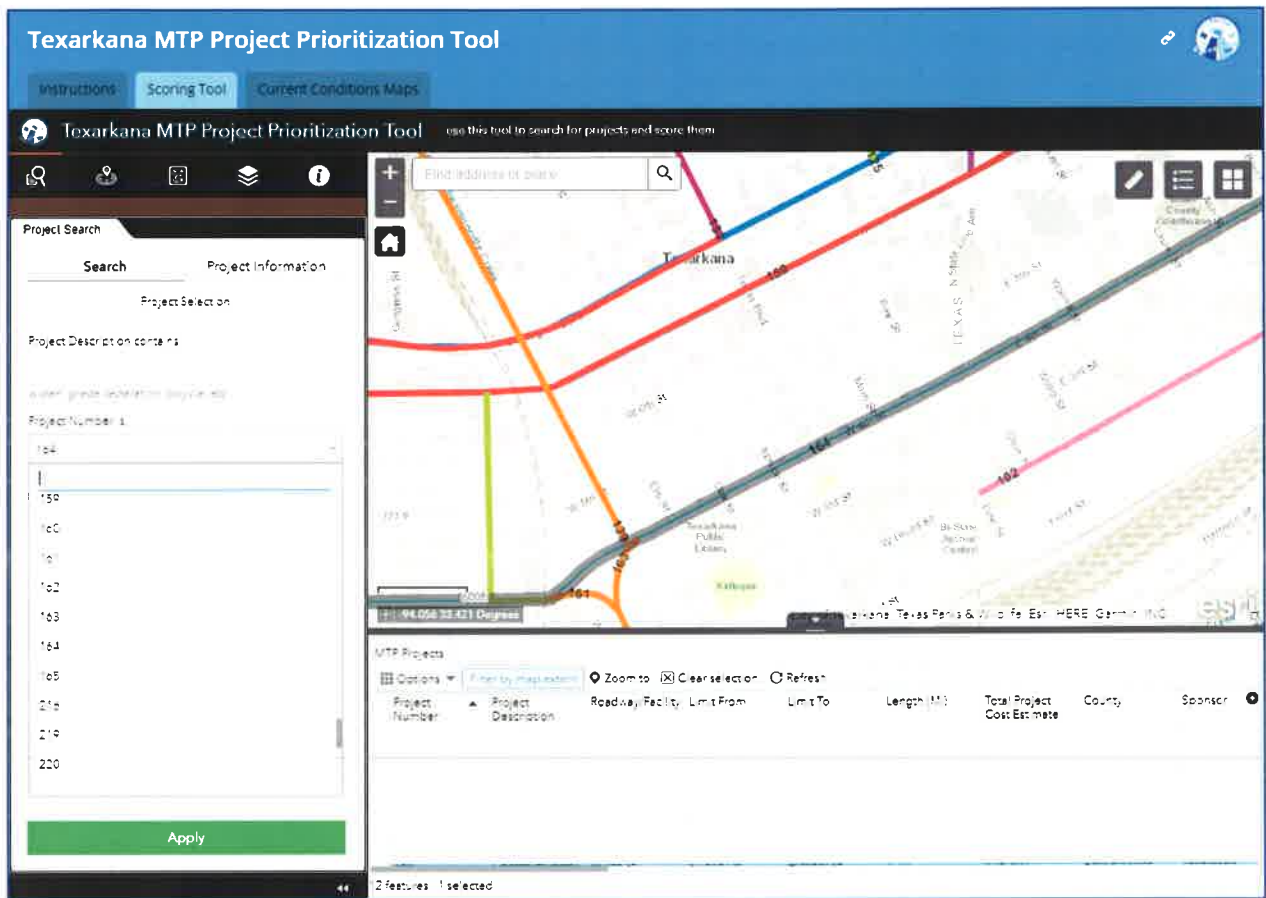
FIGURE 4-3: ONLINE PROJECT PRIORITIZATION TOOL - INSTRUCTIONS TAB



An introduction to the process and instructions on how to use the project prioritization interface were included in the tool.



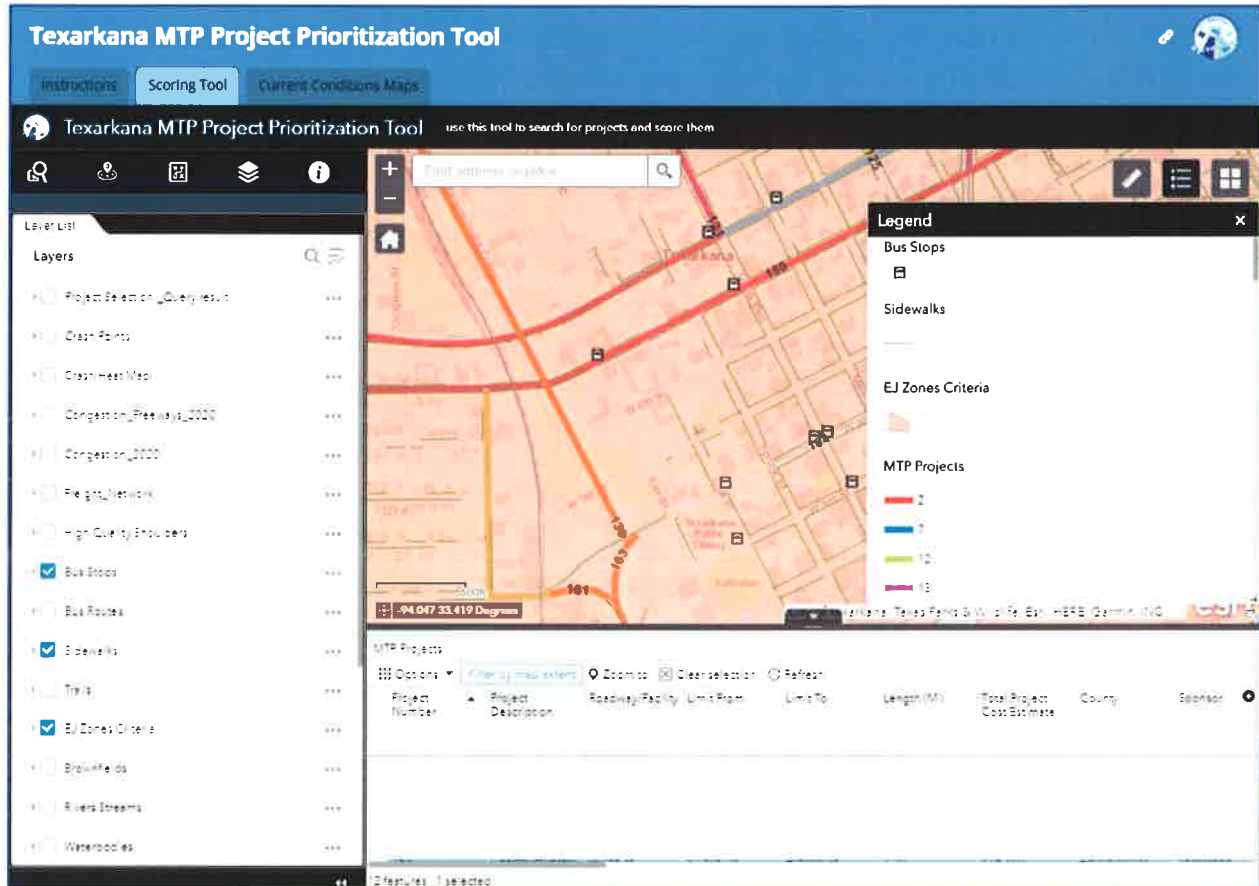
FIGURE 4-4: ONLINE PROJECT PRIORITIZATION TOOL - PROJECT SEARCH



The tool allows users to search for programmed projects by project number or by project type/description.



FIGURE 4-5: ONLINE PROJECT PRIORITIZATION TOOL - NEARBY FEATURES



Once a project is selected, the tool allows users to add layers (in this case, bus stops, sidewalks, and environmental justice zones) and buffers to better understand the effects of the project to its surrounding environment.



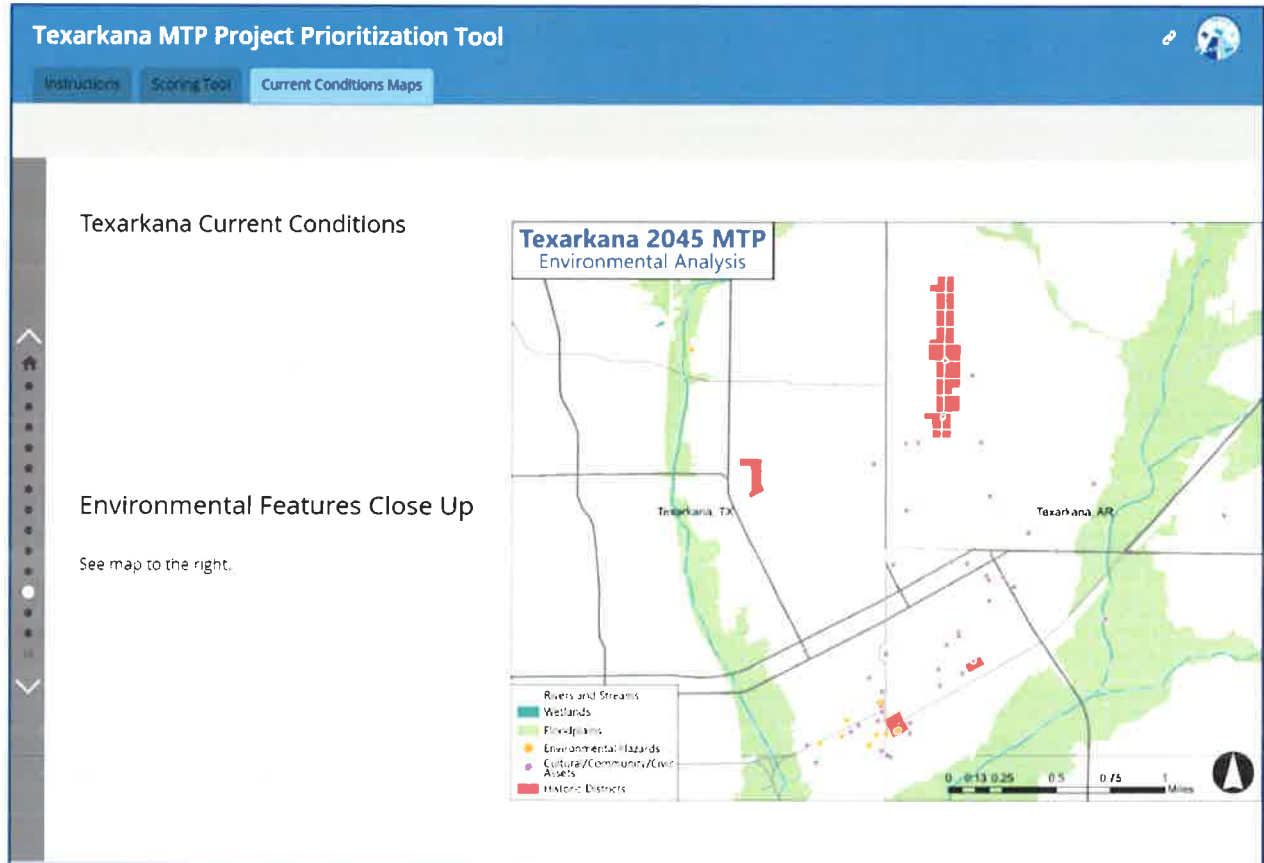
FIGURE 4-6: ONLINE PROJECT PRIORITIZATION TOOL - SCORING

The screenshot displays the 'Texarkana MTP Project Prioritization Tool' interface. The top navigation bar includes 'Instructions', 'Scoring Tool', and 'Current Conditions Maps'. The main area features a map of Texarkana with various project corridors highlighted in red, orange, and blue. A search bar at the top left of the map area contains the text '164'. On the left side, a 'Project Scoring' panel lists several criteria for evaluation, such as 'Does this project address a high crash location or a system-wide safety condition?' and 'Does this project address any of the 2-MP & 5-Minutes Areas?'. Below the map, a table titled 'MTP Projects' is visible, with columns for 'Project Number', 'Project Description', 'Roadway Facility', 'Limit From', 'Limit To', 'Length (M)', 'Total Project Cost Estimate', 'County', and 'Sponsor'. The table currently shows one entry for project 164.

| Project Number | Project Description | Roadway Facility | Limit From | Limit To | Length (M) | Total Project Cost Estimate | County | Sponsor |
|----------------|---|------------------|------------|----------|------------|-----------------------------|--------|---------|
| 164 | Construct Inter-bicycle Infrastructure and complete bike network along W 4th Street from S Lake Drive to Hickory Street | | | | | 418300 | | |

The tool then allows users to score the project based on the spatial analysis provided by the tool.

FIGURE 4-7: ONLINE PROJECT PRIORITIZATION TOOL - CURRENT CONDITIONS MAPS



The tool also provides the user with existing conditions maps of the Texarkana MPO planning area.

Policy Board Project List Adoption

Once the Technical Committee completed their project selection process, the draft list of prioritized projects was sent to the Policy Board, which approved the draft list for public review and feedback at their August 13th meeting.

The final list of prioritized and fiscally constrained projects is presented in Chapter 8 of this document. Chapter 8 displays the project list by staging period:

- Implementation Stage (2020-2023)
- Short-Term Stage (2024-2029)
- Medium-Term Stage (2030-2039)



- Long-Term Stage (2040-2045)

Chapter 8 also provides corresponding maps to identify projects in each stage of the plan, as well as project tables with detailed project information.

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CHAPTER 5

ENVIRONMENTAL IMPACT CONSIDERATIONS



CHAPTER 5: ENVIRONMENTAL IMPACT CONSIDERATIONS

Metropolitan transportation planning is not solely concerned with the best way to move people and goods. In addition to mobility concerns, the planning process also examines the interaction of proposed transportation improvements with the natural and human environment. For the purposes of the MTP, potential impacts on environmental resources and quality of life in the region are evaluated at a system-wide level.

A more detailed analysis of the specific impacts associated with a project is typically performed later in the project development process to fulfill requirements under the National Environmental Protection Act (NEPA).

The primary goal of the Environmental and Equity Assessment is to evaluate whether the proposed program of unconstrained potential transportation improvements may negatively impact the environment or result in disparate impacts to certain populations. It is intended to serve as a guide for implementing agencies and elected officials as projects progress through the development process.

While it is not always possible to avoid negative impacts to environmentally sensitive areas, the goal of the environmental mitigation analysis is to balance the need for transportation improvements with environmental protection and quality of life considerations and, where possible, increase access to natural and cultural resources in the region. Mitigation activities should be considered during all phases of project planning, design, construction, and maintenance.

THE PRIMARY GOAL IS TO EVALUATE THE IMPACTS OF PROGRAMMED PROJECTS ON THE ENVIRONMENT AND DISADVANTAGED POPULATIONS.

In addition to environmental and cultural resources, the Environmental and Equity Assessment addresses environmental justice considerations to ensure both the benefits and the burdens of the transportation system are distributed equitably across the region. The term environmental justice first emerged in the metropolitan transportation planning discussion in 1994 with the issuance of Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The executive order was based upon Title VI of the



Civil Rights Act and is meant to ensure that minority and low-income populations are not adversely affected by federal actions.

Identifying potential impacts on the environment, as well as low-income and minority populations, involves a three-step process that includes:

- Defining and developing an inventory of environmental resources/minority and low-income populations;
- Identifying and assessing the potential impacts of proposed transportation improvements on these resources; and
- Addressing possible mitigation activities system-wide.

Environmental Analysis

One element of the Environmental and Equity Assessment involved conducting an analysis on the environmental features, environmental hazards, and cultural assets that exist in the Texarkana MPO planning area.

This analysis identified the types of features, hazards, and assets that are present in the region and considered their distribution and concentration. This information not only provides a more holistic picture of the current state of the planning region – it also informed the project prioritization process where proposed transportation projects were ranked based on various evaluation criteria, including whether each project would have a positive, neutral, or negative impact on the environmental and cultural/community/civic elements in the region.

Existing Environmental Features & Hazards

Within the Texarkana MPO planning area there are a few sizeable waterbodies such as lakes and large ponds, and there are approximately 386 miles of running water features, such as creeks, streams, and rivers, with a relatively even distribution throughout region. Floodplains extend out from many of these water features, with larger concentrations of floodplains in the northern, central, and southern parts of the planning area. Floodplains can impact transportation projects and infrastructure, so the locations of floodplains were considered during the project scoring process. In addition, areas classified as wetlands are scattered throughout the region, with the largest spans of wetlands in the southern portion of the planning area. Wetlands are environmentally sensitive areas that could potentially be impacted negatively by transportation systems and were also considered during the project scoring process.



An aerial view of Bringle Lake. (Source: Google Earth, 2019)

A set of potential environmental hazards were also identified in the planning area. These hazards included Superfund sites, brownfield sites, waste collection facilities, and wastewater treatment facilities. Most of these sites and facilities are located within the loop created by IH-30, IH-369, US-59, SL 151, and IH-49, however there are also a handful of sites and facilities scattered around the outer areas of the region.

To address issues related to brownfields in the Texarkana MPO planning area, the Texarkana Brownfields Regional Environmental Coalition (TBREC) was created as a partnership between Texarkana, TX, Texarkana, AR, the Ark-Tex Council of Governments, and TexAmericas Center. The coalition has jointly applied for grant funds for brownfields assessments. The City of Texarkana, TX administers EPA Brownfields Revolving Loan Funds (RLF) and previously administered Brownfields Assessment grants and an EPA multi-purpose grant. In addition, in early July of 2019, the US Environmental Protection Agency announced an additional \$400,000 in funding for



Texarkana to help continue the process of cleaning and redeveloping brownfields such as vacant and abandoned lots.

Table 5-1 contains the aggregate amounts of environmental features and hazards identified in the Texarkana MPO planning area.

TABLE 5-1: ENVIRONMENTAL FEATURES & HAZARDS

| Environmental Feature/Hazard | Amount |
|------------------------------|---------------------|
| Creeks, Streams, and Rivers | 386 miles |
| Floodplains | 39 square miles |
| Wetlands | 9 square miles |
| Hazards | 27 sites/facilities |

Existing Cultural, Community, & Civic Assets

While the purpose of identifying environmental features/hazards is rooted in eventually analyzing whether proposed transportation projects can avoid or minimize the potential for damaging sensitive environmental features or exposing people to hazards, the purpose of identifying cultural, community, and civic assets is to ensure the future transportation system provides the community with adequate access to these assets.

A total of 121 assets were identified in the Texarkana MPO planning area that have cultural, community, or civic significance. These assets include the following:

- Museums
- National Register properties, historic districts, and monuments
- Cemeteries
- Post offices
- Libraries
- Parks
- City halls and courthouses
- Community centers
- Community services

Similar to the environmental hazards, these assets are primarily clustered within the loop created by IH-30, IH-369, US-59, SL 151, and IH-49, particularly in the downtown Texarkana area. There are also numerous assets distributed throughout the rest of the planning area.



The Texarkana Regional Arts Center located on West 4th Street.

Figure 5-1 shows the various environmental features/hazards and cultural, community, and civic assets identified in this analysis. **Figure 5-2** provides a closer look at the cluster of features, hazards, and assets in the downtown Texarkana area.



FIGURE 5-1: ENVIRONMENTAL ANALYSIS

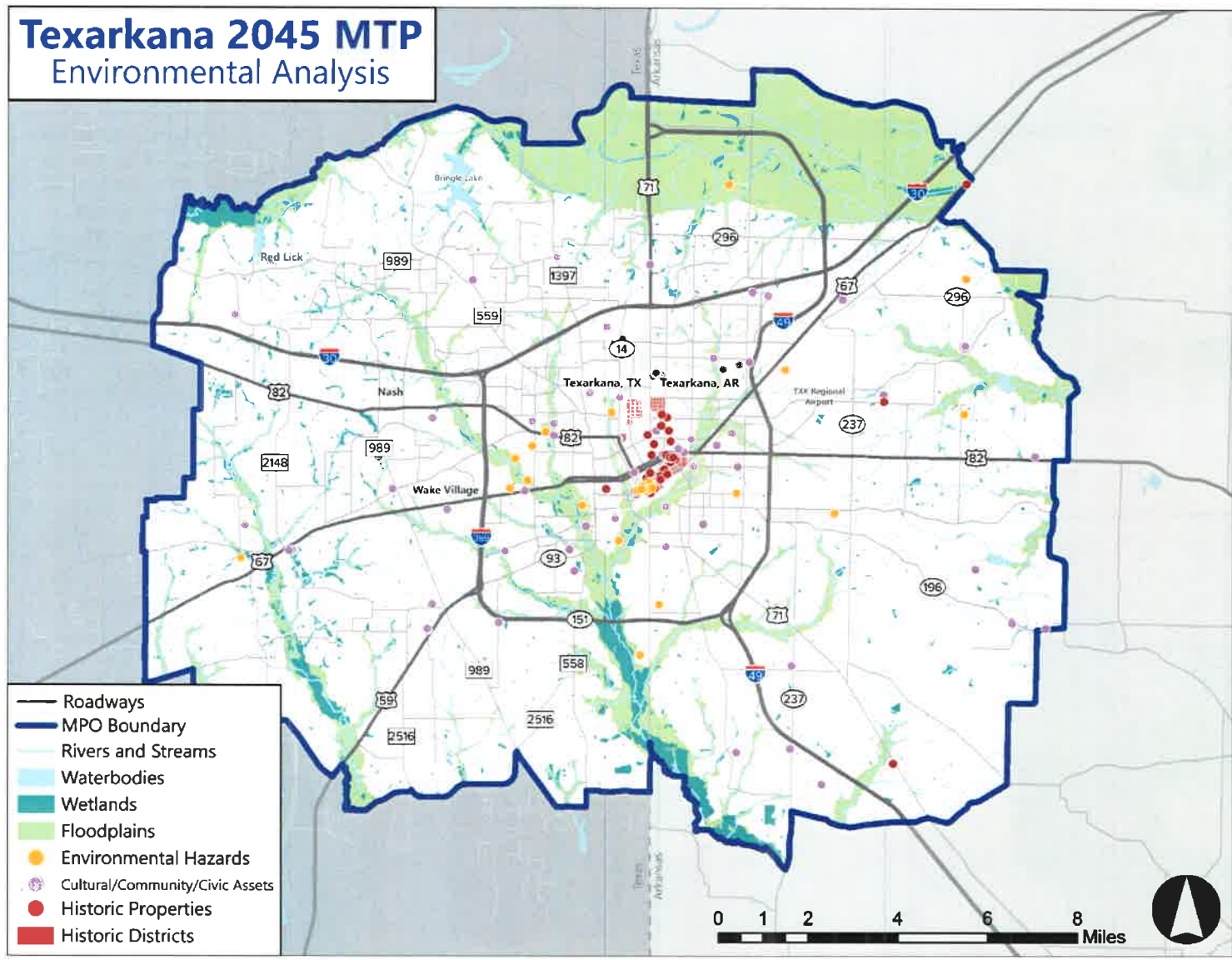
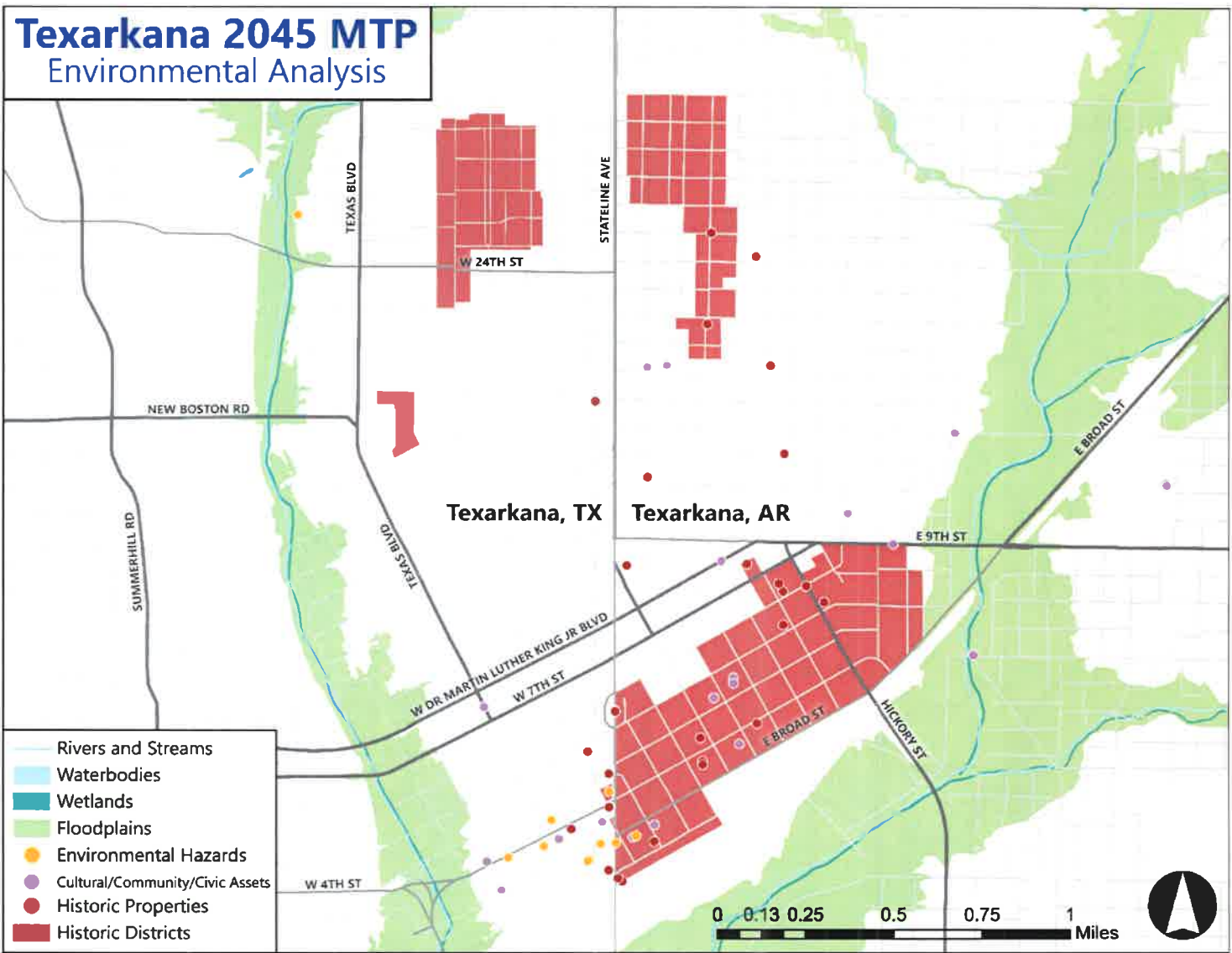




FIGURE 5-2: ENVIRONMENTAL ANALYSIS – DOWNTOWN TEXARKANA





The Texarkana, AR City Hall, located in one of four historic districts designated in the Texarkana MPO planning area. (Source: Google Earth, 2019)

Conclusions from the Environmental Analysis

This environmental analysis shows that the Texarkana MPO planning area contains a mixture of sensitive environmental features, hazards, and cultural assets that could be impacted by decisions about the transportation system now and in the future. Floodplains are spread throughout the planning area, surrounding rivers, creeks, and streams. Larger concentrations of wetlands are found mostly in the southern half of the planning area, with one notable concentration in the northwest. Environmental hazards and cultural assets, including historic districts, are mostly clustered within the Loop in the central part of the region. Each of these environmental and cultural factors was considered during the project scoring process to determine whether the proposed projects in the unconstrained program could potentially impose any negative impact on the existing natural and human environments of the Texarkana MPO planning area.



Equity Analysis

Environmental Justice (EJ) as defined by the U.S. Environmental Protection Agency is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Environmental Justice impact analysis is a critical component to transportation planning. Transportation projects have long lasting impacts on communities. Therefore, it is critical to the planning process to establish and ensure fair and equitable transportation policies and funding decisions so that no group of people (by race, ethnicity, or socioeconomic status) should receive unfair treatment or bear a disproportionate share of negative environmental consequences as a result of decisions made by all levels of government.

The following section defines Environmental Justice zones in the Texarkana MPO planning area. These zones were established to be used in the project scoring process to determine the impacts of planned transportation projects on Environmental Justice communities.

IT IS CRITICAL TO ESTABLISH TRANSPORTATION POLICIES AND FUNDING DECISIONS SO NO GROUP OF PEOPLE SHOULD RECEIVE UNFAIR TREATMENT OR BEAR A DISPROPORTIONATE SHARE OF THE NEGATIVE ENVIRONMENTAL CONSEQUENCES.

Environmental Justice Zones

Environmental Justice zones in the Texarkana region were identified by determining historically underserved and vulnerable communities. Using block group data from the 2017 American Community Survey, Environmental Justice zones were defined as having at least two of the following criteria:

- High Minority Population – Block groups with a percentage of minorities greater than the Texarkana MPO planning area’s total percentage of minorities (38%).
- Households in Poverty – Block groups with 20% or more of households living in poverty.
- Limited English Proficient Population – Block groups with the top 10% highest percentage of limited English proficient population.

Figure 5-3 shows where the Environmental Justice (EJ) zones are located within the Texarkana region. The EJ zones are concentrated in the central part of the region with a few exceptions in



the northeast and southern part of the region. **Table 5-2** describes the Environmental Justice zones demographic profile compared to the region at large.

High concern Environmental Justice zones were also identified. These block groups were identified as high concern due to meeting all three of the above-mentioned criteria. As distinguished in **Figure 5-3**, high concern Environmental Justice zones are located in the central and southwest part of the Texarkana region. These zones will be given heightened attention during the impact analyses which will review the potential footprint of proposed transportation projects to ensure that they do not adversely impact these communities. As such, projects that include public transportation and active transportation facilities will be reviewed to ensure these populations are being provided with adequate access to the transportation system. **Figure 5-4**, **Figure 5-5**, and **Figure 5-6** display areas containing high concern Environmental Justice zones in further detail.



FIGURE 5-3: ENVIRONMENTAL JUSTICE ZONES

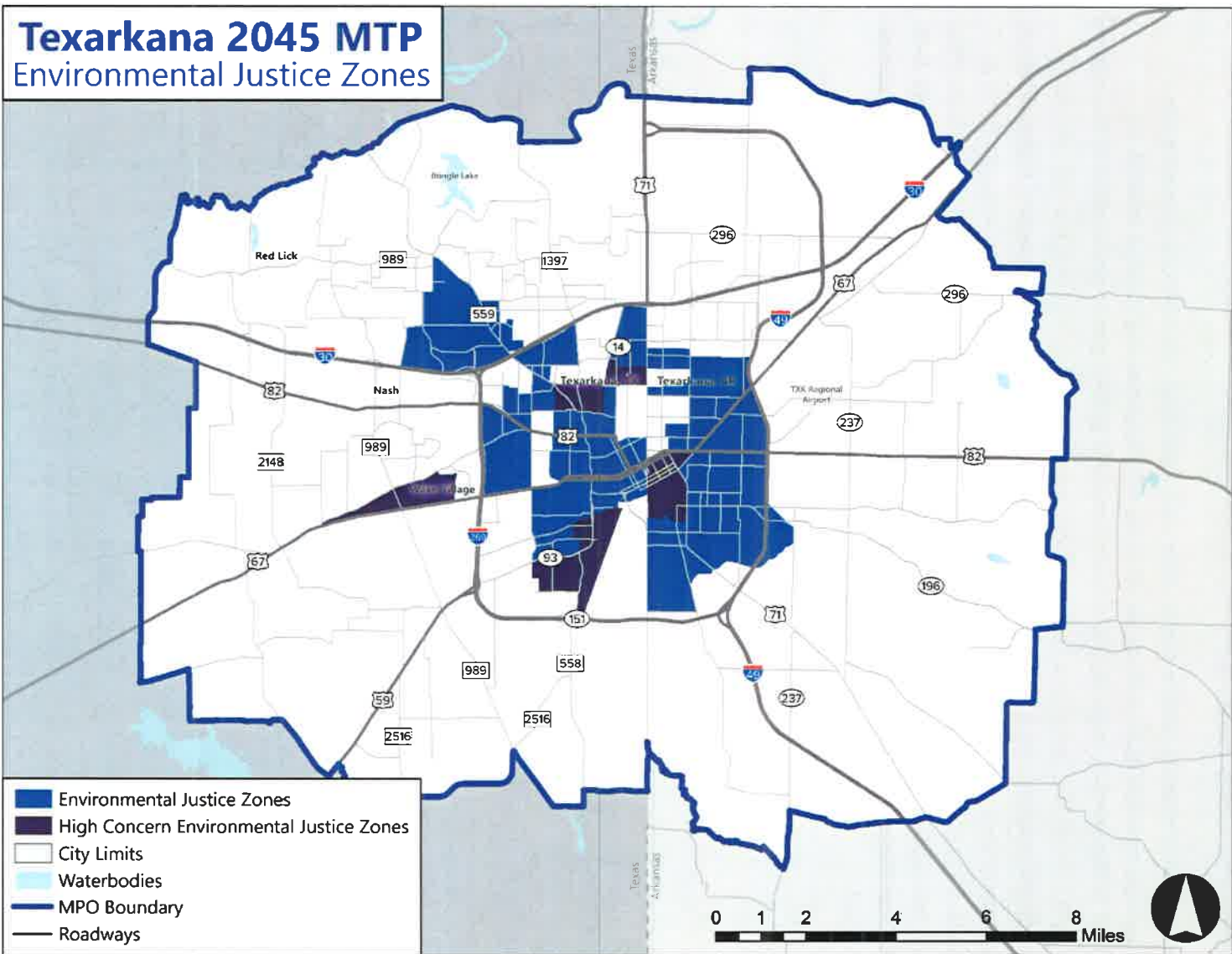




FIGURE 5-4: ENVIRONMENTAL JUSTICE ZONES: SOUTHERN REGION

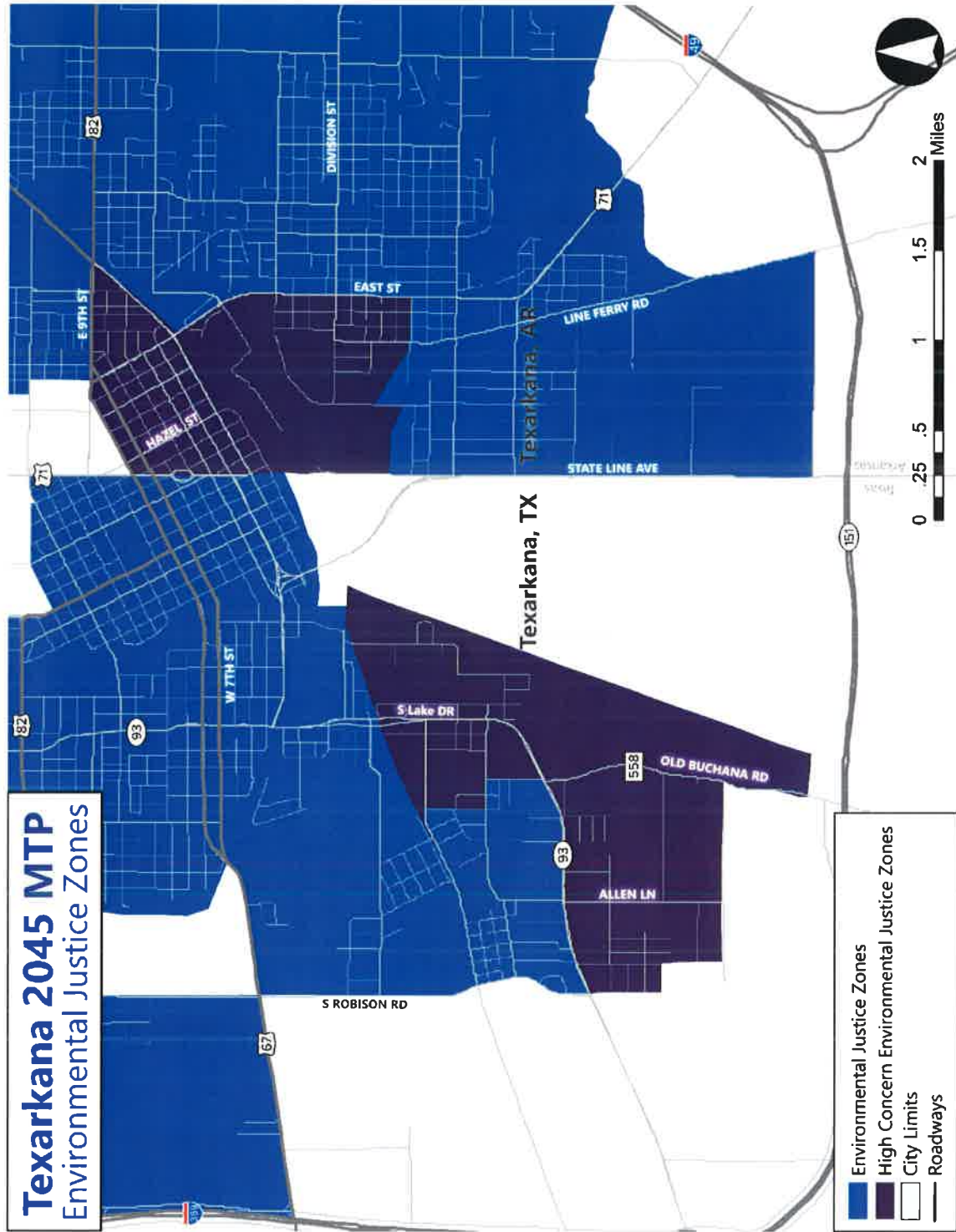




FIGURE 5-5: ENVIRONMENTAL JUSTICE ZONES: WEST REGION

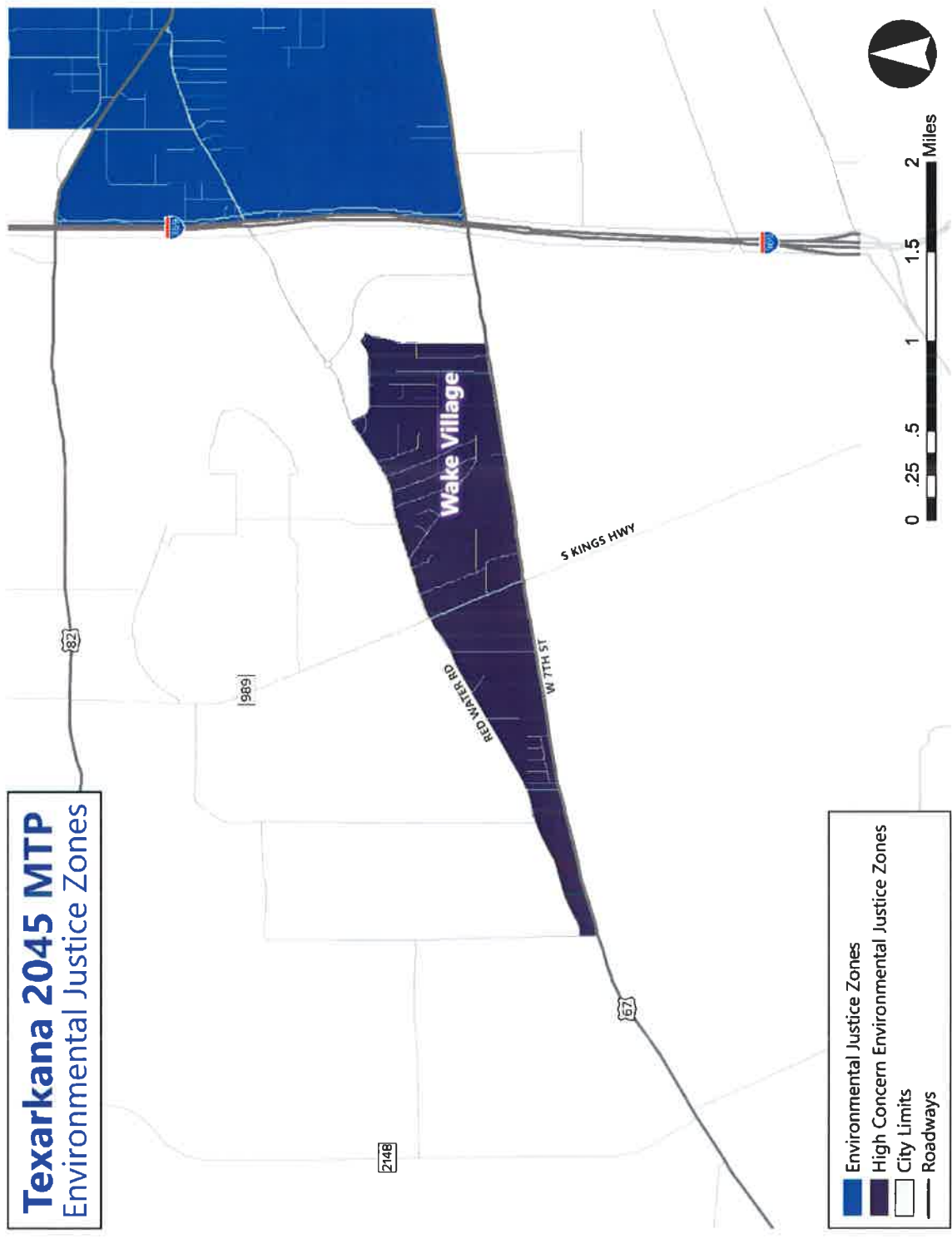




FIGURE 5-6: ENVIRONMENTAL JUSTICE ZONES: NORTHERN REGION

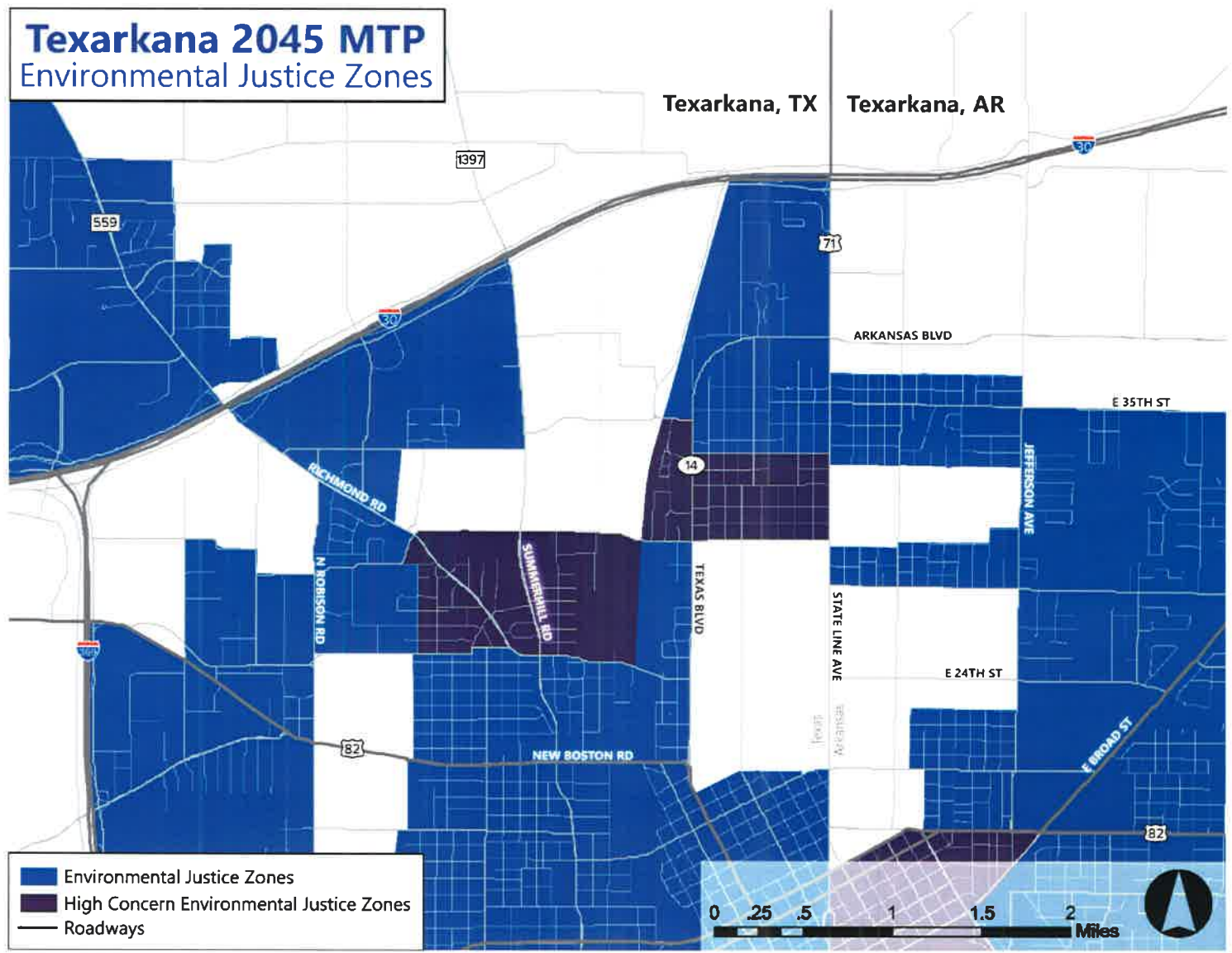




TABLE 5-2: AGGREGATE ENVIRONMENTAL JUSTICE ZONES COMPARED TO MPO

| | EJ Zones | MPO |
|---|----------|---------|
| Total Population | 33,317 | 107,054 |
| Total Minority Population | 20,799 | 41,142 |
| Percent Minority Population | 62% | 38% |
| Total Limited English Proficient Households | 687 | 1,871 |
| Percent Limited English Proficient Households | 6% | 5% |
| Total Households Living in Poverty | 4,454 | 7,826 |
| Percent Households Living in Poverty | 27% | 20% |

Housing & Transportation Costs

Housing and transportation costs are key indicators for a region’s affordability. While housing is generally the singular criteria for looking at regional affordability, a household’s transportation expenditure tends to be the second-largest expense. Together these two key expenditures as a portion of household income provide a better understanding of the affordability within the region. Using the Housing + Transportation Affordability Index¹ data, **Figure 5-7** identifies transportation and housing costs by block group as a percentage of household income throughout the region.

According to the Index, housing and transportation costs reaching 45% of household income is considered unaffordable. Transportation costs consider well-researched factors² that drive household transportation costs including the following:

- Neighborhood characteristics such as block density, regional household intensity, employment access, transit connectivity.
- Household characteristics such as commuters per household, household size, automobile ownership, automobile usage, and public transit usage.

The Texarkana MPO planning area’s highest housing and transportation cost burdens are located within the northwestern part of the region while much of the area outside the central core is considered unaffordable. The unaffordability in these areas is likely due to high transportation costs associated with auto-dependency. In other words, transportation costs are

¹ The Center for Neighborhood Technology’s Housing and Transportation (H+T) Affordability Index - <https://htaindex.cnt.org/>

² The Center for Neighborhood Technology’s Housing and Transportation (H+T) Affordability Index – H+T Index Methods - https://htaindex.cnt.org/about/HTMethods_2016.pdf



higher in areas that are dependent on owning and driving for transportation whereas the central part of the region has greater access to transit and employment.

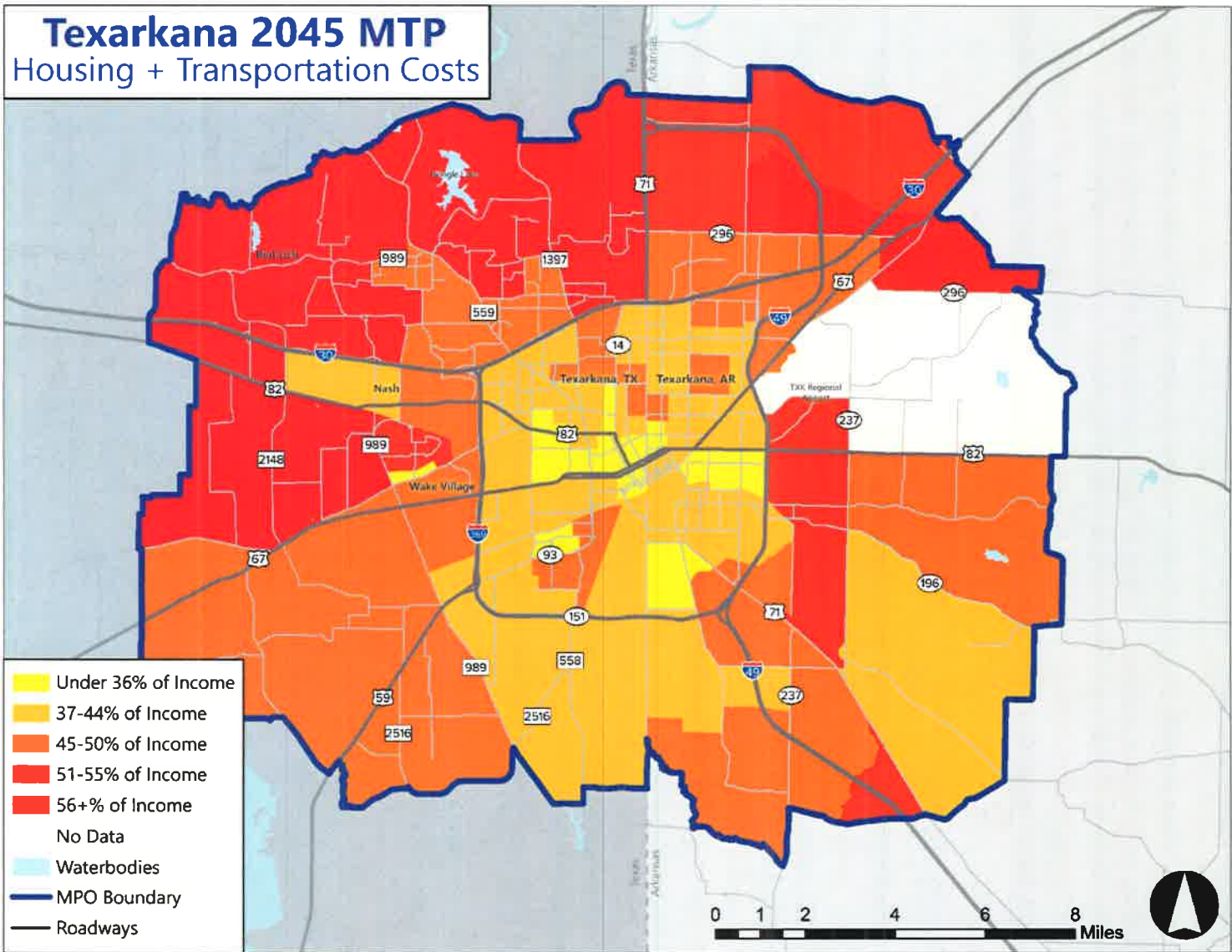
Planned transportation projects should consider how to alleviate transportation costs in these areas by linking multi-modal projects to areas of high employment and destinations. Planned transportation projects should consider improving mobility choice in the areas with high housing and transportation costs by assessing the potential for transit, walking, and bicycling facilities. Such transportation improvements may help reduce the cost of transportation in these areas.

Opportunity Zones

The 2017 Investing in Opportunities Act created a tax incentive for investment in designated census tracts called Opportunity Zones. This community investment tool was designated to spur growth in low-income communities by encouraging reinvestment of capital gains into certified Opportunity Funds (within Opportunity Zones). Four Opportunity Zones have been designated within the Texarkana region, three of which are located to the center and west on the Texas side and one to the southeast of the Arkansas side. The Texarkana MPO can leverage this investment tool by programming transportation projects considerate of the community needs to further encourage investment into these areas. If mobility needs are addressed by the 2045 MTP and potential investors are educated about the Opportunity Zones, these communities may be mutually benefited as more investment is made in the community and additional tax dollars from these investments can continue to help fund mobility projects.



FIGURE 5-7: HOUSING & TRANSPORTATION COSTS





Conclusions from the Equity Analysis

This equity analysis was utilized during the project scoring process to consider the potential impacts that proposed transportation projects may have on historically underserved and vulnerable communities and ensure that the groups will not be disproportionately affected by any negative consequences of the prioritized projects. In addition, this analysis highlighted areas of the Texarkana MPO planning area that merited heightened consideration for projects that enhance mobility choice such as new transit, bicycle, and pedestrian network facilities. Such projects can lessen the transportation cost burden on vulnerable communities and facilitate greater access to the region.

Mitigation Analysis

Transportation projects proposed for inclusion in the 2045 MTP have the potential to impact important environmental areas, culturally significant sites, and environmental justice communities within the Texarkana region. This analysis incorporates the environmental and equity analyses from above to identify potential impacts and mitigation measures for planned transportation projects in the region.

Environmental Mitigation Analysis

The data and information used to conduct the analysis included flood plain maps from the Federal Emergency Management Agency (FEMA), wetlands maps from the U.S. Fish and Wildlife Service, historic sites from the National Register of Historic Places, and state and federal wildlife protection resources. These inventoried resources are shown in **Figure 5-1**.

In order to determine how projects identified in this plan might affect these resources, an FHWA-endorsed GIS methodology originally developed by the Southeast Michigan Council of Governments (SEMCOG) was employed. The analysis assembles projects into types, and then buffer zones are generated and mapped for each type of project. For the sake of this analysis, only capacity projects were considered to have potential impacts on the mapped data. **Table 5-3** presents the number of proposed capacity projects for each project type included in the 2045 MTP.



TABLE 5-3: PROJECT TYPES

| Project Type | Total Number of Proposed Projects |
|-----------------------|-----------------------------------|
| New/Expanded Roadway | 26 |
| Active Transportation | 5* |

*These projects are also new or expanded roadway projects.

Buffer sizes were determined based on the type of environmental resource being examined, meaning smaller “areas of influence” were computed depending on the environmental resource. Some resources, such as recreation areas and historic sites, may only be impacted by projects in close physical proximity, while others (such as water resources) may still be impacted by a project some distance away. **Figure 5-9**.

Table 5-4 summarizes the buffer sizes assigned to each resource being examined. Once buffer sizes were determined, buffers and environmental resources were mapped to identify areas of overlap, as these are areas where an impact is possible. **Figure 5-8** displays the buffer zones and environmental and cultural resources in the region. **Figure 5-9** and **Figure 5-10** provide zoomed in outcomes of the buffer analysis for capacity projects in Texas or Arkansas.



FIGURE 5-8: ENVIRONMENTAL OVERLAY ANALYSIS

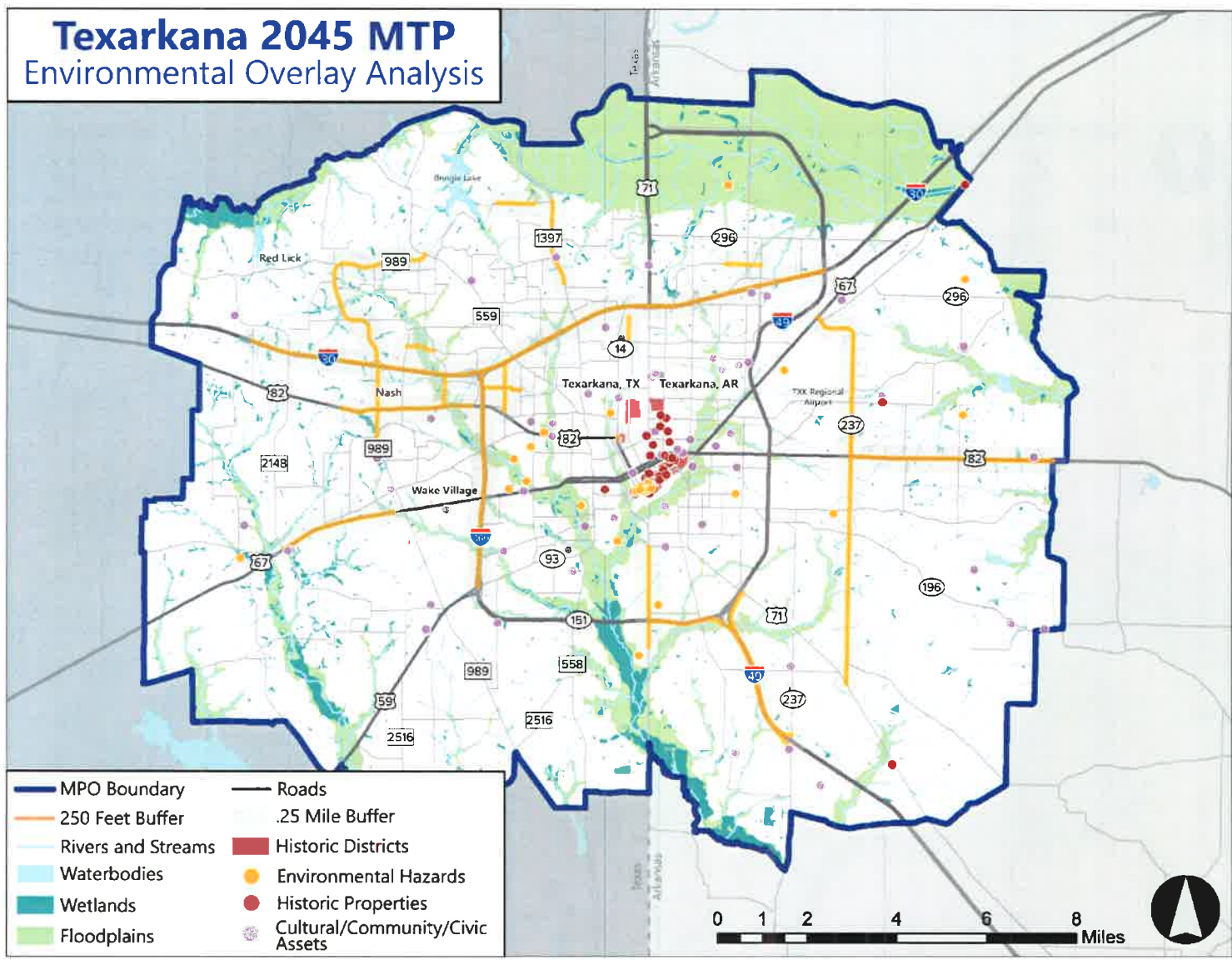




FIGURE 5-9: ENVIRONMENTAL OVERLAY ANALYSIS: TEXAS SIDE

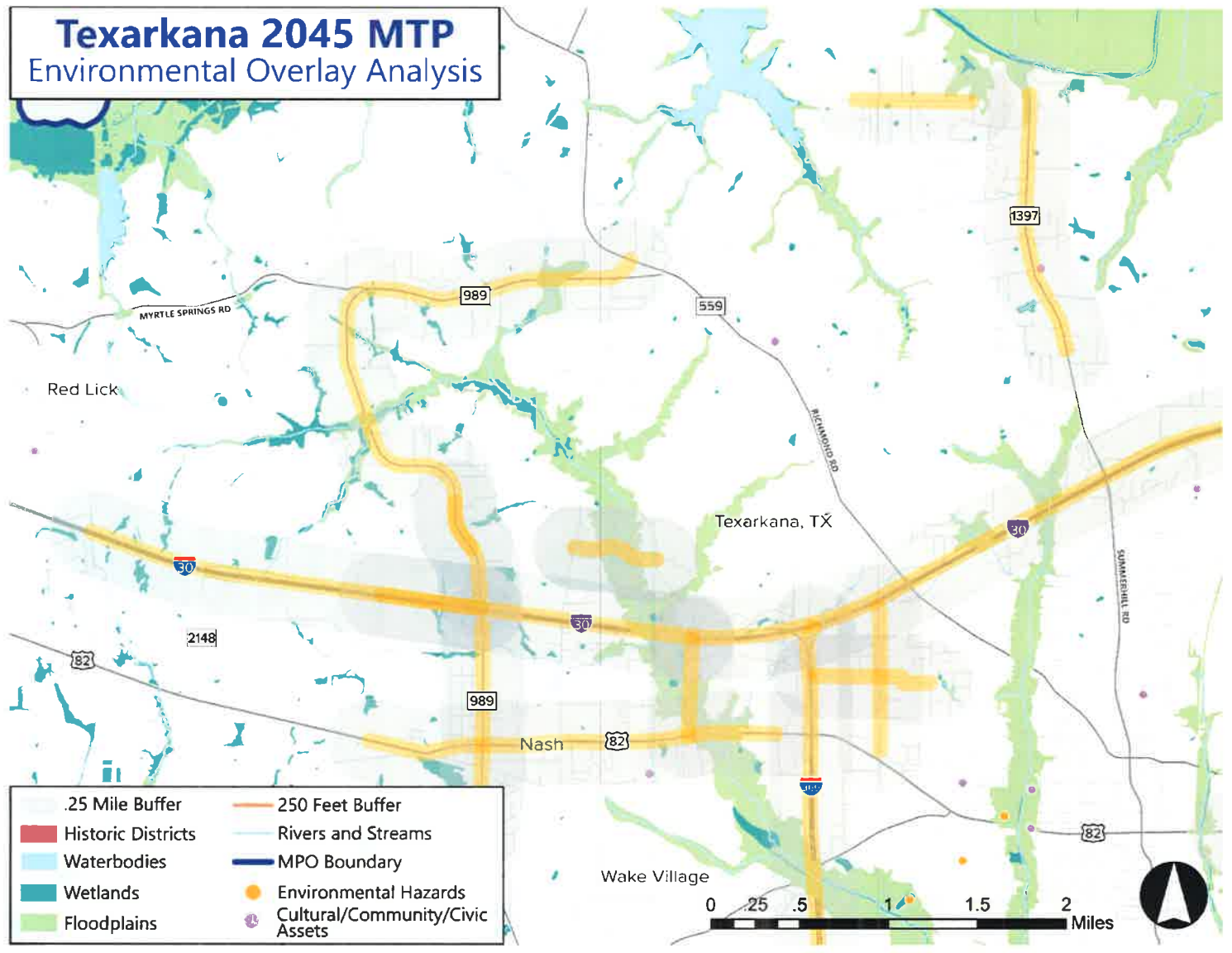




FIGURE 5-10: ENVIRONMENTAL OVERLAY ANALYSIS: ARKANSAS SIDE

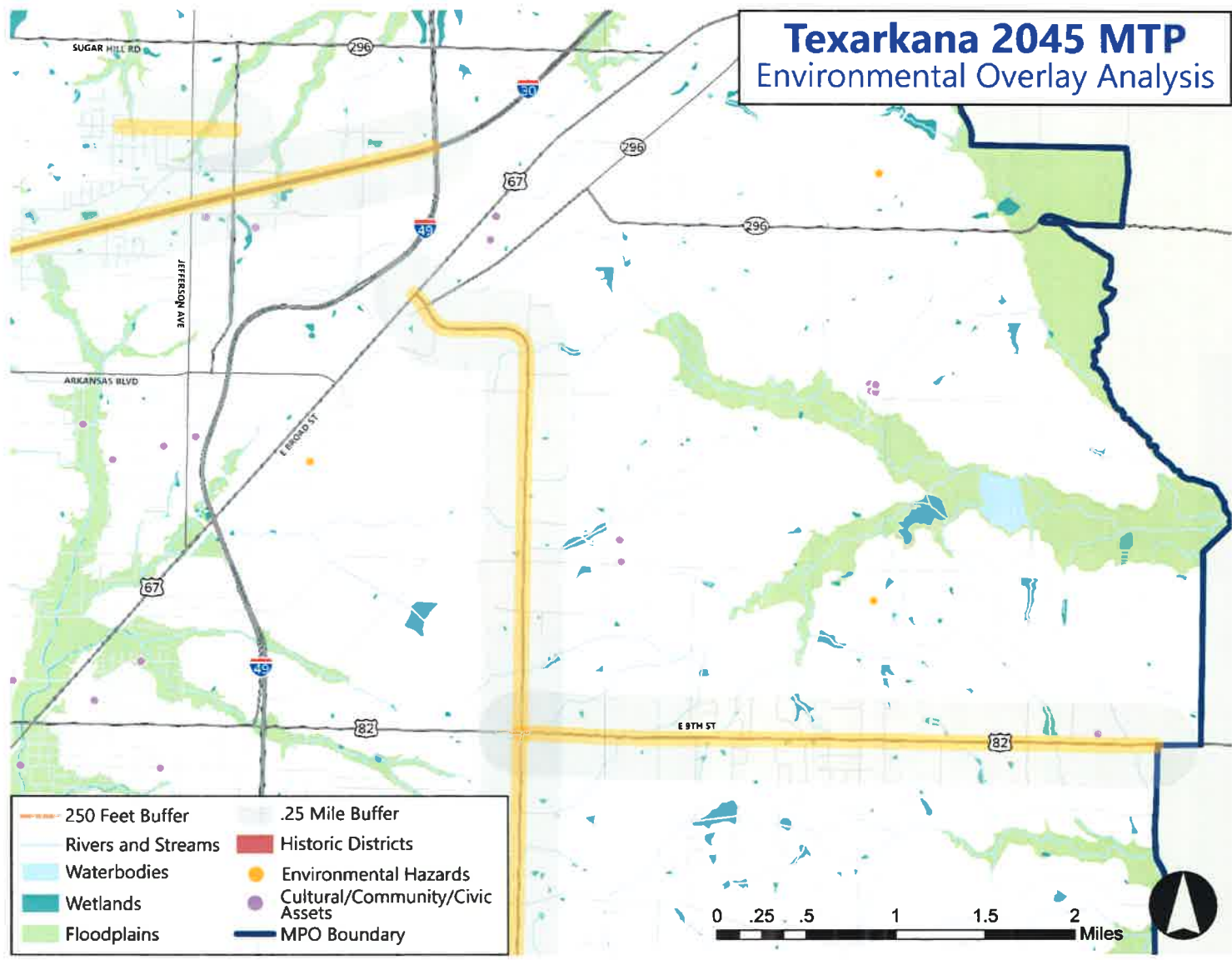




TABLE 5-4: ENVIRONMENTAL RESOURCES BUFFER SIZES

| Environmental Resource | Buffer Extent |
|---------------------------|---------------|
| Floodplains | .25 miles |
| Wetlands and Other Waters | .25 miles |
| Cemeteries | 250 feet |
| Historic Sites | 250 feet |
| Parks | 250 feet |

Table 5-5 and **Table 5-6** quantify the number of possible impacts to the inventoried resources for capacity projects. The list of potential impacts presents some concerns for cultural resources including Spring Lake Park and four cemeteries in the region. Freshwater ponds, riverine, and high-risk floodplains have the highest risk for the potential impact on water resources due to the planned projects. The list of proposed projects presents few concerns regarding historic resources and landmarks. **Table 5-7** lists the cultural resources impacted by the proposed transportation projects.

TABLE 5-5: NUMBER OF PROJECTS POTENTIALLY IMPACTING INVENTORIED WATER RESOURCES

| Water Resource | Number of New/Expanded Roadway Projects |
|-----------------------------------|---|
| Freshwater Emergent Wetland | 13 |
| Freshwater Forested/Shrub Wetland | 15 |
| Freshwater Pond | 21 |
| Lake | 0 |
| Riverine | 24 |
| Floodplain – High Risk | 20 |

TABLE 5-6: NUMBER OF PROJECTS POTENTIALLY IMPACTING INVENTORIED CULTURAL RESOURCES

| Cultural Resource | Number of New/Expanded Roadway Projects |
|--------------------|---|
| Cemeteries | 4 |
| Historic Sites | 0 |
| Landmarks | 0 |
| Parks | 1 |
| Points of Interest | 0 |



TABLE 5-7: RESOURCE-SPECIFIC IMPACTS OF SPECIFIC PROJECTS

| 2045 MTP Project ID | Specific Resource |
|---------------------|---------------------------------|
| 12 | Cemetery - Price Cemetery |
| 13 | Cemetery - Red Springs Cemetery |
| 21 | Park - Spring Lake Park |
| 112 | Cemetery - Shiloh Cemetery |
| 323/343 | Cemetery - Salem Cemetery |

Potential Mitigation Activities

This analysis of potential environmental impacts is intended to function as a resource for agencies and elected officials that will ultimately implement any of these transportation projects. Detailed, project-level analysis is required in order to definitively identify adverse impacts from specific projects. The buffer analysis is a useful method for narrowing the focus of such studies, but it should be noted that proximity or overlap of a project buffer and environmental resource alone does not mean an impact is present nor does the lack of an overlap indicate that an impact won't occur.

Federal regulations require the metropolitan planning process to 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.” FHWA recommends an ordered approach to mitigation known as “sequencing” that involves understanding the affected environment and assessing transportation effects through project development. This ordered approach involves:

- Avoiding the impact altogether;
- 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; or
- Compensating for the impact by replacing or providing substitute resources.

Recognizing that the type and the level of mitigation activities will vary depending on the scope of the project, **Table 5-8** provides a toolbox of mitigation measures and general areas where these activities can be implemented. These measures are intended to be regional in scope and

may not necessarily address potential project-level impacts. As a proposed project progresses through the project development process, mitigation should be an integral part of the alternatives development and the analysis process in order to maximize effectiveness.



Floodplains surrounding Stateline Avenue/US-71 in the northern portion of the MPO planning area.



TABLE 5-8: POTENTIAL MITIGATION ACTIVITIES

| Resource | Mitigation Measures |
|---|---|
| Wetlands or water resources | Avoidance, minimization, compensation: <ul style="list-style-type: none"> ● Preservation ● Creation ● Restoration ● In-lieu fees ● Riparian buffers ● Design exceptions and variances |
| | Environmental compliance monitoring |
| | |
| Forested and other natural resources | Avoidance, minimization |
| | Replacement property for open space easements to be of equal fair market value and of equivalent usefulness |
| | Design exceptions and variances |
| | Environmental compliance monitoring |
| Agricultural areas | Avoidance, minimization |
| | Design exceptions and variances |
| | Environmental compliance monitoring |
| Endangered and threatened species | Avoidance, minimization |
| | Time-of-year restrictions |
| | Construction sequencing |
| | Design exceptions and variances |
| | Species research/fact sheets |
| | Memoranda of Agreements for species-specific management |
| Ambient air quality | Environmental compliance monitoring |
| | Transportation control measures |
| | Transportation emission reduction measures |
| Cultural resources | Avoidance, minimization |
| | Landscaping for historic properties |
| | Preservation in place or excavation for archeological sites |
| | Design exceptions and variances |
| Parks and recreation areas | Environmental compliance monitoring |
| | Avoidance, minimization, mitigation |
| | Design exceptions and variances |
| | Environmental compliance monitoring |



Environmental Justice Mitigation Analysis

A critical step in the metropolitan planning process is to identify the potential impacts of planned projects on environmental justice communities in the region. **Figure 5-11** displays the earlier identified environmental justice zones and the planned capacity projects. As stated earlier, project-scale studies should be conducted in the planning and environmental phases of each project to determine actual impacts on these communities. **Table 5-9** summarizes the number of capacity projects that may impact identified environmental justice areas. Of the 32 block groups identified as environmental justice zones, seven are potentially impacted by planned projects. Of the 5 block groups identified as areas of high concern, one of these is potentially impacted by planned projects. 35% of the roadway projects (9 out of 26) may potentially impact Environmental Justice Zones.

TABLE 5-9: POTENTIALLY IMPACTED ENVIRONMENTAL JUSTICE ZONES

| | Total Block Groups | Block Groups Impacted | % of Block Groups Impacted | Number of New/Expanded Roadways |
|--|--------------------|-----------------------|----------------------------|---------------------------------|
| Environmental Justice Zones | 32 | 7 | 22% | 9 |
| High Concern Environmental Justice Zones | 5 | 1 | 20% | 1 |

Like the environmental mitigation analysis, a more detailed, project-level analysis will need to be performed to better understand the likely impacts of transportation projects on environmental justice communities. The proximity of projects to environmental justice populations may have both positive and negative impacts. For example, it is assumed that the mobility, access, and safety benefits of most projects accrue most strongly to those areas in close proximity to the project. Therefore, if the project objectives are consistent with the travel market needs of adjacent communities, the project is viewed as having a positive impact.

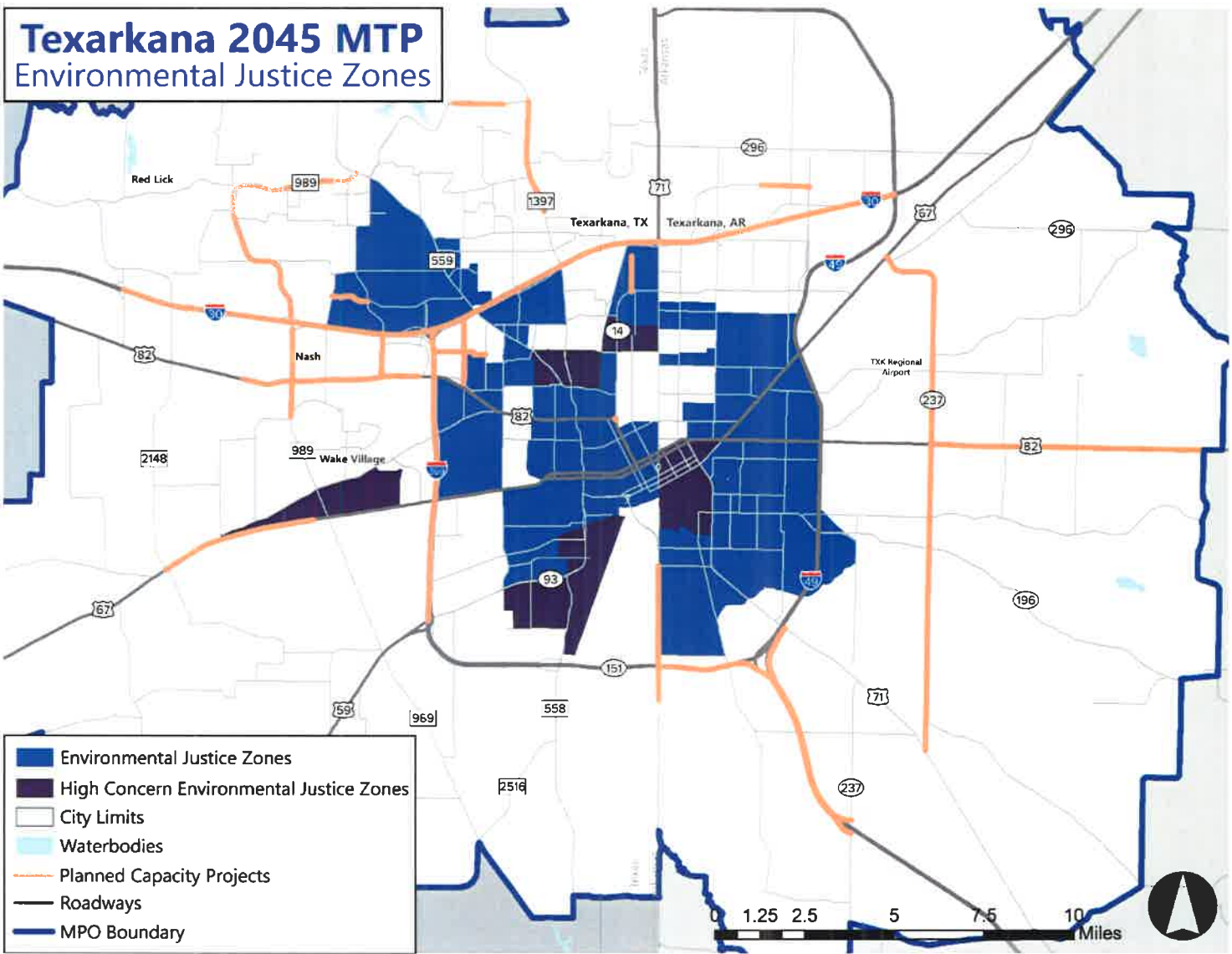
On the other hand, the physical impacts of project construction and footprint also have the greatest negative impacts on adjacent communities. Large infrastructure projects whose objectives are not consistent with community needs represent potential negative impacts. Examples include the construction of a new rail line that may create safety and noise pollution concerns, the construction of a new roadway that divides an existing community or creates barriers to other resources and/or activities, or improvements that may increase freight traffic or the movement of hazardous materials through low-income communities.



The key consideration in determining unintended consequences or disparate impacts to environmental justice communities is how the project objectives meet the community's transportation needs. The Texarkana MPO is committed to working with project sponsors to mitigate negative impacts on environmental justice communities using measures such as impact avoidance or minimization and context-sensitive solutions.



FIGURES 5-11: ENVIRONMENTAL JUSTICE ZONES & PLANNED CAPACITY PROJECTS





CHAPTER 6

FINANCIAL ANALYSIS



CHAPTER 6: FINANCIAL ANALYSIS

According to federal regulations, transportation improvement projects included in a Metropolitan Transportation Plan (MTP) and the final project list must be fiscally constrained (i.e. the funding available for projects must be greater than or equal to the anticipated cost of the projects). Chapter 8 shows the final MTP Project List. This chapter includes a list of funding sources and dollar amounts anticipated to be available to fund projects included in the Texarkana 2045 MTP. It also outlines the process by which funding levels were forecast to determine the amount of funds available. Because federal regulations stipulate that the financial forecast consider the change in value of the dollar over time due to inflation, funding and costs discussed in this chapter were estimated in year-of-receipt and year-of-expenditure dollars, respectively.

Estimating Funding

This section outlines the available funding sources to fund transportation investments over the life of this MTP.

Roadway Funding Sources

The following section describes the potential federal, state (for both Texas and Arkansas), and local funding sources and categories for roadway projects that are funded through the FAST Act. Information about Federal funding sources was gathered from the Federal Highway Administration (FHWA).

Formulary Federal Funding Sources

The various potential roadway funding sources that can be obtained from the federal government fall under the Federal-Aid Highway Program (FAHP). These sources, which include core formula highway programs like the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and National Highway Freight Program (NHFP) are summarized in the following sections. The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is the fifth core formula highway program under FAHP, but is only applicable to non-attainment areas, and is therefore not considered in the 2045 Texarkana MTP Financial Analysis.



The FAHP receives its funding through the Highway Account of the Highway Trust Fund (HTF), which is comprised of highway user taxes on fuels (which makes up the majority of the HTF's revenue), heavy truck tires, truck and trailer sales, and weight-based heavy-vehicle use.

NATIONAL HIGHWAY PERFORMANCE PROGRAM

Most activities that were previously funded under the SAFETEA-LU National Highway System (NHS) program are now eligible under the National Highway Performance Program (NHPP), the purpose of which is to:

- Provide support for the condition and performance of the National Highway System (NHS);
- Provide support for the construction of new facilities on the NHS; and
- Ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP provides funding for construction and maintenance projects located on the newly expanded National Highway System (NHS), which includes the entire Interstate system and all other highways classified as principal arterials. MAP-21 eliminated the programs with dedicated funding for repair by consolidating the Interstate Maintenance (IM) and Highway Bridge Repair (HBR) programs and shifting these funds to the new NHPP. NHPP provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The STBG was created by the FAST Act as a replacement for the Surface Transportation Program (STP). The STBG has the most flexible eligibilities of all the Federal-aid highway programs and promotes flexibility in State and local transportation decisions, as well as provides flexible funding to best address State and local transportation needs. Eligible surface transportation projects under STBG include but are not limited to construction projects, operational improvements projects, and highway/transit safety infrastructure improvement projects.

Under STBG, each State is apportioned a lump sum of funding that it can then divide among its apportioned programs. In addition, portions of the State's STBG funding will be set aside for the following:



- Funding for Transportation Alternatives (also known as the TA Set-Aside, which replaced the Transportation Alternatives Program (TAP) from MAP-21);
- 2% for State Planning and Research (SPR); and
- Funding for bridges not on Federal-aid highways (off-system).

After the State has apportioned its TA Set-Aside, it will sub-allocate 55% of its FY 2020 STBG funds to various areas of the state based on their relative shares of the state's population. All funds remaining after sub-allocation may be used in any area of the state. Additionally, each fiscal year, a State may transfer up to 50% of its STBG funds to any of the other four core formula highway programs, excluding the funds sub-allocated to areas of the state based on population.

[HIGHWAY SAFETY IMPROVEMENT PROGRAM](#)

The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

HSIP requires that the State develop, implement, and update a Strategic Highway Safety Plan (SHSP); produce a program of projects or strategies to reduce identified safety problems; and evaluate the SHSP on a regular basis. The SHSP is a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders. As a part of the plan, states are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads; adopt strategic and performance-based goals; advance data collection, analysis, and integration capabilities; determine priorities for the correction of identified safety problems; and establish evaluation procedures.

The FAST Act continues MAP-21 authorization of a lump sum for this program, and it is the responsibility of the State to divide up these funds according to the State's priorities. For a project to be eligible under the HSIP program, the project must be consistent with the State's SHSP and correct or improve a hazardous road location or feature or address a highway safety problem. Workforce development, training, and education activities are also eligible uses of HSIP funds.

[NATIONAL HIGHWAY FREIGHT PROGRAM](#)

The FAST Act established the National Highway Freight Program (NHFP) as a new program to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Eligible projects under the NHFP include but are not limited to project development phase



activities (e.g. planning, feasibility studies, etc.), construction/reconstruction/rehabilitation, and infrastructure improvements such as geometric improvements, railway-highway grade separations, and adding or widening shoulders.

NHFP funds are apportioned to each State as a lump sum, which each State then divides among its apportioned programs. Prior to apportionment, a proportionate share of each State's NHFP funds is set aside for the State's Metropolitan Planning program, and 2% of the funds are set aside for State Planning & Research. Additionally, each fiscal year, a State may transfer up to 50% of its NHFP funds to any of the other four core formula highway programs, excluding funds set aside for Metropolitan Planning.

Competitive Federal Funding Sources

[COMPETITIVE HIGHWAY BRIDGE PROGRAM](#)

The Competitive Highway Bridge Program (CHBP) is a grant program meant to fund highway bridge replacement and rehabilitation projects on public roads. The CHBP replaced the Highway Bridge Replacement & Rehabilitation Program (HBRRP), and CHBP funding comes from the General Fund. CHBP funds require a federal/state match of 80%/20%, respectively.

[BUILD GRANTS PROGRAM](#)

Formerly the Transportation Investment Generating Economic Recovery (TIGER) Grant Program, the Better Utilizing Investments to Leverage Development (BUILD) Grant Program provides opportunities to invest in road, rail, transit, and port projects that promise to achieve national objectives. BUILD grants can be applied to both freight and passenger transportation network projects, and Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

[INFRA GRANTS PROGRAM](#)

The Infrastructure for Rebuilding America (INFRA) Grants Program provides funding for projects that address critical issues facing highways and bridges in the U.S. This program supports USDOT's commitment to fixing America's crumbling infrastructure using innovative approaches to improve the processes used to build significant projects. In addition, the program holds funding recipients accountable for their performance in project delivery and operations.

Transportation Development Credits (TDCs)

TDCs are a federal transportation funding tool used to meet federal funding matching requirements. States can accrue credits when the State, a toll authority, or a private entity funds



a capital transportation investment using toll revenues earned on existing toll facilities. Arkansas does not utilize TDCs, however, Texas does utilize them and allocates 75% of credits to the MPOs in which they were earned. Texas allocates the remaining 25% statewide on a competitive basis.

State Funding Sources

State transportation funding comes from several different revenue sources. Traditionally, states utilize their revenue to match federal sources and to fund their operations. The primary funding source for the Texas state program comes from motor fuels taxes allocations, motor vehicle registration fees, severance taxes allocations, and other revenue sources, including Proposition 1 and Proposition 7, which redirect revenue from the general fund to be spent on transportation projects. In Arkansas, the primary source of funding comes from dedicated road user fees administered through ARDOT such as motor fuel taxes, Act 251/3 (State Aid Roads), Act 251/5 (City Aid Streets), vehicle registration fees, natural gas severance tax, and motor carrier education. Other state funding sourced from miscellaneous income includes overload permits and penalties, title transfer fees, driver search fees, other income, unified carrier registration fees, and State Highway Department (SHD) Fund interest.

ARKANSAS-SPECIFIC FUNDING

State revenue sources, also known as State Turnback Programs, are collected at the state level to be allocated (i.e. turned back) to local governments. Funding is administered through general highway-user revenue turnback funds and the Connecting Arkansas Program. In addition, Arkansas divides the funding it receives through the FAHP into its own State-level funding categories.

General Highway-User Revenue Turn-Backs

This includes revenue obtained through dedicated road user fees (e.g. motor fuel taxes, motor vehicle registration, etc.) which are used for maintenance, construction, and reconstruction of city and county roads and bridges, as well as parking for specified county facilities. Funds are allocated to each city based on a population apportionment from the most recent census. County funds are allocated based on a formula that factors county area, rural population, and an equal distribution of total revenues collected.

Connecting Arkansas Program

The Connecting Arkansas Program (CAP) is funded through a 10-year sales tax that was approved by Arkansas voters in 2012 and went into effect on July 1, 2013. Approximately 70% of



the sales revenue is dedicated to fund roadway widening projects, while the remaining 30% is reallocated to local governments for road and street construction projects.

Federal-Aid Highway Program Apportionment

As discussed in the Federal funding source sections, each State receives portions of funding from the FAHP. **Table 6-1** breaks down how the funds Arkansas receives through each core formula highway program are apportioned into State-level funding categories.

TABLE 6-1: FEDERAL-AID HIGHWAY PROGRAM APPORTIONMENT BREAKDOWN FOR ARKANSAS

| Core Formula Highway Program | AR State-Level Funding Categories |
|--|-----------------------------------|
| National Highway Performance Program | Pavement |
| | Bridge |
| | System Reliability |
| Surface Transportation Block Grant | Urbanized Area > 200K |
| | STBG Flex, City, Town and CMAQ |
| | Off-System Bridge |
| Surface Transportation Block Grant (Transportation Alternatives) | Urbanized Area > 200K |
| | STBG Flex, City and Town |
| | Recreational Trails |
| Highway Safety Improvement Program | -- |
| National Highway Freight Program | -- |

TEXAS-SPECIFIC FUNDING

Categories 1-9 of the Texas UTP (TxDOT's 10-year plan to guide project development and implementation) combine formula funding from both federal (FAHP) and state programs. Categories 10, 11, and 12 are strategic and discretionary funding categories. The 2019 Texas UTP provides the following definitions and criteria for each funding category:

Category 1: Preventive Maintenance & Rehabilitation

This covers funding for preventive maintenance and rehabilitation on the existing state highway system. This includes minor modifications to improve operations and safety along state infrastructure. Further, similar coverage applies to the maintenance and pavement of bridges, traffic control devices, traffic management systems, and ancillary traffic devices. Projects are selected at the district level, and funds are allocated by the Texas Transportation Commission (TTC) through a formula allocation program.



Category 2: Metropolitan & Urban Area Corridor Projects

Projects aiming to improve transportation facilities, decrease travel time/the level of duration of traffic congestion (i.e. mobility and added capacity projects), as well as safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas. Projects are selected by MPOs in conjunction with TxDOT. The TTC allocates funds through a formula allocation program.

Category 3: Non-Traditionally Funded Transportation Projects

Non-traditional transportation projects (included in state highway funding) including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding.

Category 4: Statewide Connectivity Corridor Projects

Major mobility and added capacity projects on state highway system corridors that create statewide connectivity between urban centers and corridors, aiming to increase highway connectivity consisting of the Texas Highway Trunk System (network of complimentary rural divided highways), National Highway System, and connections from the former two systems to major ports of entry on international borders and Texas water ports.

Corridors are selected by the Texas Transportation Commission (TTC) based on analysis of three corridor types; mobility, connectivity, and strategic. Funds are allocated by the TTC to TxDOT districts, who then select projects within approved corridors in consultation with MPOs, the Transportation Planning and Programming Division (TPP), and TxDOT Administration using a performance-based evaluation.

Category 5: Congestion Mitigation & Air Quality Improvement

Projects that address attainment of a national ambient air quality standard in non-attainment areas in Texas. Projects are selected by MPOs in conjunction with TxDOT. The TTC allocated funds based on population and weighted by air quality severity to non-attainment areas (assigned by the Environmental Protection Agency). This category is not applicable to the Texarkana MPO as the MPO is in attainment. Should the Texarkana MPO become a non-attainment area, CMAQ funding may become available.



Category 6: Structures Replacement & Rehabilitation

This category includes three programs: the Highway Bridge Program (HBP), the Railroad Grade Separation Program (RGS), and the Bridge Maintenance and Improvement Program (BMIP). These programs involve the replacement/rehabilitation of structurally deficient existing bridges located on public infrastructure in the state, as well as the construction of grade separations at existing highway and railroad grade crossings. The rehabilitation of structurally deficient railroad underpasses on the state highway system also falls within Category 6 funding.

HBP projects can include both on- and off-system bridges and are selected based on eligibility and prioritized based on sufficiency ratings. RGS projects are selected from on-system bridges on a cost-benefit index rating, and BMIP projects are selected based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the state's bridge assets. The TTC allocates funds through the Statewide Allocation Program.

Category 7: Metropolitan Mobility & Rehabilitation

This includes projects which address transportation needs within the boundaries of metropolitan planning areas of MPOs, but specifically located in a transportation management area (TMA). Projects are selected by MPOs operating in TMAs, with guidance from TxDOT. The TTC allocates funds through a federal program distributed to MPOs with an urbanized area population of 200,000 or greater (TMA guideline).

Category 8: Safety

These are safety related projects (both on and off the state highway system) including the federal Highway Safety Improvement Program, Railway-Highway Crossing Program, Safety Bond Program, and High-Risk Rural Roads Program. Projects are selected statewide by federally mandated safety indices and a prioritized listing. The TTC allocates funds through the Statewide Allocation Program.

Category 9: Transportation Alternatives Set-Aside Program

Transportation-related activities (as described in the Transportation Alternatives Set-Aside Program); on- and off-road pedestrian and bicycle facilities, and infrastructure projects that aim to improve access/connectivity to public transportation.

Category 10: Supplemental Transportation Projects

Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation,



construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction of replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs. Coordinated Border Infrastructure Program (CBI) projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. Federal Lands Access Program (FLAP) project applications are scored and ranked by the Programming Decision Committee (PDC). Members of the PDC include a representative from FHWA, TxDOT, and a member from a political subdivision of the state. Projects selected under FLAP are managed by TPP.

Category 11: District Discretionary

This category includes projects eligible for federal or state funding selected at the district engineer's discretion. Projects are selected at the district level. The TTC allocates funds through a formula allocation program. The TTC may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.

Category 12: Strategic Priority

Projects with specific priority for the state fall within this category. This includes projects that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies. The TTC selects projects.

Texas State Revenues

Information sourced from the Texas Comptroller notes that there are several different sources of State revenue in Texas, but the three most significant sources are from motor fuels taxes allocations, motor vehicle registration fees, and severance taxes allocations. Along with the revenue that the State receives from Federal funding sources, the State revenue sources are gathered into the State Highway Fund (SHF).

Potential Local Funding Sources

Any costs not covered by federal and state programs are typically the responsibility of the local governmental jurisdictions. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, and impact fees. Local funding is also critical to maintain eligibility for several federal and state funding sources due to the usual requirements



for a “local match” – which is typically around 20% of total project costs for federal funding sources.

PROPERTY TAXES

This form of local funding is historically the most prominent source of funding for local governments in the United States (property taxes account for roughly 80% of all local tax revenues).

SALES TAXES

The most common form of the general sales tax is the retail sales tax which is imposed on a wide array of commodities. The rate is typically a uniform percentage of the selling price. In addition to general sales taxes, with voter approval a county or city can levy a local option sales tax, which is a special-purpose tax appended onto a state’s base sales tax rate.

TAX INCREMENT REINVESTMENT ZONES

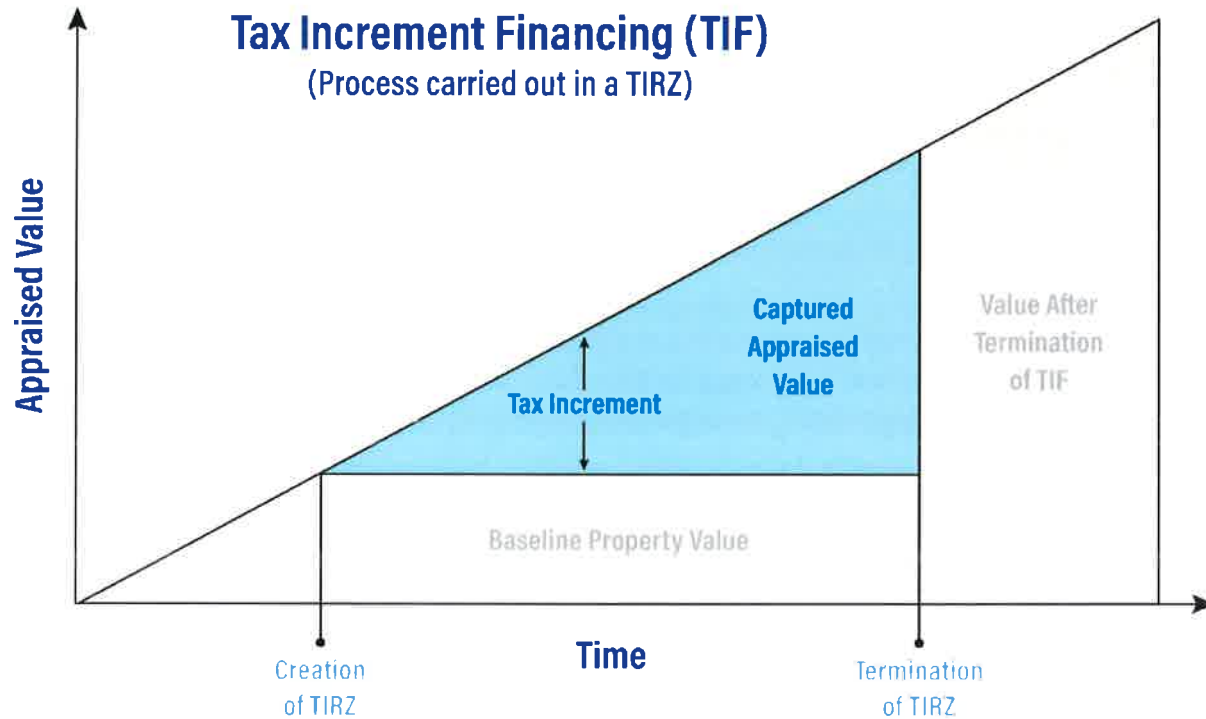
A Tax Increment Reinvestment Zone (TIRZ) is a designated political subdivision within Texas where Tax Increment Financing (TIF) occurs. These zones allow local governments to raise additional revenue to subsidize local projects without directly raising taxes in their jurisdiction. Two TIRZ currently existing in Texarkana, TX and the revenues generated help fund specific improvements, including, but not limited to:

- Pedestrian sidewalks, crossings and supportive systems;
- Storm sewers, sanitary sewers, and drainage ponds;
- Landscaping and streetscaping;
- Parking lots and roadways;
- Public transportation projects; and
- Bicycle routes and facilities.

Figure 6-1 shows the process of Tax Increment Financing.



FIGURE 6-1: TAX INCREMENT FINANCING PROCESS



USER FEES

User fees are those collected from users of a service or facility. Fees are collected to pay for the cost of said service/facility, finance the cost of operations, and/or generate revenue for other uses. Examples where user fees are implemented include public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind these fees is that those who directly benefit from these public services pay for the costs.

SPECIAL ASSESSMENTS

This refers to a method of generating funds for public improvements where the cost of a public improvement is collected from those who directly benefit from the improvement. A primary example would be new streets being financed by special assessment. Accordingly, the owners of property adjacent to the new streets are assessed a portion of the cost of the facility based on the amount of frontage they own along (in this example) the new roadway.

IMPACT FEES

Development impact fees are widely used amongst states and municipalities within the United States. New developments directly impact traffic increases/traffic volumes on adjacent roadway



infrastructure. Development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

BOND ISSUES

Municipal bonds are issued to raise money to support a variety of public works projects. These bonds are issued by municipal governments upon approval of the voting public and can help fund transportation projects. Property tax and sales tax funds can be utilized on a pay-as-you-go basis to pay off general obligation bonds or the revenues generated from the project can be used to pay off revenue bonds.

Roadway Funding Forecast

To determine the fiscal to be applied to the proposed program of projects in the MTP, an analysis of historically programmed funding was conducted. The project team coordinated with TxDOT and ARDOT for historical funding spent by funding category in order to determine projected funding and acceptable inflation rates for planned projects. Through this coordination an agreed-upon compounded inflation rate of 2% was used to project revenue through the life of the MTP.

Table 6-2 and **Table 6-3** show the total roadway revenue estimated to be available for each stage of the 2045 MTP's plan horizon for the Texas side of the MPO and the Arkansas side of the MPO, respectively. **Table 6-4** shows that the total amount of roadway revenue estimated to be available for the entire Texarkana MPO area is approximately \$750 million.



TABLE 6-2: PROJECTED ROADWAY FUNDING FOR THE TEXAS SIDE OF THE MPO AREA FOR 2020-2045 (IN THOUSANDS)

| Category | Implementation Stage (2020-2023) | Short-Term Stage (2024-2029) | Medium-Term Stage (2030-2039) | Long-Term Stage (2040-2045) | Totals |
|--|----------------------------------|------------------------------|-------------------------------|-----------------------------|------------------|
| 1: Preventative Maintenance & Rehabilitation | \$19,452 | \$13,420 | \$22,700 | \$15,942 | \$71,515 |
| 2M/2U: Urban Area (Non-TMA) Metropolitan Corridor Projects | \$39,151 | \$7,630 | \$46,781 | \$27,489 | \$121,051 |
| 3: Non-Traditionally Funded Transportation Projects | -- | -- | \$2,843 | \$1,996 | \$4,839 |
| 4: Statewide Connectivity Projects | \$80,676 | -- | \$44,169 | \$31,018 | \$155,863 |
| 5: CMAQ | -- | -- | -- | -- | -- |
| 6: Structures | \$684 | \$3,917 | \$3,195 | \$2,244 | \$10,040 |
| 7: STP – Metro Mobility & Rehabilitation | -- | -- | -- | -- | -- |
| 8: Safety – HSIP | \$2,079 | \$7,715 | \$12,565 | \$8,824 | \$31,182 |
| 9: TA Set-Aside | -- | \$390 | \$762 | \$535 | \$1,687 |
| 10: Supplemental Transportation – 9 components | -- | -- | -- | -- | -- |
| 11: District Discretionary | -- | -- | \$12,240 | \$8,595 | \$20,835 |
| 12: Strategic Priority | \$20,833 | -- | \$12,583 | \$8,837 | \$42,252 |
| Total | \$162,874 | \$33,069 | \$157,837 | \$105,480 | \$459,263 |



TABLE 6-3: PROJECTED ROADWAY FUNDING FOR THE ARKANSAS SIDE OF THE MPO AREA FOR 2020-2045 (IN THOUSANDS)

| Category | | Implementation Stage (2020-2023) | Short-Term Stage (2024-2029) | Medium-Term Stage (2030-2039) | Long-Term Stage (2040-2045) | Totals |
|---|-------------------------------------|----------------------------------|------------------------------|-------------------------------|-----------------------------|------------------|
| National Highway Performance Program | Pavement Preservation | \$21,299 | \$35,285 | \$68,976 | \$48,439 | \$174,000 |
| | Bridge | \$7,316 | \$12,119 | \$23,691 | \$16,637 | \$59,763 |
| | System Reliability | \$437 | \$725 | \$1,416 | \$995 | \$3,573 |
| Surface Transportation Block Grant | Urbanized Area > 200K | -- | -- | -- | -- | -- |
| | STBG Flex, City, Town and CMAQ Flex | \$10,296 | \$17,057 | \$33,342 | \$23,415 | \$84,110 |
| | Off-System Bridge | \$309 | \$511 | \$1,000 | \$702 | \$2,522 |
| | Urbanized Area > 200K | -- | -- | -- | -- | -- |
| Surface Transportation Block Grant (TA Set-Aside) | STBG Flex, City and Town | \$390 | \$646 | \$1,264 | \$887 | \$3,188 |
| | Recreational Trails | \$86 | \$142 | \$278 | \$195 | \$701 |
| Highway Safety Improvement Plan | | \$1,741 | \$2,884 | \$5,638 | \$3,959 | \$14,223 |
| Congestion Mitigation and Air Quality | | -- | -- | -- | -- | -- |
| National Highway Freight Program | | \$1,655 | \$2,742 | \$5,360 | \$3,764 | \$13,522 |
| Total | | \$43,528 | \$72,112 | \$140,965 | \$98,994 | \$355,602 |

TABLE 6-4: TOTAL ESTIMATED MTP ROADWAY FUNDING FOR 2020-2045 (IN THOUSANDS)

| Implementation Stage (2020-2023) | Short-Term Stage (2024-2029) | Medium-Term Stage (2030-2039) | Long-Term Stage (2040-2045) | Totals |
|----------------------------------|------------------------------|-------------------------------|-----------------------------|-----------|
| \$206,403 | \$105,183 | \$298,803 | \$204,475 | \$814,865 |

Transit Funding Sources

The following funding sources were considered when calculating the total amount of transit revenue available for the 2045 MTP.



Federal Funding Sources

[SECTION 5303 & 5304 PLANNING PROGRAMS](#)

The Section 5303 Metropolitan Planning and Research Program provides planning funding for MPOs. This funding is formula and TxDOT provides the needed local match through TDCs. The States also receive Section 5304 Statewide Planning and Research funding, which is awarded to eligible entities for planning purposes.

[SECTION 5307 URBANIZED AREA FORMULA PROGRAM](#)

Section 5307, the Urbanized Area Formula program (49 U.S.C. 5307) makes federal funding available to urbanized areas for transit capital and operating assistance and for transit-related planning activities. Funding for the formula program is determined based on the level of transit service provision, population, and other factors.

[SECTION 5310 \(ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES\)](#)

The Enhanced Mobility program provides formula funding to assist in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The purpose of this program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit dependent populations beyond traditional public transportation services and paratransit services. Funds from the 5310 program can be used for both capital improvements and operating expenses. However, at least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45% of program funds may be used for the following:

- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; and
- Alternatives to public transportation that assist seniors and individuals with disabilities.

Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities. The federal share for capital projects (including acquisition of public transportation services) is 80%; the federal share for operating assistance is 50%.



SECTION 5311 (FORMULA GRANTS FOR RURAL AREAS)

This formula-based program (49 U.S.C. 5311) provides states and tribal governments with funding for administration, capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. There are set asides within this program for the Intercity Bus Program, the Rural Transit Assistance Program (RTAP), Public Transportation on Indian Reservations, and the Appalachian Development Public Transportation Program.

INTERCITY BUS

As part of the Section 5311 program, Federal law requires a State to set aside at least 15% of its Federal Transit Administration (FTA) rural program funding to support intercity bus services, unless intercity bus service needs have been met.

SECTION 5339 (BUS AND BUS FACILITIES)

This formula-based program (49 U.S.C. 5339) provides capital funding to states and designated recipients to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities.

TRANSPORTATION DEVELOPMENT CREDITS (TDCs)

In Texas, the Public Transportation Program is authorized by the Texas Transportation Commission to use up to \$15 million in TDCs to help provide the required non-Federal match for FTA programs. These TDCs can be combined with FTA funding and awarded to eligible public transportation providers or awarded to eligible recipients who receive Federal funding directly from FTA.

TA SET-ASIDE PROGRAM

This program provides opportunities to expand transportation choices and enhance alternative transportation infrastructure. Each State DOT reviews FHWA's guidance and develops rules to administer their TA Set-Aside Program according to that State's priorities.

Other FTA Formulary and Competitive Funding Programs

There are several other FTA grant programs with funding available. Most of these grant programs are focused on fixed guideway systems or on temporary assistance.



SECTION 5309 (CAPITAL INVESTMENT GRANTS)

The Capital Investment Grant (CIG) Section 5309 program is a discretionary grant program for funding major transit capital investments. This includes heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. By law, projects seeking CIG funding must complete a series of steps over several years to be eligible for funding. New Starts and Core Capacity projects are required by law to complete the Project Development and Engineering phases in advance of receipt of a construction grant agreement. Small Starts projects are required by law to complete the Project Development phase in advance of receipt of a construction grant agreement. By law FTA rates projects at various points in the process, evaluating project justification and local financial commitment according to statutory criteria. FTA provides policy guidance on the CIG process and the evaluation criteria on their website.

FLEXIBLE FEDERAL FUNDING SOURCES

Funding from the NHPP, the STBG, and TA Set-Aside can be “flexed” to transit projects, with certain eligibility restrictions depending on the funding source.

Other Funding Sources

ARKANSAS STATE TRANSIT TRUST FUND

In 2001, the Arkansas State Senate passed a bill that dedicated the first \$2.85 million from the rental vehicle tax to be deposited in the Arkansas Public Transit Trust Fund. The funds are distributed to nonurban, urbanized, and human service transit providers for both operating and capital assistance.

LOCAL REVENUE

Local revenue is derived primarily from user fees in the form of bus fares and coupon pass sales, but also comes from advertising, contract services, and other miscellaneous revenue sources.

Transit Funding Forecast

The amount of funding estimated to be available for projects in the Texarkana MPO area between 2020 to 2045 are listed for each category in the following section. These estimates were generated from historical funding data and were extrapolated to complete the funding forecast for the duration of the MTP.

Table 6-5 shows the total transit revenue estimated to be available for all MTP stages from all sources.



TABLE 6-5: TOTAL ESTIMATED MTP TRANSIT FUNDING FOR 2020-2045 (IN THOUSANDS)

| Category | Implementation Stage (2020-2023) | Short-Term Stage (2024-2029) | Medium-Term Stage (2030-2039) | Long-Term Stage (2040-2045) | Totals |
|---|----------------------------------|------------------------------|-------------------------------|-----------------------------|-----------------|
| 5307 Operating Assistance | \$4,468 | \$7,357 | \$14,382 | \$10,100 | \$36,307 |
| Capital – Preventative Maintenance | \$1,295 | \$2,114 | \$4,962 | \$2,902 | \$11,273 |
| Capital – Paratransit | \$501 | \$824 | \$1,933 | \$1,131 | \$4,388 |
| Capital – Planning | \$386 | \$630 | \$1,479 | \$865 | \$3,360 |
| Capital – Rolling Stock/Support Equipment | \$153 | \$249 | \$585 | \$342 | \$1,330 |
| Total | \$6,802 | \$11,174 | \$23,342 | \$15,340 | \$56,658 |

Estimating Project Costs

As mentioned in Chapter 1, project sponsors provided estimated total costs for projects submitted through the 2045 Call for Projects. Projects that were carried over from previous plans, including the 2040 Texarkana MTP and the TRATMP already included estimated total costs. In combination with the results from the project prioritization process, project costs were used to derive a constrained program of projects based on the estimated available funding and priority of each project. **Table 6-6** and **Table 6-7** show the total estimated project costs for the 2045 Texarkana MTP constrained program of projects for each state. **Table 6-8** shows the total costs for all illustrative projects.



TABLE 6-6: TOTAL MTP CONSTRAINED TOTAL PROJECT COSTS FOR THE TEXAS SIDE OF THE MPO AREA (IN THOUSANDS)

| Stage | Roadway | Transit | Totals |
|-------------------------------|------------------|-----------------|------------------|
| Implementation (2020-2023) | \$154,382 | \$4,505 | \$158,887 |
| Short-Term Stage (2024-2029) | \$25,415 | \$7,355 | \$32,770 |
| Medium-Term Stage (2030-2039) | \$143,830 | \$14,377 | \$158,207 |
| Long-Term Stage (2040-2045) | \$80,545 | \$10,096 | \$90,641 |
| Total | \$404,172 | \$36,332 | \$440,504 |

TABLE 6-7: TOTAL 2045 MTP CONSTRAINED TOTAL PROJECT COSTS FOR THE ARKANSAS SIDE OF THE MPO AREA (IN THOUSANDS)

| Stage | Roadway | Transit | Totals |
|-------------------------------|------------------|-----------------|------------------|
| Implementation (2020-2023) | \$23,475 | \$2,298 | \$25,773 |
| Short-Term Stage (2024-2029) | \$51,409 | \$3,820 | \$55,229 |
| Medium-Term Stage (2030-2039) | \$120,388 | \$7,467 | \$127,855 |
| Long-Term Stage (2040-2045) | \$23,690 | \$5,244 | \$28,934 |
| Total | \$218,962 | \$18,828 | \$237,791 |

TABLE 6-8: 2045 MTP TOTAL PROJECT COSTS FOR ILLUSTRATIVE/UNFUNDED PROJECTS (IN THOUSANDS)

| Category | TX Costs | AR Costs | Joint TX-AR Costs |
|---|------------------|-----------------|-------------------|
| Locally Funded – Regionally Significant | \$21,699 | \$636 | -- |
| Not Funded – Illustrative Highway | \$426,000 | \$72,391 | \$11,842 |
| Not Funded – Illustrative Active Transportation | \$19,618 | \$3,713 | \$2,170 |
| Total | \$467,317 | \$76,740 | \$14,012 |



Fiscal Constraint Summary

Table 6-9 and **Table 6-10** show the constrained estimated costs in comparison with the estimated funding available from 2020 to 2045 for each state.

TABLE 6-9: 2045 MTP CONSTRAINED FISCAL SUMMARY FOR THE TEXAS SIDE OF THE MPO AREA (IN THOUSANDS)

| | Funding | Costs |
|---------|-----------|-----------|
| Roadway | \$459,263 | \$404,172 |
| Transit | \$36,385 | \$36,332 |
| Total | \$495,648 | \$440,504 |

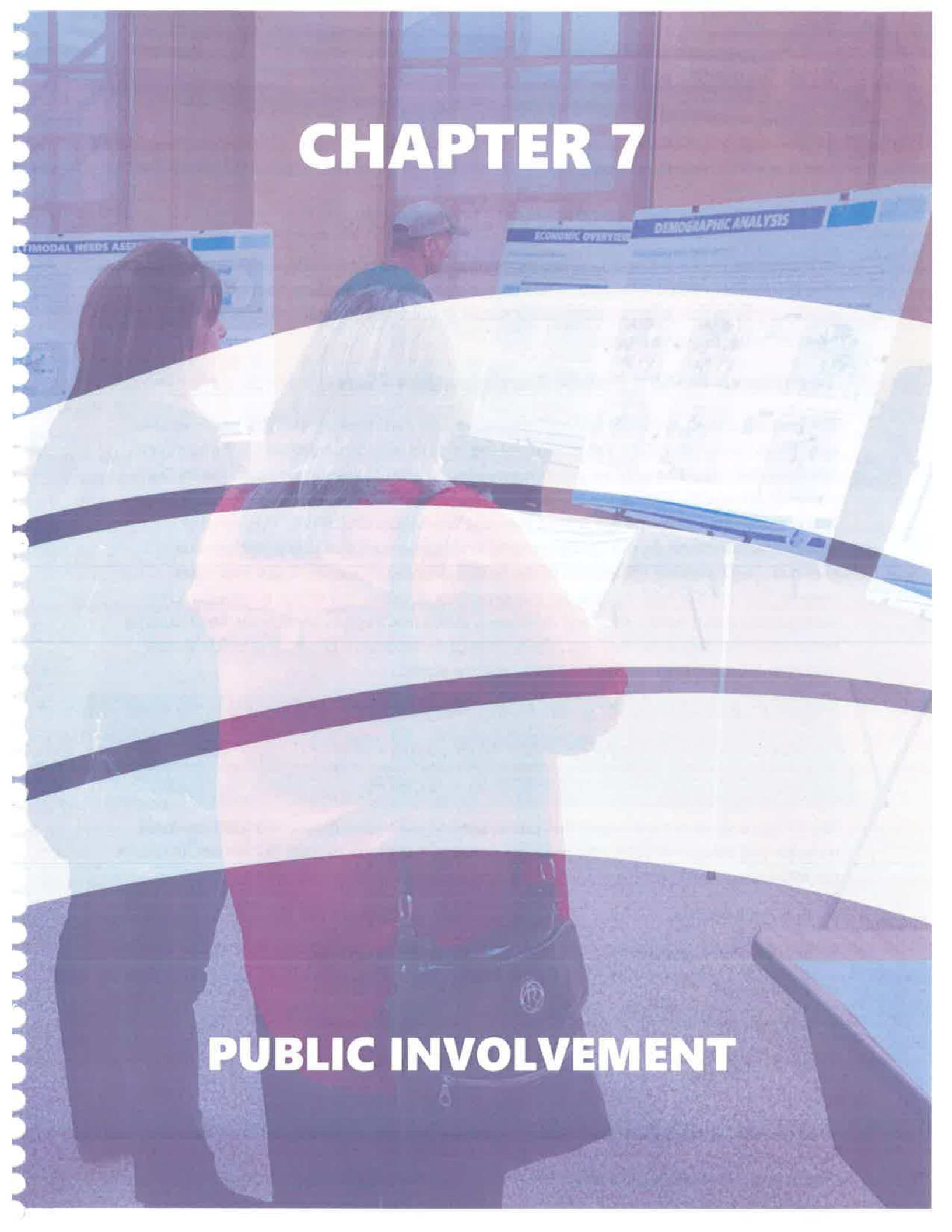
TABLE 6-10: 2045 MTP CONSTRAINED FISCAL SUMMARY FOR THE ARKANSAS SIDE OF THE MPO AREA (IN THOUSANDS)

| | Funding | Costs |
|---------|-----------|-----------|
| Roadway | \$355,602 | \$218,962 |
| Transit | \$19,368 | \$18,829 |
| Total | \$374,970 | \$237,791 |

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CHAPTER 7

PUBLIC INVOLVEMENT





CHAPTER 7: PUBLIC INVOLVEMENT

Public involvement is the heart and backbone of a well-developed Metropolitan Transportation Plan (MTP). The process for engaging stakeholders and the public and soliciting their input might vary by region, but the collaborative nature of public involvement remains essential and valuable to the planning process.

Texarkana MPO's Public Participation Plan

The Texarkana MPO maintains and implements a Public Participation Plan (3P), which was last updated in February of 2017. The purpose of the 3P is to provide guidelines for the tools and timelines that should be used for public involvement during the development of the MPO's planning documents, such as the Metropolitan Transportation Plan (MTP), the Transportation Improvement Plan (TIP), and the Unified Planning Work Program (UPWP). Through the implementation of the 3P, the Texarkana MPO is able to ensure that public participation continues to be a critical component of the MPO's planning processes. This is important because it allows the MPO to consider a diverse array of values and points of view from the communities that it serves. Early and continuous public involvement enables the MPO to make better informed decisions, improves quality through collaborative efforts, and builds mutual understanding and trust between the MPO and the public.

THE PURPOSE OF THE 3P IS TO PROVIDE GUIDELINES FOR THE TOOLS AND TIMELINES USED FOR PUBLIC INVOLVEMENT WHILE CREATING AN MTP.

The 3P lists a set of outreach tools that can be used to enhance, support, and facilitate public outreach and education during the planning process. These tools include, but are not limited to the following:

- Comment periods
- Board/Committee meetings
- Focus groups
- MPO speakers
- MPO webpage
- Notification list
- Press releases
- Public meetings
- Social media
- Studies and reports



- Surveys
- Visualization tools
- Services for traditionally under-served populations

Summary of Stakeholder and Public Outreach Efforts

Over the course of the 2045 MTP development process, the Texarkana MPO undertook a series of public and stakeholder outreach efforts to better understand the needs, challenges, and opportunities for the existing transportation system, as well as the vision and goals the communities in the region have for the future of the transportation system over the next 25 years. The various outreach efforts are described in the following sections.

Stakeholder Interviews

In December 2018, the MPO conducted a series of interviews with different groups of stakeholders from various backgrounds and localities throughout the region. Based on their backgrounds, the 30 stakeholders were asked questions that they were best suited to answer regarding current conditions of the transportation system in the MPO. Topics and generalized stakeholder concerns about the transportation system discussed during the interviews are listed in **Table 7-1**.



TABLE 7-1: INTERVIEW TOPICS & GENERALIZED STAKEHOLDER CONCERNS

| Interview Topics | Generalized Stakeholder Concerns |
|--|---|
| Roadway and Traffic Congestion | I-30 experiences consistent congestion |
| | Stateline Avenue and Richmond Road are both major arterials that are experiencing noticeable congestion |
| | Summerhill Road experiences congestion less frequently, but typically during peak travel periods (i.e. morning and evening commute times) |
| Safety Concerns | The construction of a school adjacent to the hospital could create congestion and impact response times for emergency vehicles |
| | Roadway: I-30, Stateline Avenue, and Richmond Rd all pose safety issues due to existing configuration (e.g. lacking capacity, no turn lanes, etc.) |
| | Bicycle: The area lacks contiguous bike lanes Pedestrian: The area lacks contiguous sidewalks outside of the downtown area; Stateline Avenue, Texas/Arkansas Boulevard are dangerous for pedestrians as they must cross several lanes of traffic |
| Freight Generators & Access/Mobility | Transportation issue areas include I-30 (near Texarkana, Texas/Arkansas) |
| | Effort must be put towards better connectivity to rail and airport infrastructure |
| | The TexAmericas Center property needs better connectivity to freight facilities/access As a major nexus for freight, the Texarkana MPO planning area has potential for an intermodal facility |
| Transit Service Coverage | There is currently no transit service to the universities |
| | There is a need for more bus stops/amenities |
| | Rural cities/regions in the planning area lack connectivity to amenities found within the Texarkana urban area; the lack of coverage creates a dependence on personal automobiles |
| Transportation Services for Veterans & Those with Medical Needs | There is a large disparity on transit/ADA compatibility between the Texas and Arkansas sides of the MPO planning area |
| Airport Expansion & Access | Access to the airport is limited to personal automobile |
| | If another airline serves the airport substantial strain could be put on 19 th Street |
| State of Existing Transportation Infrastructure | Bridges need to be improved |
| Infrastructure Needs | Roadway network expansion |
| | Bicycle and pedestrian network expansion |
| | Intermodal facility for freight |



Visioning Process

The purpose of the Texarkana 2045 MTP visioning process was to solicit the public for input regarding their values and priorities for the future of the transportation system in the region. The feedback received helped the MPO define the goals and objectives for the MTP and played a role in shaping the process used to prioritize transportation improvement projects proposed for inclusion in the plan. Public feedback received from the online tool (discussed below) was used to create weighted bonus points for each evaluation criteria in the scoring process. These points were then assigned proportionally to projects based on the average project score assigned by the Technical Committee. The project scoring process is discussed in further detail in Chapter 4, which covers transportation strategies for the Texarkana MPO planning area.

THE VISIONING PROCESS ASKED THE PUBLIC FOR INPUT REGARDING THEIR VALUES AND PRIORITIES FOR THE FUTURE OF THE REGIONAL TRANSPORTATION SYSTEM.

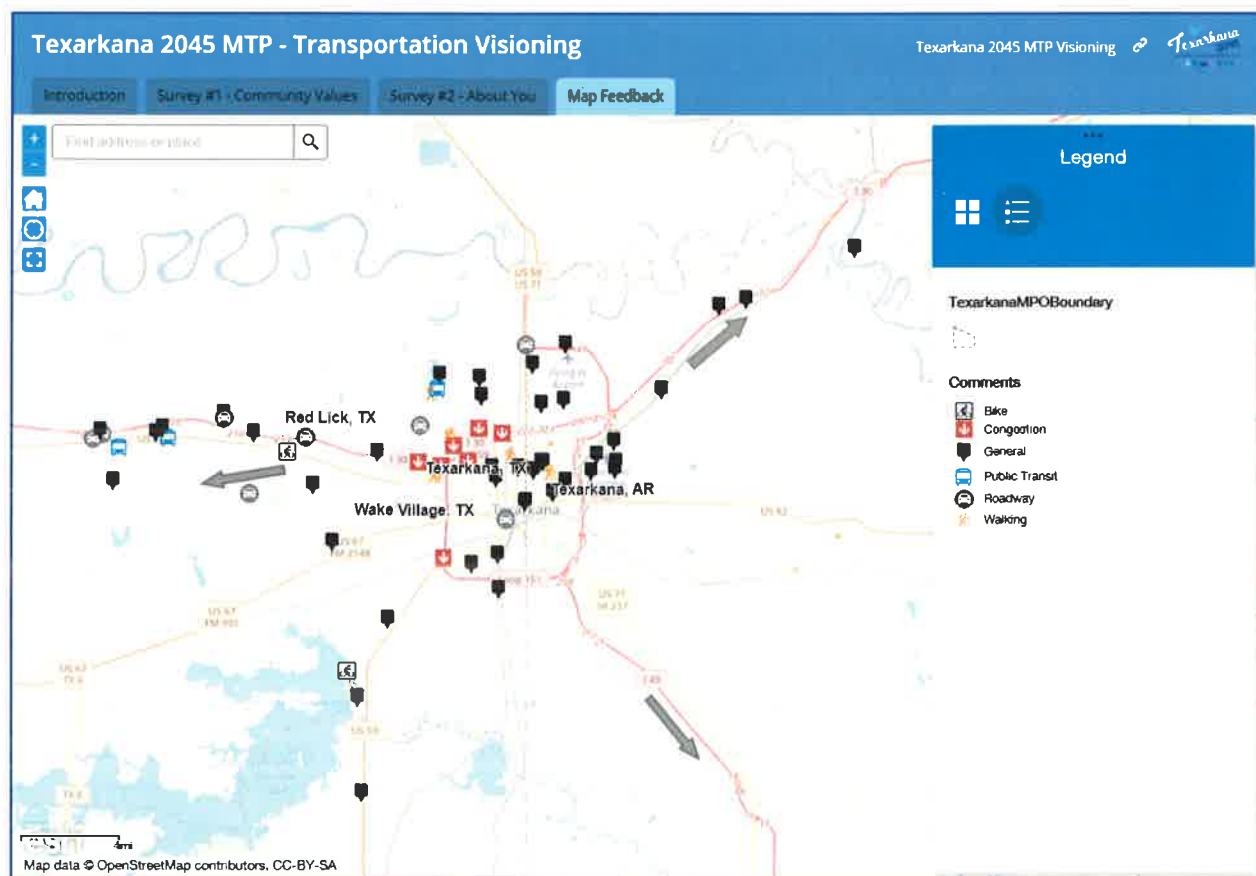
The visioning process for the Texarkana 2045 MTP consisted of an online tool that was custom-developed for Texarkana's MTP development process. This tool consisted of modules that both educated the public about the plan development process and requested input about community values and existing conditions in the region. These modules included a survey that gathered basic information about the participants and their transportation usage; an exercise where participants were asked to distribute hypothetical and constrained monetary values to the various planning factors involved in the plan development process; and an interactive map of the region where participants could place comments in exact locations regarding specific needs or issues related to transportation at those locations.

The online tool was opened on March 12th and closed on May 1st. During this time the tool received a total of 35 survey responses, 42 submissions on the transportation values exercise, and 71 comments on the interactive map.

Figure 7-1 is a screenshot of the feedback map module from the online tool. Additional screenshots from the tool, as well as the full set of responses and comments gathered through the tool can be found in **Appendix A**.



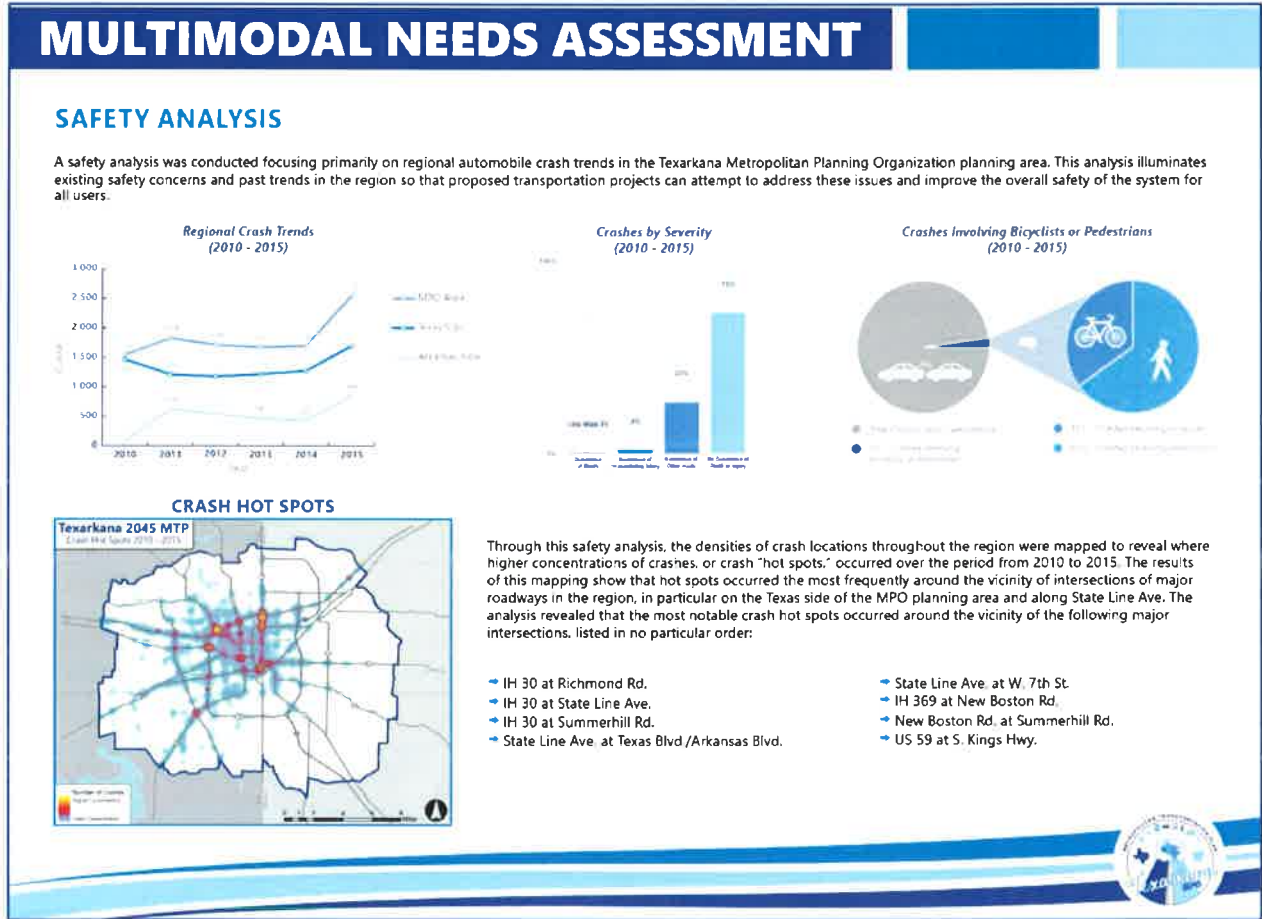
FIGURE 7-1: ONLINE VISIONING TOOL – FEEDBACK MAP MODULE



Public Open Houses

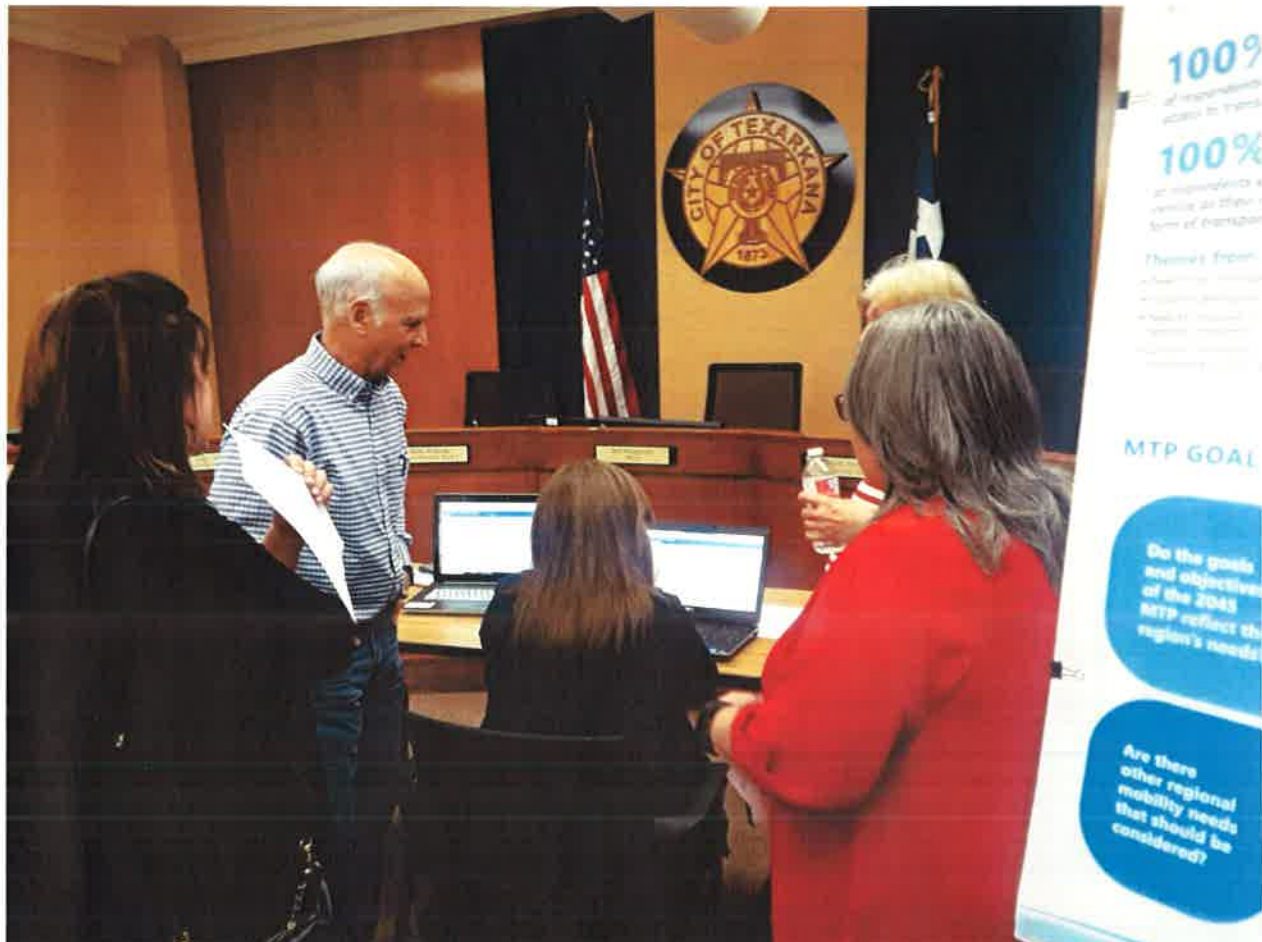
The Texarkana MPO hosted two public open houses during the development of the 2045 MTP. The first was held on March 17th, 2019 with the purpose of presenting the work done to-date on the development of the plan, which included educational aspects about what an MTP is and why the MPO needs to develop one, as well as the results of the Current Conditions Assessment discussed in Chapter 3. The first public open house consisted of a set of exhibit boards that displayed information about the plan and the analyses using text, graphics, and maps. **Figure 7-2** shows an example of one of the boards displayed at the open house. The full set of open house boards can be seen in **Appendix B**.

FIGURE 7-2: EXAMPLE OF BOARD AT FIRST OPEN HOUSE





Attendees of the first public open house engage in conversation and explore the exhibit boards.

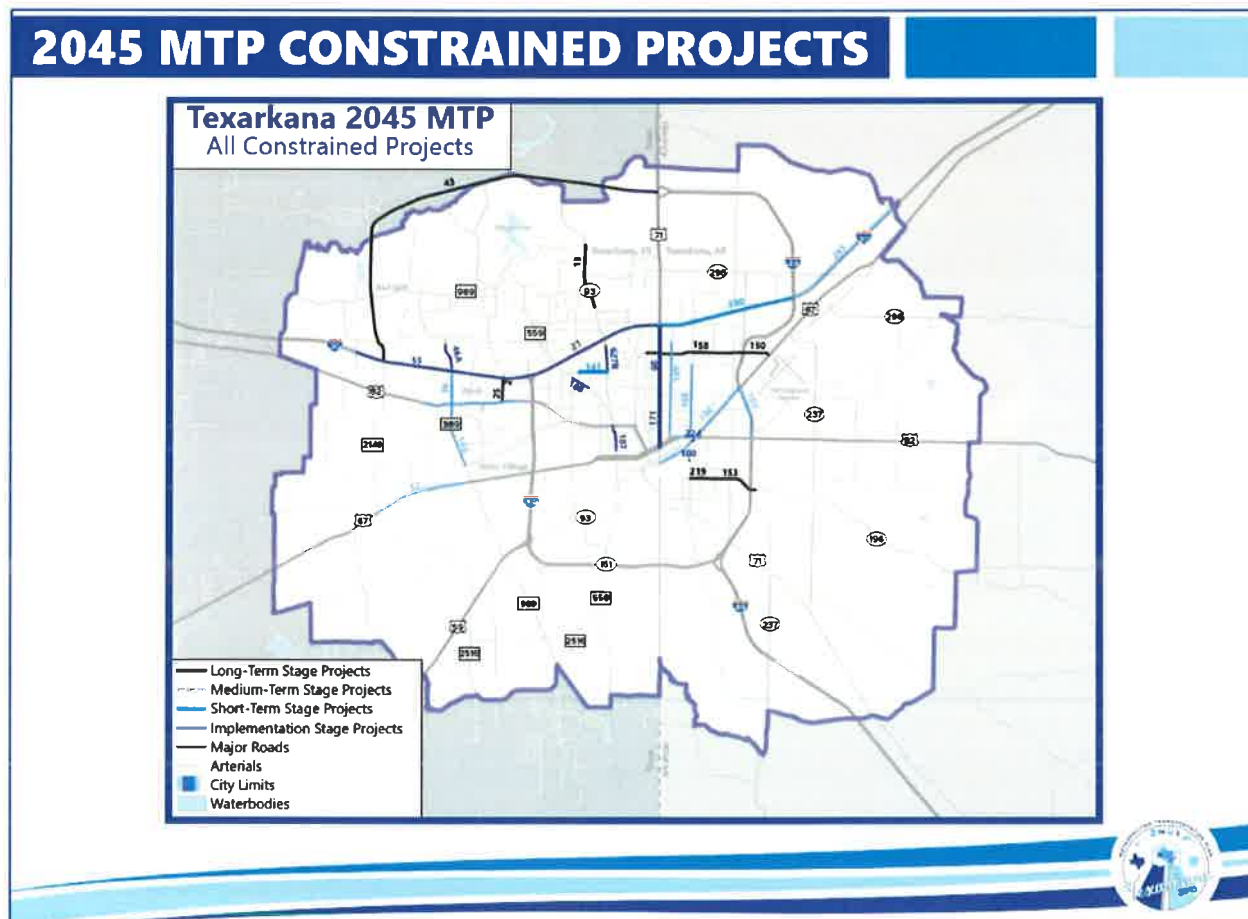


Attendees use the online visioning tool during the first public open house.

The second and final public open house was held on August 19th, 2019. The purpose of the second open house was to provide the public with an overview of the draft 2045 MTP, including the proposed program of projects, and solicit public feedback. Like the first open house, the second open house included a set of exhibit boards to convey information about the draft plan and the proposed projects using text, graphics, and maps. **Figure 7-3** shows one of the boards used to illustrate the MTP projects.



FIGURE 7-3: EXAMPLE PUBLIC OPEN HOUSE BOARD AT PUBLIC COMMENT OPEN HOUSE



Draft 2045 MTP & Adoption

The 30-day public comment period for the Draft Texarkana 2045 MTP began August 19th and ended September 17th.

Comments were received during this period from the general public and stakeholders. A full summary of public comments can be found in **Appendix C**.



CHAPTER 8

STAGED IMPROVEMENT PLAN



CHAPTER 8: STAGED IMPROVEMENT PLAN

This chapter includes tables and maps that illustrate the program of projects in the Texarkana 2045 MTP. As outlined in Chapter 4 – Transportation Strategies, the fiscally constrained projects have been grouped into four distinct plan stages, including:

- 2020-2023 Implementation Stage
- 2024-2029 Short-Term Stage
- 2030-2039 Medium-Term Stage
- 2040-2045 Long-Term Stage

In addition to the fiscally constrained project list, this chapter includes a breakdown of statewide grouped projects and locally funded, unfunded, or illustrative projects identified and/or submitted as part of the MTP development process.

Fiscally Constrained Roadway Program of Projects

The following tables and maps illustrate the roadway fiscally constrained projects for the various MTP stages.

Table 8-1 and **Table 8-2** contain the Implementation Stage projects for Texas and Arkansas respectively for the 2045 Texarkana MTP. **Figure 8-1** shows the locations of the Implementation Stage projects for the 2045 Texarkana MTP for both Texas and Arkansas.

Implementation Stage

TABLE 8-1: TEXAS IMPLEMENTATION STAGE PROJECTS (2020-2023)

| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|----------------------|-----------|--|---|---|--|--------------------------------------|---------|
| IH-30 | 21 | Widen existing interstate from 4 lanes to 6 lanes | Capacity - Widening, Roadway, Freight | From 0.6 mile west of FM 989 to the Arkansas State line | \$75,138 | \$86,409 | TxDOT |
| IH-30 | 55 | Construct one-way frontage roads, entrance and exit ramps, and turnarounds | Capacity - New Road, Roadway, Safety, Freight | From FM 3419 to FM 989 | \$20,412 | \$24,974 | TxDOT |



| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|----------------------|-----------|--|--|--|--|--------------------------------------|--------------|
| FM 989 | 46a | Widen existing 2 lane highway to 4 lane undivided urban section | Capacity - Widening, Roadway | From the IH-30 north frontage road to 0.3 mile north of Gibson Ln. | \$3,792 | \$5,261 | TxDOT |
| SH-93 | 107 | Construct sidewalks | Active Transportation, Safety | From US-82 to W. 10th St. | \$1,429 | \$1,643 | *TxDOT |
| FM 559 | 108 | Construct sidewalks | Active Transportation, Safety | From N. Robison Rd. to College Dr. | \$404 | \$464 | *TxDOT |
| SH-93 | 627b | Construct sidewalks | Active Transportation, Safety | From Meadow Ln. to Kennedy Ln. | \$663 | \$763 | *TxDOT |
| Various facilities | 51a | Preventative maintenance and rehabilitation | Preservation, Roadway, Safety | Inside study area boundary | \$16,915 | \$19,452 | TxDOT |
| Various facilities | 52a | Bridge projects | Bridge | Inside study area boundary | \$595 | \$684 | TxDOT |
| Various facilities | 105a | Safety projects | Safety | Various locations | \$1,808 | \$2,079 | TxDOT |
| US-71 | 60 | Reconstruct existing 4-lane divided highway | Preservation, Roadway, Safety, Freight | From 0.2 mile south of IH-30 to US-67 (7th St.) | \$10,612 | \$12,204 | *TxDOT |
| VA | 63 | Route study to connect US-59 (future IH-369) to IH-30 through the TexAmericas Center | Study | From US-59 to IH-30 | \$450 | \$450 | Bowie County |

*This project will be let under a grouped project for TIP purposes.

TABLE 8-2: ARKANSAS IMPLEMENTATION STAGE PROJECTS (2020-2023)

| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|----------------------|-----------|--------------------------------------|--|---------------------|--|--------------------------------------|---------|
| US-71 | 100 | Bridge rehabilitation or replacement | Preservation, Roadway, Safety, Resilience, Bridge, Freight | At Nix Creek | \$1,760 | \$1,760 | ARDOT |
| US-71 | 171 | System preservation | Preservation, Roadway | From US-67 to IH-30 | \$9,900 | \$9,900 | ARDOT |
| US-67 | 224 | Bridge rehabilitation or replacement | Preservation, Roadway, Safety, | At Nix Creek | \$1,460 | \$1,519 | ARDOT |



| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|-----------------------|-----------|---------------------|---|-------------------------------|--|--------------------------------------|---------|
| Various facilities | 101 | Routine maintenance | Resilience, Bridge Preservation, Roadway | Inside study area boundary | \$10,296 | \$10,296 | ARDOT |



Statewide Generic Funding Grouped Projects

ARKANSAS

The MTP includes all statewide generic projects for Arkansas including, but not limited to IRP Debt Service; Various Project Development Activities; Various Roadway System Preservation Projects; Various Bridge Preservation, Rehabilitation and Replacement Projects; Various Safety Improvement Projects; Various Signal and Intersection Improvement Projects; Various Transportation Alternative Program Projects; and other Programs, Services and Activities. **Table 8-3** contains Arkansas Statewide Generic Funding grouped projects.

TABLE 8-3: ARKANSAS STATEWIDE GROUPED PROJECTS

| Job | County | Grouped Project Category | Type of Work | Definition | Funding Category |
|------------------------|-----------|---|---------------------|---|--|
| xx2020 - 2022- 1 | Statewide | IRP Debt Service | Miscellaneous | Conversion of Advanced Construction NHPP funds to repay the bonds issued for the 2011 Interstate Rehabilitation Program. The 2011 Interstate Rehabilitation Program was approved by Arkansas voters in November 2011. Under this program, the Commission had the authority to issue up to \$575 million in bonds for Interstate rehabilitation to be partially repaid using NHPP funds. | NHPP |
| xx2020 - 2022- 2 | Statewide | Various Bridge Preservation | System Preservation | Projects to prevent, delay or reduce deterioration of bridges or bridge elements, restore the function of existing bridges, keep bridges in good condition and extend their life. Bridge preservation actions may be preventative or condition driven. | NHPP State/ Local |
| xx2020 - 2022- 3 | Statewide | Various off-System Bridge Rehab/Replacement on City Streets | Strs. & Apprs. | Replacement or rehabilitation of eligible bridges on city streets. | NHPP Local |
| xx2020 - 2022- 4 | Statewide | Bridge Inspection/Inspection Equipment | Miscellaneous | Routine inspection of bridges and purchase of bridge inspection equipment. | NHPP Off System Bridge State/ Local |



| Job | County | Grouped Project Category | Type of Work | Definition | Funding Category |
|------------------|-----------|---|---------------------|--|---|
| xx2020 - 2022-5 | Statewide | RR Xing Protect Devices/Surfacing/Hazard Elim | Safety Improvements | Safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. | Rail Hwy State |
| xx2020 - 2022-6 | Statewide | Various Transportation Alternative Projects | Miscellaneous | Funded with a set-aside of STBGP program funding for transportation alternatives (TAP). Projects in this category will be approved through a competitive selection process with the solicitation of applications. These set-aside funds include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. | TAP Local |
| xx2020 - 2022-7 | Statewide | Various Trail Projects | Miscellaneous | Projects in this category will be approved through a competitive selection process with the solicitation of applications. Eligible projects include motorized and nonmotorized trails and trail facilities. | RTP Local |
| xx2020 - 2022-8 | Statewide | Various Resurf/Restore/Rehab/Recon/BR Repl/BR Rehab on County Roads | 4-R Strs. & Apprs. | Federal funds dedicated for pavement and bridge improvement projects on the County Road System. | STBGP Local |
| xx2020 - 2022-9 | Statewide | Various Bridge Rehab/Replacement on County Roads | Strs. & Apprs. | Federal funds dedicated for bridge improvement projects for Off System Bridges on the County Road System. | Off System Bridge Local |
| xx2020 - 2022-10 | Statewide | PE/Right-of-Way/Utilities/CENG | Project Development | Project development and construction management activities including surveys, environmental analysis, design, right-of-way acquisition, relocating utilities and | NHPP NHPP HSIP Rail Hwy STBGP |



| Job | County | Grouped Project Category | Type of Work | Definition | Funding Category |
|------------------|-----------|--|---------------------------|--|-----------------------|
| | | | | providing construction inspection once a project is let to contract. | CMAQ Flex State/Local |
| xx2020 - 2022-11 | Statewide | Various Wildflower Programs | Miscellaneous | Funds to support ARDOT's beautification program of planting wildflowers along the State Highway System. | STBGP State |
| xx2020 - 2022-12 | Statewide | Motor Fuel Enforcement Activities | Miscellaneous | Funding for ARDOT's Internal Audit Motor Fuel Tax Section to offset the cost of International Fuel Tax Agreement audits and Motor Fuel Tax audits. | STBGP |
| xx2020 - 2022-13 | Statewide | Various Statewide Safety Improvements | Safety Improvements | Improvements consistent with the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a highway safety problem. | HSIP State |
| xx2020 - 2022-14 | Statewide | Statewide Pavement Markings & Signing Projects | System Preservation | Upgrading pavement markings and signs to meet desired levels of retroreflectivity for driver safety. | NHPP STBGP State |
| xx2020 - 2022-15 | Statewide | Workforce Training and Development | Miscellaneous | Various courses and training for workforce development and educational activities for ARDOT employees. | State |
| xx2020 - 2022-16 | Statewide | Various Pavement Preservation Projects | System Preservation | Projects to improve ride quality and extend the life of pavements on the State Highway System. Projects may increase lane widths and/or shoulder widths to current standards. | NHPP STBGP State |
| xx2020 - 2022-17 | Statewide | Various Signal and Intersection Improvements | Intersection Improvements | Signalization, signal upgrades, signal coordination, and the addition of turn lanes to improve the flow of traffic through intersections. | STBGP State/Local |
| xx2020 - 2022-18 | Statewide | Various Sealing Projects | System Preservation | May include fog seals, chip seals, high friction surface treatments or other surface treatments on the State Highway System to improve friction and long-term performance of the pavement. | STBGP State |
| xx2020 - 2022-19 | Statewide | Various Federal Lands Access Program | Miscellaneous | Improves transportation facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program. | FLAP State/Local |



| Job | County | Grouped Project Category (FLAP) Projects | Type of Work | Definition | Funding Category |
|------------------|-----------|--|---------------|---|------------------|
| xx2020 - 2022-20 | Statewide | Various Ferry Boat Program Projects | Miscellaneous | Restoration or construction of ferry boats and/or ferry terminal facilities. This is a competitive grant program. | Ferry Boat State |
| xx2020 - 2022-21 | Statewide | Disadvantaged Business Enterprises (DBE) Supportive Services | Miscellaneous | Provides training, assistance, and services to minority, disadvantaged, and women business enterprises to facilitate the firms' development into viable, self-sufficient organizations capable of competing for, and performing on federally assisted highway projects. | DBE |
| xx2020 - 2022-22 | Statewide | On-the-Job Training (OJT) Supportive Services | Miscellaneous | Hire and train workers in various highway construction skills. | OJT State |

TEXAS

For projects not determined to be regionally significant in one-line item, the FHWA allows TxDOT to develop statewide groupings of projects that are identified by a statewide CSJ. Use of statewide groupings of projects allows for a more efficient method of programming and letting projects by decreasing the need to revise the TIP. **Table 8-4** shows the statewide groupings of projects and provides a description of the type of projects that are placed in each grouping.

TABLE 8-4: TEXAS STATEWIDE GROUPED PROJECTS

| Proposed CSJ | Grouped Project Category | Definition |
|--------------|----------------------------|--|
| 5000-00-950 | PE-Preliminary Engineering | Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed. |
| 5000-00-951 | Right of Way Acquisition | Right of Way Acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying. |



| Proposed CSJ | Grouped Project Category | Definition |
|--------------|--|--|
| 5000-00-952 | Prevention | Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation. |
| 5000-00-957 | Maintenance and | |
| 5000-00-958 | Rehabilitation | |
| 5000-00-953 | Bridge Replacement and Rehabilitation | Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges. |
| 5000-00-954 | Railroad Grade Separations | Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity |
| 5800-00-950 | Safety | Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity. |
| 5000-00-956 | Landscaping | Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities. |
| 5800-00-915 | Intelligent Transportation System Deployment | Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs. |
| 5000-00-916 | Bicycle and Pedestrian | Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities. |
| 5000-00-917 | Safety Rest Areas and Truck Weigh Stations | Construction and improvement of rest areas, and truck weigh stations. |
| 5000-00-918 | Transit Improvements and Program | Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial |



| Proposed CSJ | Grouped Project Category | Definition |
|--------------|--------------------------|--|
| | | increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet. |

Short-Term Stage Projects (2024-2029)

Table 8-5 and **Table 8-6** contain the Short-Term Stage projects for Texas and Arkansas respectively for the 2045 Texarkana MTP. **Figure 8-2** shows the locations of the Short-Term Stage projects for the 2045 Texarkana MTP.

TABLE 8-5: TEXAS SHORT-TERM STAGE PROJECTS (2024-2029)

| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|----------------------|-----------|--|-------------------------------|--|--|--------------------------------------|---------------|
| Various facilities | 51b | Preventative maintenance and rehabilitation | Preservation, Roadway, Safety | Inside study area boundary | \$11,670 | \$13,420 | TxDOT |
| Various facilities | 52b | Bridge projects | Bridge | Inside study area boundary | \$3,403 | \$3,914 | TxDOT |
| Various facilities | 105b | Safety projects | Safety | Inside study area boundary | \$6,709 | \$7,715 | TxDOT |
| Kennedy Ln. | 141 | Construct sidewalks along Kennedy Ln. from Summerhill Rd. to Cowhorn Creek Rd. Install pedestrian crossings at Cowhorn Creek Rd. Improve crossings at Summerhill Rd. and east of Pineknoll St. connecting Texas High School and Texas Middle School. | Active Transportation, Safety | From Summerhill Rd. to Cowhorn Creek Rd. | \$319 | \$366 | Texarkana, TX |



TABLE 8-6: ARKANSAS SHORT-TERM STAGE PROJECTS (2024-2029)

| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|-----------------------|-----------|---------------------|--------------------------------------|-------------------------------|--|--------------------------------------|---------|
| IH-30 | 220 | Reconstruction | Preservation, Roadway, Freight | From US-71 to IH-49 | \$33,100 | \$36,545 | ARDOT |
| Various facilities | 299a | Routine maintenance | Preservation, Roadway | Inside study area boundary | \$14,864 | \$14,864 | ARDOT |



Medium-Term Stage Projects (2030-2039)

Table 8-7 and **Table 8-8** contain the Medium-Term Stage projects for Texas and Arkansas, respectively, for the 2045 Texarkana MTP. **Figure 8-3** shows the locations of the Medium-Term Stage projects for the 2045 Texarkana MTP.

TABLE 8-7: TEXAS MEDIUM-TERM STAGE PROJECTS (2030-2039)

| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|----------------------|-----------|---|---|--|--|--------------------------------------|-----------------|
| FM 989 | 38 | Widen existing 4-lane undivided highway to 4-lane divided | Capacity - Widening, Roadway | From the IH-30 south frontage road to 0.5 mile south of US-82 | \$6,908 | \$12,944 | TxDOT |
| US-82 | 7 | Widen existing 2-lane highway to 4-lane divided | Capacity - Widening, Roadway, Safety, Freight | From 0.2 mile west of IH-369 in Texarkana to 0.7 mile west of FM 989 in Nash | \$42,043 | \$53,350 | TxDOT |
| US-67 | 12 | Widen 2-lane divided highway to 4-lane divided | Capacity - Widening, Roadway | From 0.2 mile west of FM 989 to FM 2148(S) | \$28,476 | \$38,247 | TxDOT |
| Various facilities | 51c | Preventative maintenance & rehabilitation | Preservation, Roadway, Safety | Inside study area boundary | \$19,739 | \$22,700 | TxDOT |
| Various facilities | 52c | Bridge projects | Bridge | Inside study area boundary | \$2,778 | \$3,195 | TxDOT |
| Various facilities | 105c | Safety projects | Safety | Various locations | \$10,926 | \$12,565 | TxDOT |
| N. Kings Hwy. | 143 | Construct buffered bicycle lanes and sidewalks along N. Kings Hwy. from IH-30 to Redwater Rd. Install pedestrian crossings at the southside IH-30 frontage, W. New Boston Rd., Chapelwood United Methodist/ Chapelwood Memorial Garden, and Redwater Rd. Improve crossings at Burton St. and at Akin Street/BWI Companies, Inc. | Active Transportation, Safety | From IH-30 to Redwater Rd. | \$829 | \$829 | TxDOT and Local |

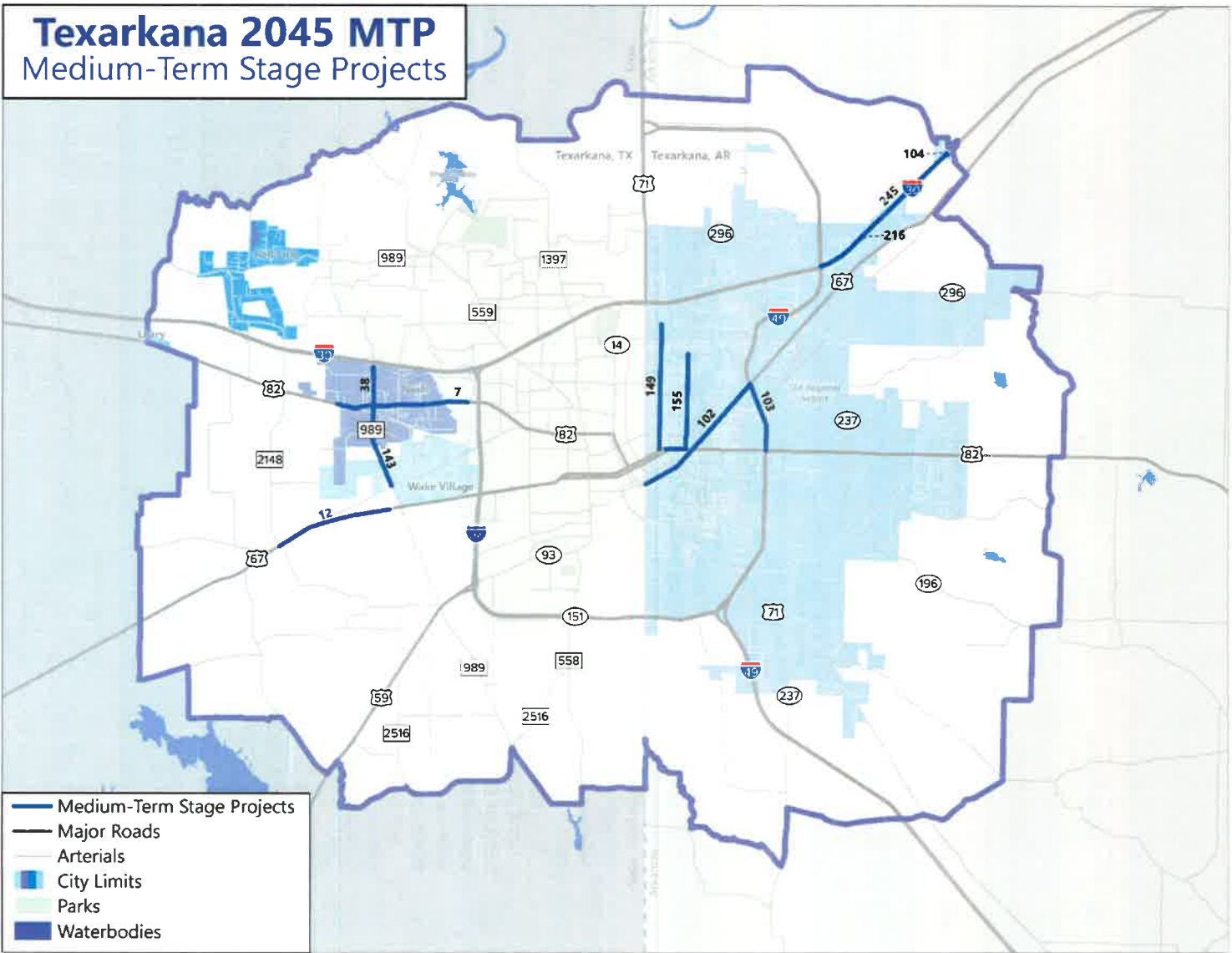


TABLE 8-8: ARKANSAS MEDIUM-TERM STAGE PROJECTS (2030-2039)

| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|-------------------------------|-----------|---|---|------------------------------------|--|--------------------------------------|------------------|
| SL 151 | 102 | Rehabilitation | Preservation, Roadway, Freight | From State line to IH-49 | \$11,300 | \$13,775 | -- |
| IH-49 | 103 | Rehabilitation | Preservation, Roadway, Freight | From SL 151 to US-82 | \$28,200 | \$34,376 | ARDOT |
| IH-30 | 245 | Reconstruction | Preservation, Roadway, Freight | From IH-49 to SH-108 | \$47,000 | \$57,293 | ARDOT |
| SH-108 | 104 | Bridge rehabilitation or replacement | Preservation, Roadway, Safety, Resilience, Bridge, Freight | At the IH-30 overpass | \$5,300 | \$7,133 | ARDOT |
| SH-296 (Sugar Hill Rd.) | 216 | Bridge rehabilitation or replacement | Preservation, Roadway, Safety, Resilience, Bridge | At the IH-30 overpass | \$4,500 | \$6,056 | ARDOT |
| Various facilities | 299b | Routine maintenance | Preservation, Roadway | Inside study area boundary | \$661 | \$661 | ARDOT |
| Jefferson Ave. | 155 | Complete sidewalk network and fill sidewalk gaps along Jefferson Ave. and E. 9th St. from E. 35th St. to Hickory St. Install pedestrian crossings at Jefferson Ave. and E. 18th St., Jefferson Ave. and E. 9th St., and E. 9th St. and Hickory St. Improve crossings at Jefferson Ave. at E. 24th St. and at E. 12th St. | Active Transportation, Safety | From E. 35th St. to Hickory St. | \$674 | \$907 | Texarkana, AR |
| County Ave. | 149 | Create a bike lane along County Ave. from E. 42nd St. to E. 9th St. that provides a parallel bike route to State Line Ave. on a lower stress roadway | Active Transportation, Safety | From E. 42nd St. to E. 9th St. | \$140 | \$188 | Texarkana, AR |



FIGURE 8-3: MEDIUM-TERM STAGE PROJECT MAP





Long-Term Stage Projects (2040-2045)

Table 8-9 and **Table 8-10** contain the Long-Term Stage projects for Texas and Arkansas, respectively, for the 2045 Texarkana MTP. **Figure 8-4** shows the locations of the Long-Term Stage projects for the 2045 Texarkana MTP.

TABLE 8-9: TEXAS LONG-TERM STAGE PROJECTS (2040-2045)

| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|-----------------------------|-----------|---|---|---|--|--------------------------------------|-----------------|
| IH-30 | 2 | Construct grade separation structure and approaches | Capacity - New Road, Roadway, Safety, Bridge, Freight | At FM 2878 | \$7,430 | \$10,144 | TxDOT |
| FM 2878 | 25 | Extend 2-lane Farm to Market road | Capacity - New Road, Roadway | From IH-30 to US-82 in Nash | \$5,944 | \$6,835 | TxDOT |
| FM 1397 | 13 | Widen existing 2-lane highway to 4-lane divided | Capacity - Widening, Roadway, Safety | From University Ave. to 0.1 mile north of N. Park Rd. | \$30,913 | \$35,550 | TxDOT |
| Various facilities | 51d | Preventative maintenance & rehabilitation | Preservation, Roadway, Safety | Inside study area boundary | \$15,942 | \$15,942 | TxDOT |
| Various facilities | 52d | Bridge projects | Bridge | Inside study area boundary | \$2,244 | \$2,244 | TxDOT |
| Various facilities | 105d | Safety projects | Safety | Various locations | \$8,824 | \$8,824 | TxDOT |
| Texas Blvd./ Arkansas Blvd. | 158 | Construct sidewalks and fill sidewalk gaps along Texas Blvd. and Arkansas Blvd. from Olive St. to Pinson Dr. Install pedestrian crossings at State Line Ave. Improve crossings at County Ave., Jefferson Ave., and Pinson Dr. | Active Transportation, Safety | From Olive St. to Pinson Dr. | \$1,006 | \$1,006 | Texarkana TX/AR |
| Northern Loop | 43 | Route location study for rural highway | Study, Freight | From IH-49 to IH-30 | \$1,577 | \$1,577 | TxDOT |

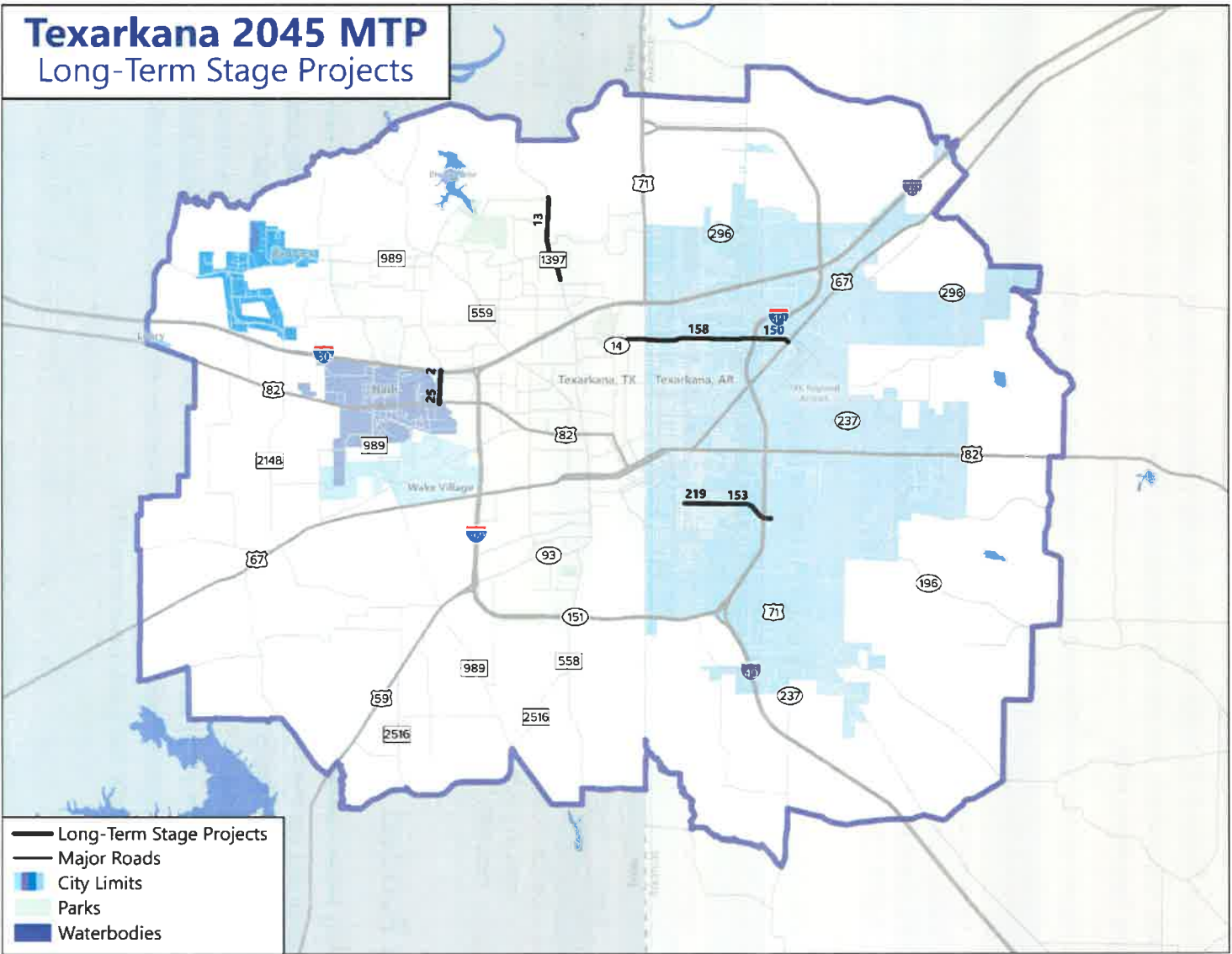


TABLE 8-10: ARKANSAS LONG-TERM STAGE PROJECTS (2040-2045)

| Roadway/ Facility | MTP ID | Description | Type | Limits | YOE Construction Cost (Thousands) | Total Project Cost (Thousands) | Sponsor |
|------------------------------|-----------|---|--------------------------------------|--------------------------------------|--|--------------------------------------|------------------|
| SH-196 (Division Ave.) | 219 | Reconstruction | Preservation, Roadway, Freight | From US-71 (East St.) to IH-49 | \$5,375 | \$8,477 | ARDOT |
| Various facilities | 299c | Routine maintenance | Preservation, Roadway | Inside study area boundary | \$14,769 | \$14,939 | ARDOT |
| Division St. | 153 | Paint bicycle lane and install signage along Division St. from East St. to Genoa Rd./IH- 49 northbound entrance ramp | Active Transportation, Safety | From East St. to Genoa Rd./IH-49 | \$96 | \$152 | Texarkana, AR |
| Arkansas Blvd. | 150 | Construct buffered bicycle lanes along Arkansas Blvd. from Pinson Dr. to E. Broad St. | Active Transportation, Safety | From Pinson Dr. to E. Broad St. | \$78 | \$124 | Texarkana, AR |



FIGURE 8-4: LONG-TERM STAGE PROJECT MAP





Fiscally Constrained Transit Projects

Table 8-11 and **Table 8-12** break down the fiscally constrained transit projects in both Texas and Arkansas, respectively, for the Implementation, Short-Term, Medium-Term, and Long-Term stages of the Texarkana MTP.

TABLE 8-11: TEXAS FISCALLY CONSTRAINED TRANSIT PROJECTS (IN THOUSANDS)

| Category | Description | Type | Implementation Stage | Short-Term Stage | Medium-Term Stage | Long-Term Stage |
|----------|------------------------------------|---------|----------------------|------------------|-------------------|-----------------|
| 5307 | Operating Assistance | Transit | \$3,180 | \$5,191 | \$10,148 | \$7,127 |
| 5307 | Capital – Preventative Maintenance | Transit | \$993 | \$1,622 | \$3,170 | \$2,226 |
| 5307 | Capital – Paratransit | Transit | \$332 | \$541 | \$1,058 | \$743 |

TABLE 8-12: ARKANSAS FISCALLY CONSTRAINED TRANSIT PROJECTS (IN THOUSANDS)

| Category | Description | Type | Implementation Stage | Short-Term Stage | Medium-Term Stage | Long-Term Stage |
|----------|---|---------|----------------------|------------------|-------------------|-----------------|
| 5307 | Operating Assistance | Transit | \$1,289 | \$2,166 | \$4,234 | \$2,973 |
| 5307 | Capital – Preventative Maintenance | Transit | \$302 | \$492 | \$962 | \$676 |
| 5307 | Capital – Paratransit | Transit | \$169 | \$282 | \$552 | \$387 |
| 5307 | Capital – Planning | Transit | \$386 | \$630 | \$1,232 | \$865 |
| 5307 | Capital – Rolling Stock/Support Equipment | Transit | \$153 | \$249 | \$488 | \$342 |

Locally Funded Projects and Unfunded/Illustrative Projects

The following tables contain the projects in Texas and Arkansas respectively that fall outside of the fiscal constraint for the Texarkana MPO 2045 MTP and are categorized as locally funded, unfunded or illustrative. **Table 8-13** and **Table 8-15** contain the Texas and Arkansas locally funded projects, respectively. **Table 8-14** and **Table 8-16** include the Texas and Arkansas unfunded and illustrative projects, respectively. **Table 8-17** contains the joint Texas-Arkansas unfunded/illustrative projects. **Figure 8-5** shows the locations of the locally funded, unfunded and illustrative projects for the 2045 Texarkana MTP.



TABLE 8-13: TEXAS LOCALLY FUNDED PROJECTS

| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|----------------------|-----------|--|---|---|-----------------------------|---------------|
| VA | 63 | Route study to connect US-59 (future IH-369) to IH-30 through the TexAmericas Center | Study | From US-59 to IH-30 | \$450 | Bowie County |
| Gibson Ln. | 700 | Construct new roadway | Capacity - New Road, Roadway | From University Ave. to Pleasant Grove Rd. | \$5,749 | Texarkana, TX |
| Wade Ln. | 115 | New 3-lane concrete street with curb and gutter and sidewalks | Capacity - Widening, Active Transportation, Roadway, Safety, Resilience | From Sowell Ln. to Belt Rd. | \$3,000 | Texarkana, TX |
| Kenwood Rd. | 116 | New 3-lane concrete street with curb and gutter and sidewalks | Capacity - Widening, Active Transportation, Roadway, Safety, Resilience | From Orr Auto Complex to Old Boston Rd. | \$4,000 | Texarkana, TX |
| New Boston Rd. | 117 | Construct traffic circle/roundabout | Capacity - New Road, Roadway, Safety | At Texas Blvd. | \$1,000 | Texarkana, TX |
| Shilling Ln. | 118 | New 3- or 4-lane concrete street with curb and gutter and sidewalks | Capacity - Widening, Active Transportation, Roadway, Safety, Resilience | From W. University Ave. to E. University Ave. | \$5,000 | Texarkana, TX |
| Elizabeth St. | 119 | New 3-lane concrete street with curb and gutter and sidewalks | Capacity - Widening, Active Transportation, Roadway, Safety, Resilience | From Hidden Acres Dr. to Texas Blvd. | \$2,500 | Texarkana, TX |

TABLE 8-14: TEXAS UNFUNDED/ILLUSTRATIVE PROJECTS

| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|----------------------|-----------|--|---------------------------------------|-------------------------------------|-----------------------------|----------|
| Northern Loop | 43 | Route location study for rural highway | Study, Freight | From IH-49 to IH-30 | \$1,577 | TxDOT |
| US-59 | 109 | Upgrade 4-lane divided highway to Interstate standards (future IH-369) | Roadway, Safety, Freight | From SL 151 to south of FM 2148 | \$328,000 | TxDOT |
| Alumax Dr. | 165 | Rehabilitate city street to meet DOT's Farm to Market (FM) standards | Preservation, Roadway | From FM 989 (Kings Hwy.) to FM 2148 | \$1,900 | Nash, TX |
| IH-369 | 24 | Widen existing 4-lane freeway to 6-lane freeway | Capacity - Widening, Roadway, Freight | From IH-30 to SH-93 | \$40,000 | TxDOT |
| FM 989 | 110 | Widen existing 2 lane highway to 4 lane undivided urban section | Capacity - Widening, Roadway | From Gibson Ln. to FM 559 | \$27,000 | TxDOT |
| FM 989 | 44 | Widen existing 4 Lanes to 4 lanes with flush median | Roadway, Safety | From 0.5 mile south of US-82 to | \$30,000 | TxDOT |



| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|----------------------|-----------|---|-------------------------------------|--|-----------------------------|------------------|
| | | | | 0.1 mile north of US-59 | | |
| Summerhill Rd. | 129 | Construct buffered bike lanes or upgraded wide shoulders and install bicycle awareness signage and sidewalks along Summerhill Rd. from IH-30 to University Ave./Shilling Rd. Install pedestrian crossings at the northside IH-30 frontage, Galleria Oaks Dr., Moores Ln., Clear Creek Dr., Dogwood Lake Dr., and University Ave./Schilling Rd. This project provides a connection to the Texas A&M Campus | Active Transportation, Safety | From IH-30 to University Ave./Shilling Rd. | \$1,171 | Texarkana, TX |
| Gibson Ln. | 142 | Complete sidewalk network and fill sidewalk gaps along Gibson Ln. from Richmond Rd. to N. Kings Hwy. Construction of sidewalks will depend on the completion of Gibson Ln. between the two extents listed for this project. When appropriate, install pedestrian crossings at Richmond Rd., Pavilion Pkwy., Pleasant Grove Rd. (both east and west of Wagner Creek), and N. Kings Hwy. | Active Transportation, Safety | From Richmond Rd. to N. Kings Hwy. | \$1,169 | Texarkana, TX |
| College Dr. | 121 | Construct sidewalks along College Dr. between Olive St. and Richmond Rd. Improve pedestrian crossings at Texas Blvd. and tie into existing crossings at Summerhill Rd. and Richmond Rd. Construct bicycle lanes along College Dr. between Richmond Rd. and Olive St. | Active Transportation, Safety | From Olive St. to Richmond Rd. | \$703 | Texarkana, TX |
| Richmond Rd. | 127 | Construct buffered bicycle lanes and sidewalks and fill in sidewalk gaps along Richmond Rd. from Summerhill Rd. to IH-30. Install pedestrian crossings at Richmond Rd. and Summerhill Rd., N. Robison Rd., Kennedy Ln., Belt Rd., and Mall Dr. Improve crossings at College Dr. | Active Transportation, Safety | From Summerhill Rd. to IH-30 | \$864 | Texarkana, TX |



| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|-----------------------------|-----------|--|-------------------------------------|---|-----------------------------|------------------|
| Cowhorn Creek Trail | 120 | Construct bicycle and pedestrian trail along Cowhorn Creek from Kennedy Ln. to the proposed US Bike Route 84 | Active Transportation, Safety | From Kennedy Ln. to proposed US Bike Route 84 | \$1,367 | Texarkana, TX |
| Olive St. | 125 | Paint sharrows and install shared lane signage along Olive St. from Texas Blvd. to W. Dr. MLK Jr. Blvd. Although the speeds are high on this roadways, the recommended shared lane markings are due to the low volume of traffic | Active Transportation, Safety | From Texas Blvd. to W. Dr. MLK Jr. Blvd. | \$20 | Texarkana, TX |
| South Park Rd. | 625 | Construct, sign and stripe bicycle/pedestrian facility | Active Transportation, Safety | In Spring Lake Park at McDougal Trail and in Spring Lake Park at Summerhill Rd. | \$75 | -- |
| North Connector Trail | 140 | Construct new trail segments and fill in gaps between existing trails from Morris Ln. to Texas Blvd. | Active Transportation, Safety | From Morris Ln. to Texas Blvd. | \$721 | Texarkana, TX |
| Lake Dr. | 130 | Construct buffered bicycle lanes along S. Lake Dr. from Jarvis Pkwy. to W. Dr. MLK Jr. Blvd. Note that a portion of this corridor contains existing suitable roadway shoulders. Additional signage and emblems for a bike lane would improve bicycle conditions along this segment of the roadway | Active Transportation, Safety | From Jarvis Pkwy. to W. Dr. MLK Jr. Blvd. | \$125 | Texarkana, TX |
| W. 7th St. / US-67 | 122 | Construct sidewalks along W. 7th St./US-67 from Wake Village Rd. to Robison Rd. Install pedestrian crossings at W. 7th St. and Wake Village Rd., W. 7th St. and Kilgore Rd., and at W. 7th St. and Robison Rd. | Active Transportation, Safety | From Wake Village Rd. to Robison Rd. | \$1,058 | Texarkana, TX |
| Cowhorn Creek Rd. | 144 | Construct buffered bicycle lanes and sidewalks along Cowhorn Creek Rd. from Kennedy Ln. to Galleria Oaks Dr. Install pedestrian crossings at Kennedy Ln., the Central Mall street across from the Texarkana Convention Center, S. Cowhorn Creek Lp., and N. Cowhorn Creek Lp. Improve crossings at Galleria Oaks Dr. | Active Transportation, Safety | From Kennedy Ln. to Galleria Oaks Dr. | \$304 | Texarkana, TX |



| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|---|-----------|--|-------------------------------------|---|-----------------------------|------------------|
| Lake Dr./Summe rhill Rd. | 126 | Construct buffered bicycle lanes and sidewalks along N. Lake Dr. and Summerhill Rd. from W. Dr. MLK Jr. Blvd. to IH-30. Install pedestrian crossings at Richmond Rd. and at Mall Dr. Improve crossings at W. Dr. MLK Jr. Blvd., W. 13th St., New Boston Rd., Parker Ave., College Dr., Kennedy Ln., W. 40th St., and Summerhill Square. This project connects to Project ID 129 | Active Transportation, Safety | From W. Dr. Martin Luther King Jr. Blvd. to IH-30 | \$1,415 | Texarkana, TX |
| Old Buchanan Rd./South Lake Road | 136 | Complete sidewalk network and fill sidewalk gaps along Old Buchanan Rd. and S. Lake Dr. from Corral Creek to W. Dr. MLK Jr. Blvd. Install pedestrian crossings at S. Lake Dr. and Old Buchanan Rd. Improve crossings at W. 7th St. and W. 4th St. | Active Transportation, Safety | From Corral Creek to W. Dr. MLK Jr. Blvd. | \$1,204 | Texarkana, TX |
| Leopard Dr. | 124 | Construct buffered bicycle lanes along Leopard Dr. from S. Lake Dr. to Stipp Rd. Construct sidewalks along Leopard Dr. from S. Lake Dr. to Liberty-Eylau Middle School. Install pedestrian crossings at S. Lake Dr. and Leopard Dr., at Leopard Dr. and Grady T. Wallace Soccer Complex, and at the Liberty-Eylau Middle School entrance | Active Transportation, Safety | From S. Lake Dr. to Stipp Rd. | \$191 | Texarkana, TX |
| New Boston Rd., Texas Blvd., W. 20th St. | 134 | Complete sidewalk network and fill sidewalk gaps along New Boston Rd., Texas Blvd., and W. 20th St. from N. Robison Rd. to N. State Line Ave. Install pedestrian crossings at New Boston Rd. and N. Robison Rd., New Boston Rd. and Texas Blvd., Texas Blvd. and W. 20th St., and W. 20th St. at N. State Line Ave. Improve crossings at Milam St., Summerhill Rd., and Spruce St. | Active Transportation, Safety | From N. Robison Rd. to N. State Line Ave. | \$1,117 | Texarkana, TX |
| Richmond Rd. | 128 | Construct buffered bike lane and install bike lane signage along Richmond Road from IH-30 to Galleria Oaks Dr. | Active Transportation, Safety | From IH-30 to Galleria Oaks Dr. | \$38 | Texarkana, TX |
| Robison Rd. | 132 | Construct sidewalks and fill sidewalk gaps along Robison Rd. from Richmond Rd. to S. | Active Transportation, Safety | From Richmond Rd. to S. Lake Rd. | \$1,605 | Texarkana, TX |



| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|---|-----------|--|-------------------------------|--|-----------------------------|---------------|
| | | Lake Dr. Install pedestrian crossings at Robison Rd. and Findley St., New Boston Rd., and Richmond Rd., and improve crossings at W. 7th St. | | | | |
| North St. | 123 | Construct sidewalks along North St. to S. Lake Dr. Install pedestrian crossings at the intersection of the trail with North St. | Active Transportation, Safety | to S. Lake Dr. | \$161 | Texarkana, TX |
| Texas Blvd. | 133 | Complete sidewalk network and fill sidewalk gaps along Texas Blvd from N. State Line Ave. to W. Dr. MLK Jr. Blvd. Install pedestrian crossings at the intersections of Texas Blvd. and N. State Line Ave., Elizabeth St., W. 40th St., College Dr., New Boston Rd., and W. 16th St. Improve crossings at Texas Blvd. at W. 14th St. and at W. 24th St. | Active Transportation, Safety | From N. State Line Ave. to W. Dr. MLK Jr. Blvd. | \$1,328 | Texarkana, TX |
| Northwest Connector Trail | 138 | Construct new trail from Bringle Lake Trail. This project connects to the Texas A&M Campus via Bringle Lake Trail | Active Transportation, Safety | From Bringle Lake Trail | \$1,624 | Texarkana, TX |
| McKnight Rd. | 145 | Construct buffered bicycle lanes and sidewalks along McKnight Rd. from Richmond Rd. to Pleasant Grove Rd. (Pleasant Grove Rd. turns into University Ave.). Install pedestrian crossings at Richmond Rd., Pleasant Grove High School, and Pleasant Grove Rd. | Active Transportation, Safety | From Richmond Rd. to Pleasant Grove Rd. | \$349 | Texarkana, TX |
| New Boston Rd. | 131 | Construct buffered bicycle lanes along New Boston Rd. from IH-369/US-59 to Summerhill Rd. | Active Transportation, Safety | From IH-369/US-59 to Summerhill Rd. | \$76 | Texarkana, TX |
| Swampoodle Creek Trail | 139 | Construct new trail along Swampoodle Creek from Potomac Ave. north of College Dr. to W. 4th St. | Active Transportation, Safety | From Potomac Ave. north of College Dr. to W. 4th St. | \$1,279 | Texarkana, TX |
| US-67 (W. Dr. Martin Luther King Jr. Blvd., W. 7th St.) | 135 | Complete sidewalk network and fill sidewalk gaps along US-67 (W. Dr. MLK Jr. Blvd. and W. 7th St.) from N. Robison Rd. to Texas Blvd. Improve pedestrian crossings at N. Robison Rd., N. Lake Dr., and Texas Blvd. | Active Transportation, Safety | From N. Robison Rd. to Texas Blvd. | \$891 | Texarkana, TX |



| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|----------------------|-----------|------------------------------|-------------------------------------|-------------------------------------|-----------------------------|---------|
| SH-93 | 624 | Construct multi-use facility | Active Transportation, Safety | North of US-82 (New Boston Rd.) | \$250 | -- |
| Village Trail 1 | 640 | Construct multiuse facility | Active Transportation, Safety | From Burma Rd. to Arizona Ave. | \$250 | -- |
| Village Trail 2 | 641 | Construct multiuse facility | Active Transportation, Safety | From Arizona Ave. to Wildcat Dr. | \$250 | -- |

TABLE 8-15: ARKANSAS LOCALLY FUNDED PROJECTS

| Roadway/ Facility | MTP ID | Description | Type | Limits | Total Project Cost (Thousands) | Sponsor |
|-----------------------------|-----------|--|---|---|-----------------------------------|---------------|
| Nix Creek Trail | 633c | Construct multi-use bridge (~110 linear feet) and approaches | Active Transportation, Safety, Bridge | From Nix Creek Trail to the Boys & Girls property | \$349 | -- |
| Hastings Crossing Rd. | 147 | Mill and overlay | Preservation, Roadway | -- | \$100 | Texarkana, AR |
| E. 50th St. | 146 | Complete rehab | Preservation, Roadway | From Jefferson Ave. to Sanderson Ln. | \$187 | Texarkana, AR |

TABLE 8-16: ARKANSAS UNFUNDED/ILLUSTRATIVE PROJECTS

| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|---------------------------|-----------|--|--|--|-----------------------------|---------|
| IH-30 | 111 | I-30 with 6 lanes | Capacity - Widening, Roadway, Freight | From Texas State line to IH-49 | \$20,000 | ARDOT |
| US-82 | 112 | Widen US-82 to provide 4 travel lanes | Capacity - Widening, Roadway, Freight | From SH-237 to the MPO boundary | \$20,000 | ARDOT |
| SH-237 (Rondo Rd.) | 234 | Widen 2 lanes to 3 lanes | Capacity - New Road, Roadway, Freight | From US-71 to US- 67 | \$19,421 | -- |
| South State Line Ave. | 318 | Reconstruct 2-lane to 4-lane road | Capacity - Widening, Roadway | From Euclid St. to TWU Sewer Treatment Plant | \$2,507 | -- |
| IH-49 frontage road | 343 | Construct new 2-lane west frontage road | Capacity - New Road, Roadway, Safety | From SH-237 (Blackman Ferry Rd.) to Line Ferry Rd. | \$1,888 | -- |
| IH-49 frontage road | 323 | Construct new 2-lane east frontage road | Capacity - New Road, Roadway, Safety | From US-71 (East St.) to SH-237 (Blackman Ferry Rd.) | \$1,649 | -- |



| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|---|-----------|---|--|--|-----------------------------|--------------------|
| SH-245 (Four States Fair Pkwy.) frontage road | 344 | Construct new 2-lane south frontage road | Capacity - New Road, Roadway, Safety | From S. State Line Ave. to Line Ferry Rd. | \$6,175 | -- |
| McDonald Ln. | 354 | Construct new 2-lane road | Capacity - New Road, Roadway | From Forest Bend Ln. to SH-245 (Four States Fair Pkwy.) | \$752 | -- |
| US-82/E. 9th St. | 166 | Intersection operational improvements and access management treatments | Freight, Roadway | From IH-49 to N. Rondo Rd. | - | ARDOT |
| Southeast Connector Trail | 156 | Construct new trail segments and fill in gaps between existing trails from just east of S. State Line Ave. between Division St. and Ida St. and ending at Broad St. | Active Transportation, Safety | From east of S. State Line Ave. between Division St. and Ida St. to Broad St. | \$621 | Texarkana, AR |
| W. 4th St. | 164 | Construct/install bicycle infrastructure and complete sidewalk network along W. 4th St. from S. Lake Dr. to Hickory St. Install pedestrian crossings at Lelia St., Spruce St., Texas Blvd., Main St., Pine St., N. State Line Ave., and Hickory St. Improve crossings at S. Lake Dr., Elm St., Wood St., and Walnut St. | Active Transportation, Safety | From S. Lake Dr. to Hickory St. | \$416 | Texarkana TX/AR |
| E. 35th St. | 154 | Complete sidewalk network and fill sidewalk gaps along E. 35th St. from County Ave. to Sanderson Ln. Install pedestrian crossings at E. 35th St. at County Ave. and E. 35th St. at Sanderson Ln. Improve existing pedestrian crossings at Jefferson Ave. | Active Transportation, Safety | From County Ave. to Sanderson Ln. | \$482 | Texarkana, AR |
| Trinity Bike/Ped. Trail | 157 | Construct new trail in the Trinity area between State Line Ave., Jefferson Ave., IH- 30, and Sugar Hill Rd. | Active Transportation, Safety | Between State Line Ave., Jefferson Ave., IH-30, and Sugar Hill Rd. | \$1,321 | Texarkana, AR |
| Division St. | 148 | Construct sidewalks along Division St. from Roberts St. to East St. Install pedestrian crossings at Division St. and East St. | Active Transportation, Safety | From Roberts St. to East St. | \$146 | Texarkana, AR |
| Hickory St./East St. | 152 | Install buffered bicycle lanes along Hickory St. and East St. from E. 9th St. to IH-49. | Active Transportation, Safety | From E. 9th St. to IH- 49 | \$169 | Texarkana, AR |



| Roadway/ Facility | MTP ID | Description | Type | Limits | Project Cost (Thousands) | Sponsor |
|----------------------|-----------|---|-------------------------------|-------------------------------------|-----------------------------|---------------|
| E. 24th St. | 151 | Paint buffered bike lanes and install bicycle awareness signage, and construct sidewalks and fill sidewalk gaps along E. 24th St. from E. Broad St. to Jefferson Ave. Construct sidewalks and fill sidewalk gaps along E. 24th St. from Jefferson Ave. to County Ave. Install pedestrian crossings at County Ave. and Hickory St. Improve crossings at Jefferson Ave. | Active Transportation, Safety | From E. Broad St. to Jefferson Ave. | \$559 | Texarkana, AR |

TABLE 8-17: JOINT TX-AR UNFUNDED/ILLUSTRATIVE PROJECTS

| Roadway/ Facility | MTP ID | Description | Type | Limits | Total Project Cost (Thousands) | Sponsor |
|--------------------------------------|-----------|--|-------------------------------|-----------------------------|-----------------------------------|-----------------|
| South State Line Ave. | 61 | Improve 2 lane roadway to city standards | Preservation, Roadway, Safety | From Viaduct to SL 151 | \$11,842 | -- |
| Various facilities | 167 | Construct safety rest areas, truck parking, and/or truck pull-offs | Freight, Safety | Various locations | -- | -- |
| Various facilities | 168 | Install wayfinding and information communication systems for truckers, specifically related to available parking and directions to major freight facilities | Freight, Safety | Various locations | -- | -- |
| Intermodal/ Transload Facility | 169 | Feasibility and site location study | Study, Freight | -- | -- | -- |
| Intermodal/ Transload Facility | 170 | Construct an intermodal/transload facility | Freight | -- | -- | -- |
| N. State Line Ave. | 162 | Complete sidewalk network and fill sidewalk gaps, enhance crosswalks, and enhance ADA connectivity along State Line Ave. from Holcombe to W. 7th St. Install pedestrian crossings at State Line Ave. and IH-30 frontage, W. 52nd St., Texas/Arkansas Blvd., E. 24th St., W. 19th St., E. 9th St., Dr. MLK Jr. Blvd., and 7th St. Improve crossings on State Line Ave. at E. 35th St. and College Dr. | Active Transportation, Safety | From Holcombe to W. 7th St. | \$1,279 | Texarkana TX/AR |



| Roadway/ Facility | MTP ID | Description | Type | Limits | Total Project Cost (Thousands) | Sponsor |
|---|-----------|--|-------------------------------------|--|-----------------------------------|--------------------|
| Lelia St., W 4th St., S. State Line Ave. | 161 | Construct buffered bicycle lanes along Lelia St., W. 4th St., and S. State Line Ave. from W. 7th St. to Jarvis Pkwy. | Active Transportation, Safety | From W. 7th St. to Jarvis Pkwy. | \$130 | Texarkana TX/AR |
| S. State Line Ave. | 163 | Complete sidewalk network and fill sidewalk gaps along State Line Ave. from W. 4th St. to Euclid St. Install pedestrian crossings at State Line Ave. and Ida St. and at State Line Ave. and Euclid St. | Active Transportation, Safety | From W 4th St. to Euclid St. | \$469 | Texarkana TX/AR |
| W. Dr. Martin Luther King Jr. Blvd. | 160 | Construct buffered bike lanes and install signage along W. Dr. MLK Jr. Blvd. and 9th St. from W. 7th St. to Locust St. | Active Transportation, Safety | From W 7th St. to Locust St. | \$101 | Texarkana TX/AR |
| 7th St., 9th St. | 159 | Construct buffered bike lanes and signage along 7th St. and 9th St. from E. Loop Dr. to E. Broad St. | Active Transportation, Safety | From E. Loop Dr. to E. Broad St. | \$191 | Texarkana TX/AR |

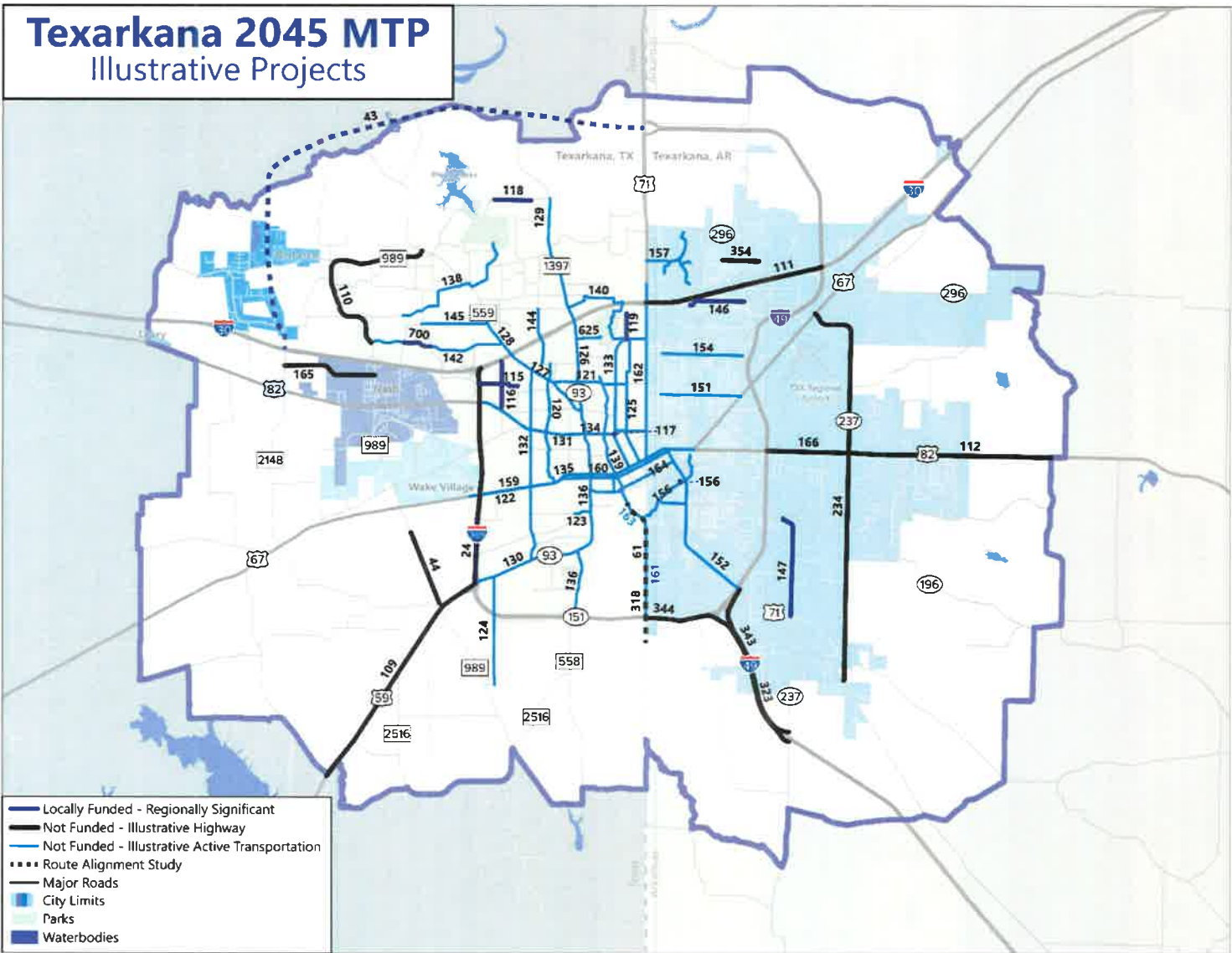


FIGURE 8-5: LOCALLY FUNDED/JUNFUNDED/ILLUSTRATIVE PROJECT MAP



APPENDIX

A - D



APPENDIX A: ONLINE INTERACTIVE VISIONING TOOL SCREENSHOTS & RESULTS

Online Interactive Visioning Tool Screenshots

FIGURE A-1: ONLINE INTERACTIVE VISIONING TOOL - INTRODUCTION

The screenshot shows the 'Introduction' page of the 'Texarkana 2045 MTP - Transportation Visioning' tool. The page has a blue header with the title and navigation tabs for 'Introduction', 'Survey #1 - Community Needs', 'Survey #2 - About You', and 'Add Feedback'. The main content area contains three paragraphs of text. The first paragraph asks 'How will people travel in Texarkana 25 years from now?' and discusses transportation modes and challenges. The second paragraph states the goal of the survey is to identify important transportation issues. The third paragraph explains the role of the Texarkana MPO and the purpose of the MTP. On the right side of the page, there is a map of the Texarkana region with several black arrows pointing to specific locations. A legend is visible in the top right corner of the map area. The bottom right corner of the map area includes a scale bar and the text 'Map Data © OpenStreetMap contributors, CC BY-SA'.



FIGURE A-2: ONLINE INTERACTIVE VISIONING TOOL - COMMUNITY VALUES EXERCISE

Texarkana 2045 MTP - Transportation Visioning

Introduction | Survey #1 - Community values | Survey #2 - About you | Add Feedback

Texarkana 2045 MTP Values

Thank you for your interest, the Texarkana 2045 community values survey has closed

The 12 values listed below will help guide how the Texarkana Metropolitan Transportation Organization prioritizes money spent on transportation in the next 25 years. We'd like to hear from you about which of these values are most important when investing in transportation related improvements.

If you were only given \$100 to invest in transportation projects throughout the region, how would you distribute your money? Use the sliders below or type a number in the box on the right. You may assign \$0 to any value and remember, you only have \$100.

If you think of a value not included in the list of 12 below, please use the last slider to add a monetary amount and write the new value in the box below the slider.

| | |
|--|------|
| Improve Safety and Security | 100% |
| Increase Connections and Access | 100% |
| Improve Airport Access | 100% |
| Reduce Congestion | 100% |
| Support Land Use Goals | 100% |

FIGURE A-3: ONLINE INTERACTIVE VISIONING TOOL - "ABOUT YOU" SURVEY

Texarkana 2045 MTP - Transportation Visioning

Introduction | Survey #1 - Community values | Survey #2 - About you | Add Feedback

Do you have regular access to transportation?

Yes

No

0% completed

How you are is every thing



Online Interactive Visioning Tool Results

Community Values Exercise

TABLE A-1: COMMUNITY VALUE EXERCISE RESULTS

| Value | % of Hypothetical Budget Allotted |
|---|-----------------------------------|
| Improve Safety and Security: Make traveling safer for all transportation system users and protect the transportation system from intentional harm or sabotage. | 14% |
| Increase Connections and Access: Provide a seamless transportation network for local and regional travel, ensuring overall connectivity and access to jobs. | 12% |
| Improve Airport Access: Improve and expand options for accessing the Texarkana Regional Airport for passenger and freight users. | 7% |
| Reduce Congestion: Minimize the time travelers are delayed due to congested roadways. | 7% |
| Support Land Use Goals: Use transportation investments to shape how the community plans to grow and develop. | 7% |
| Encourage Environmental Stewardship and Resilience: Ensure transportation investments minimize negative impacts to the natural and human environment and ensure the region can bounce back from natural disasters and economic hardships. | 5% |
| Preserve Existing System: Maintain our existing transportation infrastructure and promote high-tech, cost effective investments to manage the system. | 12% |
| Improve Public Transportation: Improve the existing public transportation system. | 6% |
| Encourage Cycling: Invest in transportation facilities that encourage the use of bicycles. | 4% |
| Encourage Walking: Invest in transportation facilities that encourage walking. | 5% |
| Enhance Economic Development: Make transportation investments that help move freight around the region and connect our region to other markets. | 15% |
| Guarantee Equitable Transportation Improvements: Make sure transportation investments are fair by both minimizing harm to and maximizing economic opportunity for traditionally underserved communities. | 4% |
| Other Value | 2% |



TABLE A-2: OTHER VALUES SUBMITTED BY THE PUBLIC

| Other Values |
|--|
| Improve access to interstate 30 access to allow for economic development. Service roads on and around I-30 and I-49 interchange. |
| Regionalism - The MPO defined boundaries do not include the full boundaries of the Metropolitan Statistical Area as defined by the US Government, the regions largest employer, the regions largest industrial park, Most of I-30, I-49 and future I-369 and its connections to multiple communities located adjacent to the interstate; much of the regions rail system; and half of the MSA's population. As well much of the region's workforce , about 23 % drives in from over 50-miles. This needs to be accounted for in planning. |
| There are way too many options for a "distribute your interest" type survey. Several of these options can be addressed at the same time, so why would distribution of money between then be differentiated? For example, improving public transit, reducing congestion, and encouraging environmental stewardship all share the same common solutions, such aa reducing the number of cars on the road by increasing access to public transit. Also, creating a public survey for a topic whose cost per situation varies by millions of dollars doesn't seem like the best way to judge what the public actually wants to spend money on. For example, one might want a bridge over the interstate at a certain location so two mayor roads can be accessed faster, and they might put a "6" as their answer for the survey. At the same time, they might put a "3" down for new road signs. While on paper it might seem like the public wants to spend half the money on road signs as they do a bridge, that would translate poorly to the publics desire for a new bridge, and over state the publics desire for more road signs. A better survey would include more data inside the question as to how much money it would take to adequately accomplish said goal, and the survey taker would answer the question by assigning money to the goal, without the ability to assign more money to the goal than what the goal can be assigned. This way, the survey producer can know more accurately what the public wants funded. |
| Improve Texarkana airport not Tyler |
| Upgrade Highway 59 south to a controlled access freeway. |
| increase travel options from Texarkana Regional Airport - not the Tyler airport as listed above |

Interactive Map Comments

TABLE A-3: INTERACTIVE MAP COMMENTS

| Type: | Comment: |
|---------|--|
| General | add more freight movement |
| General | Put in an inter-modal facility |
| General | provide public transportation to the college |
| Roadway | Interstate 49 NB to Ft. Smith |
| Roadway | Please do not bypass the heart of I-30 through Texarkana with an I-69 loop to the west and North of Texarkana. |



| Type: | Comment: |
|----------------|--|
| Congestion | -- |
| Congestion | -- |
| Congestion | -- |
| General | US 59 Access must be upgraded for safety and accessibility |
| General | The area around 151 S should be developed for commercial opportunities with its proximity to 30, 59, and 49 |
| General | Downtown access points should be available from both the North and South to aid in not only economic development, but to foster culture in Texarkana and the region. We have an opportunity as a city to create a unique hub for culture and commerce. |
| General | increased lanes and access roads |
| General | western loop of I-369 through TexAmericas Center to I-30 |
| General | Possibility of expanding the boundary of MPO to include TexAmericas Center area to the west and SRT and new FEDEX facility to the East |
| Walking | -- |
| Walking | need pedestrian accomodations in entire area |
| Congestion | Entire area on Richmond from the Mall north is horrible. Too many curb cuts and not enough cross access between outlots |
| Walking | Bike and ped accomodations needed in entire Texas A&M campus area |
| Roadway | widening needed |
| Public Transit | Public Transit needed to college |
| Congestion | -- |
| Congestion | Install two lanes for exit off I369 and merging onto Lake drive |
| Congestion | Richmond and I 30 is terrible |
| General | Think more regionally - increase the boundaries of the MPO to be region, and encompass the entire Metropolitan Statistical Area |
| General | Include RRAD and TexAmericas Center in MPO area and planing activity. |
| Roadway | Support/cause the extension of a by-pass to connect I-49 to I-369 through TAC. TAC will create 12,000 jobs and 18,000,000sf of new industrial space. A plan for how to handle the increased volume is needed. |
| Roadway | Frontage roads between Texarkana and TX 98 need to be added and improved. |
| Roadway | All the spurs that access US 82 and TexAmericas Center need to be upgraded to fourlane. |
| Roadway | Improve and add frontage roads between Texarkana and TX 98 along I-30 |
| Public Transit | Add a terminal on the TAC Central Campus |
| Public Transit | Add a terminal in downtown Hooks on TAC's East campus |



| Type: | Comment: |
|------------|--|
| Bike | Add a bike path along US 82 from Texarkana to New Boston |
| General | Add a train viewing station/platform to promote tourism in downtown Hooks. |
| General | Begin to develop a coalition and plan to redevelop the former rail yards south of downtown. |
| General | Work with Nash to expand its business park |
| General | Create a QUALITY new entrance to airport. Easy to find, pleasing to the eye, multiple lane for growth. |
| General | Develop a plan, at lease on paper for how to 1) expand a runway to 10,000ft and 2) add an additional runway. |
| General | Work with airport to develop an industrial park development plan focused on air-side complementary uses. |
| General | With the location of Fed Ex along I-30, there is precedent for industrial growth in this bottom land. A plan needs to be developed and championed for 500- acre or greater industrial park. As well as the corresponding infrastructure improvements. |
| General | Work with a top-tier logistics consultant to determine the potential for a UP Intermodal facility in this general area. |
| General | Work with a top tier logistics consultant to determine if a combo UP/KCS Intermodal facility could be placed here. |
| General | Work with TAC, and top tier logistics consultant to determine the feasibility, business model, cost structure, revenue model, service mix and initial clients for a Transload Facility on TAC East |
| General | Work with region, state, corps to promote greater use of asset for tourism. |
| Bike | Enhance and promote. |
| Walking | Enhance and Promote |
| General | Assess potential for industrial Development in the general area. |
| General | Work with USACOE to improve commercial navigation of the Red River. |
| General | Quicken the pace of I-369 |
| Congestion | I believe there should be a light put here. There is always a back up cars trying to turn left towards the Walmart/Lowes area, and a stop sign causes undue stress on the flow of traffic. There is also a potential for accidents as the lane is on a hill. |
| Roadway | There are a lot of potholes on the road to the public library. |
| General | This intersection badly needs to be restriped to mark lanes. Occasionally when at this intersection I've seen a driver swing too far right turning off Robinson Rd. |



| Type: | Comment: |
|---------|---|
| General | Possible round-about location |
| General | High density older neighborhoods |
| General | -- |
| General | high foot traffic with few sidewalks |
| General | low income area with few sidewalks |
| General | there is no airport at this location |
| General | largely vacant commercial zone with hotels and waterpark |
| General | fed ex facility |
| General | low density single family housing |
| General | low income area with few sidewalks |
| Walking | -- |
| Walking | -- |
| General | -- |
| General | Great area to add bike/ped infrastructure |
| General | widen Summerhill Rd from North Assembly of God Church north to TAMUT from two-lanes to four-lanes |
| General | Summerhill Road needs to be 4 lanes from Serenity Lane to University. |
| Walking | Access for ped & bike under new bridge to be build over Waggoner Creek |
| Walking | When the Highway 82 bridge is redone, please allow a way for walkers and bicyclists to get under 82. |
| Walking | Need to put Texas Blvd on a diet to 3 lanes and add complete streets. |
| General | Commercial Truck Traffic is very congested at this area. Highway 82 needs to be widened through this area to support the depot and the Lumber Mill. |



APPENDIX B: PUBLIC OPEN HOUSE BOARDS

Open House #1

FIGURE B-1: PLANNING PROCESS BOARD

THE PLANNING PROCESS

OVERVIEW OF THE REGION & 2045 MTP

The Texarkana Metropolitan Planning Organization (MPO) consists of six communities in the northeast corner of Texas (Bowie County) and southwest corner of Arkansas (Miller County). Straddling the state line are the twin cities of Texarkana, TX and Texarkana, AR which make up the urban core of the MPO area. Red Lick, Nash, and Wake Village comprise the remaining communities of the MPO.



The Metropolitan Transportation Plan is the MPO's long-range transportation plan, with a plan horizon of about 25 years. It is updated every five years and incorporates existing conditions, needs, and community/stakeholder input to create a list of prioritized, fiscally-constrained transportation projects that the region plans to implement over the course of the plan's horizon.

- What are MAP 21 & FAST ACT?** The most recent federal funding and authorization bills which regulate expenditures for surface transportation projects and programs.
- What is an MPO?** A federally mandated and federally funded entity that oversees transportation planning and programming for urbanized regions.
- What is an MTP?** A long-range planning document that the MPO develops to identify a set of projects and programs to enhance all modes of travel in the region.
- What does fiscally constrained mean?** A requirement that MPOs only program projects that can be funded during the life of the plan.

PERFORMANCE-BASED PLANNING

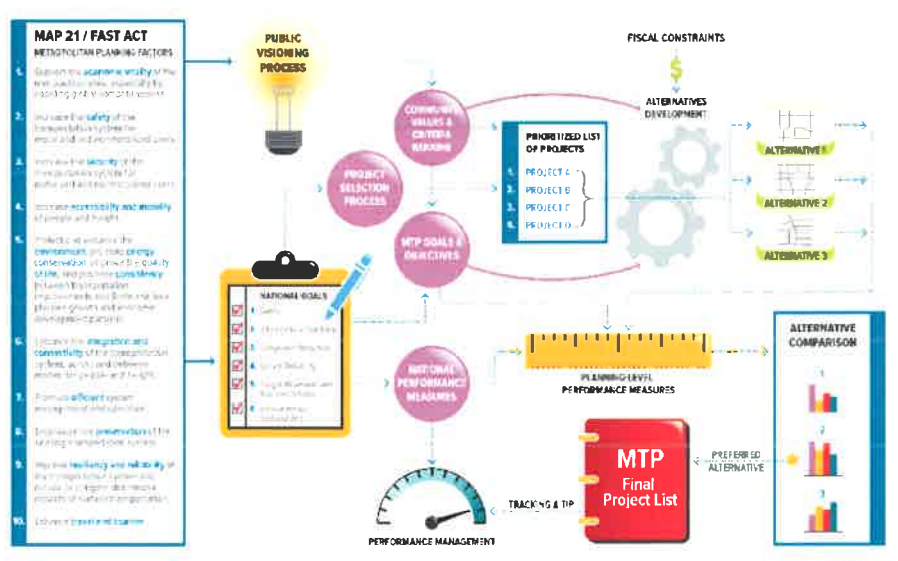




FIGURE B-2: DEMOGRAPHIC ANALYSIS BOARD

DEMOGRAPHIC ANALYSIS

POPULATION & EMPLOYMENT GROWTH

A major component of identifying transportation needs is creating an in-depth understanding of the current population and employment trends occurring in the region. Land use patterns and demographic trends directly influence which modes of travel people choose to use. In areas where development is spread out and land uses are separated, people will be more likely to use personal automobiles and travel further distances throughout the day. Inversely, areas with dense, mixed-use development typically have shorter trips and higher utilization of alternative modes of transportation, such as transit, bicycles, and walking. The maps below show population and employment in the region for 2013, 2045, and the percent increase for both during that period. The growth projection data shows that employment is expected to grow by 34% while population is expected to grow by 16%.

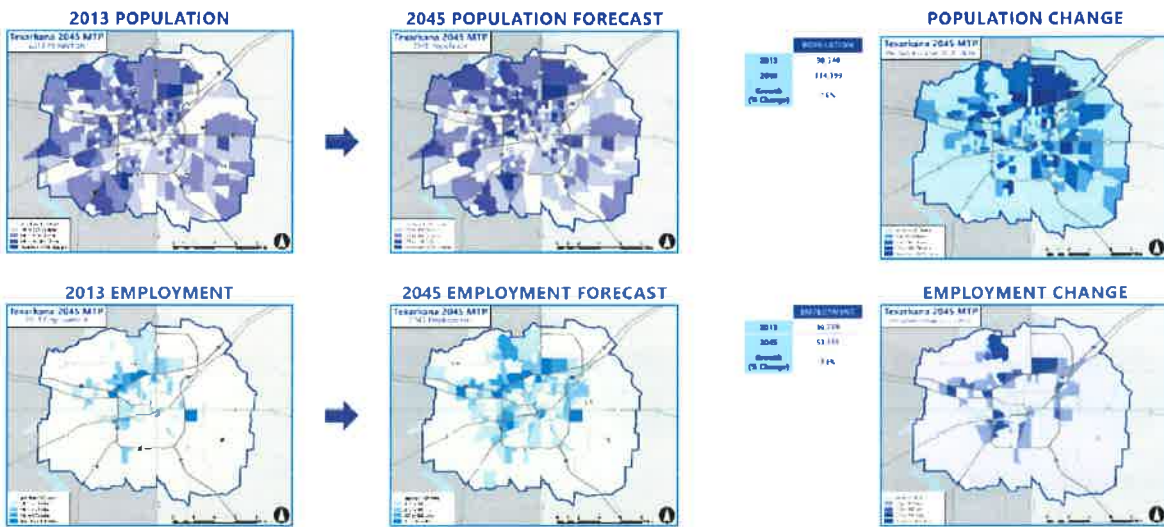




FIGURE B-3: ECONOMIC ANALYSIS BOARD

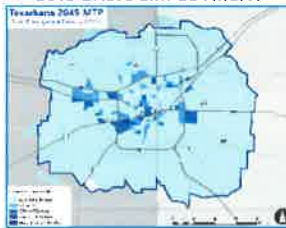
ECONOMIC OVERVIEW

EMPLOYMENT BY SECTOR

Projected changes in employment from 2013 to 2045 show all sectors of employment experiencing growth, with retail employment expected to have the highest rate of increase. Total employment is projected to increase by 34% by 2045. The table and maps below provide further detail about increases and distribution of employment growth for the region.

| | BASIC EMPLOYMENT | RETAIL EMPLOYMENT | SERVICE EMPLOYMENT | EDUCATION EMPLOYMENT | TOTAL EMPLOYMENT |
|--------------------------|------------------|-------------------|--------------------|----------------------|------------------|
| 2013 | 7,962 | 3,827 | 26,125 | 2,189 | 35,793 |
| 2045 | 16,824 | 12,772 | 26,321 | 2,314 | 52,231 |
| Sector Growth (%) Change | 111% | 334% | 1% | 6% | 45% |

2013 BASIC EMPLOYMENT



2013 RETAIL EMPLOYMENT



2013 SERVICE EMPLOYMENT



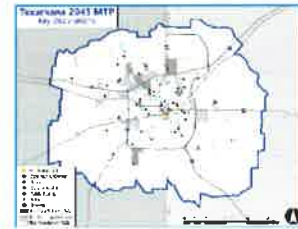
2013 EDUCATION EMPLOYMENT



DESTINATIONS ANALYSIS

The geographical distribution of key destinations in the region is an important aspect of travel demand, and these destinations act as origins or destinations for trips. The location of these destinations in relation to transportation infrastructure can have meaningful effects on the trip choices made by members of the community and affects neighborhood livability.

KEY DESTINATIONS

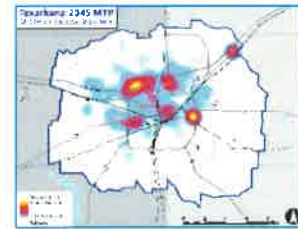


FREIGHT ANALYSIS

To gain an understanding of freight activity in the Texarkana region, a hot spot analysis was conducted to identify areas with dense concentrations of jobs in industries that are most likely to generate freight activity by shipping and receiving goods. The following eight industry categories were included in the analysis.

- Mining, Quarrying, and Oil and Gas Extraction
- Construction
- Manufacturing
- Wholesale Trade
- Retail Trade
- Transportation and Warehousing
- Administrative and Support and Waste Management and Remediation
- Accommodation and Food Services

FREIGHT GENERATORS



This map shows that most of the high concentrations of freight generators are located centrally within the region and near major roadways.



FIGURE B-4; TRANSIT ANALYSIS BOARD

MULTIMODAL NEEDS ASSESSMENT

TRANSIT ANALYSIS

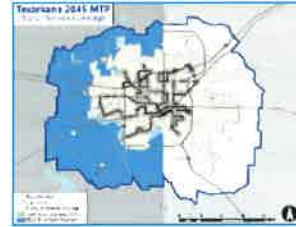
The transit analysis provided an understanding of the existing service coverage currently offered by public transit providers in the Texarkana MPO region. Some of the components of this analysis included reviewing current transit coverage for fixed route, paratransit, and rural transit services; assessing whether high concentrations of population and employment are served; and identifying if transit dependent populations are currently served by existing transit coverage. The following maps display some of the results from this analysis.

T-LINE ROUTES



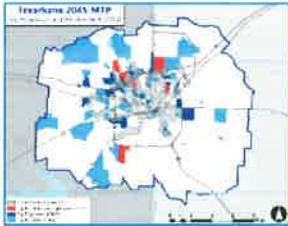
T-Line Transit provides fixed route service through 8 different routes covering the MPO area.

URBAN & RURAL COVERAGE



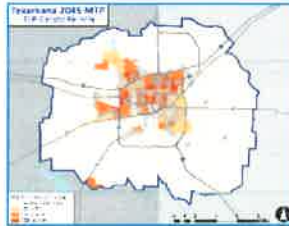
This map shows the service areas for fixed route, paratransit, and rural transit services in the MPO area. The fixed route and paratransit services mostly cover areas within city limits, predominantly on the Texas side, while the rural service only covers the rural areas on the Texas side.

TOP POPULATION & EMPLOYMENT



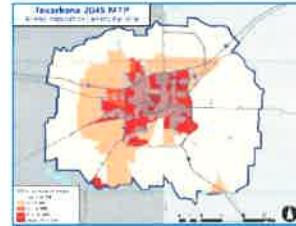
This map shows the TAZs in the MPO area with the highest population and employment totals and compares these TAZs to existing fixed route transit coverage. Many of these TAZs are served by existing fixed route transit. However, there are several TAZs (particularly Top Population TAZs) in the outer areas of the MPO that are not currently served.

TRANSIT DEPENDENT POPULATION



Transit Dependent Population (TDP) is a measure of transit demand reflective of people who most likely rely on transit as their primary mode of transportation. The TDP calculation uses demographic groups that are unlikely to drive, such as youth, senior, and group quarters populations, as well as zero-car households. This map shows that most of TDP is located north of US 82 in the central part of the MPO area.

AT-RISK POPULATION



At-risk Population (ARP) is another measure of transit demand that incorporates additional demographic groups (i.e. minorities, people with disabilities, and people in poverty) on top of those considered in the TDP calculation. This map shows that most of the ARP is concentrated centrally in the region. These at-risk areas are directly correlated with concentrations of high poverty and minority populations.





FIGURE B-5: ACTIVE TRANSPORTATION ANALYSIS BOARD

MULTIMODAL NEEDS ASSESSMENT

ACTIVE TRANSPORTATION ANALYSIS

An active transportation network primarily consists of bicycle and pedestrian facilities including but not limited to sidewalks, on-street bicycle lanes, and off-street multiuse trails. These facilities are critical infrastructure that ensures the Texarkana MPO region's transportation network supports transportation choice, accessibility, and safety for all road users. Encouraging bicycling and walking helps create healthy, lively communities. Benefits of a connected active transportation network also extend to transit users and the transit system as it provides "last mile" infrastructure to help move people to and from transit stops.

In this analysis, special attention was paid to the proximity of existing and proposed active transportation facilities in relation to Top Population & Employment TAZs and High Need Areas. High Need Areas were identified based on block groups with higher than average percentages of minorities, people in poverty, and zero-car households. These demographic groups may have a higher reliance on walking or bicycling as a form of transportation.

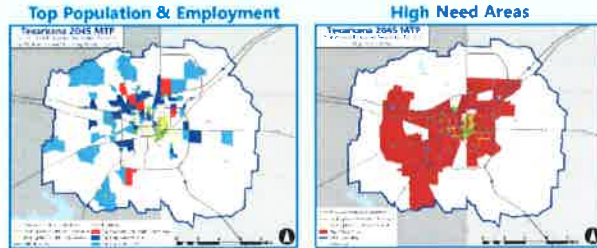
The four maps to the right compare the existing and proposed pedestrian and bicycle networks to top concentrations of population and employment as well as High Need Areas in the MPO region.

TRATMP USER SURVEY RESULTS

The following are the ranked active transportation improvements that the community in the Texarkana MPO area indicated would encourage them to bike or walk more as a means of transportation, recreation, or leisure. These results came from the user survey distributed during the planning process for the Texarkana Regional Active Transportation Master Plan (TRATMP).

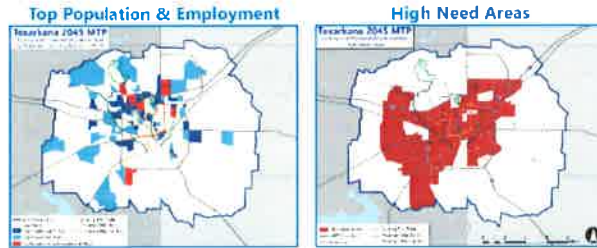


SIDEWALK NETWORKS



60% of Top Population TAZs, 80% of Top Employment TAZs, and 83% of Top Population & Employment TAZs fall within a quarter mile of an existing or proposed pedestrian facility. In addition, 92% of High Need Areas in the region fall within a quarter mile of an existing or proposed pedestrian facility.

BICYCLE NETWORKS



79% of Top Population TAZs, 95% of Top Employment TAZs, and 100% of Top Population & Employment TAZs fall within a half mile of an existing or proposed bicycle facility. In addition, 96% of High Need Areas in the region fall within a half mile of an existing or proposed bicycle facility.



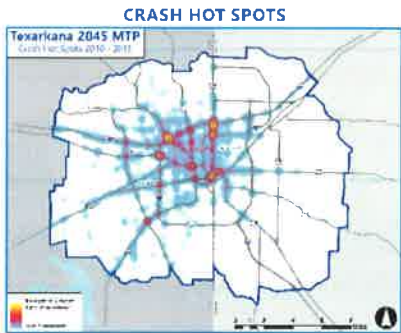
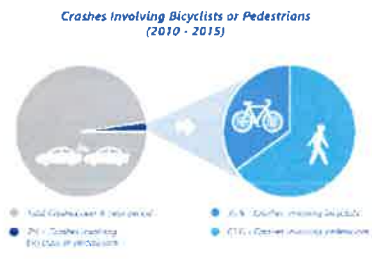
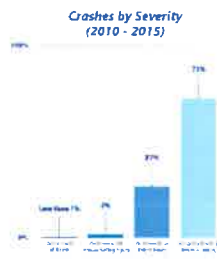
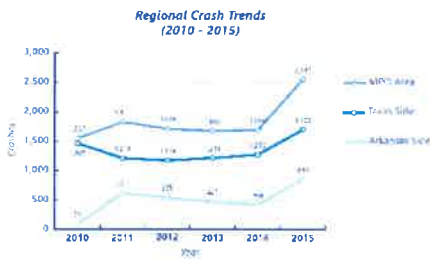


FIGURE B-6: SAFETY ANALYSIS BOARD

MULTIMODAL NEEDS ASSESSMENT

SAFETY ANALYSIS

A safety analysis was conducted focusing primarily on regional automobile crash trends in the Texarkana Metropolitan Planning Organization planning area. This analysis illuminates existing safety concerns and past trends in the region so that proposed transportation projects can attempt to address these issues and improve the overall safety of the system for all users.



Through this safety analysis, the densities of crash locations throughout the region were mapped to reveal where higher concentrations of crashes, or crash "hot spots," occurred over the period from 2010 to 2015. The results of this mapping show that hot spots occurred the most frequently around the vicinity of intersections of major roadways in the region, in particular on the Texas side of the MPO planning area and along State Line Ave. The analysis revealed that the most notable crash hot spots occurred around the vicinity of the following major intersections, listed in no particular order:

- IH 30 at Richmond Rd.
- IH 30 at State Line Ave.
- IH 30 at Summerhill Rd.
- State Line Ave. at Texas Blvd./Arkansas Blvd.
- State Line Ave. at W. 7th St.
- IH 369 at New Boston Rd.
- New Boston Rd. at Summerhill Rd.
- US 59 at S. Kings Hwy.






FIGURE B-7: FEEDBACK BOARD

FEEDBACK

VISIONING / SURVEY RESULTS

The Texarkana MPO has created an online survey and interactive mapping tool to solicit feedback from the public about community values and the needs, opportunities, and challenges of the transportation network in the region. The graphics below portray some of the preliminary results from the feedback obtained to date. The survey is still open to anyone interested in providing feedback about the future of transportation in the Texarkana MPO region. See the Take the Survey! section below to access the survey.

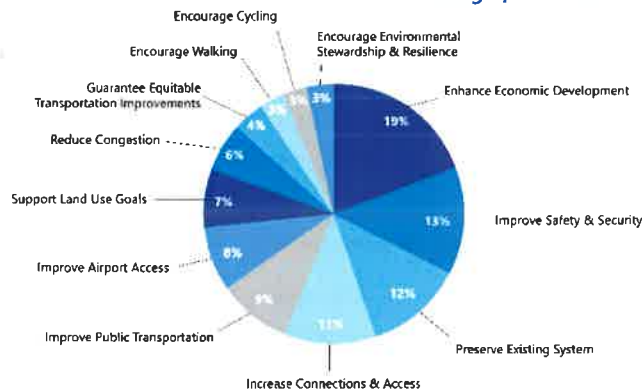
100% 
of respondents have regular access to transportation.

100% 
of respondents use a personal vehicle as their most frequent form of transportation.

Themes from Feedback

- Need for an intermodal facility/freight considerations
- Economic development potential/access to business
- Need for improved/increased transit and bike/ped networks, connections to college campuses
- Concerns with infrastructure capacity, access, and maintenance for busy roadways/commercial areas

Ranking of MTP Values



MTP GOALS & OBJECTIVES

| | |
|---|---|
| <p>Do the goals and objectives of the 2045 MTP reflect the region's needs?</p> | <p>Are there other comments you have regarding the planning process?</p> |
| <p>Are there other regional mobility needs that should be considered?</p> | <p>Do you have any other comments regarding the region's evolving transportation needs over the next 26 years?</p> |

TAKE THE SURVEY!

Take the MTP visioning survey and provide feedback on a map of the region using the following QR Code. You can scan the code using your smart phone's camera app, or by downloading a QR Code scanner app.



Alternately, you can visit the following URL to take the survey:

<https://arcg.is/991qu>





Open House #2

FIGURE B-8: ALL CONSTRAINED PROJECTS BOARD

2045 MTP CONSTRAINED PROJECTS

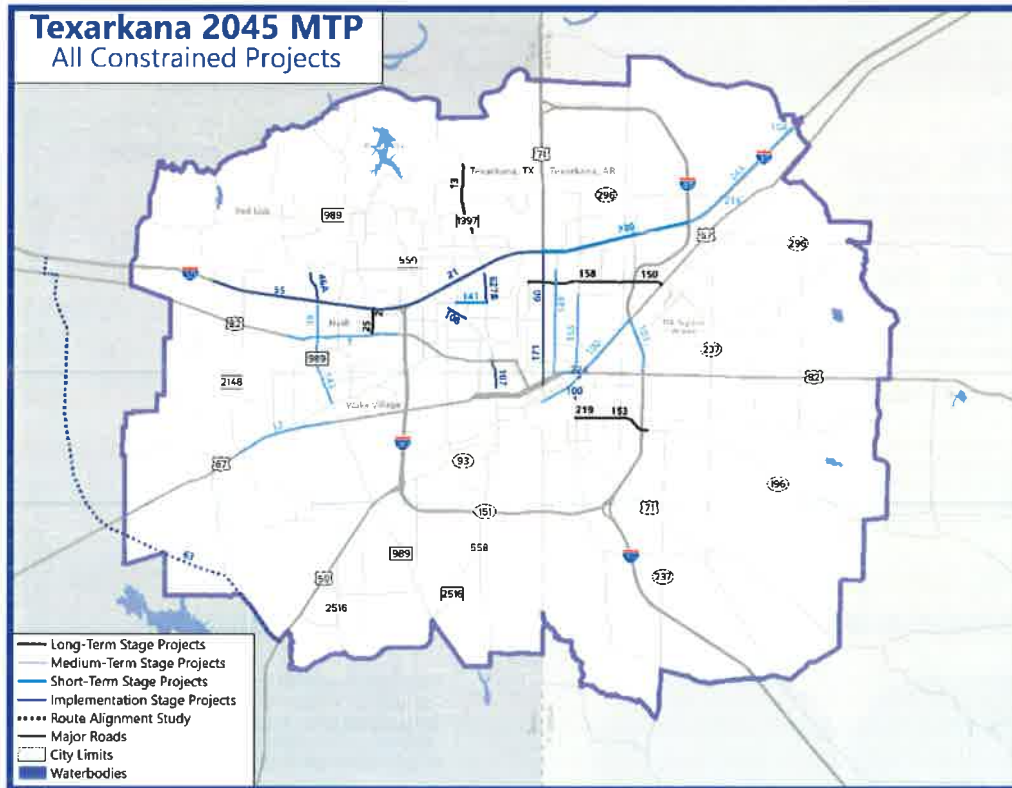




FIGURE B-9: IMPLEMENTATION STAGE PROJECTS BOARD

2045 MTP CONSTRAINED PROJECTS

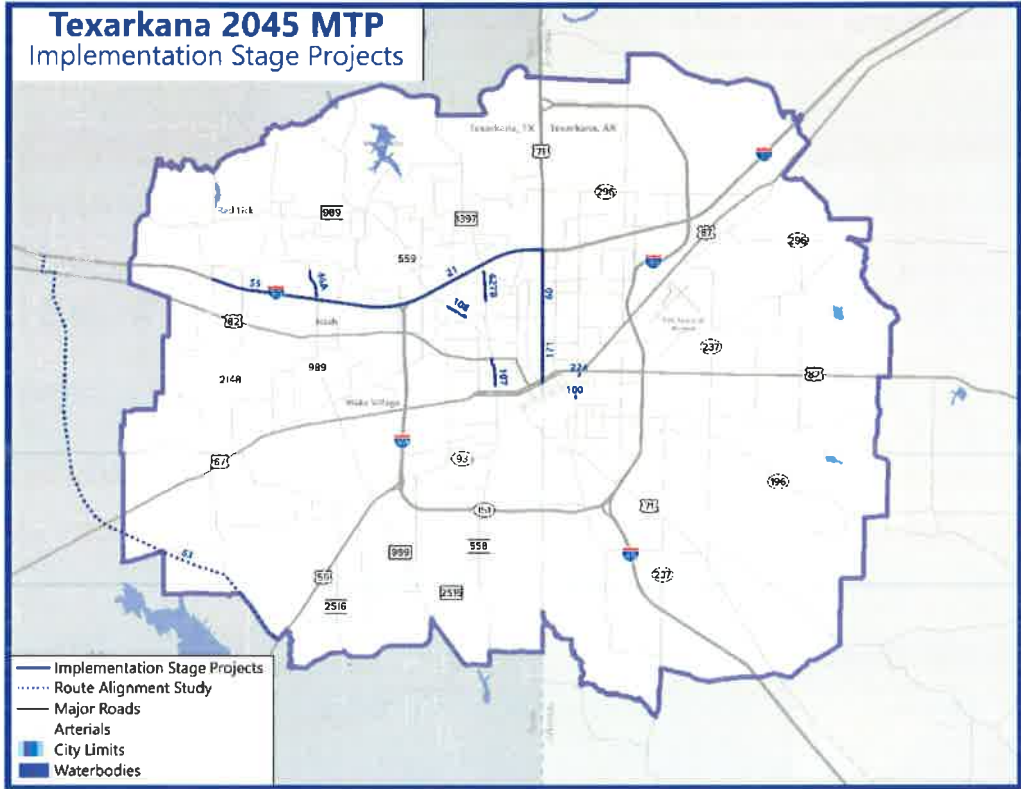




FIGURE B-10: SHORT-TERM STAGE PROJECTS BOARD

2045 MTP CONSTRAINED PROJECTS

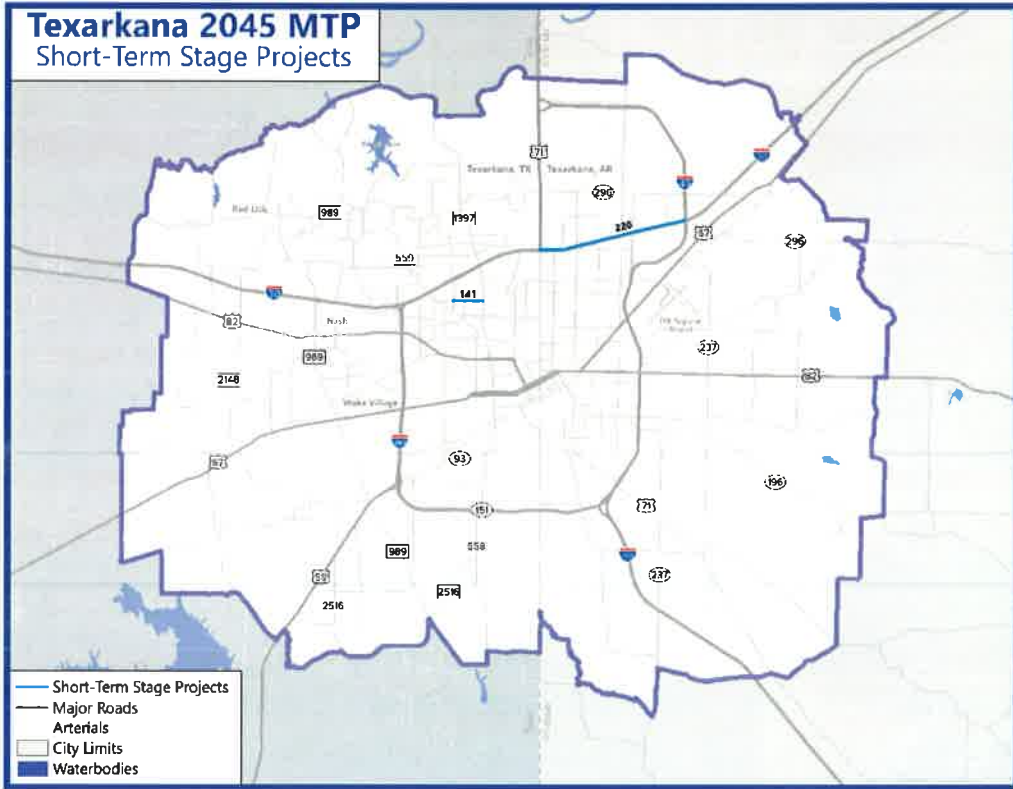




FIGURE B-11: MEDIUM-TERM STAGE PROJECTS BOARD

2045 MTP CONSTRAINED PROJECTS

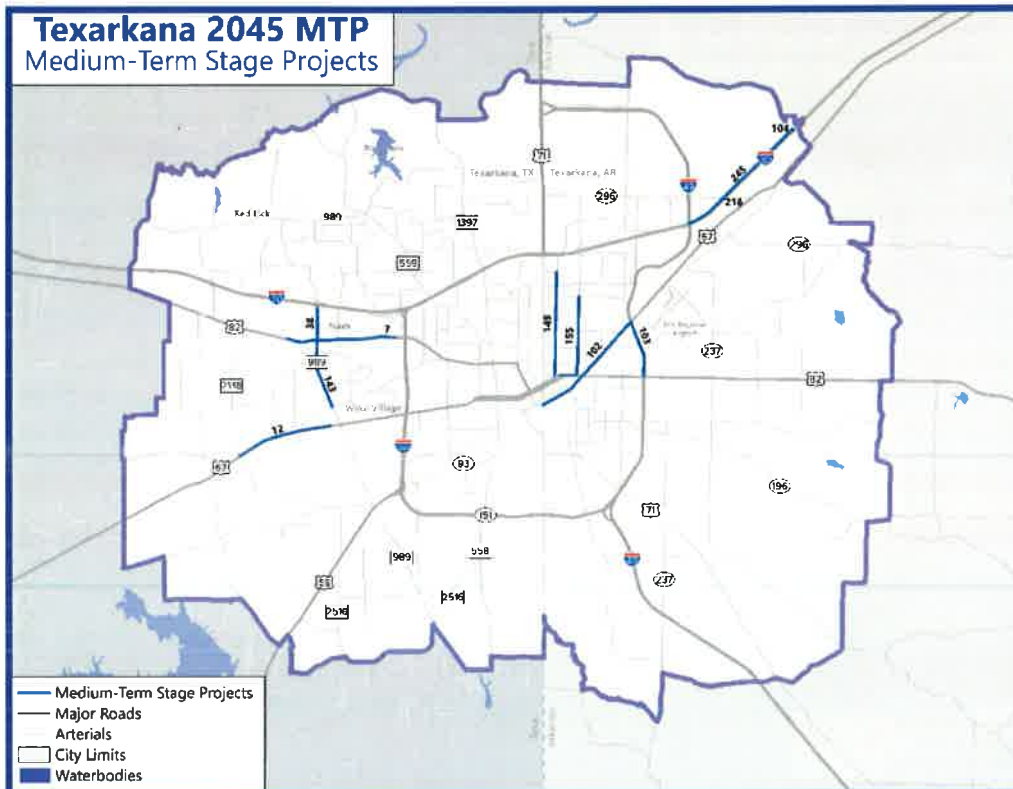




FIGURE B-12: LONG-TERM STAGE PROJECTS BOARD

2045 MTP CONSTRAINED PROJECTS

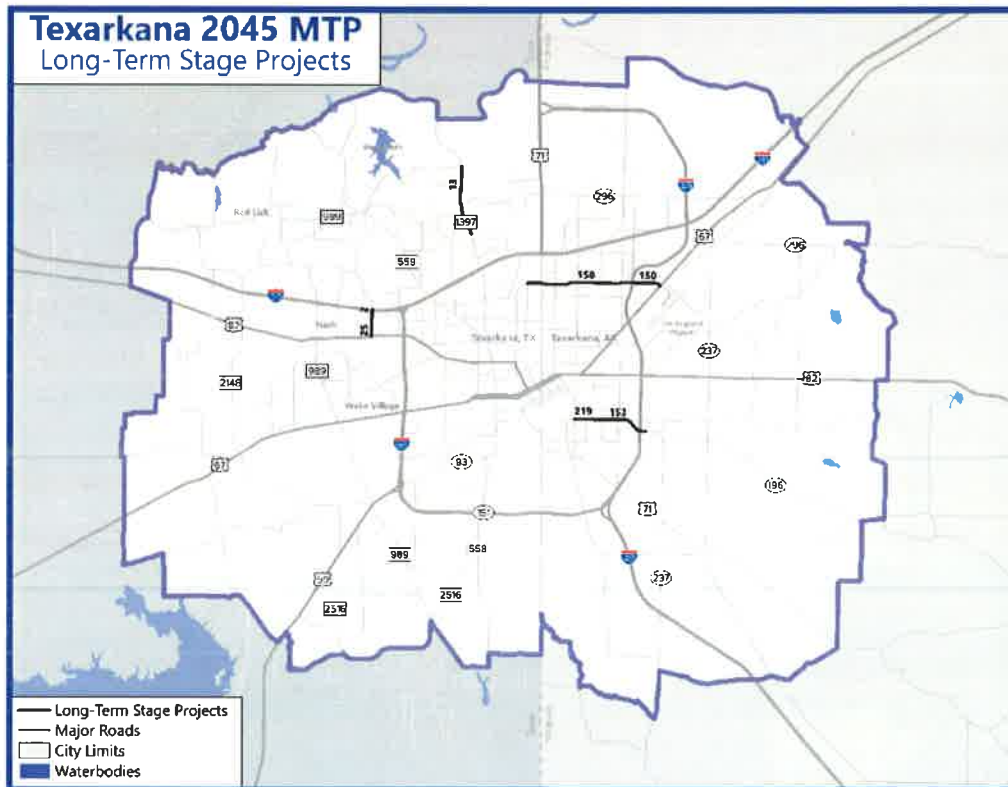
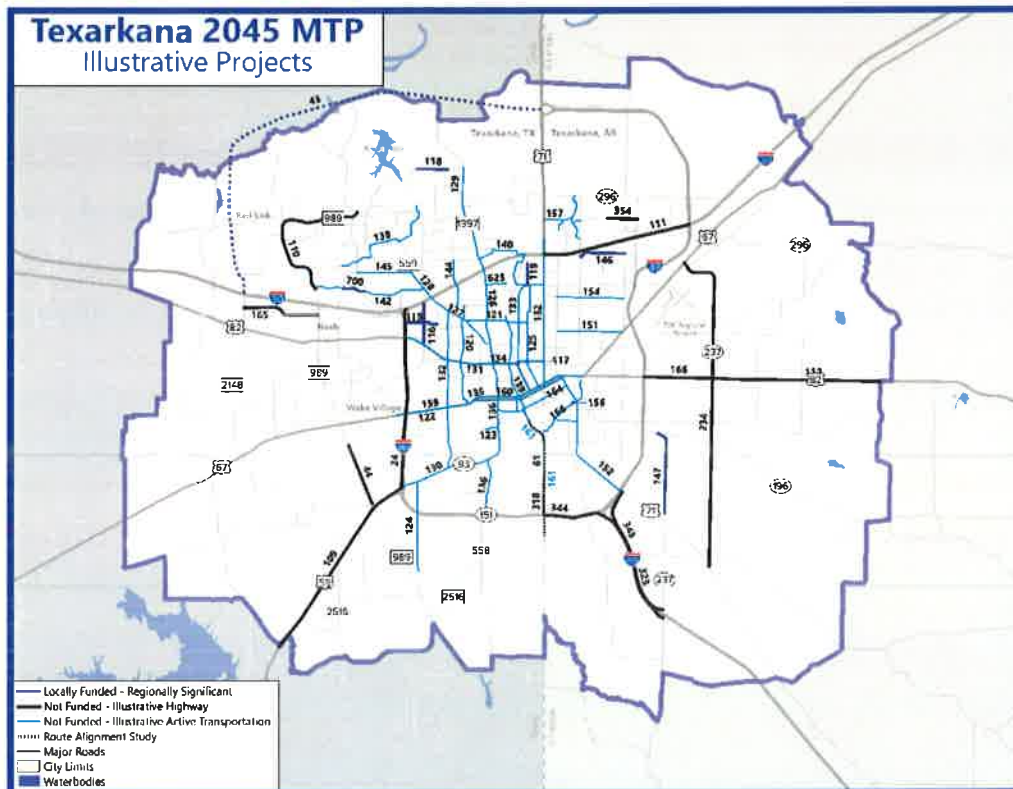




FIGURE B-13: ILLUSTRATIVE PROJECTS BOARD

2045 MTP ILLUSTRATIVE PROJECTS





APPENDIX C: PUBLIC COMMENTS ON THE DRAFT MTP

No public comments were received during the public comment period for the Draft 2045 Texarkana MTP.



APPENDIX D: FUNDING FORECAST FOR PROJECTS

Arkansas Tables

TABLE D-1: ARKANSAS IMPLEMENTATION STAGE ROADWAY FUNDING PROJECTIONS – IN THOUSANDS

| | | Implementation Stage (2020 - 2023) | | | |
|--|--|---------------------------------------|----------|----------|----------|
| | | 2020 | 2021 | 2022 | 2023 |
| National Highway Performance Program (NHPP) ¹ | Pavement Preservation ² | \$ 5.17 | \$ 5.27 | \$ 5.38 | \$ 5.48 |
| | Bridge ³ | \$ 1.77 | \$ 1.81 | \$ 1.85 | \$ 1.88 |
| | System Reliability ⁴ | \$ 0.11 | \$ 0.11 | \$ 0.11 | \$ 0.11 |
| Surface Transportation Block Grant (STBG) | Urbanized > 200K | \$ - | \$ - | \$ - | \$ - |
| | STBG Flex, City, Town and CMAQ Flex ^{5,6,7} | \$ 2.50 | \$ 2.55 | \$ 2.60 | \$ 2.65 |
| | Off-System Bridge ⁸ | \$ 0.07 | \$ 0.08 | \$ 0.08 | \$ 0.08 |
| Surface Transportation Block Grant Transportation Alternatives (STBG-TA) | Urbanized > 200K | \$ - | \$ - | \$ - | \$ - |
| | STBG Flex, City and Town ^{9,10} | \$ 0.09 | \$ 0.10 | \$ 0.10 | \$ 0.10 |
| | Recreational Trails ¹¹ | \$ 0.02 | \$ 0.02 | \$ 0.02 | \$ 0.02 |
| Highway Safety Improvement Plan (HSIP) ¹² | | \$ 0.42 | \$ 0.43 | \$ 0.44 | \$ 0.45 |
| Congestion Mitigation and Air Quality (CMAQ) - Non-Attainment | | \$ - | \$ - | \$ - | \$ - |
| National Highway Freight Program (NFP) ¹³ | | \$ 0.40 | \$ 0.41 | \$ 0.42 | \$ 0.43 |
| Total | | \$ 10.56 | \$ 10.77 | \$ 10.99 | \$ 11.21 |



TABLE D-2: ARKANSAS SHORT-TERM STAGE ROADWAY FUNDING PROJECTIONS - IN THOUSANDS

| | | Short-Term Stage (2024 - 2029) | | | | | |
|--|--|--------------------------------|---------|---------|---------|---------|---------|
| | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| National Highway Performance Program (NHPP) ¹ | Pavement Preservation ² | \$ 5.59 | \$ 5.71 | \$ 5.82 | \$ 5.94 | \$ 6.05 | \$ 6.18 |
| | Bridge ³ | \$ 1.92 | \$ 1.96 | \$ 2.00 | \$ 2.04 | \$ 2.08 | \$ 2.12 |
| | System Reliability ⁴ | \$ 0.11 | \$ 0.12 | \$ 0.12 | \$ 0.12 | \$ 0.12 | \$ 0.13 |
| Surface Transportation Block Grant (STBG) | Urbanized > 200K | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG Flex, City, Town and CMAQ Flex ^{5,6,7} | \$ 2.70 | \$ 2.76 | \$ 2.81 | \$ 2.87 | \$ 2.93 | \$ 2.99 |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Off-System Bridge ⁸ | \$ 0.08 | \$ 0.08 | \$ 0.08 | \$ 0.09 | \$ 0.09 | \$ 0.09 | |
| Surface Transportation Block Grant Transportation Alternatives (STBG-TA) | Urbanized > 200K | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG Flex, City and Town ^{9,10} | \$ 0.10 | \$ 0.10 | \$ 0.11 | \$ 0.11 | \$ 0.11 | \$ 0.11 |
| | Recreational Trails ¹¹ | \$ 0.02 | \$ 0.02 | \$ 0.02 | \$ 0.02 | \$ 0.02 | \$ 0.02 |
| Highway Safety Improvement Plan (HSIP) ¹² | \$ 0.46 | \$ 0.47 | \$ 0.48 | \$ 0.49 | \$ 0.49 | \$ 0.50 | |
| Congestion Mitigation and Air Quality (CMAQ) - Non-Attainment | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| National Highway Freight Program (NFP) ¹³ | \$ 0.43 | \$ 0.44 | \$ 0.45 | \$ 0.46 | \$ 0.47 | \$ 0.48 | |



| | | | | | | |
|--------------|----------|----------|----------|----------|----------|----------|
| Total | \$ 11.43 | \$ 11.66 | \$ 11.89 | \$ 12.13 | \$ 12.37 | \$ 12.62 |
|--------------|----------|----------|----------|----------|----------|----------|

TABLE D-3: ARKANSAS MEDIUM-TERM STAGE ROADWAY FUNDING PROJECTIONS – IN THOUSANDS

| | | Medium-Term Stage (2030 - 2039) | | | | | | | | | |
|--|--|---------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
| National Highway Performance Program (NHPP) ¹ | Pavement Preservation ² | \$ 6.30 | \$ 6.43 | \$ 6.55 | \$ 6.68 | \$ 6.82 | \$ 6.95 | \$ 7.09 | \$ 7.24 | \$ 7.38 | \$ 7.53 |
| | Bridge ³ | \$ 2.16 | \$ 2.21 | \$ 2.25 | \$ 2.30 | \$ 2.34 | \$ 2.39 | \$ 2.44 | \$ 2.49 | \$ 2.54 | \$ 2.59 |
| | System Reliability ⁴ | \$ 0.13 | \$ 0.13 | \$ 0.13 | \$ 0.14 | \$ 0.14 | \$ 0.14 | \$ 0.15 | \$ 0.15 | \$ 0.15 | \$ 0.15 |
| Surface Transportation Block Grant (STBG) | Urbanized > 200K | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG Flex, City, Town and CMAQ Flex ^{5,6,7} | \$ 3.05 | \$ 3.11 | \$ 3.17 | \$ 3.23 | \$ 3.30 | \$ 3.36 | \$ 3.43 | \$ 3.50 | \$ 3.57 | \$ 3.64 |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Off-System Bridge ⁸ | \$ 0.09 | \$ 0.09 | \$ 0.10 | \$ 0.10 | \$ 0.10 | \$ 0.10 | \$ 0.10 | \$ 0.10 | \$ 0.11 | \$ 0.11 |
| Surface Transportation Block Grant Transportation Alternatives (STBG-TA) | Urbanized > 200K | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG Flex, City and Town ^{9,10} | \$ 0.12 | \$ 0.12 | \$ 0.12 | \$ 0.12 | \$ 0.12 | \$ 0.13 | \$ 0.13 | \$ 0.13 | \$ 0.14 | \$ 0.14 |
| | Recreational Trails ¹¹ | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 |
| Highway Safety Improvement Plan (HSIP) ¹² | \$ 0.51 | \$ 0.53 | \$ 0.54 | \$ 0.55 | \$ 0.56 | \$ 0.57 | \$ 0.58 | \$ 0.59 | \$ 0.60 | \$ 0.62 | |
| Congestion Mitigation and Air Quality (CMAQ) - Non-Attainment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| National Highway Freight Program (NFP) ¹³ | \$ 0.49 | \$ 0.50 | \$ 0.51 | \$ 0.52 | \$ 0.53 | \$ 0.54 | \$ 0.55 | \$ 0.56 | \$ 0.57 | \$ 0.59 | |
| Total | | \$ 12.87 | \$ 13.13 | \$ 13.39 | \$ 13.66 | \$ 13.94 | \$ 14.21 | \$ 14.50 | \$ 14.79 | \$ 15.08 | \$ 15.39 |



TABLE D-4: ARKANSAS LONG-TERM STAGE ROADWAY FUNDING PROJECTIONS - IN THOUSANDS

| | | Long-Term Stage (2040 - 2045) | | | | | |
|--|--|-------------------------------|---------|---------|---------|---------|---------|
| | | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 |
| National Highway Performance Program (NHPP) ¹ | Pavement Preservation ² | \$ 7.68 | \$ 7.83 | \$ 7.99 | \$ 8.15 | \$ 8.31 | \$ 8.48 |
| | Bridge ³ | \$ 2.64 | \$ 2.69 | \$ 2.74 | \$ 2.80 | \$ 2.85 | \$ 2.91 |
| | System Reliability ⁴ | \$ 0.16 | \$ 0.16 | \$ 0.16 | \$ 0.17 | \$ 0.17 | \$ 0.17 |
| Surface Transportation Block Grant (STBG) | Urbanized > 200K | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG Flex, City, Town and CMAQ Flex ^{5,6,7} | \$ 3.71 | \$ 3.79 | \$ 3.86 | \$ 3.94 | \$ 4.02 | \$ 4.10 |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | Off-System Bridge ⁸ | \$ 0.11 | \$ 0.11 | \$ 0.12 | \$ 0.12 | \$ 0.12 | \$ 0.12 |
| Surface Transportation Block Grant Transportation Alternatives (STBG-TA) | Urbanized > 200K | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | STBG Flex, City and Town ^{9,10} | \$ 0.14 | \$ 0.14 | \$ 0.15 | \$ 0.15 | \$ 0.15 | \$ 0.16 |
| | Recreational Trails ¹¹ | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 | \$ 0.03 |
| Highway Safety Improvement Plan (HSIP) ¹² | | \$ 0.63 | \$ 0.64 | \$ 0.65 | \$ 0.67 | \$ 0.68 | \$ 0.69 |
| Congestion Mitigation and Air Quality (CMAQ) - Non-Attainment | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| | | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |



| | | | | | | |
|--|----------|----------|----------|----------|----------|----------|
| National Highway Freight Program (NFP) ¹³ | \$ 0.60 | \$ 0.61 | \$ 0.62 | \$ 0.63 | \$ 0.65 | \$ 0.66 |
| Total | \$ 15.69 | \$ 16.01 | \$ 16.33 | \$ 16.65 | \$ 16.99 | \$ 17.33 |

TABLE D-5: ARKANSAS IMPLEMENTATION STAGE TRANSIT FUNDING PROJECTIONS - IN THOUSANDS

| Category | Description | Implementation Stage | | | |
|----------|--|----------------------|--------|--------|----------|
| | | 2020 | 2021 | 2022 | 2023 |
| 5307 | Operating Assistance | \$ 304 | \$ 318 | \$ 330 | \$336.60 |
| | Capital- Preventative Maintenance | \$ 75 | \$ 75 | \$ 75 | \$ 76.50 |
| | Capital- Paratransit | \$ 41 | \$ 41 | \$ 43 | \$ 43.86 |
| | Capital- Planning | \$ 96 | \$ 96 | \$ 96 | \$ 97.92 |
| | Capital- Rolling Stock/Support Equipment | \$ 38 | \$ 38 | \$ 38 | \$ 38.76 |

TABLE D-6: ARKANSAS SHORT-TERM STAGE TRANSIT FUNDING PROJECTIONS - IN THOUSANDS

| Category | Description | Short-Term Stage | | | | | |
|----------|--|------------------|----------|----------|----------|----------|----------|
| | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| 5307 | Operating Assistance | \$343.33 | \$350.20 | \$357.20 | \$364.35 | \$371.63 | \$379.07 |
| | Capital- Preventative Maintenance | \$ 78.03 | \$ 79.59 | \$ 81.18 | \$ 82.81 | \$ 84.46 | \$ 86.15 |
| | Capital- Paratransit | \$ 44.74 | \$ 45.63 | \$ 46.54 | \$ 47.48 | \$ 48.42 | \$ 49.39 |
| | Capital- Planning | \$ 99.88 | \$101.88 | \$103.91 | \$105.99 | \$108.11 | \$110.27 |
| | Capital- Rolling Stock/Support Equipment | \$ 39.54 | \$ 40.33 | \$ 41.13 | \$ 41.96 | \$ 42.79 | \$ 43.65 |

TABLE D-7: ARKANSAS MEDIUM-TERM STAGE TRANSIT FUNDING PROJECTIONS - IN THOUSANDS

| Category | Description | Medium-Term Stage | | | | | | | | | |
|----------|-----------------------------------|-------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
| 5307 | Operating Assistance | \$386.65 | \$394.38 | \$402.27 | \$410.31 | \$418.52 | \$426.89 | \$435.43 | \$444.14 | \$453.02 | \$462.08 |
| | Capital- Preventative Maintenance | \$87.87 | \$89.63 | \$91.42 | \$93.25 | \$95.12 | \$97.02 | \$98.96 | \$100.94 | \$102.96 | \$105.02 |
| | Capital- Paratransit | \$50.38 | \$51.39 | \$52.42 | \$53.47 | \$54.53 | \$55.63 | \$56.74 | \$57.87 | \$59.03 | \$60.21 |
| | Capital- Planning | \$112.48 | \$114.73 | \$117.02 | \$119.36 | \$121.75 | \$124.19 | \$126.67 | \$129.20 | \$131.79 | \$134.42 |
| | Capital- Rolling | \$44.52 | \$45.41 | \$46.32 | \$47.25 | \$48.19 | \$49.16 | \$50.14 | \$51.14 | \$52.17 | \$53.21 |



| | | | | | | | | | | |
|--|-------------------------|--|--|--|--|--|--|--|--|--|
| | Stock/Support Equipment | | | | | | | | | |
|--|-------------------------|--|--|--|--|--|--|--|--|--|

TABLE D-8: ARKANSAS LONG-TERM STAGE TRANSIT FUNDING PROJECTIONS - IN THOUSANDS

| Category | Description | Long-Term Stage | | | | | |
|----------|--|-----------------|----------|----------|----------|----------|----------|
| | | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 |
| 5307 | Operating Assistance | \$471.32 | \$480.75 | \$490.36 | \$500.17 | \$510.17 | \$520.38 |
| | Capital- Preventative Maintenance | \$107.12 | \$109.26 | \$111.45 | \$113.67 | \$115.95 | \$118.27 |
| | Capital- Paratransit | \$61.41 | \$62.64 | \$63.90 | \$65.17 | \$66.48 | \$67.81 |
| | Capital- Planning | \$137.11 | \$139.85 | \$142.65 | \$145.50 | \$148.41 | \$151.38 |
| | Capital- Rolling Stock/Support Equipment | \$54.27 | \$55.36 | \$56.47 | \$57.60 | \$58.75 | \$59.92 |

Texas Tables

TABLE D-9: TEXAS IMPLEMENTATION STAGE ROADWAY FUNDING PROJECTIONS

| Category | Description | Implementation Stage (2020 - 2023) | | | |
|----------|--|------------------------------------|-------------|-------------|--------------|
| | | 2020 | 2021 | 2022 | 2023 |
| 1 | Preventive Maintenance and Rehabilitation | \$5,392,932 | \$5,586,945 | \$6,327,105 | \$2,145,352 |
| 2M or 2U | Urban Area (Non- TMA) Metropolitan Corridor Projects | \$8,042,000 | \$ - | \$ - | \$31,108,800 |
| 3 | Non-Traditionally Funded Transportation Projects | \$ - | \$ - | \$ - | \$ - |
| 4 | Statewide Connectivity Corridor Projects** | \$80,675,781 | \$ - | \$ - | \$ - |
| 5 | CMAQ | \$ - | \$ - | \$ - | \$ - |
| 6 | Structures | \$ - | \$ - | \$ - | \$684,000 |
| 7 | STP - Metro Mobility & Rehabilitation | \$ - | \$ - | \$ - | \$ - |
| 8 | Safety - HSIP | \$837,291 | \$ - | \$ - | \$1,241,443 |
| 9 | Transportation Enhancements /TAP | \$ - | \$ - | \$ - | \$ - |
| 10 | Supplemental Transportation - 9 components | \$ - | \$ - | \$ - | \$ - |
| 11 | District Discretionary | \$ - | \$ - | \$ - | \$ - |
| 12 | Strategic Priority | \$20,832,657 | \$ - | \$ - | \$ - |



TABLE D-10: TEXAS SHORT-TERM STAGE ROADWAY FUNDING PROJECTIONS

| Category | Description | Short-Term Stage (2024 - 2029) | | | | | |
|----------|--|--------------------------------|-------------|-------------|-------------|-------------|-------------|
| | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| 1 | Preventive Maintenance and Rehabilitation | \$2,188,259 | \$2,232,024 | \$2,276,665 | \$2,322,198 | \$2,368,642 | \$2,032,500 |
| 2M or 2U | Urban Area (Non- TMA) Metropolitan Corridor Projects | \$ - | \$ - | \$7,630,000 | \$ - | \$ - | \$ - |
| 3 | Non-Traditionally Funded Transportation Projects | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 4 | Statewide Connectivity Corridor Projects** | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 5 | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 6 | Structures | \$697,680 | \$711,634 | \$725,866 | \$740,384 | \$755,191 | \$286,081 |
| 7 | STP - Metro Mobility & Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 8 | Safety - HSIP | \$1,266,271 | \$1,291,597 | \$1,317,429 | \$1,343,777 | \$1,370,653 | \$1,125,000 |
| 9 | Transportation Enhancements /TAP | \$61,786 | \$63,022 | \$64,282 | \$65,568 | \$66,879 | \$68,217 |
| 10 | Supplemental Transportation - 9 components | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 | District Discretionary | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 | Strategic Priority | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |



TABLE D-11: TEXAS MEDIUM-TERM STAGE ROADWAY FUNDING PROJECTIONS

| Category | Description | Medium-Term Stage (2030 - 2039) | | | | | | | | | |
|----------|--|---------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
| 1 | Preventive Maintenance and Rehabilitation | \$2,073,150 | \$2,114,613 | \$2,156,905 | \$2,200,043 | \$2,244,044 | \$2,288,925 | \$2,334,704 | \$2,381,398 | \$2,429,026 | \$2,477,606 |
| 2M or 2U | Urban Area (Non- TMA) Metropolitan Corridor Projects | \$4,272,314 | \$4,357,760 | \$4,444,916 | \$4,533,814 | \$4,624,490 | \$4,716,980 | \$4,811,320 | \$4,907,546 | \$5,005,697 | \$5,105,811 |
| 3 | Non-Traditionally Funded Transportation Projects | \$259,627 | \$264,819 | \$270,116 | \$275,518 | \$281,029 | \$286,649 | \$292,382 | \$298,230 | \$304,194 | \$310,278 |
| 4 | Statewide Connectivity Corridor Projects** | \$4,033,789 | \$4,114,465 | \$4,196,754 | \$4,280,689 | \$4,366,303 | \$4,453,629 | \$4,542,702 | \$4,633,556 | \$4,726,227 | \$4,820,751 |
| 5 | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 6 | Structures | \$291,802 | \$297,638 | \$303,591 | \$309,663 | \$315,856 | \$322,173 | \$328,617 | \$335,189 | \$341,893 | \$348,731 |
| 7 | STP - Metro Mobility & Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 8 | Safety - HSIP | \$1,147,500 | \$1,170,450 | \$1,193,859 | \$1,217,736 | \$1,242,091 | \$1,266,933 | \$1,292,271 | \$1,318,117 | \$1,344,479 | \$1,371,369 |
| 9 | Transportation Enhancements /TAP | \$69,581 | \$70,973 | \$72,392 | \$73,840 | \$75,317 | \$76,823 | \$78,360 | \$79,927 | \$81,525 | \$83,156 |
| 10 | Supplemental Transportation - 9 components | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 | District Discretionary | \$1,117,798 | \$1,140,154 | \$1,162,957 | \$1,186,216 | \$1,209,941 | \$1,234,140 | \$1,258,822 | \$1,283,999 | \$1,309,679 | \$1,335,872 |
| 12 | Strategic Priority | \$1,149,169 | \$1,172,152 | \$1,195,595 | \$1,219,507 | \$1,243,897 | \$1,268,775 | \$1,294,151 | \$1,320,034 | \$1,346,434 | \$1,373,363 |



TABLE D-12: TEXAS LONG-TERM STAGE ROADWAY FUNDING PROJECTIONS

| Category | Description | Long-Term Stage (2040 - 2045) | | | | | |
|----------|---|-------------------------------|--------------|--------------|--------------|--------------|--------------|
| | | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 |
| 1 | Preventive Maintenance and Rehabilitation | \$ 2,527,158 | \$ 2,577,701 | \$ 2,629,255 | \$ 2,681,841 | \$ 2,735,477 | \$ 2,790,187 |
| 2M or 2U | Urban Area (Non-TMA) Metropolitan Corridor Projects | \$ 4,357,760 | \$ 4,444,916 | \$ 4,533,814 | \$ 4,624,490 | \$ 4,716,980 | \$ 4,811,320 |
| 3 | Non-Traditionally Funded Transportation Projects | \$ 316,484 | \$ 322,813 | \$ 329,270 | \$ 335,855 | \$ 342,572 | \$ 349,424 |
| 4 | Statewide Connectivity Corridor Projects** | \$ 4,917,166 | \$ 5,015,510 | \$ 5,115,820 | \$ 5,218,136 | \$ 5,322,499 | \$ 5,428,949 |
| 5 | CMAQ | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 6 | Structures | \$ 355,706 | \$ 362,820 | \$ 370,076 | \$ 377,478 | \$ 385,027 | \$ 392,728 |
| 7 | STP - Metro Mobility & Rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 8 | Safety - HSIP | \$ 1,398,796 | \$ 1,426,772 | \$ 1,455,307 | \$ 1,484,414 | \$ 1,514,102 | \$ 1,544,384 |
| 9 | Transportation Enhancements /TAP | \$ 84,819 | \$ 86,515 | \$ 88,246 | \$ 90,011 | \$ 91,811 | \$ 93,647 |
| 10 | Supplemental Transportation - 9 components | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 | District Discretionary | \$ 1,362,590 | \$ 1,389,842 | \$ 1,417,638 | \$ 1,445,991 | \$ 1,474,911 | \$ 1,504,409 |
| 12 | Strategic Priority | \$ 1,400,830 | \$ 1,428,847 | \$ 1,457,424 | \$ 1,486,572 | \$ 1,516,304 | \$ 1,546,630 |

TABLE D-13: TEXAS IMPLEMENTATION STAGE TRANSIT FUNDING PROJECTIONS

| Category | Description | Implementation Stage | | | |
|----------|-----------------------------------|----------------------|-----------|-----------|--------------|
| | | 2020 | 2021 | 2022 | 2023 |
| 5307 | Operating Assistance | \$791,016 | \$791,016 | \$791,016 | \$806,836.32 |
| | Capital- Preventative Maintenance | \$247,091 | \$247,091 | \$247,091 | \$252,032.82 |
| | Capital- Paratransit | \$82,500 | \$82,500 | \$82,500 | \$84,150.00 |



TABLE D-14: TEXAS SHORT-TERM STAGE TRANSIT FUNDING PROJECTIONS

| Category | Description | Short-Term Stage | | | | | |
|----------|----------------------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| | | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| 5307 | Operating Assistance | \$822,973.05 | \$839,432.51 | \$856,221.16 | \$873,345.58 | \$890,812.49 | \$908,628.74 |
| | Capital-Preventative Maintenance | \$257,073.48 | \$262,214.95 | \$267,459.24 | \$272,808.43 | \$278,264.60 | \$283,829.89 |
| | Capital-Paratransit | \$85,833.00 | \$87,549.66 | \$89,300.65 | \$91,086.67 | \$92,908.40 | \$94,766.57 |

TABLE D-15: TEXAS MEDIUM-TERM STAGE TRANSIT FUNDING PROJECTIONS

| Category | Description | Medium-Term Stage | | | | | | | | | |
|----------|----------------------------------|-------------------|-----------|-----------|-----------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
| 5307 | Operating Assistance | \$926,801 | \$945,337 | \$964,244 | \$983,529 | \$1,003,200 | \$1,023,264 | \$1,043,729 | \$1,064,603 | \$1,085,896 | \$1,107,613 |
| | Capital-Preventative Maintenance | \$289,507 | \$295,297 | \$301,203 | \$307,227 | \$313,371 | \$319,639 | \$326,031 | \$332,552 | \$339,203 | \$345,987 |
| | Capital-Paratransit | \$96,662 | \$98,595 | \$100,567 | \$102,578 | \$104,630 | \$106,723 | \$108,857 | \$111,034 | \$113,255 | \$115,520 |

TABLE D-16: TEXAS LONG-TERM STAGE TRANSIT FUNDING PROJECTIONS

| Category | Description | Long-Term Stage | | | | | |
|----------|----------------------------------|-----------------|-------------|-------------|-------------|-------------|-------------|
| | | 2040 | 2041 | 2042 | 2043 | 2044 | 2045 |
| 5307 | Operating Assistance | \$1,129,766 | \$1,152,361 | \$1,175,408 | \$1,198,916 | \$1,222,895 | \$1,247,353 |
| | Capital-Preventative Maintenance | \$352,907 | \$359,965 | \$367,164 | \$374,508 | \$381,998 | \$389,638 |
| | Capital-Paratransit | \$117,830 | \$120,187 | \$122,591 | \$125,043 | \$127,543 | \$130,094 |