



*For Arkansas Portion of the Texarkana Metropolitan Planning Area*

Prepared by

**Texarkana Metropolitan Planning Organization**

Adopted

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## CHAPTER 1 – INTRODUCTION

The Texarkana Metropolitan Planning Organization is responsible for coordinated, comprehensive, and continuing transportation planning in the Texarkana Metropolitan Area as required by the Fixing America’s Surface Transportation Act (FAST Act). As an urbanized area with a population of over 50,000, the City of Texarkana, Arkansas and the City of Texarkana, Texas was designated as a MPO by the Governors in the 1990’s. The MPO staff includes a Study Director and a Planner. Federal metropolitan planning funds and state matching funds for transportation planning are provided to the MPO through the Arkansas Department of Transportation.

Since May 1973, the policy directive for metropolitan transportation planning has been carried out under the direction and guidance of the Policy Committee, which was established at the time by the Continuing Phase Agreement. In December 2009, the Policy Committee was renamed the Policy Board. The Policy Board is comprised of elected and non-elected officials from the cities of Texarkana, Arkansas; Nash, Texas; Texarkana, Texas; Wake Village, Texas; Miller County Arkansas; and Bowie County Texas; Arkansas Department of Transportation (ArDOT) and Texas Department of Transportation (TxDOT); Federal Highway Administration (FHWA); and Federal Transit Administration (FTA).

### MPO Policy Board

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MPO Coordinator  
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Executive Director  
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## Legislation

Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) was passed on July 6, 2012. MAP-21 required the metropolitan transportation planning process to take into consideration eight planning factors.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

On December 4, 2015, President Obama signed into law the **Fixing America's Surface Transportation Act (FACT ACT)**, a five-year legislation to improve the Nation's surface transportation infrastructure, including our roads, bridges, transit systems, and rail transportation network. The FAST-Act continued, and further strengthened, the requirement that an extensive, ongoing and cooperative planning effort for the programming of federal funds be undertaken.

The Transportation Improvement Program (TIP) serves as a list of federal-aid eligible surface transportation improvements within the Metropolitan Planning Organization (MPO) area. The TIP identifies transportation projects to be implemented within the Texarkana Metropolitan Planning Area (MPA) boundary in the upcoming four fiscal years. In accordance with FAST Act, the TIP is updated at least every four years, approved by the Policy Board, and the Governor of Arkansas or a designee. The projects listed in this document are derived from the financially constrained Metropolitan Transportation Plan (MTP) and are financially constrained at the state level. These projects reflect the investment priorities established in the current MTP.

Projects in the MPO TIP match projects listed in the State Transportation Improvement Program (STIP) with identical information describing the projects. Consistency requires projects flow out of the project identification, evaluation, and prioritization process that has been developed to implement a strategy or objective of long-range transportation plans. In addition to consistency, the TIP mix of projects reflects the investment priorities established in the current MTP and once implemented, are designed to make progress toward achieving the performance targets established under MAP-21.

The **FAST Act** expanded the scope of consideration of the metropolitan transportation planning process to include:

- Improving transportation system resiliency and reliability;
- Reducing (or mitigating) the storm water impacts on surface transportation; and
- Enhancing travel and tourism.

It adds to this list other facilities that support intercity transportation (including intercity buses, intercity bus facilities, and commuter vanpool providers). The FAST Act also requires that the MTP include identification of public transportation facilities and intercity bus facilities.

The FAST Act, resilience and environmental mitigation activities, expands the focus on the resiliency of the transportation system as well as activities to reduce storm water runoff from transportation infrastructure. In addition, it newly requires strategies to reduce the vulnerability of existing transportation infrastructure to natural disasters.

## Definition of Area

The MPO study area is comprised of approximately 195 square miles in northeast Texas and southwest Arkansas. It encompasses the cities of Texarkana, Arkansas; Texarkana, Texas; Nash, Texas; Wake Village, Texas; and a portion of Red Lick, Texas, as well as portions of Miller County, Arkansas; and Bowie County, Texas. See **APPENDIX A** for map of study area.

## Public Involvement Process

There were four governmental entities that contributed to the development of this TIP: the city of Texarkana, Arkansas; Miller County, Arkansas; the ArDOT; and the Texarkana Urban Transit District (TUTD).

Before approval of the TIP, and in accordance with the Texarkana MPO's Public Participation Plan, the MPO provides citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties with reasonable notice of and an opportunity to comment on the proposed program by provision of a ten (10) day public comment period. A legal notice is published in the Texarkana Gazette newspaper at least 72 hours prior to the beginning of the 10-day comment period and a public meeting. The TIP is posted on the MPO's website at least 72 hours before the comment period. Additional opportunities for public involvement are provided when and if this document is revised.

## Project Selection Process

The TIP is consistent with the fiscally constrained, Policy Board adopted TUTS 2040 Plan.

The Policy Board has previously approved the following cooperatively developed (ArDOT, TxDOT, MPO) Project Selection Procedures:

- 1) The approved TIP shall be utilized for programming projects within the urban area.
- 2) Any project listed in the first year of the approved TIP shall be considered the highest priority and may be implemented as soon as plans are completed and funds are

appropriated. Projects in the second, third and fourth years of the TIP are considered to have second, third and fourth priorities, respectively.

- 3) If a project in the first year cannot be accomplished, then a project or projects from the second year will be selected and those projects may be initiated as plans are completed and funds are appropriate.
- 4) Projects are scored and ranked per Safety, Congestion, Connectivity, Regional Mobility, Preservation and Project Cost to address performance measures.
- 5) The MPO will utilize various tools such as Decision Lens to assist in scoring and ranking of projects to be included in the TIP.

## Progress from Previous Year

This progress in undertaking and completing transportation projects from prior fiscal years is addressed in Chapter 3 – Status of Projects from Prior Years.

## Air Quality Issues

The Texarkana Metropolitan Area is in conformity with the Clean Air Act, as amended.

## American with Disabilities Act (ADA)

The TUTD buses are ADA accessible in compliance with the American with Disabilities Act (ADA). Curb to curb paratransit service is offered to citizens who are unable to utilize the fixed route service. Eligible passengers must complete an application and meet criteria that demonstrate the inability to ride the fixed route bus. The TUTD operators can provide manual assistance but are not trained to provide medical assistance to passengers. Highway projects are constructed according to ADA Act requirements.

## Title VI/Environmental Justice (EJ)

Title VI of the 1964 Civil Rights Act states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” A 1999 Presidential Executive Order on Environmental Justice (EJ) further amplified Title VI by providing that “*each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.*” The MPO previously identified and mapped areas with at least 40 percent of the population being minority groups. These areas are considered EJ areas. In evaluating projects for inclusion into the TIP, projects are assessed for potential disproportionately high and adverse human health or environmental impact on minority populations and low-income populations. If disproportionate impacts are found, attempts to mitigate those impacts are explored.

## Coordination with Transit System

The MPO and TUTD staff meet regularly to discuss transportation issues and updates. Consultation and coordination are an ongoing process. The operating, capital, and maintenance

costs for TIP inclusion are discussed and reviewed by the MPO and TUTD staff. The TUTD Director is a member of the Policy Board. A member of the MPO staff attends monthly TUTD Board meetings.

## Performance Measures

On February 17, 2017, the FHWA finalized the third and last in a series of three related rulemaking that established a set of performance measures for State Departments of Transportation (State DOT) and MPOs to use as required by MAP-21 and with FAST Act. The State DOTs are required to measure condition or performance, establish targets, assess progress toward targets, or report on condition or performance. MPOs can establish their own performance measure targets or support the State DOT statewide targets, or a mixture of both options.

In accordance with 23 CFR 450.218, the State shall develop a statewide transportation improvement program (STIP) for all areas of the State. A STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other state performance-based plan(s), linking investment priorities to those performance targets.

### **Safety –**

Arkansas has adopted an ultimate vision of Toward Zero Deaths (TZD) since 2013. With this vision, the Strategic Highway Safety Plan (SHSP) was developed that integrates the four “E’s” – engineering, education, enforcement, and emergency services. It is a performance-based, data-driven, comprehensive plan that establishes statewide goals, objectives, and strategies to address safety in Arkansas. This vision and strategy is consistent with the TZD National Strategy on Highway Safety sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the American Association of State Highway and Transportation Officials (AASHTO), and the Governor’s Highway Safety Association (GHSA).

The latest SHSP was developed in 2017, which identified five critical emphasis areas ranging from driver behavior, special and vulnerable road users to infrastructure and operational improvements. Performance goals can be found in the SHSP for the following performance measures.

### **PM 1**

- Number of fatalities;
- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of fatalities non-motorized fatalities and non-motorized serious injuries.

In addition, the Department develops annual performance targets to support the SHSP goals in accordance with 23 U.S.C. 150. The targets are developed in coordination with the Arkansas State Police – Highway Safety Office, Metropolitan Planning Organizations (MPOs), and other stakeholders. They are submitted to FHWA in the Highway Safety Improvement Program (HSIP) report by August 31 each year.

## **PM 2**

- Pavement condition on the Interstate System
- Pavement condition on the non-Interstate (NHS)
- Bridge condition on the NHS

## **PM 3**

- Performance of the Interstate System
- Performance of the non-Interstate NHS
- Freight movement on the Interstate System
- Traffic congestion
- On-road mobile source emissions.

Any ArDOT sponsored HSIP projects within the MPO area were selected based on the safety performance measures and were approved by ArDOT District office. ArDOT conferred with numerous stakeholder groups, including the Texarkana MPO, as part of its target setting process. Working in partnership with local agencies, ArDOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. ArDOT projects chosen for HSIP investments are based on Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, Serious Injury Rate, and Total Number of Non-Motorized Fatalities and Serious Injuries. crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. ArDOT continues to utilize a systemic safety improvement process rather than relying on “hot spot” safety improvements.

Compliance with PM 1 Safety Measure begins May 27, 2018 for the MPOs. The MPO has chosen to support the ArDOT and TxDOT safety targets. ArDOT targets are published in the Highway Safety Improvement Program (HSIP) Annual Report dated August 31, 2017. The MPO supports those targets by reviewing and programming all HSIP projects within the MPA boundary that are included in the STIP. ArDOT established all targets using a five-year average.

ArDOT HSIP targets

Performance Measure	2018 Statewide Target (Expressed as Five-Year FY2014-2018 Average)
Total number of traffic related fatalities on all public roads	555
Rate of traffic related fatalities on all public road per 100 million VMT	1.660
Total number of traffic related serious injuries on all public roads	3,470
Rate of traffic related serious injuries on all public roads per 100 million VMT	10.419
Total number of non-motorized fatalities and serious injuries on all public roads	149

ArDOT’s process for evaluating, scoring and ranking projects is based on linking and predicting the performance results of a project or portfolio of projects to desired statewide outcomes. Critical to this process is identifying project-specific data that aligns a candidate project’s unique performance benefits with the broader statewide objectives. ArDOT has established data-driven criteria for each system key performance objectives in which they use to quantify each candidate project’s contributions to system performance.

Compliance with PM2 Pavement and Bridge Condition Measures begins November 20, 2018 for MPOs. The MPO has chosen to endorse the ARDOT targets, once set. ARDOT’s goal is to preserve the lane miles in good condition, measured using the International Roughness Index (IRI). This target will be challenging with the increased amount of truck traffic from oil and gas, across the state, and lack of adequate funding. ARDOT challenges are similar, considering the amount of rainfall and lack of funding. Changes in funding and other factors will have an impact on the results and how they compare to the targets.

Compliance with the PM3 performance-based planning requirements begins in November 20, 2018. ArDOT is working on setting its system performance and freight targets. ArDOT endorses a set of proposed national measures for use in Arkansas planning efforts. The MPO is working with ArDOT to keep truck delay and reliability within the targets set as proportion to population growth.

**Transit -**

Compliance with transit asset management (TAM) requirements began in January 2017 when States and transit agencies were required to adopt TAM plans. On October 1, 2018, States and transit agencies will be required to adopt TAM plans. The Texarkana MPO has chosen to support the Public transit, Texarkana Urban Transit District’s transit asset management (TAM) plan (Resolution #14-2017). TUTD’s capital projects included in the TIP align with the transit asset management (TAM) planning and targets setting processes undertaken by Arkansas Department of Transportation (ARDOT), Texarkana Urban Transit District (TUTD), and the Texarkana MPO. Arkansas DOT established a group of TAM plan and group targets for all while small urban providers were offered an optional TAM plan template. Large urban providers established their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. ARDOT allocate funding for transit rolling stock in accordance with the Public Transit Management System process. Additional state and federal funding sources

that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit section of the TIP. TUTD determine the uses of these sources for capital and operating expenses based on their needs.

### **Infrastructure Condition –**

ArDOT currently manages the 12<sup>th</sup> largest State Highway System in the country. In order to maintain the system, ArDOT has developed the Transportation Asset Management Plan (TAMP) compliant with 23 CFR 515 with the goal of maintaining the system in the best possible condition for the given amount of funding available. The TAMP is risk-based and it describes the inventory and condition of the highways and bridges located on the National Highway System (NHS) in Arkansas. It also describes how the Department is managing these assets using TAM principles. Utilizing the life-cycle planning information, the TAMP assists the Department in identifying the right projects at the right times to reduce the overall cost of our assets while maintaining a safe and efficient system.

Federally mandated performance measures are:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition
- Percent of NHS bridges by deck area classified as Good condition
- Percent of NHS bridges by deck area classified as Poor condition

### **System Reliability and CMAQ -**

System reliability on the Interstate and non-Interstate NHS is assessed using FHWA's National Performance Management Research Data Set (NPMRDS) for travel time reliability and freight movement. Travel time reliability is defined as the ratio of the longer travel time (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile). Roadway segments that have a travel time reliability greater than 1.5 are considered unreliable. Freight reliability is based on the truck travel time reliability index that is defined as the 95<sup>th</sup> percentile truck travel time divided by the 50<sup>th</sup> percentile truck travel time.

Federally mandated performance measures are:

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Truck travel time reliability on the Interstate System
- Annual hours of peak hour excessive delay per capita (only applicable in the WMATS)
- Percent non-single occupancy vehicle travel (only applicable in the WMATS)
- On-Road Mobile Source Emission (only applicable in the WMATS)

## CHAPTER 2 – PUBLIC INVOLVEMENT PROCESS

The MPO provides for a proactive public participation process when developing the TIP. The MPO provides all interested parties with a reasonable opportunity to comment on the proposed TIP. The MPO utilize visualization techniques in the TIP development in the form of maps, project location maps with descriptions, scope of work, length and type of work performed. This information is available for public review which is electronically accessible format located the MPO website, notices are posted on the MPO Facebook page and published in local newspapers, announced on local radio/television stations. The notices are posted in various places throughout the region. If there are written comments received during the public review and comment period, they will be included in the final document. See APPENDIX D for the process used in development of the FY 2019- 2022 TIP.

## CHAPTER 3 – STATUS OF PROJECTS FROM PRIOR YEARS

### 2016-2020 STIP Projects Currently Under Construction or Completed

Job Number	Job Name	County	Route	District	District-Group	Let Year	Let Date	Award Amount	District Cost	Length	Status
030482	Hwys. 67, 71 & 82 (Sel. Secs.) (Texarkana) (S)	Miller	Hwys. 67, 71 & 82	3	3	2018	Jan-2018	\$ 3,445,321	\$ 3,445,321	7.42	Under Construction
030496	Hwy. 237 - Lafayette Co. Line (S)	Miller	Hwy. 82	3	3	2018	Jan-2018	\$ 2,445,755	\$ 2,445,755	18.28	Under Construction
BB0302	Hwy. 67 - West of Red River (S)	Miller	I-30	3	3	2016	Nov-2016	\$ 12,607,864	\$12,607,864	4.66	Completed
012256	Enhanced Striping (Dists. 2, 3 & 7) (S)	Various	Various	2, 3 & 7	2	2016	Sep-2016	\$ 7,343,274	\$ 2,447,758	0	Completed
012260	Statewide Wrong-Way Crash Freeway Impvts. (S)	Various	Various	ALL	2	2017	Jan-2017	\$ 3,098,848	\$ 84,857	0	Completed

# CHAPTER 4 – HIGHWAY & TRANSIT PROJECTS

## 2019-2022 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
030477	Miller	71	Hwy. 67 - I-30 (Texarkana) (S)	2.75	System Preservation	9,900 - TOTAL 7,920 - NHPP 1,980 - State	State	2020	TUTS
Potential partnering project with TxDOT.									
XX2019-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2019	All
XX2019-02	Statewide		Various Bridge Preservation	-	System Preservation	9,000 - TOTAL 7,200 - NHPP 1,800 - State/Local	State/Local	2019	All
XX2019-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	1,000 - TOTAL 800 - NHPP 200 - Local	State	2019	All
XX2019-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off System Bridge 800 - State/Local	State	2019	All
XX2019-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,300 - TOTAL 3,870 - Rail Hwy 430 - State	State/RR	2019	All
XX2019-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,850 - TOTAL 8,680 - TAP 2,170 - Local	Local	2019	All
XX2019-07	Statewide		Various Trail Projects	-	Miscellaneous	1,875 - TOTAL 1,500 - RTP 375 - Local	Local	2019	All
XX2019-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2019	All
XX2019-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off System Bridge 925 - Local	State	2019	All
XX2019-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	25,000 - TOTAL 12,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 5,000 - State/Local	State	2019	All
Funding in this category may be used for the development of any project within the 2019-2022 STIP.									
XX2019-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2019	All
XX2019-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2019	All
XX2019-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	1,000 - TOTAL 900 - HSIP 100 - State	State	2019	All
XX2019-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	10,000 - TOTAL 4,000 - NHPP 4,000 - STBGP 2,000 - State	State	2019	All
XX2019-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off System Bridge	State	2019	All
XX2019-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	71,800 - TOTAL 14,810 - NHPP 42,660 - STBGP 14,330 - State	State	2019	All
XX2019-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2019	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2019-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 7,200 - STBGP 1,800 - State	State	2019	All
XX2019-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2019	All

## 2019-2022 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2019-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2019	All
XX2019-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2019	All
Funding amount is approximate.									
XX2019-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2019	All
Funding amount is approximate.									
XX2020-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2020	All
XX2020-02	Statewide		Various Bridge Preservation	-	System Preservation	9,000 - TOTAL 7,200 - NHPP 1,800 - State/Local	State/Local	2020	All
XX2020-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	1,000 - TOTAL 800 - NHPP 200 - Local	State	2020	All
XX2020-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off System Bridge 800 - State/Local	State	2020	All
XX2020-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,400 - TOTAL 3,960 - Rail Hwy 440 - State	State/RR	2020	All
XX2020-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,900 - TOTAL 8,720 - TAP 2,180 - Local	Local	2020	All
XX2020-07	Statewide		Various Trail Projects	-	Miscellaneous	1,875 - TOTAL 1,500 - RTP 375 - Local	Local	2020	All
XX2020-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2020	All
XX2020-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off System Bridge 925 - Local	State	2020	All
XX2020-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	25,000 - TOTAL 12,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 5,000 - State/Local	State	2020	All
Funding in this category may be used for the development of any project within the 2019-2022 STIP.									
XX2020-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2020	All
XX2020-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2020	All
XX2020-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	1,000 - TOTAL 900 - HSIP 100 - State	State	2020	All
XX2020-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	11,000 - TOTAL 4,800 - NHPP 4,000 - STBGP 2,200 - State	State	2020	All
XX2020-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off System Bridge	State	2020	All
XX2020-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	133,400 - TOTAL 60,000 - NHPP 46,730 - STBGP 26,670 - State	State	2020	All
XX2020-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2020	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2020-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 7,200 - STBGP 1,800 - State	State	2020	All

## 2019-2022 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2020-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2020	All
XX2020-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2020	All
XX2020-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2020	All
Funding amount is approximate.									
XX2020-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2020	All
Funding amount is approximate.									
XX2021-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2021	All
XX2021-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2021	All
XX2021-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	1,000 - TOTAL 800 - NHPP 200 - Local	State	2021	All
XX2021-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off System Bridge 800 - State/Local	State	2021	All
XX2021-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,500 - TOTAL 4,050 - Rail Hwy 450 - State	State/RR	2021	All
XX2021-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	11,100 - TOTAL 8,880 - TAP 2,220 - Local	Local	2021	All
XX2021-07	Statewide		Various Trail Projects	-	Miscellaneous	1,875 - TOTAL 1,500 - RTP 375 - Local	Local	2021	All
XX2021-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2021	All
XX2021-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off System Bridge 925 - Local	State	2021	All
XX2021-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	25,000 - TOTAL 12,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 5,000 - State/Local	State	2021	All
Funding in this category may be used for the development of any project within the 2019-2022 STIP.									
XX2021-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2021	All
XX2021-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2021	All
XX2021-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	19,100 - TOTAL 17,190 - HSIP 1,910 - State	State	2021	All
XX2021-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State	State	2021	All
XX2021-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off System Bridge	State	2021	All
XX2021-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	161,200 - TOTAL 75,080 - NHPP 53,890 - STBGP 32,230 - State	State	2021	All
XX2021-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2021	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									

## 2019-2022 TSTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2021-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 7,200 - STBGP 1,800 - State	State	2021	All
XX2021-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2021	All
XX2021-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2021	All
XX2021-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2021	All
Funding amount is approximate.									
XX2021-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2021	All
Funding amount is approximate.									
XX2022-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2022	All
XX2022-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2022	All
XX2022-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	1,000 - TOTAL 800 - NHPP 200 - Local	State	2022	All
XX2022-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off System Bridge 800 - State/Local	State	2022	All
XX2022-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,500 - TOTAL 4,050 - Rail Hwy 450 - State	State/RR	2022	All
XX2022-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	11,200 - TOTAL 8,960 - TAP 2,240 - Local	Local	2022	All
XX2022-07	Statewide		Various Trail Projects	-	Miscellaneous	1,875 - TOTAL 1,500 - RTP 375 - Local	Local	2022	All
XX2022-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R   Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2022	All
XX2022-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off System Bridge 925 - Local	State	2022	All
XX2022-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	25,000 - TOTAL 12,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 5,000 - State/Local	State	2022	All
Funding in this category may be used for the development of any project within the 2019-2022 STIP.									
XX2022-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2022	All
XX2022-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2022	All
XX2022-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	20,000 - TOTAL 18,000 - HSIP 2,000 - State	State	2022	All
XX2022-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State	State	2022	All
XX2022-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off System Bridge	State	2022	All
XX2022-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	193,700 - TOTAL 87,800 - NHPP 7,710 - NHFP 59,470 - STBGP 38,720 - State	State	2022	All

## 2019-2022 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2022-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2022	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2022-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 7,200 - STBGP 1,800 - State	State	2022	All
XX2022-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2022	All
XX2022-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2022	All
XX2022-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2022	All
Funding amount is approximate.									
XX2022-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2022	All
Funding amount is approximate.									
031FTA	Miller		Operating Assistance	-	Transit	288 - TOTAL 144 - FTA-5307 144 - Local	Local	2019	TUTS
032FTA	Miller		Capital - Preventive Maintenance	-	Transit	75 - TOTAL 60 - FTA-5307 15 - Local	Local	2019	TUTS
033FTA	Miller		Capital - Paratransit Service	-	Transit	43 - TOTAL 34 - FTA-5307 9 - Local	Local	2019	TUTS
034FTA	Miller		Capital - Planning	-	Transit	96 - TOTAL 77 - FTA-5307 19 - Local	Local	2019	TUTS
035FTA	Miller		Capital - Rolling Stock/Support Equipment	-	Transit	38 - TOTAL 30 - FTA-5307 8 - Local	Local	2019	TUTS
036FTA	Miller		Consolidated Planning Grant (MPO)	-	Transit	61 - TOTAL 49 - FTA-5305 12 - Local	Local	2019	TUTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	862 - TOTAL 690 - FTA-5339 172 - Local	Local	2019	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2019	All
115FTA	Statewide		Safety Oversight	-	Transit	295 - TOTAL 236 - FTA-5329 59 - Local	Local	2019	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	149 - TOTAL 119 - FTA-5304 30 - Local	Local	2019	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	267 - TOTAL 267 - FTA-5310	Local	2019	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,024 - TOTAL 2,419 - FTA-5310 605 - Local	Local	2019	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,291 - TOTAL 1,291 - FTA-5311	Local	2019	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	2,770 - TOTAL 2,216 - FTA-5311 554 - Local	Local	2019	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	263 - TOTAL 210 - FTA-5311 53 - Local	Local	2019	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	1,355 - TOTAL 1,084 - FTA-5311 271 - Local	Local	2019	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	14,000 - TOTAL 7,000 - FTA-5311 7,000 - Local	Local	2019	All

## 2019-2022 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,214 - TOTAL 1,107 - FTA-5311 1,107 - Local	Local	2019	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	220 - TOTAL 220 - FTA-5311	Local	2019	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	4,000 - TOTAL 4,000 - State	Local	2019	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2019	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2019	All
031FTA	Miller		Operating Assistance	-	Transit	304 - TOTAL 152 - FTA-5307 152 - Local	Local	2020	TUTS
032FTA	Miller		Capital - Preventive Maintenance	-	Transit	75 - TOTAL 60 - FTA-5307 15 - Local	Local	2020	TUTS
033FTA	Miller		Capital - Paratransit Service	-	Transit	41 - TOTAL 33 - FTA-5307 8 - Local	Local	2020	TUTS
034FTA	Miller		Capital - Planning	-	Transit	96 - TOTAL 77 - FTA-5307 19 - Local	Local	2020	TUTS
035FTA	Miller		Capital - Rolling Stock/Support Equipment	-	Transit	38 - TOTAL 30 - FTA-5307 8 - Local	Local	2020	TUTS
036FTA	Miller		Consolidated Planning Grant (MPO)	-	Transit	63 - TOTAL 50 - FTA-5305 13 - Local	Local	2020	TUTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	880 - TOTAL 704 - FTA-5339 176 - Local	Local	2020	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2020	All
115FTA	Statewide		Safety Oversight	-	Transit	301 - TOTAL 241 - FTA-5329 60 - Local	Local	2020	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	152 - TOTAL 122 - FTA-5304 30 - Local	Local	2020	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	274 - TOTAL 274 - FTA-5310	Local	2020	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,083 - TOTAL 2,466 - FTA-5310 617 - Local	Local	2020	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,317 - TOTAL 1,317 - FTA-5311	Local	2020	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,520 - TOTAL 2,816 - FTA-5311 704 - Local	Local	2020	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	268 - TOTAL 214 - FTA-5311 54 - Local	Local	2020	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	688 - TOTAL 550 - FTA-5311 138 - Local	Local	2020	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	14,280 - TOTAL 7,140 - FTA-5311 7,140 - Local	Local	2020	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,258 - TOTAL 1,129 - FTA-5311 1,129 - Local	Local	2020	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	224 - TOTAL 224 - FTA-5311	Local	2020	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	4,000 - TOTAL 4,000 - State	Local	2020	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2020	All

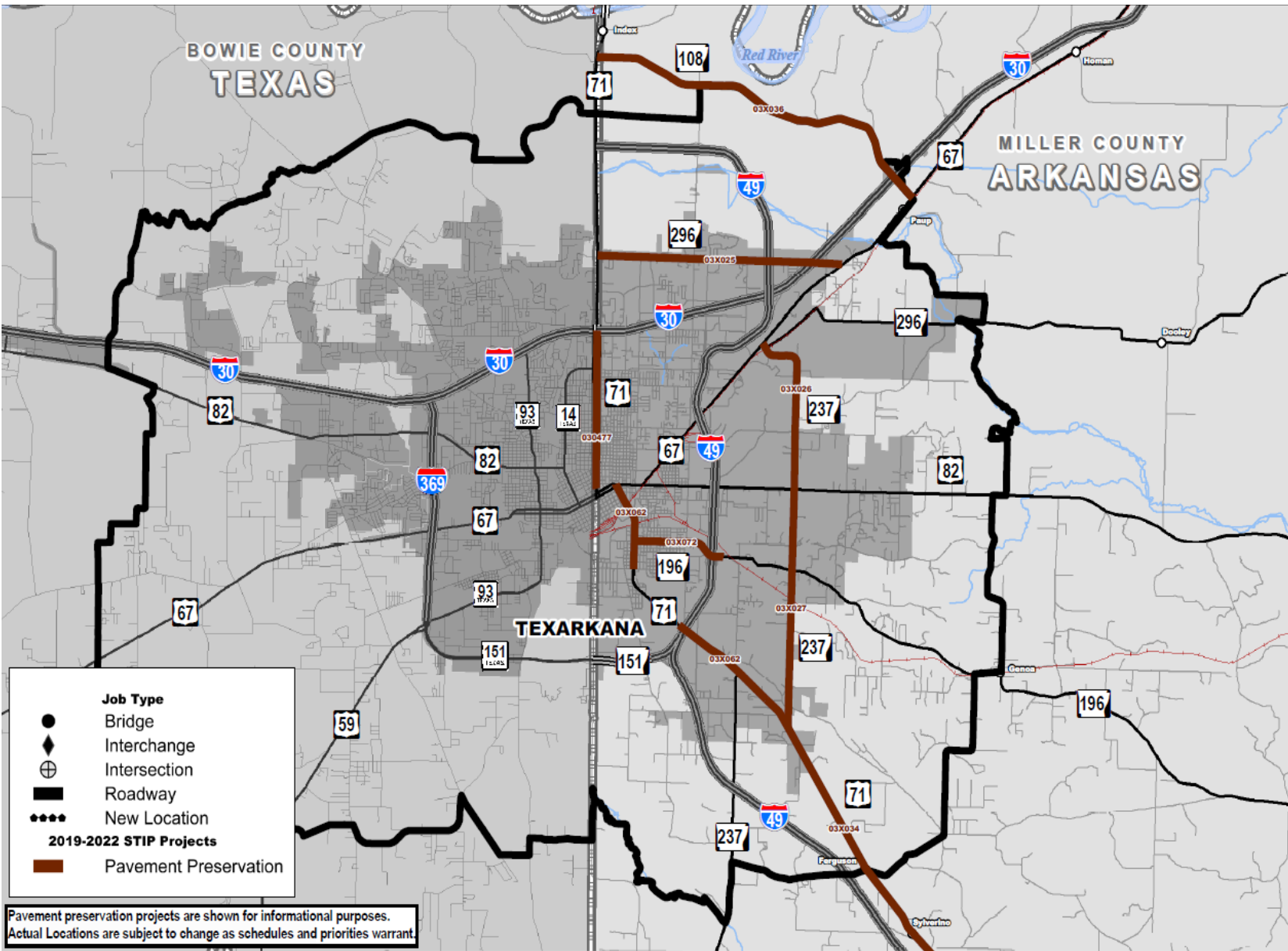
## 2019-2022 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2020	All
031FTA	Miller		Operating Assistance	-	Transit	318 - TOTAL 159 - FTA-5307 159 - Local	Local	2021	TUTS
032FTA	Miller		Capital - Preventive Maintenance	-	Transit	75 - TOTAL 60 - FTA-5307 15 - Local	Local	2021	TUTS
033FTA	Miller		Capital - Paratransit Service	-	Transit	41 - TOTAL 33 - FTA-5307 8 - Local	Local	2021	TUTS
034FTA	Miller		Capital - Planning	-	Transit	96 - TOTAL 77 - FTA-5307 19 - Local	Local	2021	TUTS
035FTA	Miller		Capital - Rolling Stock/Support Equipment	-	Transit	38 - TOTAL 30 - FTA-5307 8 - Local	Local	2021	TUTS
036FTA	Miller		Consolidated Planning Grant (MPO)	-	Transit	64 - TOTAL 51 - FTA-5305 13 - Local	Local	2021	TUTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 Stock/Support Equipment	-	Transit	897 - TOTAL 718 - FTA-5339 179 - Local	Local	2021	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas Stock/Support Equipment	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2021	All
115FTA	Statewide		Safety Oversight	-	Transit	307 - TOTAL 246 - FTA-5329 61 - Local	Local	2021	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	155 - TOTAL 124 - FTA-5304 31 - Local	Local	2021	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	279 - TOTAL 279 - FTA-5310	Local	2021	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,145 - TOTAL 2,516 - FTA-5310 629 - Local	Local	2021	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,343 - TOTAL 1,343 - FTA-5311	Local	2021	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,590 - TOTAL 2,872 - FTA-5311 718 - Local	Local	2021	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	274 - TOTAL 219 - FTA-5311 55 - Local	Local	2021	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	702 - TOTAL 562 - FTA-5311 140 - Local	Local	2021	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	14,566 - TOTAL 7,283 - FTA-5311 7,283 - Local	Local	2021	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,304 - TOTAL 1,152 - FTA-5311 1,152 - Local	Local	2021	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	229 - TOTAL 229 - FTA-5311	Local	2021	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	4,000 - TOTAL 4,000 - State	Local	2021	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2021	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2021	All
031FTA	Miller		Operating Assistance	-	Transit	330 - TOTAL 165 - FTA-5307 165 - Local	Local	2022	TUTS
032FTA	Miller		Capital - Preventive Maintenance	-	Transit	75 - TOTAL 60 - FTA-5307 15 - Local	Local	2022	TUTS

## 2019-2022 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
033FTA	Miller		Capital - Paratransit Service	-	Transit	43 - TOTAL 34 - FTA-5307 9 - Local	Local	2022	TUTS
034FTA	Miller		Capital - Planning	-	Transit	96 - TOTAL 77 - FTA-5307 19 - Local	Local	2022	TUTS
035FTA	Miller		Capital - Rolling Stock/Support Equipment	-	Transit	38 - TOTAL 30 - FTA-5307 8 - Local	Local	2022	TUTS
036FTA	Miller		Consolidated Planning Grant (MPO)	-	Transit	65 - TOTAL 52 - FTA-5305 13 - Local	Local	2022	TUTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	915 - TOTAL 732 - FTA-5339 183 - Local	Local	2022	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2022	All
115FTA	Statewide		Safety Oversight	-	Transit	314 - TOTAL 251 - FTA-5329 63 - Local	Local	2022	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	159 - TOTAL 127 - FTA-5304 32 - Local	Local	2022	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	285 - TOTAL 285 - FTA-5310	Local	2022	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,208 - TOTAL 2,566 - FTA-5310 642 - Local	Local	2022	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,370 - TOTAL 1,370 - FTA-5311	Local	2022	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,661 - TOTAL 2,929 - FTA-5311 732 - Local	Local	2022	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	279 - TOTAL 223 - FTA-5311 56 - Local	Local	2022	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	716 - TOTAL 573 - FTA-5311 143 - Local	Local	2022	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	14,856 - TOTAL 7,428 - FTA-5311 7,428 - Local	Local	2022	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,350 - TOTAL 1,175 - FTA-5311 1,175 - Local	Local	2022	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	233 - TOTAL 233 - FTA-5311	Local	2022	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	4,000 - TOTAL 4,000 - State	Local	2022	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2022	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2022	All

2019-2022 Statewide Transportation Improvement Program  
 Texarkana Urban Transportation Study



Pavement preservation projects are shown for informational purposes.  
 Actual Locations are subject to change as schedules and priorities warrant.

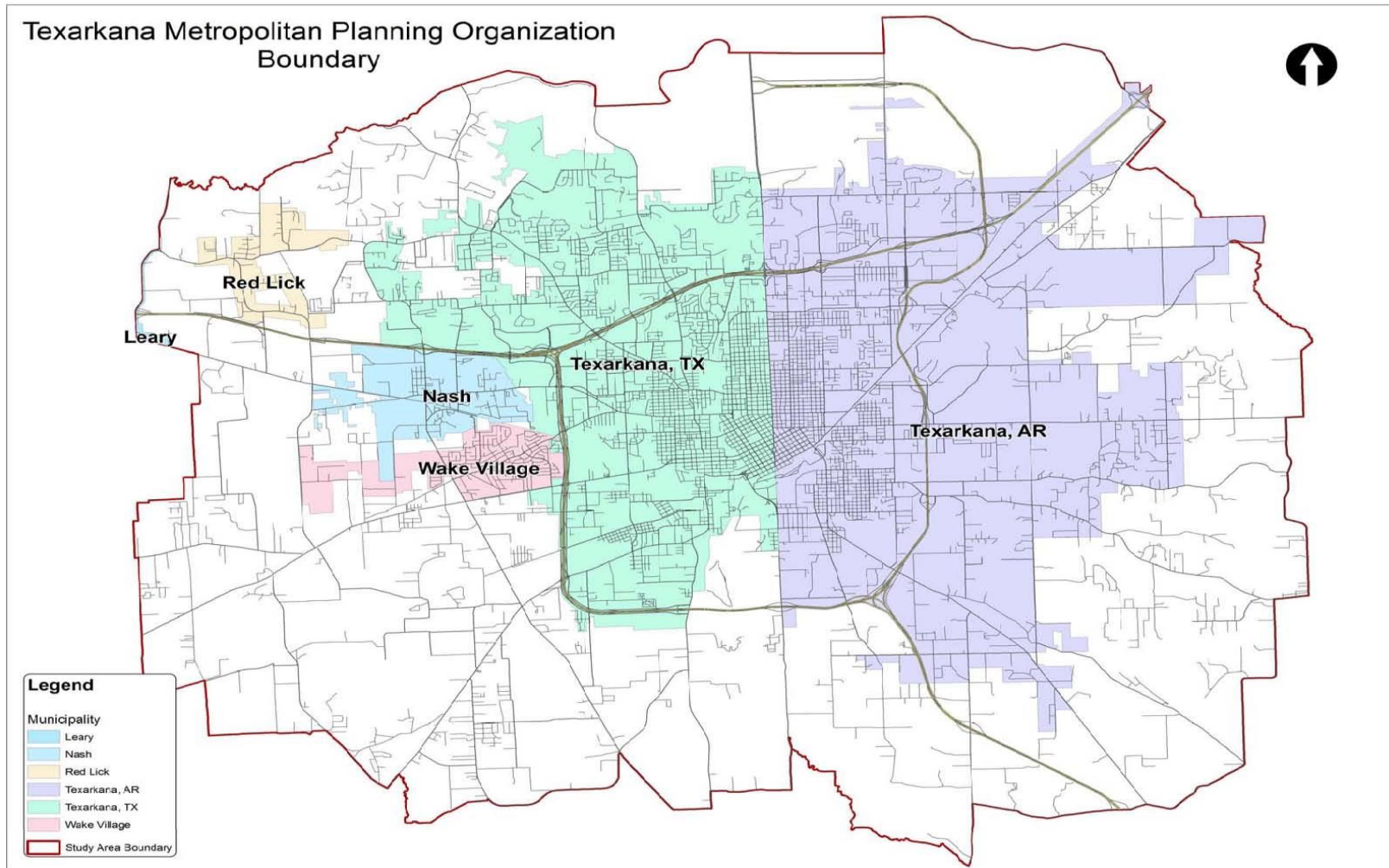
## CHAPTER 5 – FINANCIAL TABLE

FUNDING SOURCE	FY 2019 PROGRAMMED	FY 2020 PROGRAMMED	FY 2021 PROGRAMMED	FY 2022 PROGRAMMED	TOTAL PROGRAMMED
NHPP	\$ 96,730	\$ 134,800	\$ 157,880	\$ 170,600	\$ 560,010
NHFP	\$ 600	\$ 600	\$ 600	\$ 8,310	\$ 10,110
HSIP	\$ 2,900	\$ 2,900	\$ 19,190	\$ 20,000	\$ 44,990
Rail_Hwy	\$ 4,020	\$ 4,110	\$ 4,200	\$ 4,200	\$ 16,530
OFF SYSTEM BRIDGE	\$ 5,200	\$ 5,200	\$ 5,200	\$ 5,200	\$ 20,800
STBGP	\$ 69,271	\$ 73,341	\$ 80,501	\$ 86,081	\$ 309,194
STATE	\$ 20,690	\$ 31,266	\$ 38,846	\$ 45,426	\$ 136,228
STATE/LOCAL	\$ 8,846	\$ 8,840	\$ 10,640	\$ 10,640	\$ 38,966
LOCAL	\$ 5,162	\$ 5,172	\$ 5,212	\$ 5,232	\$ 20,778
CMAQ_FLEX	\$ 250	\$ 250	\$ 250	\$ 250	\$ 1,000
TAP	\$ 8,680	\$ 8,720	\$ 8,880	\$ 8,960	\$ 35,240
RTP	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 6,000
OJT	\$ 100	\$ 100	\$ 100	\$ 100	\$ 400
DBE	\$ 150	\$ 150	\$ 150	\$ 150	\$ 600
FLAP	\$ 2,960	\$ 2,960	\$ 2,960	\$ 2,960	\$ 11,840
FERRY_BOAT	\$ 100	\$ 100	\$ 100	\$ 100	\$ 400
<b>TOTAL</b>	<b>\$ 227,159</b>	<b>\$ 280,009</b>	<b>\$ 336,209</b>	<b>\$ 369,709</b>	<b>\$ 1,213,086</b>
*Funding amounts are approximate					
*Funding amounts are in thousands					
<b>TRANSIT</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>TOTAL</b>
FTA_5304	\$ 119	\$ 122	\$ 124	\$ 127	\$ 492
FTA_5305	\$ 49	\$ 50	\$ 51	\$ 52	\$ 202
FTA_5307	\$ 345	\$ 352	\$ 359	\$ 366	\$ 1,422
FTA_5310	\$ 2,686	\$ 2,740	\$ 2,795	\$ 2,851	\$ 11,072
FTA_5311	\$ 13,128	\$ 13,390	\$ 13,660	\$ 13,931	\$ 54,109
FTA_5329	\$ 236	\$ 241	\$ 246	\$ 251	\$ 974
FTA_5339	\$ 4,190	\$ 4,204	\$ 4,218	\$ 4,232	\$ 16,844
State	4346	4346	4346	4346	\$ 17,384
Local	11708	11913	12120	12333	\$ 48,074
<b>TOTAL</b>	<b>\$ 36,807</b>	<b>\$ 37,358</b>	<b>\$ 37,919</b>	<b>\$ 38,489</b>	<b>\$ 150,573</b>

## CHAPTER 6 – HISTORY OF REVISIONS

None currently.

# APPENDIX A – TEXARKANA MPA



# APPENDIX B – RESOLUTION

## TEXARKANA URBAN TRANSPORTATION STUDY

### RESOLUTION # 9-2018

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE FY 2019 - 2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE ARKANSAS PORTION OF THE TEXARKANA METROPOLITAN STUDY AREA AND AUTHORIZING ITS SUBMISSION TO THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ArDOT)

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

**WHEREAS,** the Texarkana MPO is responsible for preparing and submitting the FY 2019 - 2022 TIP to ArDOT for inclusion in Arkansas' Statewide Transportation Improvement Program (STIP) for FY 2019 - 2022.

**WHEREAS,** the Texarkana MPO Technical Committee recommended for adoption and submission of the FY 2019 - 2022 TIP to ArDOT for inclusion in Arkansas' STIP for FY 2019 - 2022.

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

**SECTION 1:** The FY 2019 - 2022 TIP for the Arkansas portion of the Texarkana Metropolitan Study Area is hereby adopted.

**SECTION 2:** The Director of the Texarkana MPO is hereby authorized to submit the FY 2019 - 2022 TIP for the Arkansas portion of the Texarkana Metropolitan Study Area to ArDOT.

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

ADOPTED in Regular Session on the 20<sup>th</sup> day of July 2018.



Robert Bunch, Chairman  
Policy Board  
Texarkana Metropolitan Planning Organization

I hereby certify that this resolution was adopted by the Texarkana Metropolitan Planning Organization for the Texarkana Metropolitan Area in regular session on July 20, 2018.



Rea Donna Jones  
Director  
Texarkana Metropolitan Planning Organization

# APPENDIX C – SELF CERTIFICATION

## ARKANSAS and TEXAS DEPARTMENTS OF TRANSPORTATION MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act), the Arkansas Department of Transportation, the Texas Department of Transportation, and the Texarkana Metropolitan Planning Organization for the Texarkana urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- 2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 4) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- 5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



**Michael C. Anderson, P.E.**  
Atlanta District Engineer  
TXDOT

7/20/2018  
Date



**Jessie Jones**  
Transportation Planning & Policy Division Head  
ARDOT

7/20/2018  
Date



**Robert Bunch**  
Policy Board Chairman  
Texarkana MPO

July 20, 2018  
Date

## APPENDIX D – PUBLIC INVOLVEMENT DOCUMENTATION

“The public participation process described herein is used to satisfy the public participation process for the POP for the following grantees: City of Texarkana, Arkansas, City of Texarkana, Texas, Nash, Texas, Wake Village, Texas, and Texarkana Urban Transit District.”

### Technical Committee Meeting(s)

- June 12, 2018 – A meeting notice was sent to the Texarkana Gazette.
- June 12, 2018 – A meeting notice was placed on Facebook.
- June 15, 2018 – A press release was sent to the various radio/television stations, and persons listed on the public notification list.
- June 18, 2018 – A legal notice was published in the Texarkana Gazette, public notices were posted in ten locations throughout the MPO area, and the meeting notice was placed on the MPO website.
- June 21, 2018 – Technical Committee meeting was held.

### Policy Board Meetings(s)

- July 9, 2018 – A meeting notice was sent to the Texarkana Gazette.
- July 13, 2018 – A meeting notice was placed on Facebook.
- July 16, 2018 – A press release was sent to the various radio/television stations, and persons listed on the public notification list.
- July 16, 2018 – A legal notice was published in the Texarkana Gazette, public notices were posted in 10 locations throughout the MPO area, and the meeting notice was placed on the MPO website.
- July 20, 2018 – Policy Board Meeting
- Resolution #9 – 2018 was approved adopting the FY2019-2022 TIP. See APPENDIX B.

### Public Review and Comment Period

- June 12, 2018 – A press release was sent to the Texarkana Gazette.
- June 18, 2018 – The press release was published in the Texarkana Gazette, sent to various radio/television stations and persons listed on the public notification list, public notices were posted in ten locations throughout the MPO area, and posted on Facebook.
- June 18, 2018 – the Draft FY 2019-2022 Arkansas TIP was placed on the MPO website.
- The public review and comment extended from June 21, 2018 through July 2, 2018.

### Public Comments on Original FY 2019-2022 TIP:

There were no public comments received.

## APPENDIX E – GLOSSARY

Term	Definition	Source
Advance Construction	A technique which allows a State to initiate a project using non- federal funds while preserving eligibility for future Federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-aid; however, no present or future Federal funds are committed to the project. After an advance construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project. This can be accomplished as one action, or the project may be partially converted over time.	FHWA Innovative Finance Website <a href="https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/">https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/</a>
Allocation	An administrative distribution of funds for programs that are not distributed to States by a statutory formula.	Funding Federal-Aid Highways, FHWA-PL-17-01 <a href="http://www.fhwa.dot.gov/reports/fifahwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahwy/ffahappa.htm</a>
Apportionment	The distribution of funds to States as prescribed by a statutory formula.	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Appropriations Act	Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Authorization	Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on	FHWA Planning Glossary <a href="http://www.fhwa.dot.gov/planning/glossary/index.cfm">http://www.fhwa.dot.gov/planning/glossary/index.cfm</a>

	the amount of funds that can be appropriated for that program.	
Authorization Act	Basic substantive legislation that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s). The current authorization act for surface transportation programs is the Fixing America’s Surface Transportation (FAST) Act.	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Available Funds	Applies to the first two years of the TIP and STIP in air quality nonattainment and maintenance areas. Includes funds derived from an existing source of funds dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered “available.”	Preamble to the FHWA/FTA statewide and metropolitan planning rules ( <u>Federal Register</u> ; Volume 58, Number 207; October 28, 1993; page 58060).
Budget Authority	Empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds. Congress generally provides this empowerment to an agency in the form of an appropriation. However, for most of the highway programs, it is in the form of <i>contract authority</i> .	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Capital Expenses	Includes highway construction (e.g., resurfacing, restoration, and rehabilitation improvements; construction of additional lanes, interchanges, and grade separations; and construction of a new facility on a new location) and acquisition of transit vehicles and equipment.	Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs FHWA Staffnet: <a href="http://intra.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm">http://intra.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm</a>
Committed Funds	Applies to the first two years of the TIP and STIP in air quality nonattainment and maintenance areas. Includes funds that have been bound or obligated for transportation purposes. For State funds that are not dedicated to or historically used for transportation purposes, only those funds over which the Governor has control may be	Preamble to the FHWA/FTA statewide and metropolitan planning rules ( <u>Federal Register</u> ; Volume 58, Number 207; October 28, 1993; page 58060).

	considered as “committed.” In this case, approval of the TIP by the Governor is considered a commitment of the funds. For local or private sources not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing/letter of intent by the responsible official or body having control of the funds constitutes a “commitment.”	
Contract Authority	A form of <i>Budget Authority</i> that permits obligations to be made in advance of appropriations. Most of the programs under the <i>Federal-Aid Highway Program</i> operate under Contract Authority.	Funding Federal-Aid Highways, FHWA-PL-17-011  <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Cost Estimate	A prediction of all costs and the value of any resources needed to complete the design, right-of-way activities, environmental studies, construction, project management, etc. as well as costs and resources paid to others for work related to a project such as utility adjustments, environmental mitigations, and railroad relocations.	FHWA Program Administration website:  <a href="http://www.fhwa.dot.gov/programadmin/mega/cefina.htm">http://www.fhwa.dot.gov/programadmin/mega/cefina.htm</a>
Financial Plan	A comprehensive document that reflects revenues and costs of a transportation plan or program and provides a reasonable assurance that there will be sufficient financial resources available to implement and complete all the elements in the plan or program. Identified funding shortfalls shall be highlighted, along with proposed resource solutions.	23 CFR 450.324(f)(11) and 23 CFR 450.326(g)  Electronic Code of Federal Regulations  <a href="https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450_main_02.tpl">https://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title23/23cfr450_main_02.tpl</a>
Fiscal Constraint	A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.	Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs
National Ambient Air Quality Standards (NAAQS)	Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA developed the standards in response to a requirement of the CAA. Air	FHWA Planning Glossary  <a href="http://www.fhwa.dot.gov/planning/glossary/index.cfm">http://www.fhwa.dot.gov/planning/glossary/index.cfm</a>

	quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide.	
New Funding Sources	Reasonably available revenues that currently do not exist or require additional steps in securing (e.g., legal, executive, and/or legislative) before a jurisdiction, agency, or private party can commit such revenues to transportation projects	Based largely on the preamble to the FHWA/FTA statewide and metropolitan planning rules ( <u>Federal Register</u> ; Volume 58, Number 207; October 28, 1993; page 58060).
Obligation Authority	The total amount of funds that the Federal government may obligate in a year. For the Federal-aid Highway Program this is comprised of the <i>obligation limitation</i> amount plus amounts for programs exempt from the limitation.	Funding Federal-Aid Highways, FHWA-PL-17-011  <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Obligation Limitation	A restriction, or “ceiling” on the amount of Federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.	Funding Federal-Aid Highways, FHWA-PL-17-011  <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Operations and Maintenance	An overarching term for activities related to the performance of routine, preventive, predictive, scheduled, and unscheduled actions aimed at preventing transportation system failure or decline. See definitions of “Maintenance” and “Transportation System Management and Operations.”	<i>Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs</i>  (FHWA StaffNet <a href="http://staffnet.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm">http://staffnet.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm</a> , based largely on the definitions in 23 U.S.C. 101(a)(14) and (18).
Over-programming	A term associated with the TIP and STIP in which the cumulative total of the programmed projects/project phases, by year, exceed the estimated revenues that are “reasonably	Based largely on the preamble to the FHWA/FTA statewide and metropolitan planning rules ( <u>Federal</u>

	expected to be available” to implement the TIP and/or STIP (including funding that is “available or committed” in the first two years of the TIP and STIP in nonattainment and maintenance areas).	<u>Register</u> ; Volume 58, Number 207; October 28, 1993; page 58061).
Preservation	Involves the timely application of carefully selected treatments to maintain or extend an asset’s service life.	FHWA Construction and Maintenance website <a href="http://www.fhwa.dot.gov/construction/fs02010.htm">http://www.fhwa.dot.gov/construction/fs02010.htm</a>
Range	To vary within specified limits.	www.dictionary.com
Reasonableness	Being in accordance with good judgment, sound sense fairness, duty, or prudence.	www.dictionary.com
Transportation System Management and Operations (TSMO)	An integrated program for optimizing the performance of existing infrastructure through the implementation of systems, services, and projects designed to preserve capacity and improve security, safety, and reliability. Included are improvements to the transportation system such as traffic detection and surveillance; arterial management; freeway management; demand management; work zone management; emergency management; electronic toll collection; automated enforcement; traffic incident management; roadway weather management; traveler information services; commercial vehicle operations; traffic control; freight management; and coordination of highway, rail, transit, bicycle, and pedestrian operations.	<i>Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs</i> (FHWA StaffNet <a href="http://staffnet.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm">http://staffnet.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm</a> , based largely on the reference document “Getting More by Working Together: Opportunities for Linking Planning and Operations” (FHWA-HOP-05-016).

### Types of Highway Projects Funding

- Federally Funded Projects: Projects primarily funded by FHWA. Matching funds contributed by state and/or local governmental entities.
- State Funded Projects: Projects primarily funded by State Transportation Agency. Matching funds possibly contributed by local governmental entities.
- Locally Funded: Projects fully funded by local governmental entities.
- Regionally Significant Projects: Projects on a facility which serves regional transportation needs.

## Project Listings

- Job No.: Job Number – ArDOT assigned number used for project identification.
- MTP ID: Metropolitan Transportation Plan Identification – Code assigned by the MPO to identify project by the project number specified in the MTP.
- TIP ID: Transportation Improvement Program Identification – Code assigned by the MPO to identify project.
- F. CLASS: Federal Functional Class – Federal classification of streets and highways into functional operating characteristics. Categories are:
  - Interstate
  - Other Urban Freeways and Expressways
  - Other Principal Arterials
  - Minor Arterials
  - Urban Collectors and Rural Major Collectors
  - Rural Minor Collectors
  - Urban and Rural Local Streets and Roads
- PHASE: Project Phase for Federal Funding
  - PE - Preliminary Engineering
  - R - Right of Way Acquisition
  - C - Construction
- YOE COSTS: Year of Expenditure costs – A cost estimate that has been adjusted for inflation through the year the project is anticipated to be contracted for construction.
- TPC ESTIMATE: Total Project Cost Estimate – Cost estimate that includes construction, right-of-way, preliminary engineering, construction engineering, bond financing, contingencies, and indirect costs if applicable. TPC is provided for informational purposes only.

## Federal Funding Category

- National Highway Performance Program (NHPP)
- Surface Transportation Block Grant Program (STBGP)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings Program
- Safety Related Programs
- Congestion Mitigation and Air Quality Program (CMAQ)
- Metropolitan Planning Program
- National Highway Freight Program
- Federal Transit Administration (FTA) Funding

## Transit Funding

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

- [FTA Section 5307](#) - Mass transit apportionment to urbanized areas based on population, population density and operating performance. The department has authority over the distribution of funds to urbanized areas with a population of less than 200,000. TxDOT will limit annual project allocations to stay within the apportionment furnished by FTA.
- [FTA Section 5309](#) - Mass transit discretionary funds for capital projects only. The presence of an identifier number in the project description indicates the transit agency has received the funds requested. Otherwise, the numbers shown in each fiscal year simply reflect needs as perceived by the requesting agencies and operators. Funding is constrained to the FTA's published estimates of future funding levels.
- [FTA Section 5310](#) - Provides federal funds to public and private nonprofit entities for the transportation of elderly individuals and/or individuals with disabilities. Grants are for capital equipment, preventive maintenance and purchase of service only.
- [FTA Section 5311](#) - Provides funds for Rural Transit Programs. Thirty-nine entities blanketing the state provide service in the non-urbanized areas.
- [FTA Section 5316](#) - Funds projects that provide work transportation or transportation to support services such as training, job search and child care.
- [FTA Section 5317](#) - Provides funds for projects that provide new public transportation services and public transportation alternatives beyond those currently required by ADA. TxDOT is responsible for ensuring consistency between the preparation of FTA-mandated coordinated, regional, public transit-human service plans and applicable metropolitan or statewide transportation planning processes.

## APPENDIX F – FAST ACT COMPLIANCE

### **SUPPLEMENTAL FAST ACT COMPLIANCE DOCUMENTATION FOR METROPOLITAN & STATEWIDE TRANSPORTATION PLANNING PROCESS**

*(Due on or after 05-27-18)*

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
  - a) *The Texarkana Metropolitan area does not have public port.*
  - b) *The Texarkana MPO has a mailing list that is continuously updated for meeting notices and various other notices. Texarkana Urban Transit District (TUTD) are among those that receive our notices. The Texarkana MPO attends TUTD regular meetings. TUTD covers the cities of Texarkana, Arkansas; Nash, Texas; Texarkana, Texas; Wake Village, Texas, with daily routes. Ark-Tex Council of Governments Rural Transit District (TRAX) provides low-cost transportation for residents of Bowie, Cass, Delta, Franklin, Hopkins, Lamar, Morris, Red River and Titus counties from their homes or other designated pick up points to meet transportation needs. The Public Participation Plan (PPP) was updated August 2017. The PPP can be found at [www.texarkanampo.org/program-documents.html](http://www.texarkanampo.org/program-documents.html)*
2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))
  - a) *The Texarkana MPO coordinates throughout the region with various local entities such as the Chamber of Commerce, Lift, Women of Honor, Rotary clubs to help promote tourism.*
  - b) *The City of Texarkana, Texas (Texarkana MPO fiscal agent) has procedures set in place in case of an emergency/natural disaster.*
3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
  - a) *The Texarkana MPO has a Memorandum of Understanding (MOU) with TxDOT and Texarkana Urban Transit District (TUTD) with regard to Performance Measures. This document was approved by the Texarkana MPO Policy Board on May 22, 2018. A copy of the MOU can be found in Appendix A of this supplement.*

4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10))
  - a) *The Texarkana MPO has GIS mapping capabilities. This helps identify flood plains near future projects.*
  - b) *The Texarkana MPO will add links to our website to include upcoming tourist events and other relevant maps.*
  
5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref 23 CFR 45-/216(b) and 324(f)(2)).
  - a) *At this time, a staff member from TUTD and the Ark-Tex Council of Governments (ATCOG) sit on the MPO Technical Committee and Policy Board (respectively). They receive notifications for MPO notices and meetings. TUTD provides a valuable conduit for moving people in this area. Greyhound Bus Lines has thirteen scheduled stops at its facility located in Texarkana, Arkansas.*
  
6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))
  - a) *The MPO includes an assessment of needed capital investments and strategies listed in the illustrative list of unfunded projects. This list of projects includes improvement projects for the Texarkana region to maintain infrastructure, provide continued service and coordination of movement of people and goods in the region. These projects are advanced when funding becomes available. The MPO coordinates with ArDOT, TUTD, TxDOT, and DPS to share information to the public when disasters strike. The MPO publishes information on its twitter account about road closures, construction projects in the region. The MPO serves on the steering committee when developing their Regional Transportation Plan which addresses emergency situations.*
  
7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))
  - a) *The Safety and Transit Asset Management (TAM) performance targets will be used to evaluate how the systems are performing. The safety targets will be used to help select projects to help reduce accidents and make the network function in a safer manner. The TAMs targets will be used to keep the fleet in better running condition and make that system more reliable. As PM2 and PM3 targets are developed and adopted, they will keep the network in a better and safer overall condition. The PM3 target will also help the system to move freight more efficiently and help with air quality.*

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))
  - a) *Fast Act requires that the MTP include a system evaluation report. As targets are set, there will be a baseline from which to evaluate the future performance. By identifying the targets, the MTP can start addressing these individual factors and bring about change to the system. This evaluation report can serve as both documentation and a reference for future evaluation reports.*
  
9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
  - a) *By identifying specific targets to incorporate into the selection process the overall system will better align with the system goals. Having targets identified at the beginning will yield a greater positive impact on the entire project selection.*
  
10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))
  - a) *By identifying specific targets to incorporate into the selection process the overall system will better align with the system goals. Having targets identified at the beginning will yield a greater positive impact on the entire project selection.*
  
11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system. (Ref: 23 CFR 450.216(f)(1&2))

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

N/A (State DOT)

# Performance Description for STIP

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## Introduction

In accordance with 23 CFR 450.218, the State shall develop a statewide transportation improvement program (STIP) for all areas of the State. A STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other state performance-based plan(s), linking investment priorities to those performance targets.

Below is a description of each of the performance areas and the anticipated effect of the STIP toward achieving the performance targets.

## Safety

Arkansas has adopted an ultimate vision of Toward Zero Deaths (TZD) since 2013. With this vision, the Strategic Highway Safety Plan (SHSP) was developed that integrates the four “E’s” – engineering, education, enforcement, and emergency services. It is a performance-based, data-driven, comprehensive plan that establishes statewide goals, objectives, and strategies to address safety in Arkansas. This vision and strategy is consistent with the TZD National Strategy on Highway Safety sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the American Association of State Highway and Transportation Officials (AASHTO), and the Governor’s Highway Safety Association (GHSA).

The latest SHSP was developed in 2017, which identified five critical emphasis areas ranging from driver behavior, special and vulnerable road users to infrastructure and operational improvements. Performance goals can be found in the [SHSP](#) for the following performance measures.

Federally mandated performance measures are:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

In addition, the Department develops annual performance targets to support the SHSP goals in accordance with 23 U.S.C. 150. The targets are developed in coordination with the Arkansas State Police – Highway Safety Office, Metropolitan Planning Organizations (MPOs), and other stakeholders. They are submitted to FHWA in the Highway Safety Improvement Program (HSIP) report by August 31 each year.

Relevant primary emphasis areas under Infrastructure and Operational Improvements include roadway departure, intersections, work zones, railroad crossings as well as incident management and data collection and analysis. Safety projects included in the STIP were identified to address the critical and primary emphasis areas in support of the SHSP performance goals. They were identified through a data-driven process, and are in conformance with the HSIP requirements. The data-driven process includes:

- Evaluation of the safety performance of an area

- Identification of appropriate countermeasures that would address one or more SHSP primary emphasis areas
- Determination of benefits vs. cost

These projects are intended to have a positive effect on the State’s highway safety performance and moving toward achieving the performance goals identified in the SHSP. The evaluation of safety effectiveness for these projects is conducted annually through the annual HSIP report.

### Transit

The Department is in the process of developing the Arkansas Statewide Transit Asset Management Plan for all rural transit agencies around the state. A similar transit asset management framework is being used to develop the urban transit asset management plans with the exception of Rock Region Metro (RRM). Due to the rail component of its system, RRM is classified as a Tier 1 transit provider who is also in the process of developing its transit asset management plan. The transit asset management plans will assist agencies in identifying rolling stock, equipment, and facility needs based on the identified performance targets.

Federally mandated performance measure is:

- Useful Life Benchmark (ULB)

### Infrastructure Condition

The Department currently manages the 12<sup>th</sup> largest State Highway System in the country. In order to maintain the system, the Department has developed the Transportation Asset Management Plan (TAMP) compliant with 23 CFR 515 with the goal of maintaining the system in the best possible condition for the given amount of funding available. The TAMP is risk-based and it describes the inventory and condition of the highways and bridges located on the National Highway System (NHS) in Arkansas. It also describes how the Department is managing these assets using TAM principles. Utilizing the life-cycle planning information, the TAMP assists the Department in identifying the right projects at the right times to reduce the overall cost of our assets while maintaining a safe and efficient system.

Federally mandated performance measures are:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition
- Percent of NHS bridges by deck area classified as Good condition
- Percent of NHS bridges by deck area classified as Poor condition

### System Reliability and CMAQ

System reliability on the Interstate and non-Interstate NHS is assessed using FHWA’s National Performance Management Research Data Set (NPMRDS) for travel time reliability and freight movement. Travel time reliability is defined as the ratio of the longer travel time (80<sup>th</sup> percentile) to a normal travel time (50<sup>th</sup> percentile). Roadway segments that have a travel time reliability greater than 1.5 are considered unreliable. Freight reliability is based on the truck travel time reliability index that is defined as the 95<sup>th</sup> percentile truck travel time divided by the 50<sup>th</sup> percentile truck travel time.

Federally mandated performance measures are:

- Percent of person-miles traveled on the Interstate that are reliable

- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Truck travel time reliability on the Interstate System
- Annual hours of peak hour excessive delay per capita (only applicable in the WMATS)
- Percent non-single occupancy vehicle travel (only applicable in the WMATS)
- On-Road Mobile Source Emission (only applicable in the WMATS)

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## TARGET SETTING

# BRIDGE PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing bridge performance on the National Highway System (NHS). The following is a list of the required performance measures for bridges.

Performance Measures
Percent of NHS bridges by deck area classified as Good condition
Percent of NHS bridges by deck area classified as Poor condition

## CONDITION BASED PERFORMANCE MEASURES

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and bridge length culverts.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert.
  - If the lowest rating is greater than or equal to 7, the structure is classified as good.
  - If it is less than or equal to 4, the classification is poor.
  - Structures rated below 7 but above 4 will be classified as fair.
- Deck area is computed using structure length, and deck width or approach roadway width (for bridge length culverts).

## TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on-ramps and off-ramps connected to the NHS, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

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**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

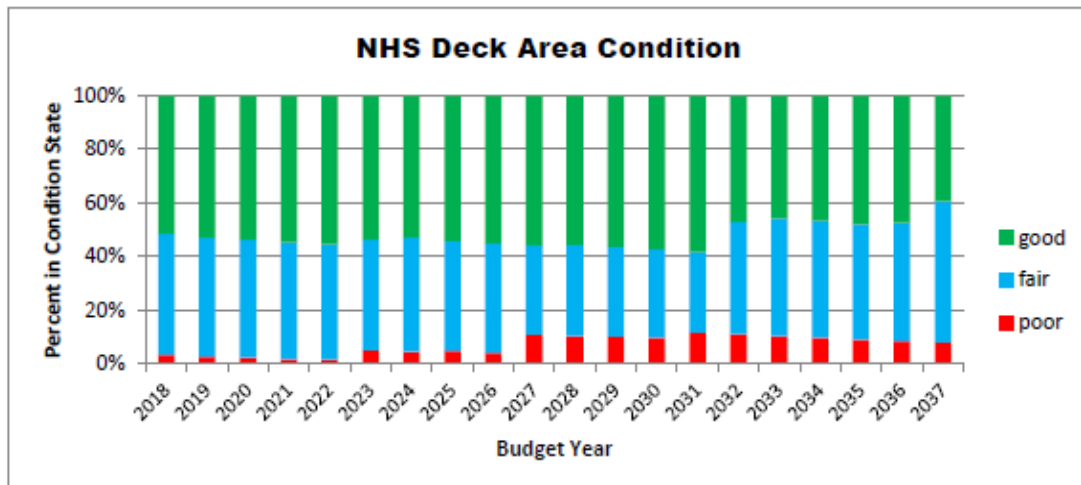
**Other Information:**

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- If for three consecutive years more than 10% of a State DOT's NHS bridges total deck area is classified as Poor, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds to eligible bridge projects on the NHS.

**METHODOLOGY**

In order to develop the performance targets, a bridge model is required to forecast future conditions based on anticipated funding. In October of 2015, Heavy Bridge Maintenance (HBM) entered into an agreement to use Deighton's dTIMS software as ARDOT's bridge modeling platform<sup>1</sup>.

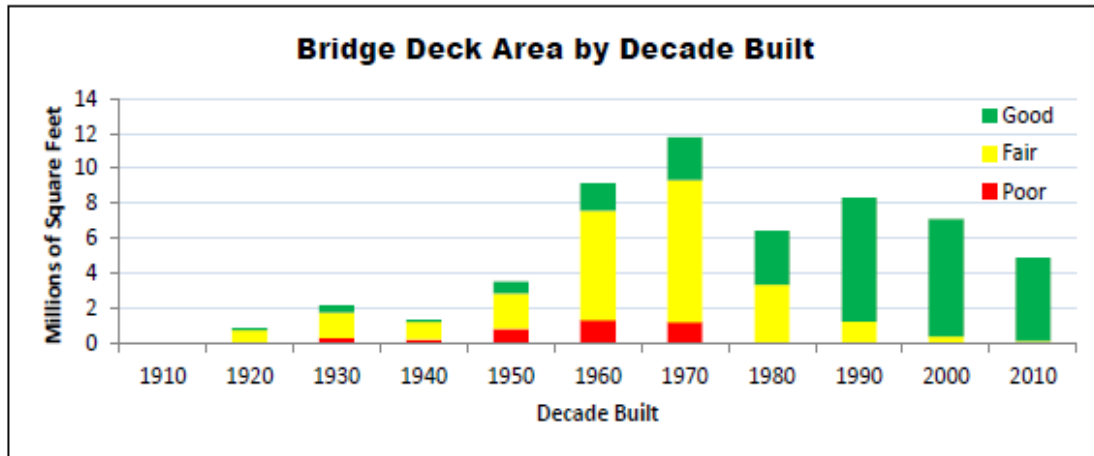
Based on a \$90-million budget for all state-owned bridges, the model provides a 20-year condition forecast<sup>2</sup> for NHS bridges as shown below:



<sup>1</sup> While the model is still being refined, the projections seem reasonable and the proposed performance targets are based on those projections.  
<sup>2</sup> The bridge model does not consider the additional funding made available for the 30 Crossing project. The 30 Crossing project will address over one percent of the poor deck area currently in the NHS bridges.

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As shown in the 20-year condition forecast chart, the poor deck area is currently at 3.3 percent while the good deck area is at 51.3 percent. There is a jump in percent poor deck area in 10 years. This jump can be explained by the large inventory of bridges that were built in the 1960s and 1970s (as shown in the following figure) and will reach the end of their 50-year design life within the next 10 years. With additional planned model calibration, the jump may be less severe. However, additional deck area could be rated poor earlier than year 2027.



## TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing bridge infrastructure in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

Performance Targets		
	2-year	4-year
Percent of NHS bridges by deck area classified as Good condition	50%	50%
Percent of NHS bridges by deck area classified as Poor condition	4%	6%

It should be noted that the shift toward bridge preservation in the last couple of years should enabled the Department to stay below 10 percent of NHS bridges classified as poor for the state-wide bridge inventory at the anticipated 90-million funding level according to the model. Future model calibrations will allow better performance forecasting, which would enable ARDOT to make adjustments in funding and/or strategies to stay below the penalty threshold for NHS bridges.

# BRIDGE

## PERFORMANCE MEASURES



### Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and reflects passage of the Fixing America’s Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures	
✓	% of NHS bridges by deck area classified as in Good condition
✓	% of NHS bridges by deck area classified as in Poor condition

#### Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

#### Target Setting

##### State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

##### Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

# BRIDGE

## PERFORMANCE MEASURES



Key Dates	
May 20, 2017	Final rule effective date.
January 1, 2018	1st 4- year performance period begins.
May 20, 2018	Initial 2- and 4-year targets established.
October 1, 2018	Baseline Performance Period Report for the 1 <sup>st</sup> Performance Period due. State DOTs report 2-year and 4-year targets; etc.
Within 180 days of relevant State DOT(s) target establishment	MPOs must commit to support State target or establish separate quantifiable target.
October 1, 2020	Mid Performance Period Progress Report for the 1 <sup>st</sup> Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc.
December 31, 2021	1st 4-year performance period ends.
October 1, 2022	Full Performance Period Progress Report for 1 <sup>st</sup> performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2 <sup>nd</sup> performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc.

### Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs' totals.



U.S. Department of Transportation  
Federal Highway Administration

Visit [www.fhwa.dot.gov/tpm/](http://www.fhwa.dot.gov/tpm/) to learn about training, guidance, and other implementation-related information.

**TARGET SETTING**

**PAVEMENTS  
PERFORMANCE MEASURES**



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing pavement performance on the National Highway System (NHS). The following is a list of the required performance measures for pavements.

Performance Measures
Percent of Interstate pavements in Good condition
Percent of Interstate pavements in Poor condition
Percent of non-Interstate NHS pavements in Good condition
Percent of non-Interstate NHS pavements in Poor condition

**CONDITION BASED PERFORMANCE MEASURES**

Data Collection Requirements:

- Starting January 1, 2018, pavement data collected on the Interstate must include International Roughness Index (IRI), percent cracking, rutting, and faulting. This data must be reported in the Highway Performance Monitoring System (HPMS) by April 15, 2019. This data will be gathered and re-submitted every year on a full extent basis.
- The same requirements become effective for non-Interstate NHS pavement data beginning January 1, 2020 with a HPMS report date of June 15, 2021. This data will be gathered and re-submitted at least every two years on a full extent basis.

Pavement Condition Determination:

Asphalt Pavement	Jointed Concrete Pavement (JCP)	Continuously Reinforced Concrete Pavement (CRCP)
IRI	IRI	IRI
Rutting	Faulting	--
Cracking %	Cracking %	Cracking %

- Good: All measures are in good condition
- Poor: 2 or more measures are in poor condition
- Fair: Everything else

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**Pavement Condition Thresholds:**

	<b>Good</b>	<b>Fair</b>	<b>Poor</b>
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

**TARGET SETTING REQUIREMENTS**

**State DOTs:**

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstates by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

**Other Information:**

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- The minimum acceptable condition for interstate pavements is no more than 5% in poor condition. FHWA will make this determination using the data in HPMS by June 15 of each year. Any State DOT that does not meet the minimum condition will be required to obligate a portion of its National Highway Preservation Program (NHPP) and Surface Transportation Program (STP) funds to address interstate pavement conditions. The first assessment will occur in June 2019.

**METHODOLOGY**

The Current Condition and 2- and 4-Year Pavement Performance Targets for the non-Interstate NHS pavements were developed in accordance with the methodology presented in Appendix C of *FHWA*

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*Computation Procedure for the Pavement Condition Measures (FHWA-HIF-18-022)* for use during the “transition” period. This methodology was also used to establish the Current Condition for Interstate pavements in Arkansas. Based on the *Discussion of Section 490.105(e)(7) Phase-in Requirements for Interstate Pavement Measures* the 4-Year Pavement Performance Target for Arkansas’ Interstate pavements was estimated. Factors that were taken into consideration as part of this estimation included the calculated Current Condition, Interstate projects that are anticipated to be completed by 2021, estimated deterioration rates for Interstate pavements, and the anticipated level of available funding.

<b>Performance Rating</b>	
	<b>Current*</b>
Percent of Interstate pavements in Good condition	77%
Percent of Interstate pavements in Poor condition	4%
Percent of non-Interstate NHS pavements in Good condition	52%
Percent of non-Interstate NHS pavements in Poor condition	8%
* Condition rating based on ArDOT’s 2017 HPMS pavement dataset.	

## TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing pavements on the Interstate and non-Interstate NHS in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

<b>Performance Targets</b>		
	<b>2-year</b>	<b>4-year</b>
Percent of Interstate pavements in Good condition	N/A	79%
Percent of Interstate pavements in Poor condition	N/A	5%
Percent of non-Interstate NHS pavements in Good condition	48%	44%
Percent of non-Interstate NHS pavements in Poor condition	10%	12%

**TARGET SETTING**  
**TRAVEL TIME RELIABILITY**  
**PERFORMANCE MEASURES**



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing system performance on the Interstate and non-Interstate National Highway System (NHS). The following is a list of the required performance measures for travel time reliability.

Performance Measures
Percent of Person-Miles Traveled on the Interstate that are Reliable
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

**CONDITION BASED PERFORMANCE MEASURES**

- Measures are based on the Level of Travel Time Reliability (LOTTR) which is defined as the ratio of the longer travel time (80<sup>th</sup> percentile) to a “normal” travel time (50<sup>th</sup> percentile) using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent.
- A LOTTR will be calculated for each of the following time periods for each segment of highway, known as a Traffic Message Channel (TMC):
  - 6:00 AM-10:00 AM Weekday
  - 10:00 AM-4:00 PM Weekday
  - 4:00 PM-8:00 PM Weekday
  - 6:00 AM-8:00 PM Weekends
- If any one of the four time periods has a LOTTR above 1.5, then the TMC will be considered unreliable.
- All TMCs will have their length multiplied by the average daily traffic and a vehicle occupancy factor of 1.7 (released by FHWA on 4/27/2018) to determine the person-miles traveled on that TMC. Then the reliable TMCs will be summed and divided by the total person-miles traveled.

**TARGET SETTING REQUIREMENTS**

State DOTs:

- Must establish targets for the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

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**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

**Other information**

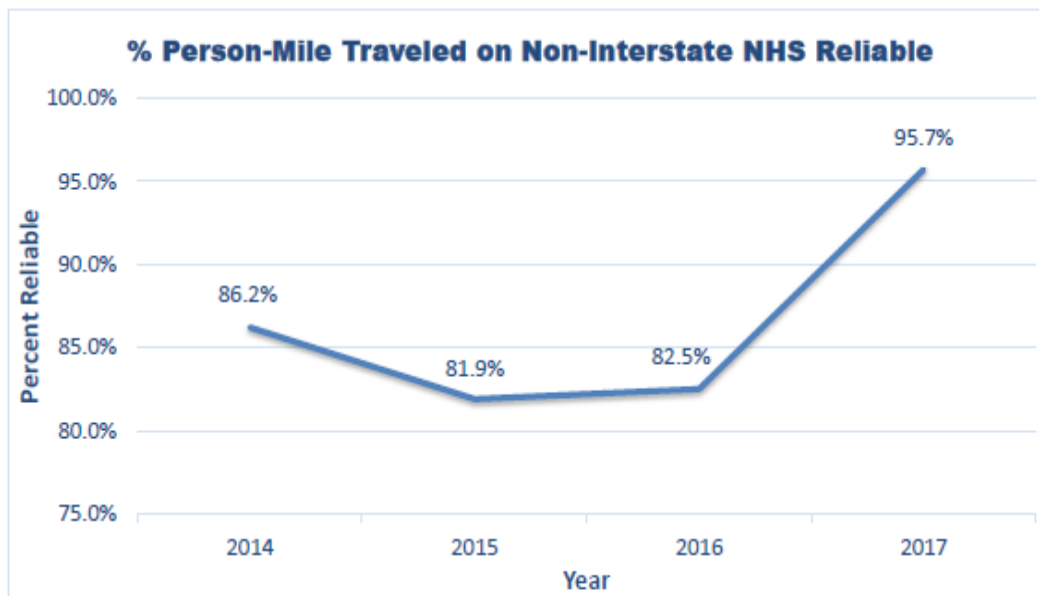
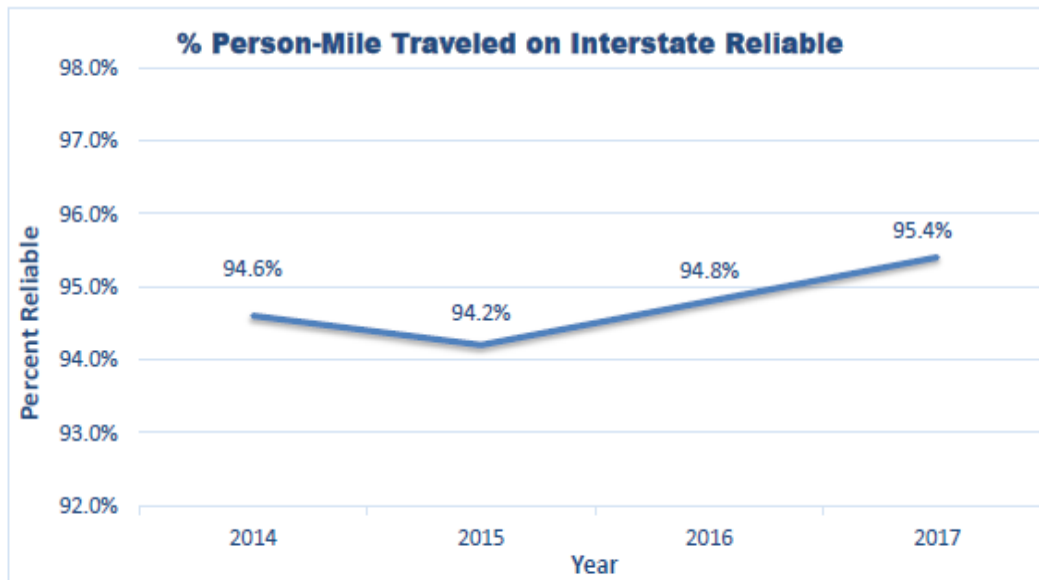
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. Due to different data processing approaches by the vendors, there are inconsistencies in the NPMRDS.
- State DOT targets will be set based on four years of data (2014-2017) and only one year of data (2017) from the current vendor.
- As of March 2018, nationally there is 93 percent data coverage for Interstates and 53 percent for non-Interstate NHS.
- Population growth and increasing travels will affect travel time reliability, particularly in fast growing urban areas.
- A large construction program on the Interstate system could result in multiple major workzones. This scenario would have an effect on the reliability on the Interstates and non-Interstate routes.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall document the actions it will take to achieve the NHS travel time targets. There is no financial penalty for not meeting the proposed targets.

**METHODOLOGY**

In order to develop the performance targets, the current and past travel time reliability conditions were reviewed for Interstates and non-Interstate NHS. As shown on the figures on the next page, travel times on Arkansas' Interstates and non-Interstate NHS are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

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After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstate and non-Interstate NHS systems. These project limits were identified and all TMCs within the project limits were considered unreliable to account for the workzones. For large construction projects, additional TMCs located near the project or on logical diversion routes were also considered unreliable. To account for the growth of traffic, TMCs located in urban areas that are currently reliable but have a LOTTR of 1.4 or greater (and no improvements planned) were considered unreliable as well.



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## TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect travel such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated traffic growth, data quality and availability, and other uncertainties.

<b>Performance Targets</b>		
	<b>2-year</b>	<b>4-year</b>
Percent of Person-Miles Traveled on the Interstate that are Reliable	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	-	90%

**TARGET SETTING**  
**FREIGHT RELIABILITY**  
**PERFORMANCE MEASURE**



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing freight movement on the Interstate System. The following is the required performance measure for freight reliability.

Performance Measure
Truck Travel Time Reliability on the Interstate System

**CONDITION BASED PERFORMANCE MEASURES**

- Measure is based on the Truck Travel Time Reliability (TTTR) Index.
- The TTTR is defined as the 95<sup>th</sup> percentile truck travel time divided by the 50<sup>th</sup> percentile truck travel time using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent.
- The TTTR will be calculated for each of the following five time periods for each segment of Interstate known as a Traffic Message Channel (TMC):
  - 6:00 AM-10:00 AM Weekday
  - 10:00 AM-4:00 PM Weekday
  - 4:00 PM-8:00 PM Weekday
  - 6:00 AM-8:00 PM Weekends
  - 8:00 PM-6:00 AM All Days
- The maximum TTTR for each TMC will be multiplied by the length of the TMC. Then the sum of all length-weighted segments divided by the total length of Interstate will generate the TTTR Index.

**TARGET SETTING REQUIREMENTS**

State DOTs:

- Must establish targets for all Interstates.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust the 4-year target at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

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**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

**Other Information:**

- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. The change in vendor resulted in inconsistencies due to the different approaches in data processing.
- As of March 2018, nationally there is 85 percent freight probe data coverage for Interstates.
- Population growth and increasing travel will affect travel time reliability, particularly in fast growing urban areas.
- Urban congestion often affects freight reliability. For example, twenty of the highest 40 TTTR segments in Arkansas are located on urban Interstates where very little truck traffic exists.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall include as part of the next performance target report an identification of significant freight trends, needs, and issues within the State as well as a description of the freight policies and strategies and an inventory of truck freight bottlenecks. There is no financial penalty for not meeting the proposed targets.

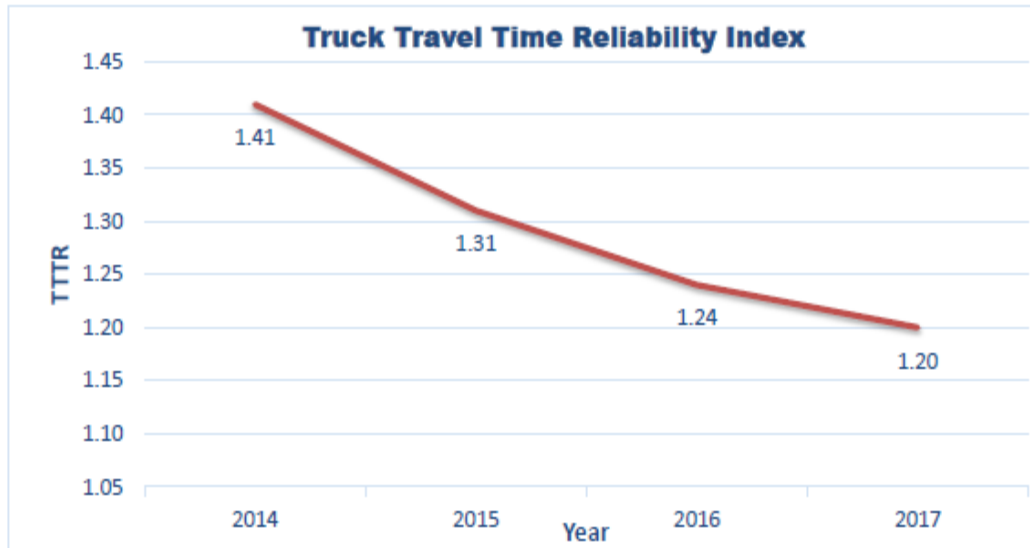
**METHODOLOGY**

In order to develop the performance targets, the current and past truck travel time reliability was reviewed for the Interstate system. As shown on the figure on the next page, truck travel times on Arkansas' Interstates are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstates. All TMCs within the anticipated project limits were assigned an assumed TTTR of 5 to account for a potential decrease in reliability for those segments during construction. TTTR of 5 represents the travel time on the worst day of the week

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is five times greater than the travel time on an average day. Based on a freight trend analysis (Arkansas State Freight Plan, 2017), it is anticipated that the freight growth by truck will increase by 44 percent by 2040. To account for the anticipated growth, the maximum TTTR for each TMC was increased by five percent.



It is anticipated with additional data becoming available and analytics continuously to improve, estimates would become more refined in the future.

## TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect freight movement such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated freight growth, data quality and availability, and other uncertainties.

Performance Targets		
	2-year	4-year
Truck Travel Time Reliability on the Interstate System	1.45	1.52

2017 Arkansas Highway Safety Improvement Program

**Calendar Year 2018 Targets \***

**Number of Fatalities** 555.0

**Describe the basis for established target, including how it supports SHSP goals.**

The target for number of fatalities is same as the goal of SHSP: 555 for 2018. This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2011 to 2015. See the section of "additional comments" for supporting information.

**Number of Serious Injuries** 3470.0

**Describe the basis for established target, including how it supports SHSP goals.**

The target for number of serious injuries is higher than the goal of SHSP (3,245 for 2018). This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2011 to 2015. Due to recent spike in 2015 serious injury crashes and the factors described in the "additional comments", the statistical output has been increased by 5 percent.

**Fatality Rate** 1.660

**Describe the basis for established target, including how it supports SHSP goals.**

The target for fatality rate is same as the goal of SHSP (1.66 for 2018). This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2011 to 2015. See the section of "additional comments" for supporting information.

**Serious Injury Rate** 10.419

**Describe the basis for established target, including how it supports SHSP goals.**

The target for serious injury rate is higher than the goal of SHSP (9.92 for 2018). This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2011 to 2015. Due to recent spike in 2015 serious injury crashes and the factors described in the "additional comments", the statistical output has been increased by 5 percent.

**Total Number of Non-Motorized Fatalities and Serious Injuries** 149.0

**Describe the basis for established target, including how it supports SHSP goals.**

The target for non-motorized fatalities and serious injuries is higher than the goal of SHSP (139 for 2018). This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of

## 2017 Arkansas Highway Safety Improvement Program

2011 to 2015. Due to recent spike in 2015 serious injury crashes and the factors described in the "additional comments", the statistical output has been increased by 5 percent.

**Enter additional comments here to clarify your response for this question or add supporting information.**

To set targets for 2018 safety performance measures, the most recent crash data available is used based on the 5-year rolling average. The most significant internal and external factors considered were those that included the following: the recent upward trend in fatalities and serious injuries, increase in VMT in conjunction with decreasing gas prices, increase in vehicle registration, impact of accurate data for serious injuries due to the transition to eCrash in 2015, change to serious injury definitions, passage of new legislations - legalizing medical marijuana and a study to increase the speed limit, trucks speed limit increase in 2015, and increase in number of work zones due to Interstate Rehabilitation Program and Connecting Arkansas Program.

**Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.**

The Arkansas Highway Safety Steering Committee not only updated the State SHSP but also set the 2018 safety performance targets through extensive coordination with the Arkansas Highway Safety Office, FHWA, NHTSA, all MPOs, and other safety stakeholders. The committee had an opportunity to attend the workshop for establishing safety performance targets arranged by FHWA Division office. The Steering Committee formed a sub-committee comprising of key stakeholders to establish targets and multiple meetings were held to achieve it. Different stakeholders' specialized in different areas provided their input in the process and considered the SHSP goals when establishing the safety targets. Finally the recommendations were approved by the Steering Committee.

**Does the State want to report additional optional targets?**

No

**Enter additional comments here to clarify your response for this question or add supporting information.**

Arkansas does not have any additional targets other than the targets for the five HSIP performance measures.

### *Applicability of Special Rules*

**Does the HRRR special rule apply to the State for this reporting period?**

No

**Enter additional comments here to clarify your response for this question or add supporting information.**

## INTRODUCTION

This Statewide Transportation Improvement Program (STIP) for Federal Fiscal Years 2019 through 2022 has been prepared by the Arkansas State Highway Commission in response to 23 U.S.C. 135 - Statewide Planning, as continued by the Fixing America's Surface Transportation (FAST) Act.

Authorization for the listed projects may be requested for any phase of development (i.e., preliminary engineering, right of way, utilities, or construction) during Fiscal Years 2019 through 2022. Authorization for pre-construction phases may be requested in advance of the year a project is scheduled for construction to assure the project can be advertised and let to contract as scheduled in this STIP.

### **Performance Management**

In accordance with 23 CFR' 450.218, the State shall develop a statewide transportation improvement program (STIP) for all areas of the State. A STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other state performance-based plan(s), linking investment priorities to those performance targets.

Below is a description of each of the performance areas and the anticipated effect of the STIP toward achieving the performance targets.

#### **Safety**

Arkansas has adopted an ultimate vision of Toward Zero Deaths (TZD) since 2013. With this vision, the Strategic Highway Safety Plan (SHSP) was developed that integrates the four "E's" – engineering, education, enforcement, and emergency services. It is a performance-based, data-driven, comprehensive plan that establishes statewide goals, objectives, and strategies to address safety in Arkansas. This vision and strategy is consistent with the TZD National Strategy on Highway Safety sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the American Association of State Highway and Transportation Officials (AASHTO), and the Governor's Highway Safety Association (GHSA).

The latest SHSP was developed in 2017, which identified five critical emphasis areas ranging from driver behavior, special and vulnerable road users to infrastructure and operational improvements. Performance goals can be found in the [SHSP](#) for the following performance measures:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

In addition, the Department develops annual performance targets to support the SHSP goals in accordance with 23 U.S.C. 150. The targets are developed in coordination with the Arkansas State Police – Highway Safety Office, Metropolitan Planning Organizations (MPOs), and other stakeholders. They are submitted to FHWA in the Highway Safety Improvement Program (HSIP) report by August 31 each year.

Relevant primary emphasis areas under Infrastructure and Operational Improvements include roadway departure, intersections, work zones, railroad crossings as well as incident management and data collection and analysis. Safety projects included in the STIP were identified to address the critical and primary emphasis areas in support of the SHSP performance goals. They were identified through a data-driven process, and are in conformance with the HSIP requirements. The data-driven process includes:

- Evaluation of the safety performance of an area
- Identification of appropriate countermeasures that would address one or more SHSP primary emphasis areas
- Determination of benefits vs. cost

These projects are intended to have a positive effect on the State's highway safety performance and moving toward achieving the performance goals identified in the SHSP. The evaluation of safety effectiveness for these projects is conducted annually through the annual HSIP report.

## Metropolitan Planning Organizations (MPO)

With respect to urban areas greater than 50,000 in population, projects listed in the Transportation Improvement Programs (TIPs) that have been developed by the various MPOs are hereby included as part of the overall Federal-aid Highway Program and Federal-Aid Transit Program. For additional information on projects located within a MPO Area, please contact the appropriate MPO.

**CARTS**      **Central Arkansas Regional Transportation Study**  
(Pulaski, Saline, Faulkner, & Lonoke Counties)

Metroplan  
Casey Covington, Study Director  
501 West Markham, Suite B  
Little Rock, AR 72201  
Telephone: 501-372-3300  
Email: [CCovington@metroplan.org](mailto:CCovington@metroplan.org)

**Frontier**      **Frontier Transportation Study**  
(Crawford & Sebastian Counties in Arkansas)  
(Le Flore & Sequoyah Counties in Oklahoma)

Frontier Metropolitan Planning Organization  
Ms. Reese Brewer, Study Director  
1109 South 16th Street  
Fort Smith, AR 72901  
Telephone: 479-785-2651  
Email: [RBrewer@wapdd.org](mailto:RBrewer@wapdd.org)

**HSATS**      **Hot Springs Area Transportation Study**  
(Garland & Hot Spring Counties)

Tri-Lakes Metropolitan Planning Organization  
Ms. Emmily Tiampati, Study Director  
1000 Central Avenue  
Hot Springs, AR 71902  
Telephone: 501-525-7577  
Email: [ETiampati@wcapdd.org](mailto:ETiampati@wcapdd.org)

- JATS**      **Jonesboro Area Transportation Study**  
(Craighead County)
- Northeast Arkansas Regional Transportation Planning Commission  
Ms. Erica Tait, Study Director  
300 South Church Street  
Jonesboro, AR 72401  
Telephone: 870-933-4623  
Email: [ETait@jonesboro.org](mailto:ETait@jonesboro.org)
- NARTS**      **Northwest Arkansas Regional Transportation Study**  
(Washington & Benton Counties in Arkansas)  
(McDonald County in Missouri)
- Northwest Arkansas Regional Planning Commission  
Mr. Jeff Hawkins, Executive Director  
1311 Clayton St.  
Springdale, AR 72762  
Telephone: 479-751-7125  
Email: [TConklin@nwarpc.org](mailto:TConklin@nwarpc.org)
- PBATS**      **Pine Bluff Area Transportation Study**  
(Jefferson County)
- Southeast Arkansas Regional Planning Commission  
Mr. Larry Reynolds, Study Director  
1300 Ohio Street Suite B  
Pine Bluff, AR 71601  
Telephone: 870-534-4247  
Email: [LarryReynolds@cablelynx.com](mailto:LarryReynolds@cablelynx.com)
- TUTS**      **Texarkana Urban Transportation Study**  
(Miller County in Arkansas)  
(Bowie County in Texas)
- Texarkana Metropolitan Planning Organization  
Ms. Rea Donna Jones, Study Director  
220 Texas Blvd.  
Texarkana, TX 75501  
Telephone: 903-798-3927  
Email: [ReaDonna.Jones@txkusa.org](mailto:ReaDonna.Jones@txkusa.org)

**WMATS**      **West Memphis - Marion Area Transportation Study**  
(Crittenden County)

West Memphis Metropolitan Planning Organization  
Mr. Eddie Brawley, Study Director  
796 West Broadway  
West Memphis, AR 72301  
Telephone: 870-735-8148  
Email: [EBrawley@sbcglobal.net](mailto:EBrawley@sbcglobal.net)

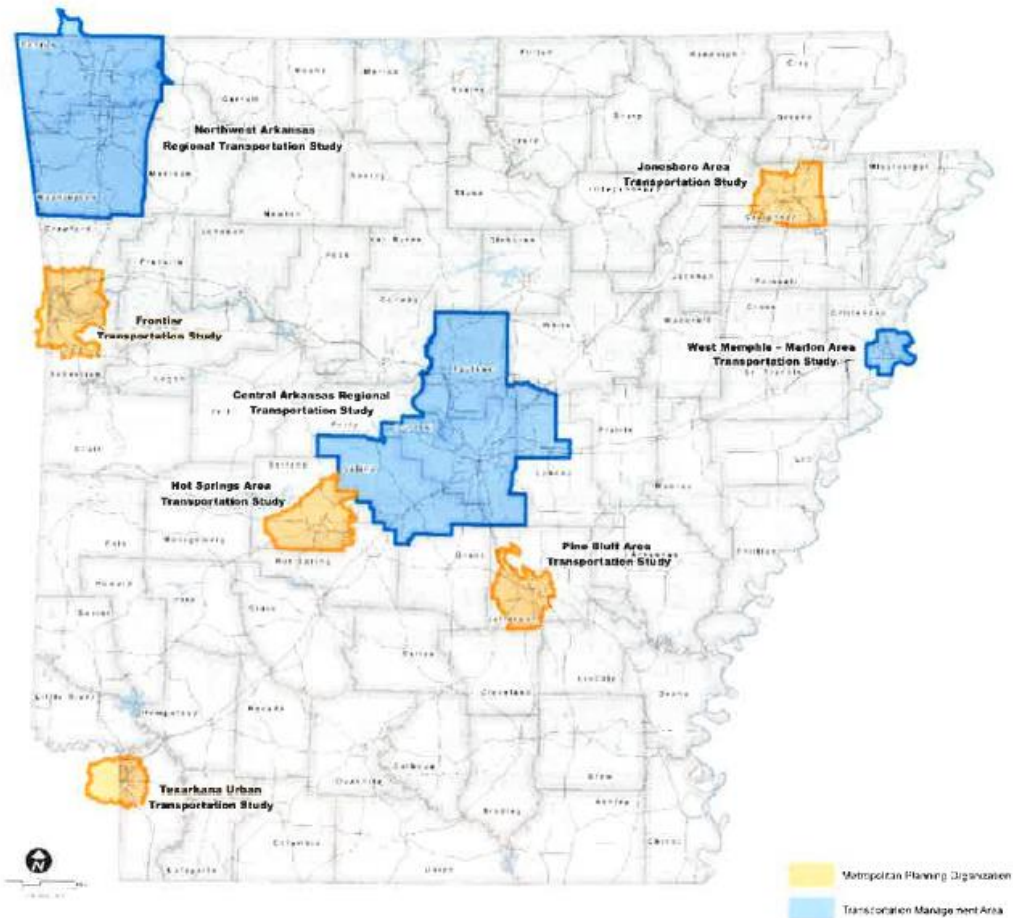
Projects (including Federal Transit Administration Projects) utilizing funds set aside for rural areas were selected in consultation with the appropriate local officials.

This program includes both the Federal-aid portion and the 100% State funded portion of the State's overall highway construction program and is financially constrained in accordance with federal regulations set forth in 23 CFR Part 450. The following financial summary demonstrates current and estimated revenues to fund the STIP, while the system as a whole is being adequately operated and maintained.

Additional information regarding this program may be obtained by contacting:

Kevin Thornton  
Assistant Chief Engineer for Planning  
Arkansas Department of Transportation  
P. O. Box 2261  
Little Rock, Arkansas 72203  
Telephone: (501) 569-2241  
Email: [Kevin.Thornton@ardot.gov](mailto:Kevin.Thornton@ardot.gov)

# Transportation Management Areas and Metropolitan Planning Organizations



## NOTICE OF NONDISCRIMINATION

The Arkansas Department of Transportation (Department) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the Department does not discriminate on the basis of race, sex, color, age, national origin, religion (not applicable as a protected group under the Federal Motor Carrier Safety Administration Title VI Program), disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the Department's programs and activities, as well as the Department's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the Department's nondiscrimination policies may be directed to Joanna P. McFadden Section Head - EEO/DBE (ADA/504/Title VI Coordinator), P. O. Box 2261, Little Rock, AR 72203, (501)569- 2298, (Voice/TTY 711), or the following email address: [joanna.mcfadden@ardot.gov](mailto:joanna.mcfadden@ardot.gov).

Free language assistance for Limited English Proficient individuals is available upon request.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

## INFORMATION ON FEDERAL FUNDING

Federal funding for projects includes:

### NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

In general, the NHPP provides support for the condition and performance of the National Highway System (NHS), and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan. Restoration work on all State Highway System bridges is also an eligible use of these funds.

### NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

The NHFP is for projects that will improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN.

### SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The STBGP provides flexible funding that may be used by States for projects to preserve and improve the conditions and performance on any State highway or bridge.

A portion of these funds are set aside and sub-allocated as follows:

- Set-asides

Transportation Alternatives and Recreational Trails Projects (**TAP** or **RTP**), which provides funding for 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 stormwater and habitat connectivity.

Bridges not on Federal-aid highways (**Off System Bridge**)

- Sub-allocation

A percentage of a State's STBG apportionment (after set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:

- ✓ Urbanized areas with population greater than 200,000 (STBGP>200K)
- ✓ Areas with population greater than 5,000 but no more than 200,000 (STBGP)
- ✓ Areas with population of 5,000 or less (STBGP)

### HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP funds are eligible for projects that will 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. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A portion of these funds are set aside as follows:

- Set-asides

Railway-Highway Crossings Program (**Rail Hwy**) which provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

### **CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)**

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

- **Sub-allocation**

CMAQ Program funds dedicated to West Memphis, AR (**CMAQ AQ**) for projects to the attainment or maintenance of a national ambient air quality standard.

CMAQ Program flexible funds (**CMAQ Flex**) that may be used by States for projects to preserve and improve the conditions and performance on any State highway or bridge.

### **FEDERAL LANDS ACCESS PROGRAM (FLAP)**

The FLAP provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program.

### **FERRY BOAT PROGRAM (Ferry Boat)**

The Ferry Boat Program (Ferry Boat) provides funds for the construction of ferry boats and ferry terminal facilities. This is a competitive grant program.

### **DISADVANTAGED BUSINESS ENTERPRISE SUPPORTIVE SERVICES PROGRAM (DBE)**

The DBE Program primary purpose is to provide training, assistance, and services to minority, disadvantaged, and women business enterprises so as to increase their activity in the program, and to facilitate the firms' development into viable, self-sufficient organizations capable of competing for, and performing on federally assisted highway projects.

### **ON THE JOB TRAINING PROGRAM (OJT)**

The OJT Program is funded by the Workforce Innovation and Opportunity Act and allows States to hire and train skilled workers and get reimbursed for these efforts.

## INFORMATION ON GENERIC PROJECTS

- IRP Debt Service

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.
- Various Bridge Preservation

Painting structural steel, adding or replacing guard rail at bridge ends, improvements to columns to control scour, and bridge deck restoration.
- Various Off-System Bridge Rehabilitation and Replacement on City Streets

Replacement or rehabilitation of eligible bridges on city streets.
- Bridge Inspection / Inspection Equipment

Routine inspection of bridges and purchase of bridge inspection equipment.
- Railroad Crossing Protective Devices / Surfacing / Hazard Elimination

Safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
- Various Transportation Alternative Projects

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.

- Various Trail Projects  
Projects in this category will be approved through a competitive selection process with the solicitation of applications. Eligible projects include motorized and non-motorized trails and trail facilities.
- Various Resurfacing / Restoration / Rehabilitation / Reconstruction / Bridge Replacement / Bridge Rehabilitation on County Roads  
Federal funds dedicated for pavement and bridge improvement projects on the County Road System.
- Various Bridge Replacement / Bridge Rehabilitation on County Roads  
Federal funds dedicated for bridge improvement projects for Off System Bridges on the County Road System.
- PE / Right-of-Way / Utilities / Construction Engineering  
Project development and construction management activities including surveys, environmental analysis, design, right-of-way acquisition, relocating utilities and providing construction inspection once a project is let to contract.
- Various Wildflower Programs  
Funds to support ARDOT's beautification program of planting wildflowers along the State Highway System.
- Motor Fuel Enforcement Activities  
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.
- Various Statewide 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.
- Statewide Pavement Markings & Signing Projects  
Upgrading pavement markings and signs to meet desired levels of retroreflectivity for driver safety.

- Workforce Training and Development  
Various courses and training for workforce development and educational activities for ARDOT employees.
- Various Pavement Preservation Projects  
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.
- Various Signals and Intersection Improvements  
Signalization, signal upgrades, signal coordination, and the addition of turn lanes to improve the flow of traffic through intersections.
- Various Sealing Projects  
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.
- Various Federal Lands Access Program (FLAP) Projects  
Improves transportation facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program.
- Various Ferry Boat Program Projects  
Restoration or construction of ferry boats and/or ferry terminal facilities. This is a competitive grant program.
- Disadvantaged Business Enterprises (DBE) Supportive Services  
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.
- On-the-Job Training (OJT) Supportive Services  
Hire and train workers in various highway construction skills.



## APPLICABLE GUIDANCE

Eligible activities for all programs can be found in the "FAST Act" guidance at the following website: <http://www.fhwa.dot.gov/fastact/factsheets/>