

# AR TIP FY2021-2024

---

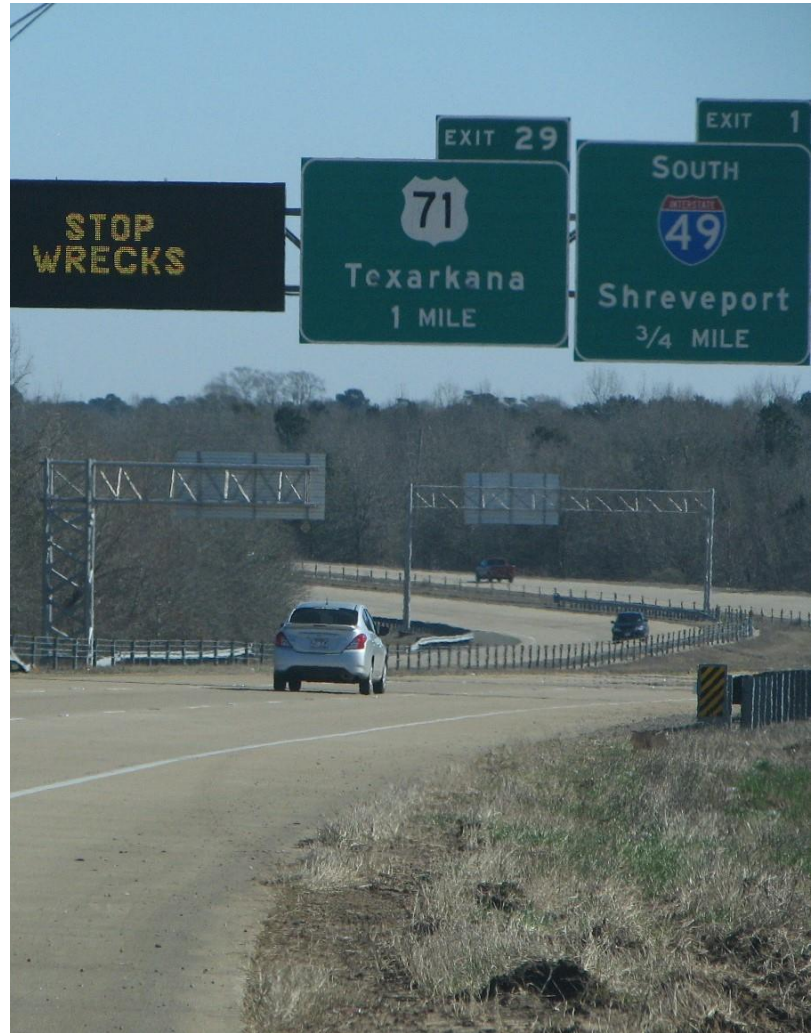
## TRANSPORTATION IMPROVEMENT PROGRAM

*ADOPTED by POLICY BOARD*

**February 24, 2021**

*AMENDMENTS*

---



---

## SUPPORTING ORGANIZATIONS

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

### CITIES



### COUNTIES



### STATE AGENCIES



### FEDERAL AGENCIES



---

## NOTICE OF NONDISCRIMINATION

The Texarkana MPO makes every effort to comply with all civil right provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the MPO does not discriminate based on race, sex, color, age, national origin, religion, or disability, in admission or access to and treatment in MPO programs and activities, as well as the MPO's hiring or employment practices.

- Equal Employment Opportunity (EEO)
- Disadvantage Business Enterprise (DBE)
- Americans with Disabilities Act (ADA)
- Rehabilitation Act of 1973 (Section 504)
- Civil Rights Act of 1964 (Title VI)

Complaints of alleged discrimination and inquiries regarding the MPOs nondiscrimination policies may be directed to:

Rea Donna Jones  
MPO Director/Coordinator  
P.O. Box 1967  
Texarkana, TX 75504  
(903) 798-3927  
[txkmpo@txkusa.org](mailto:txkmpo@txkusa.org)

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

---

## Contents

<b>Executive Summary</b> .....	6
<b>Introduction</b> .....	8
<b>Legislation &amp; Regulations</b> .....	10
<b>A. National Goals</b> .....	10
<b>B. Planning Factors</b> .....	11
<b>C. Performance Measures</b> .....	12
<b>D. Issue One</b> .....	13
<b>Performance Measures</b> .....	14
<b>Safety (PM1) – (23 CFR 490 Part A)</b> .....	15
<b>Pavement and Bridge Condition (PM2) – (23 CFR 490 Part C and Part D)</b> .....	16
<b>Performance-based planning requirements (PM3) – (23 CFR 490 Parts E-H)</b> .....	16
<b>Transit Asset Management (TAM) – (49 CFR Parts 625 and 630)</b> ....	17
<b>Public Transportation Agency Safety Plan (PTASP)</b> .....	17
<b>Definition of Planning Area</b> .....	18
<b>Public Involvement Process</b> .....	19
<b>Status of Projects from Prior Years</b> .....	19
<b>Highway &amp; Transit Projects</b> .....	21
<b>TUTS Projects</b> .....	21
<b>TUTS Project Map</b> .....	23
<b>TUTS Project(s) Financials</b> .....	24
<b>Statewide Projects and Transit</b> .....	25
<b>Statewide Projects and Transit Financials</b> .....	41
<b>Revisions</b> .....	42
<b>Appendix A – Texarkana MPO Boundary Map</b> .....	43
<b>Appendix B – Resolutions</b> .....	44

---

<b>TIP Adoption</b> .....	<b>44</b>
<b>Safety Targets Adoption</b> .....	<b>45</b>
<b>Performance Targets Adoption</b> .....	<b>48</b>
<b>Appendix C – Self Certifications</b> .....	<b>53</b>
<b>Appendix D – Public Involvement Documentation</b> .....	<b>53</b>
<b>Appendix E – Glossary</b> .....	<b>55</b>
<b>Types of Highway Projects Funding</b> .....	<b>58</b>
<b>Project Listings</b> .....	<b>59</b>
<b>Federal Funding Category</b> .....	<b>60</b>
<b>Transit Funding</b> .....	<b>60</b>
<b>Appendix F – FAST Act Compliance</b> .....	<b>63</b>
<b>Appendix G – Safety Performance Measures</b> .....	<b>67</b>
<b>Appendix H – Transit PTASP</b> .....	<b>80</b>

---

# Executive Summary

The Texarkana Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) is a 4-year listing of transportation projects and strategies, addressing the region's transportation needs. The Draft Arkansas FY 2021-2024 TIP identifies both local and state projects, that are supported by local governments and ARDOT. The Texarkana MPO collaboratively works with its member agencies, the Federal Transit Authority (FTA), the Federal Highway Administration (FHWA), Department of Transportation for Arkansas (ARDOT) and Texas (TXDOT), the Cities of Texarkana, Arkansas, Texarkana, Texas, Nash, Texas, and Wake Village, Texas , and the Counties of Bowie, Texas and Miller, Arkansas, and the Texarkana Urban Transit District (TUTD) to coordinate transportation planning and funding resources for a variety of projects that address regional and local transportation needs and objectives.

The Texarkana MPO FY2021-2024 Transportation Improvement Program (TIP) is the region's short-range (four-year) implementation plan of the visions and needs for the region that was identified in the 2045 Metropolitan Transportation Plan (MTP), the region's long-range (20-year) plan. When implemented it becomes part of a larger State Transportation Improvement Plan (STIP). While local plans are developed by a metropolitan planning organization (MPO), the STIP is developed by ARDOT for non-metropolitan areas of the State. This TIP was developed using direction from the Texarkana MPO Technical Advisory Committee (TAC) and the MPO Policy Board (PB).

Texarkana MPO is required to prepare a Transportation Improvement Program (TIP) for our study area that meets the requirements of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act). The TIP must be consistent with the 2045 Metropolitan Transportation Plan (MTP) and local transportation and transit plans. This document provides a financially feasible TIP and depicts the regional priorities for fiscal years 2021-2024 federal funded expenditures in the Texarkana Region.

A Federal regulatory framework controls the way in which the TIP is developed and implemented. Such considerations call for the development

---

of a transportation system that supports the just distribution of benefits across racial and socio-economic lines as well as one that is as friendly to the natural environment as it is to commerce and industry. Other Federal TIP requirements include:

- Develop a 4-year prioritized list of projects by year.
- Document project costs by phase, source, and description.
- Demonstrate financial constraint by year.
- Cooperative development with ARDOT and local transit operators.
- Provide a reasonable opportunity for public comment.
- Demonstrate current transportation system maintenance needs.
- Demonstrate project consistency with 2045 MTP.
- Document attests to conformity with the State Implementation Plan.
- Provide an accounting of previous TIP projects accomplishments/delays.
- Provide a list of Federal/State financed highway, transit, bicycle, pedestrian, and enhancement projects.

Development of the FY2021-2024 TIP was done using a competitive project selection process from the region's long-range transportation plan. Texarkana MPO member agencies submitted projects that were essential to the region's transportation network. Projects submitted were scored by the MPO staff and the TAC.

The FY2021-2024 TIP contains those projects selected and programmed with federal, state and/or local funding and is consistent with the region's MTP and advances projects that enable the region to achieve the goals established by the regional transportation plan, FHWA and the DOTs.

---

# Introduction

Established by federal legislation, Metropolitan Planning Organizations (MPOs) exist throughout the United States. The Texarkana Metropolitan Planning Organization (MPO) is responsible for coordinated, comprehensive, and continuing (3-C) transportation planning in the Texarkana Metropolitan Area as required by the Fixing America's Surface Transportation Act (FAST). On September 14, 1999, the Governors of Arkansas and Texas, the Department of Transportation for Arkansas (ARDOT) and Texas (TXDOT), the Cities of Texarkana, Arkansas, Texarkana, Texas, Nash, Texas, and Wake Village, Texas, and the Counties of Bowie, Texas and Miller, Arkansas designated the Texarkana Urban Transportation Study (TUTS) Policy Board (PB) to be the Metropolitan Planning Organization for the transportation planning in the Texarkana urbanized area. The Texarkana MPO is a Bi-state MPO and develops a TIP for both ARDOT and TXDOT. The MPO has authority to plan, prioritize, and select transportation projects that use federal funding and to coordinate any major transportation initiative that has regional significance. Federal metropolitan planning funds and state matching funds for transportation planning are provided to the MPO through the TXDOT and ARDOT.

The Texarkana MPO is governed by the PB comprised of elected and non-elected officials from the above-mentioned Cities, Counties, and DOTs. The PB is the top-level transportation planning board providing review, policy guidance, and decision making for transportation planning efforts in the Texarkana Metropolitan Planning Area (MPA). The Texarkana MPO also has a Technical Advisory Committee (TAC) whose memberships consists of technical staff from the Cities, Counties, and DOTs. The TAC is responsible for providing technical assistance to the PB on technical matters, review, and suggestions of the MPO's planning documents and/or special studies, and project(s) selection process.

---

## Texarkana MPO Policy Board

**Barbara Miner**

Council Member  
City of Texarkana, AR

**William Cheatham**

District 3 Engineer  
ARDOT

**Sheryl Collum**

Mayor  
City of Wake Village, TX

**Steven Hollibush**

Council Member  
City of Texarkana, AR

**Robert Bunch**

Mayor  
City of Nash, TX

**Tom Whitten**

MPO Chairman  
Commissioner  
Bowie County, TX

**Kenny Haskin**

City Manager  
City of Texarkana, AR

**Mary Hart**

Council Member  
City of Texarkana, TX

**Jere A. Williams, P.E.**

Atlanta District Engineer  
TXDOT

**Cathy Hardin Harrison**

Judge  
Miller County, AR

**Shirley Jaster**

City Manager  
Texarkana, TX

**Deanne Simmons, P.E.**

Director of  
Transportation Planning  
& Development  
TXDOT

**Sunny Farmahan**

Senior Transportation  
Planner  
ARDOT

**Bob Bruggeman**

MPO Vice-Chairman  
Mayor  
City of Texarkana, TX

**Chris Brown**

Executive Director  
Ark-Tex Council of  
Governments  
Texarkana, Texas

---

# Legislation & Regulations

The most recent transportation bill, the Fixing America's Surface Transportation (FAST) Act ([Pub. L. 114-94 FAST](#)) supersedes the Moving Ahead for Progress in the 21<sup>st</sup> Century Act ([MAP-21](#)) and reauthorizes federal funding for surface transportation programs through Fiscal Year (FY) 2020. As a recipient of funding from surface transportation programs, MPOs are subject to the legislation and regulations set forth under the FAST Act and preceding federal transportation bills. As required by federal regulations, MPOs are required to develop a Transportation Improvement Program (TIP), which identifies the transportation projects that the MPO expects to undertake over the next four years. MPOs, and subsequently Metropolitan Transportation Improvement Programs, are specifically subject to the regulations outlined under [23 United States Code \(USC\) Section 134](#), [23 Code of Federal Regulations \(CFR\) Part 450](#), [49 U.S.C Section 5303](#), and [49 CFR Part 613](#).

## A. National Goals

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

1. Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition – to maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction – to achieve a significant reduction in congestion on the National Highway System (NHS).
4. System reliability – to improve the efficiency of the surface transportation system.
5. Freight movement and economic vitality – to improve the national freight network, strengthen the ability of rural communities to access national

---

and international trade markets, and support regional economic development.

6. Environmental sustainability – to enhance their performance of the transportation system while protecting and enhancing the national environment.
7. Reduced project delivery delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

## **B. Planning Factors**

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

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

- 
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
  10. Enhance travel and tourism.

### **C. Performance Measures**

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

1. Serious injuries per vehicle miles traveled (VMT)
2. Fatalities per VMT
3. Number of serious injuries
4. Number of fatalities
5. Pavement condition on the Interstate System
6. Pavement condition on the non-Interstate (NHS)
7. Bridge condition on the NHS
8. Performance of the Interstate System
9. Performance of the non-Interstate (NHS)
10. Freight movement on the Interstate System
11. Traffic congestion
12. On-road mobile source emissions

As part of a memorandum of understanding between Texarkana MPO, Arkansas Department of Transportation, Texas Department of Transportation and Ark-Tex Council of Governments (the Transit Provider) standard procedures of operation and coordination concerning the performance-based planning process have been developed. The agreement documents the coordination and consensus among the parties regarding their mutual responsibilities in carrying out the performance-based transportation planning process for the metropolitan area.

---

#### **D. Issue One**

An Amendment to the Arkansas Constitution to continue a levy of a one-half percent sales and use tax for state highways and bridges; county roads, bridges, and other surface transportation; and city streets, bridges, and other surface transportation after the retirement of the bonds authorized in Arkansas constitution, Amendment 91, as special revenue to be distributed under the Arkansas Highway Revenue Distribution Law.

The initiative proposes making permanent a 0.5% state sales tax that currently helps fund Arkansas's four-lane highway system, county roads, and city streets, by amending the Arkansas Constitution to include the tax. The existing 0.5% sales tax, which is used partially to repay highway, road, and street bonds, was set to expire in June 2023.

Revenue would be divided between the state and local governments according to the Arkansas Highway Revenue Distribution Law, the same law that governs how the existing temporary 0.5% sales tax revenue is allocated. After the state takes 3% of the revenue for administrative expenses, 70% of the remaining revenue would go to the State Highway and Transportation Department Fund, 15% to the County Aid Fund, and 15% to the Municipal Aid Fund. After deducting the 3% for administrative expenses, the proposed sales tax is expected to generate approximately \$293.7 million in annual revenue. Of that, \$205.6 million would be allocated to the State Highway and Transportation Fund, \$44 million to cities, and \$44 million to counties, according to an impact statement written by the Arkansas Department of Finance and Administration about the proposed amendment. That impact statement is available at: <https://bit.ly/3boocql>.

Issue One was voted into law on November 3, 2020.

More information regarding Issue One can be found at:  
[https://www.uaex.edu/business-communities/voter-education/docs/Issue1\\_2020.pdf](https://www.uaex.edu/business-communities/voter-education/docs/Issue1_2020.pdf)  
[https://www.sos.arkansas.gov/uploads/elections/Issue\\_1\\_for\\_Website.pdf](https://www.sos.arkansas.gov/uploads/elections/Issue_1_for_Website.pdf)

*\*Issue One funding has not been used on any roadway project(s).*

---

# Performance Measures

## MPO Performance Measures and Target Setting

Federal regulations require that states and MPOs incorporate performance-based planning into their long-range and short-range planning processes. Federally required performance measures assess conditions and performance related to the national goals. There is a total of twenty federally required performance measures: five safety, four pavement condition, two bridge condition, two travel time reliability, one freight movement, four transit, and two congestion mitigation and air quality. Additionally, in July 2020, any public transportation agency that receives federal funds is required to complete a [Public Transportation Agency Safety Plan](#) (PTASP) which includes additional transit safety measures. This deadline was extended until December 2020. The Texarkana Urban Transit District (TUTD) adopted their PTASP in July 2020, the MPO adopted their targets in November 2020 by Resolution #17-2020. While performance measures provide a metric for comparison, targets identify desired trends associated with the performance measure and provide direction to strategy analysis and performance tracking. Depending on the target, the state DOT and MPO must set new targets annually, every two years or every four.

State DOTs and MPOs are required to establish performance targets for each federal performance measure. MPOs may develop their own performance targets in cooperation with State DOTs and transit agencies, or they may choose to support the state's targets. For the federally required measures, the Texarkana MPO chose to support the State set targets. The adopted 2021 Arkansas Performance safety targets are displayed in **Appendix H**.

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

Highway Safety Improvement Program (HSIP) projects within the MPO boundary that are included in the DOT's HSIP.

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

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

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

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

#### **ARDOT HSIP TARGETS**

<b>Performance Measures</b>	<b>2021 Statewide Target (Expressed as Five-Year FY2014-2018 Average)</b>
Total number of traffic related fatalities on all public road	536.3
Rate of traffic related fatalities on all public road per 100 million VMT	1.560
Total number of traffic related serious injuries on all public road	3,103.8
Rate of traffic related serious injuries on all public roads per 100 million VMT	9.043
Total number of non-motorized fatalities and serious injuries on all public roads	220.3

---

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

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

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

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

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

---

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

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

The TAM plan is a business model that prioritizes funding based on the condition of transit assets to achieve and maintain a State of Good Repair (SGR) of the nation’s public transportation assets. The 2016 TAM rule developed a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures to help agencies keep their systems operating smoothly and efficiently. The Texarkana Urban Transit District (TUTD) and MPO agreed to support Texas Department of Transportation (TxDOT) targets for transit asset management which includes the Texarkana Urban Transit District (TUTD), as part of the plan, for the following measures on November 13, 2018 via Resolution #3-2019. TUTD was included in the TxDOT TAM Plan, and both Texas and Arkansas support the targets. TUTD’s capital projects included in the TIP align with the TAM planning and target setting processes undertaken by TxDOT, TUTD and the Texarkana MPO. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. TxDOT allocated funding for transit rolling stock in accordance with the Public Transit Management System process. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit section of this TIP. TUTD determines the use of these sources for capital and operating expenses based on their needs.

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

On July 19, 2018, FTA published the [Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#), which requires certain operators of public transportation systems that receive federal funds under FTA's [Urbanized Area Formula Grants](#) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

- **The PTASP rule became effective on July 19, 2019.**

- 
- **FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.**

The plan must include safety performance targets. Find additional guidance on planning and target setting on FTA's [Performance-Based Planning](#) pages. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by December 31, 2020. The plan must be updated and certified by the transit agency annually.

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

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

See **APPENDIX H** for Resolution # 17 - 2020.

## **Definition of Planning Area**

The MPO study area is comprised of approximately one-hundred ninety-five (195) square miles in northeast Texas and southwest Arkansas. It encompasses the Cities of Texarkana, Arkansas; Texarkana, Texas; Nash, Texas; 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

The FY2021-2024 TIP was developed in accordance with the Public Participation Plan (3-P) of the Texarkana MPO. At the time of the 2021-2024 TIP develop, the world was experiencing a pandemic of the Coronavirus or COVID-19 which is affecting not only the Texarkana MPO area but all metropolitan statistical areas around the world. This national pandemic is causing MPOs and State DOTs to alter the way business is “normally” performed. With mandatory “Shelter-in-Place” and “Social Distancing” orders in place the MPO had to alter some of the public participation requirements. Meetings are being held virtual via teleconferencing by Cisco WebEx, ZOOM, TEAMS, or other means of telecommunication. These meetings are open to the public.

Public participation for the FY2021-2024 TIP, included a Board meeting that was open to the public and a 10-day public review period. During the public review period, comments could be submitted in writing, faxed, emailed, phoned in, or submitted in person to the MPO. Public comments are reviewed and evaluated before finalizing the TIP.

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

## Status of Projects from Prior Years

See the MPO’s Annual Projects List (APL) at [www.texarkanampo.org](http://www.texarkanampo.org) for the status of projects from prior years.

### A. Financial Plan

#### *Funding Sources*

The financial plan is the mechanism for demonstrating financial constraint – showing that there will be enough funds to implement proposed

---

improvements and to operate and maintain the transportation system. The FY2021-2024 TIP is fiscally constrained, meaning costs are not more than revenues in total or for any individual year. Funding sources and projects costs for individual projects are shown in the TIP funding tables in the section titled FY2021-2024 Program of Projects.

## **B. TIP Project Prioritization and Selection**

### ***Project Screening***

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

- Is the proposed project listed within the first 10-years of the MTP?  
In terms of scope and regional impact?
- Does the proposed project include a reasonable cost estimate and a funding plan that includes an inflation factor to accurately reflect Year of Expenditure (YOE)?
- Is the proposed project eligible for the requested federal aid program?  
In the MPO boundary? Federal aid eligible roadway?
- Can the project meet NEPA design, right-of-way and/or construction milestones within the TIP time frame?
- Will the completed project comply with ADA requirements?
- Will the project comply with Title VI and environmental justice requirements?

### ***Project Selection***

Competitive selection of projects for implementation is necessary to decide which projects receive funding in any fiscal year. Normally, there are more requests for funding than are available in each year. Therefore, projects scores are initially reviewed and then evaluated at a project selection workshop. The project prioritization workshop is made up of TAC and MPO staff which further refines the selected list by regional needs and priorities. Most projects on state facilities are selected by ARDOT in cooperation with the MPO and TAC members and approved by Arkansas Transportation Commission. Project selection does not exceed the total amount expected to be available for the years listed in the TIP. Each project cost estimate is expected to include an inflation factor to accurately reflect the Year of Expenditure (YOE) dollars.

# Highway & Transit Projects

## FY2021-2024 Program of Projects

The TIP identifies a list of federally funded projects to be initiated within a specific four-year period. Federal regulations require that transit, highway, and other transportation improvement projects within the MPO metropolitan planning area be included in the TIP, if these projects are to be eligible for federal funds. The TIP must also include non-federally funded projects that are regionally significant. A list of projects, including their descriptions are found on the following pages.

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

## TUTS Projects

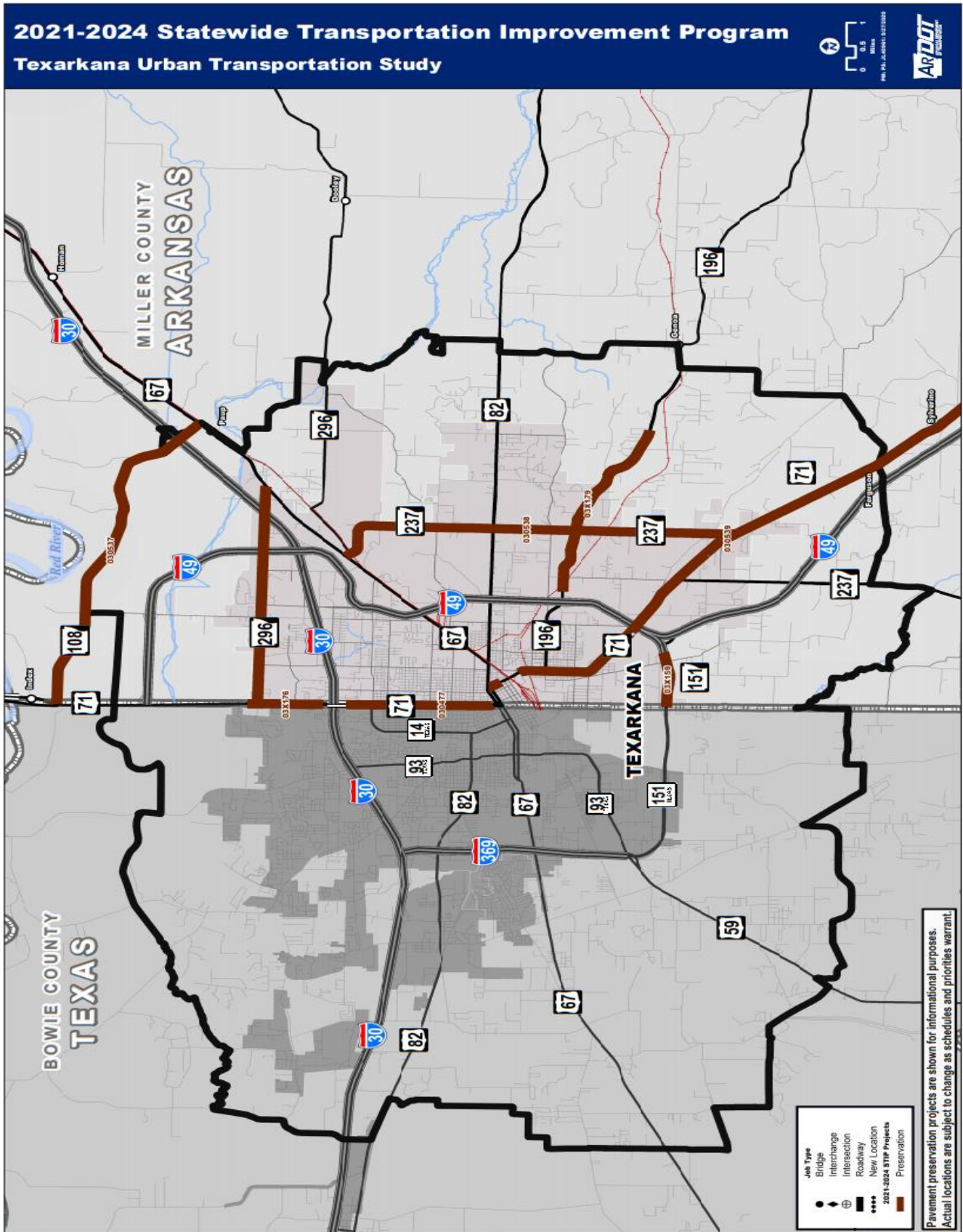
Texarkana Urban Transportation Study 2021-2024 STIP								
Job Number	Job_Name	District	County	Route	Section	Length	Cost (X \$1,000)	FFY
030537	Hwys. 108 & 296 (Sel. Secs.) (S)	3	Miller	108 & 296	0 & 4	11.599	\$ 2,300	TBD
030538	Hwy. 67 - Hwy. 71 (Texarkana) (S)	3	Miller	237	0	7.292	\$ 1,400	TBD
030539	Co. Rd. 245 - Hwy. 67 (Texarkana) (Sel. Secs.) (S)	3	Miller	71	2	11.312	\$ 4,000	TBD
030477	Hwy. 67 - I-30 (Texarkana) (S)	3	Miller	71	3	2.750	\$ 12,000	2023
03X176	I-30 - North of Hwy. 296 (State Line Rd.) (Texarkana) (S)	3	Miller	71	3	1.327	\$ 400	TBD
03X179	I-49 - East (S)	3	Miller	196	1	3.947	\$ 300	TBD
03X159	Texas State Line - East (S)	3	Miller	151	0	1.179	\$ 2,200	TBD

\*System preservation projects are included for informational purposes. Projects have been established but actual locations are subject to change as schedules and priorities warrant.

## 2021-2024 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	Reconstruction	12,000 - TOTAL 9,600 - STBGP 2,400 - State	State	2023	TUTS
Partnering project with TxDOT.									
030539	Miller	71	Co. Rd. 245 - Hwy. 67 (Texarkana) (Sel. Secs.) (S)	11.31	System Preservation	4,000 - TOTAL 3,200 - STBGP 800 - State	State	TBD	TUTS
If funded, combine with STIP job 03X062.									
03X176	Miller	71	I-30 - North of Hwy. 296 (State Line Rd.) (Texarkana) (S)	1.33	System Preservation	400 - TOTAL 320 - NHPP 80 - State		TBD	TUTS
030537	Miller	108 & 296	Hwys. 108 & 296 (Sel. Secs.) (S)	11.60	System Preservation	2,300 - TOTAL 1,840 - STBGP 460 - State	State	TBD	TUTS
03X159	Miller	151	Texas State Line - East (S)	1.18	System Preservation	2,200 - TOTAL 1,760 - NHPP 440 - State		TBD	TUTS
03X179	Miller	196	I-49 - East (S)	3.95	System Preservation	300 - TOTAL 240 - STBGP 60 - State		TBD	TUTS
030538	Miller	237	Hwy. 67 - Hwy. 71 (Texarkana) (S)	7.29	System Preservation	1,400 - TOTAL 1,120 - STBGP 280 - State	State	TBD	TUTS

# TUTS Project Map



## TUTS Project(s) Financials

FUNDING SOURCE	FY 2023 PROGRAMMED	TBD FY 2021-2024 PROGRAMMED	TOTAL PROGRAMMED
NHPP	\$ -	\$ 2,080	\$ 2,080
NHFP	\$ -	\$ -	\$ -
HSIP	\$ -	\$ -	\$ -
Rail_Hwy	\$ -	\$ -	\$ -
OFF SYSTEM BRIDGE	\$ -	\$ -	\$ -
STBGP	\$ 9,600	\$ 6,400	\$ 16,000
STATE	\$ 2,400	\$ 2,120	\$ 4,520
STATE/LOCAL	\$ -	\$ -	\$ -
LOCAL	\$ -	\$ -	\$ -
CMAQ_FLEX	\$ -	\$ -	\$ -
TAP	\$ -	\$ -	\$ -
RTP	\$ -	\$ -	\$ -
OJT	\$ -	\$ -	\$ -
DEB	\$ -	\$ -	\$ -
FLAP	\$ -	\$ -	\$ -
FERRY_BOAT	\$ -	\$ -	\$ -
ACT 416	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 12,000</b>	<b>\$ 10,600</b>	<b>\$ 22,600</b>

\*Funding amounts are approximate

\*Funding amounts are in thousands

## Statewide Projects and Transit 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
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.	200 - TOTAL 160 - NHPP 40 - 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	300 - TOTAL 270 - Rail Hwy 30 - State	State/RR	2021	All
XX2021-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2021	All
XX2021-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - 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

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2021-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,726 - NHPP 1,047 - NHFP 2,000 - HSIP 147 - Rail Hwy 3,930 - STBGP 1,150 - CMAQ Flex 4,000 - State/Local	State	2021	All
Funding in this category may be used for the development of any project within the 2021-2024 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	15,000 - TOTAL 13,500 - HSIP 1,500 - State	State	2021	All
XX2021-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 7,410 - NHPP 2,190 - 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	111,300 - TOTAL 42,850 - NHPP 1,000 - HSIP 1,000 - STBGP 66,450 - Act 416	State	2021	All
State funding includes \$14M for Fayetteville Shale severance tax projects.									
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.									
XX2021-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2021	All

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
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.	200 - TOTAL 160 - NHPP 40 - 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	4,600 - TOTAL 4,140 - Rail Hwy 460 - State	State/RR	2022	All
XX2022-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2022	All
XX2022-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2022	All

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
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	20,000 - TOTAL 8,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2022	All
Funding in this category may be used for the development of any project within the 2021-2024 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	30,700 - TOTAL 27,630 - HSIP 3,070 - 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	148,400 - TOTAL 26,100 - NHPP 3,000 - HSIP 42,700 - STBGP 76,600 - Act 416	State	2022	All

# 2021-2024 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 9,000 - Act 416	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.									
XX2023-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2023	All
XX2023-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2023	All
XX2023-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2023	All
XX2023-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2023	All
XX2023-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,700 - TOTAL 3,230 - Rail Hwy 1,470 - State	State/RR	2023	All

# 2021-2024 TSTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2023	All
XX2023-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2023	All
XX2023-08	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	2023	All
XX2023-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	State	2023	All
XX2023-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 8,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 4,607 - STBGP 643 - CMAQ Flex 4,000 - State/Local	State	2023	All
Funding in this category may be used for the development of any project within the 2021-2024 STIP.									
XX2023-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2023	All
XX2023-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2023	All
XX2023-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	33,600 - TOTAL 30,240 - HSIP 3,360 - State	State	2023	All
XX2023-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State	State	2023	All
XX2023-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off-System Bridge	State	2023	All

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	186,000 - TOTAL 73,200 - NHPP 1,000 - HSIP 29,700 - STBGP 82,100 - Act 416	State	2023	All
XX2023-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2023	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2023-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2023	All
XX2023-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2023	All
XX2023-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2023	All
XX2023-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2023	All
Funding amount is approximate.									
XX2023-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2023	All
Funding amount is approximate.									
XX2024-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2024	All
XX2024-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2024	All
XX2024-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2024	All
XX2024-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2024	All

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,800 - TOTAL 3,320 - Rail Hwy 1,480 - State	State/RR	2024	All
XX2024-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2024	All
XX2024-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2024	All
XX2024-08	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	2024	All
XX2024-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	State	2024	All
XX2024-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2024	All
Funding in this category may be used for the development of any project within the 2021-2024 STIP.									
XX2024-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2024	All
XX2024-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2024	All
XX2024-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	34,200 - TOTAL 30,780 - HSIP 3,420 - State	State	2024	All
XX2024-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State	State	2024	All

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
XX2024-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off-System Bridge	State	2024	All
XX2024-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	233,800 - TOTAL 61,000 - NHPP 1,000 - HSIP 55,700 - STBGP 28,800 - State 87,300 - Act 416	State	2024	All
XX2024-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2024	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2024-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2024	All
XX2024-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2024	All
XX2024-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2024	All
XX2024-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2024	All
Funding amount is approximate.									
XX2024-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2024	All
Funding amount is approximate.									
031FTA	Miller		Operating Assistance	-	Transit	400 - TOTAL 200 - FTA-5307 200 - 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

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
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-5339 8 - Local	Local	2021	TUTS
036FTA	Miller		Consolidated Planning Grant (MPO)	-	Transit	62 - TOTAL 50 - FTA-5305 12 - Local	Local	2021	TUTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2021	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	2021	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2021	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - 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

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY	FFY	MPO
							CARRYING OUT THE PROJECT		
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	5,000 - TOTAL 5,000 - 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	400 - TOTAL 200 - FTA-5307 200 - Local	Local	2022	TUTS
032FTA	Miller		Capital - Preventive Maintenance	-	Transit	75 - TOTAL 60 - FTA-5307 15 - Local	Local	2022	TUTS
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-5339 8 - Local	Local	2022	TUTS
036FTA	Miller		Consolidated Planning Grant (MPO)	-	Transit	62 - TOTAL 50 - FTA-5305 12 - Local	Local	2022	TUTS

## 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY	FFY	MPO
							CARRYING OUT THE PROJECT		
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - 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	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2022	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - 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

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
125FTA	Statewide		Rural Transit - RTAP	-	Transit	233 - TOTAL 233 - FTA-5311	Local	2022	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - 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
031FTA	Miller		Operating Assistance	-	Transit	400 - TOTAL 200 - FTA-5307 200 - Local	Local	2023	TUTS
032FTA	Miller		Capital - Preventive Maintenance	-	Transit	75 - TOTAL 60 - FTA-5307 15 - Local	Local	2023	TUTS
033FTA	Miller		Capital - Paratransit Service	-	Transit	45 - TOTAL 36 - FTA-5307 9 - Local	Local	2023	TUTS
034FTA	Miller		Capital - Planning	-	Transit	96 - TOTAL 77 - FTA-5307 19 - Local	Local	2023	TUTS
035FTA	Miller		Capital - Rolling Stock/Support Equipment	-	Transit	40 - TOTAL 32 - FTA-5339 8 - Local	Local	2023	TUTS
036FTA	Miller		Consolidated Planning Grant (MPO)	-	Transit	62 - TOTAL 50 - FTA-5305 12 - Local	Local	2023	TUTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2023	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	2023	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2023	All

## 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY	FFY	MPO
							CARRYING OUT THE PROJECT		
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2023	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	290 - TOTAL 290 - FTA-5310	Local	2023	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,300 - TOTAL 2,640 - FTA-5310 660 - Local	Local	2023	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,395 - TOTAL 1,395 - FTA-5311	Local	2023	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,730 - TOTAL 2,984 - FTA-5311 746 - Local	Local	2023	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	283 - TOTAL 226 - FTA-5311 57 - Local	Local	2023	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	718 - TOTAL 574 - FTA-5311 144 - Local	Local	2023	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	15,096 - TOTAL 7,548 - FTA-5311 7,548 - Local	Local	2023	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,390 - TOTAL 1,195 - FTA-5311 1,195 - Local	Local	2023	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	235 - TOTAL 235 - FTA-5311	Local	2023	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2023	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2023	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2023	All

## 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
031FTA	Miller		Operating Assistance	-	Transit	400 - TOTAL 200 - FTA-5307 200 - Local	Local	2024	TUTS
032FTA	Miller		Capital - Preventive Maintenance	-	Transit	75 - TOTAL 60 - FTA-5307 15 - Local	Local	2024	TUTS
033FTA	Miller		Capital - Paratransit Service	-	Transit	47 - TOTAL 37 - FTA-5307 10 - Local	Local	2024	TUTS
034FTA	Miller		Capital - Planning	-	Transit	96 - TOTAL 77 - FTA-5307 19 - Local	Local	2024	TUTS
035FTA	Miller		Capital - Rolling Stock/Support Equipment	-	Transit	40 - TOTAL 32 - FTA-5339 8 - Local	Local	2024	TUTS
036FTA	Miller		Consolidated Planning Grant (MPO)	-	Transit	62 - TOTAL 50 - FTA-5305 12 - Local	Local	2024	TUTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2024	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	2024	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2024	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2024	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	292 - TOTAL 292 - FTA-5310	Local	2024	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,350 - TOTAL 2,680 - FTA-5310 670 - Local	Local	2024	All

# 2021-2024 TUTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2024	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2024	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	287 - TOTAL 230 - FTA-5311 57 - Local	Local	2024	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	720 - TOTAL 576 - FTA-5311 144 - Local	Local	2024	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2024	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2024	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	237 - TOTAL 237 - FTA-5311	Local	2024	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2024	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2024	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2024	All

## Statewide Projects and Transit Financials

<b>FUNDING SOURCE</b>	<b>FY 2021 PROGRAMMED</b>	<b>FY 2022 PROGRAMMED</b>	<b>FY 2023 PROGRAMMED</b>	<b>FY2024 PROGRAMMED</b>	<b>TOTAL PROGRAMMED</b>
NHPP	\$ 122,546	\$ 104,260	\$ 151,360	\$ 138,180	\$ 516,346
NHFP	\$ 1,047	\$ 600	\$ 600	\$ 600	\$ 2,847
HSIP	\$ 16,500	\$ 32,630	\$ 33,240	\$ 33,780	\$ 116,150
Rail_Hwy	\$ 417	\$ 4,290	\$ 3,380	\$ 4,450	\$ 12,537
OFF SYSTEM BRIDGE	\$ 5,200	\$ 5,200	\$ 5,200	\$ 5,200	\$ 20,800
STBGP	\$ 17,531	\$ 62,111	\$ 48,718	\$ 75,111	\$ 203,471
STATE	\$ 3,986	\$ 5,986	\$ 7,286	\$ 35,936	\$ 53,194
STATE/LOCAL	\$ 9,640	\$ 9,640	\$ 9,640	\$ 9,640	\$ 38,560
LOCAL	\$ 4,979	\$ 4,979	\$ 4,979	\$ 4,979	\$ 19,916
CMAQ_FLEX	\$ 1,150	\$ 250	\$ 643	\$ 250	\$ 2,293
TAP	\$ 8,592	\$ 8,592	\$ 8,592	\$ 8,592	\$ 34,368
RTP	\$ 1,494	\$ 1,494	\$ 1,494	\$ 1,494	\$ 5,976
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
ACT 416	\$ 75,450	\$ 85,600	\$ 91,100	\$ 96,300	\$ 348,450
<b>TOTAL</b>	<b>\$ 271,842</b>	<b>\$ 328,942</b>	<b>\$ 369,542</b>	<b>\$ 417,822</b>	<b>\$ 1,388,148</b>
*Funding amounts are approximate					
*Funding amounts are in thousands					
<b>TRANSIT</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>	<b>TOTAL</b>
FTA_5304	\$ 117	\$ 117	\$ 117	\$ 117	\$ 468
FTA_5305	\$ 50	\$ 50	\$ 50	\$ 50	\$ 200
FTA_5307	\$ 370	\$ 371	\$ 373	\$ 374	\$ 1,488
FTA_5310	\$ 2,795	\$ 2,851	\$ 2,930	\$ 2,972	\$ 11,548
FTA-5311	\$ 13,660	\$ 13,931	\$ 14,157	\$ 14,411	\$ 56,159
FTA_5329	\$ 211	\$ 211	\$ 211	\$ 211	\$ 844
FTA_5339	\$ 4,162	\$ 4,162	\$ 4,164	\$ 4,164	\$ 16,652
State	\$ 5,346	\$ 5,346	\$ 5,346	\$ 5,346	\$ 21,384
Local	\$ 12,129	\$ 12,329	\$ 12,503	\$ 12,693	\$ 49,654
<b>TOTAL</b>	<b>\$ 38,840</b>	<b>\$ 39,368</b>	<b>\$ 39,851</b>	<b>\$ 40,338</b>	<b>\$ 158,397</b>

---

# Revisions

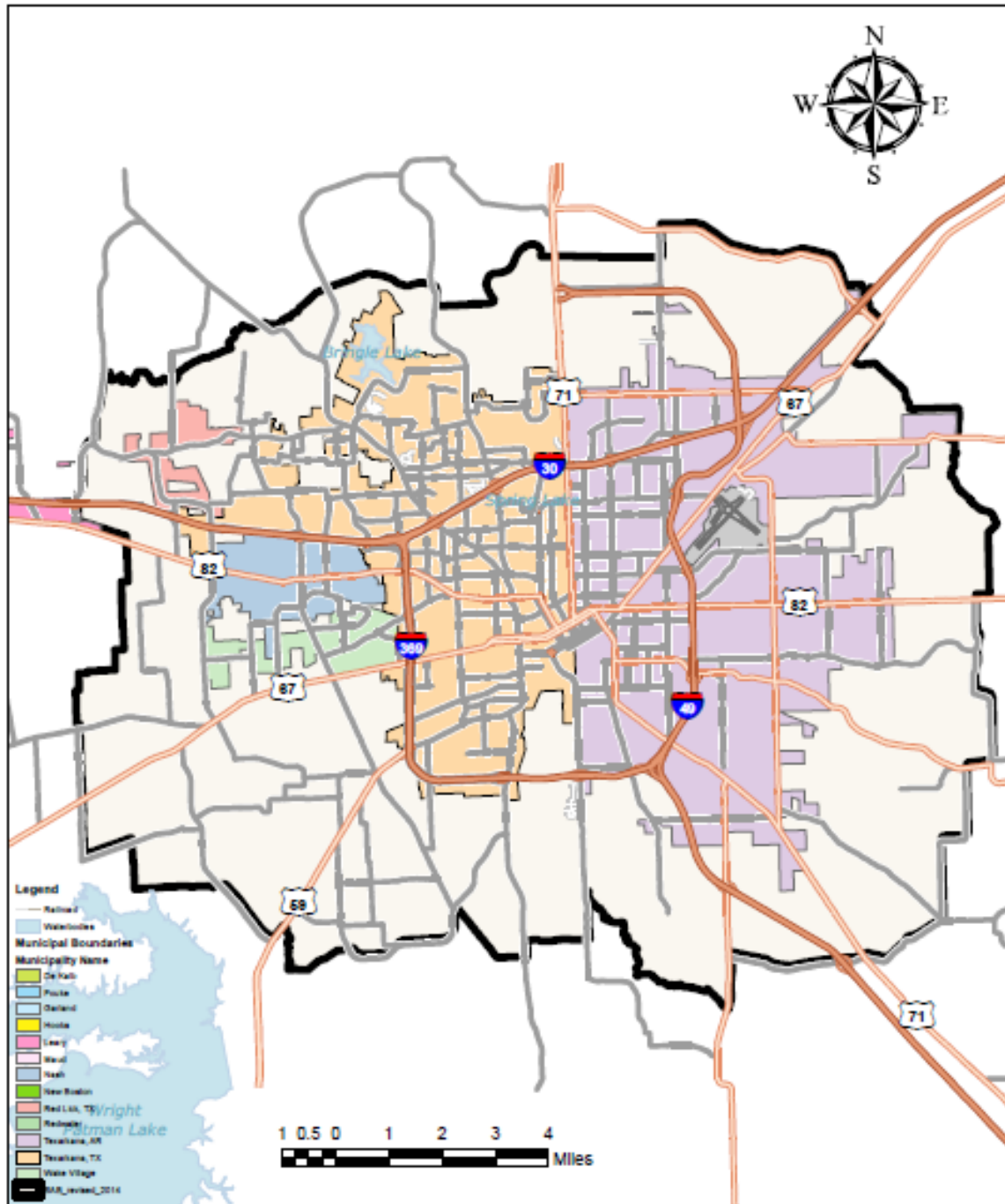
None currently.

# Appendix A – Texarkana MPO Boundary Map

## TEXARKANA

### METROPOLITAN PLANNING ORGANIZATION

### BOUNDARY MAP



# Appendix B – Resolutions

## TIP Adoption

### FY2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ARKANSAS PORTION

Texarkana MPO

Resolution #9-2021

#### TEXARKANA METROPOLITAN PLANNING ORGANIZATION

#### RESOLUTION # 9-2021

**A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE FY 2021 - 2024 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 Metropolitan Planning Organization (MPO) for the Texarkana urbanized area and the surrounding planning boundary, is responsible for coordinating transportation planning activities within the Texarkana MPO planning boundary; and

**WHEREAS,** Pursuant to 23 U.S.C. 134, 23 U.S.C. 150, 23 CFR 450, and 49 U.S.C. 5303 as amended, the Texarkana MPO is responsible for preparing and submitting the FY 2021 – 2024 Transportation Improvement Program (TIP) to the Arkansas Department of Transportation (ARDOT) for inclusion in Arkansas’ Statewide Transportation Improvement Program (STIP) for FY 2021 – 2024; and

**WHEREAS,** the Texarkana MPO Policy Board recommended for adoption and submission of the FY 2021 – 2024 TIP to ARDOT for inclusion in Arkansas’ STIP for FY 2021 – 2024

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

**SECTION 1:** The FY 2021 – 2024 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 2021 – 2024 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 24<sup>th</sup> day of February 2021.



Tom Whitten, Bowie County Commissioner  
MPO Policy Board Chairman

*“I hereby certify that the above is a true copy of Resolution # 9-2021, FY2021-24 Transportation Improvement Program (TIP) – Arkansas portion, and was motioned by William Cheatham, representing Arkansas Department of Transportation (ARDOT) and seconded by Chris Brown, representing Ark-Tex Council of Governments (ATCOG). This Resolution was passed unanimously in regular session on February 24, 2021”.*



Rea Donna Jones, Director  
Texarkana MPO

## Safety Targets Adoption

### ARKANSAS FY2021 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Texarkana MPO

Resolution #6-2021

#### TEXARKANA METROPOLITAN PLANNING ORGANIZATION

#### RESOLUTION # 6 – 2021

**A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) TO SUPPORT ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT) TARGETS FOR PERFORMANCE MEASURES RELATED TO SAFETY. TARGETS WERE ESTABLISHED BY ARDOT.**

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

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

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

**WHEREAS,** the State of Arkansas Department of Transportation (ARDOT) has established target for 5 Safety Performance measures based on five-year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries, and

**WHEREAS,** the Arkansas Department of Transportation (ARDOT) has officially established safety targets in the Highway Safety Improvement Program annual report dated June 30, 2020 and has adopted identical safety target for number of fatalities, rate of fatalities, and number of serious injuries as set forth in the Strategic Highway Safety Plan, and as shown in APPENDIX A, attached hereto.

**NOW, THEREFORE, BE IT RESOLVED** that the Policy Board of the Texarkana Metropolitan Planning Organization has chosen to support all the State's safety performance targets for 2018 through 2022 and agrees to plan and program projects in support of these targets.

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



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

---

ARKANSAS  
FY2021 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)  
PERFORMANCE TARGETS

Texarkana MPO

Resolution #6-2021

*"I hereby certify that the above is a true copy of Resolution 6-2021: Performance Targets and was motioned by Chris Brown, representing Ark-Tex Council of Governments (ATCOG) and seconded by William Cheatham, P.E., representing the Arkansas Department of Transportation. This Resolution was passed unanimously in regular session on January 27, 2021".*



Rea Donna Jones, Director  
Texarkana MPO

## ATTACHMENT A

### METHODOLOGY

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

#### Description of Methodology

The target setting method, similar to previous years, is generally described below:

1. Calculate moving averages for the last five years. A moving average “smooths” the variation from year to year. For this target setting, the moving average was calculated for the last five year (2010-2014, 2011-2015, 2012-2016, 2013-2017, and 2014-2018).
2. Calculate the average of these five data points.
3. Consider external factors to account for uncertainties. Past safety performance alone is not necessarily the best indicator of future performance, given numerous external factors outside of ARDOT’s control. For instance, to account for the fact that 2019 crash data is incomplete, and adjustment factor may be considered to account for the uncertainty of what the final numbers will be, rather than attempting to predict exact numbers.
4. Apply any adjustment factors as needed based on Step 3 to the averages calculate in Step 2 to determine targets.

**Table 3 – 2021 Performance Targets**

Performance Measure	Average <sup>1</sup>	Adjustment Factor <sup>2</sup>	Target
Number of Fatalities	525.8	+2%	<b>536.3</b>
Rate of Fatalities	1.529	+2%	<b>1.560</b>
Number of Serious Injuries	3,042.9	+2%	<b>3,103.8</b>
Rate of Serious Injuries	8.866	+2%	<b>9.043</b>
Number of Non-Motorized Fatalities and Serious Injuries	146.8	+50%	<b>220.3</b>

## Performance Targets Adoption

### ARDOT PM 2 AND PM 3 PERFORMANCE TARGETS

Texarkana MPO

Resolution 7 - 2021

#### TEXARKANA METROPOLITAN PLANNING ORGANIZATION

##### RESOLUTION # 7-2021

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

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

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

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

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

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

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

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

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



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

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

ARDOT PM 2 AND PM 3 PERFORMANCE TARGETS

Texarkana MPO

Resolution 7 - 2021



---

Rea Donna Jones, Director  
Texarkana MPO

## ATTACHMENT A

### PAVEMENTS

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

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

**BRIDGES**

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

**TRAVEL TIME RELIABILITY**

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

**FREIGHT RELIABILITY**

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

ARDOT PM 2 AND PM 3 PERFORMANCE TARGETS

Texarkana MPO

Resolution 7 - 2021

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

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

# Appendix C – Self Certifications

## ARKANSAS DEPARTMENT OF TRANSPORTATION MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America’s Surface Transportation Act (FAST Act), the Arkansas Department of Transportation and the Texarkana Metropolitan Planning Organization for the Texarkana urbanized area(s) hereby certifies that the transportation planning process is being carried out in accordance with all applicable requirements including:

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



Steve Frisbee, P.E.  
Transportation Planning & Policy District Head  
Arkansas Department of Transportation

3-30-2021

Date



Tom Whitten  
Policy Board Chairman  
Texarkana MPO

3/29/21

Date

---

## **Appendix D – Public Involvement Documentation**

### ***Meetings***

February 4 – Technical Advisory Committee met to review the FY2021-2024 Transportation Improvement Plan (TIP) Draft, Arkansas portion.

February 8 –

- Notice of the Policy Board meeting was emailed to persons on the Public Notification List.
- Faxed to radio/tv stations
- Posted on Facebook
- Posted in various locations throughout the MPO area.

February 21 –

- Notice appeared in the Texarkana Gazette for the Policy Board meeting.

February 24 – Policy Board met to consider adoption of the FY2021-2024 Transportation Improvement Plan (TIP) Draft, Arkansas portion.

### ***Public Review and Comment Period***

The Public Review and Comment Period is to run from ***February 11 to February 21, 2021.***

February 7 –

- Notice of the comment period appeared in the Texarkana Gazette.

February 8 –

- Notice placed on Facebook.
- Notice was emailed to persons on the Public Notification List, to Texarkana Radio, and T-Line.
- Notice was faxed to various radio/television stations.
- Posted in various locations throughout the MPO area.

### ***Comments Received***

- **No comments were 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/fundingfederal_aid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederal_aid/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/fundingfederal_aid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederal_aid/a.cfm</a>
Authorization	Basic substantive legislation or that which empowers an agency to implement a particular program and establishes an upper limit on the amount of funds that can be appropriated for that program.	FHWA Planning Glossary <a href="http://www.fhwa.dot.gov/planning/glossary/index.cfm">http://www.fhwa.dot.gov/planning/glossary/index.cfm</a>
Authorization Act	Basic substantive legislation that establishes or continues Federal programs or agencies and 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/fundingfederal_aid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederal_aid/a.cfm</a>
Available Funds	Applies to the first two years of the TIP and STIP in air quality nonattainment and maintenance	Preamble to the FHWA/FTA statewide and metropolitan

	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.”	planning rules (Federal Register; 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/staffepp/fcmatrix/index.cfm">http://intra.fhwa.dot.gov/hep/staffepp/fcmatrix/index.cfm</a>
Committed Funds	Applies to the first two years of the TIP and STIP in air quality nonattainment and maintenance areas. Includes funds that have been bound or obligated for transportation purposes. For State funds that are not dedicated to or historically used for transportation purposes, only those funds over which the Governor has control may be considered as “committed.” In this case, approval of the TIP by the Governor is considered a commitment of the funds. For local or private sources not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing/letter of intent by the responsible official or body having control of the funds constitutes a “commitment.”	Preamble to the FHWA/FTA statewide and metropolitan planning rules (Federal Register; Volume 58, Number 207; October 28, 1993; page 58060).
Contract Authority	A form of <i>Budget Authority</i> that permits obligations to be made in advance of appropriations. Most of the programs under the <i>Federal-Aid Highway Program</i> operate under Contract Authority.	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Cost Estimate	A prediction of all costs and the value of any resources needed to complete the design, right-of-way activities, environmental studies, construction, project management, etc. as well as costs and resources paid to others for work related to a project such as utility adjustments, environmental mitigations, and railroad relocations.	FHWA Program Administration website: <a href="http://www.fhwa.dot.gov/progradmin/mega/cefina.htm">http://www.fhwa.dot.gov/progradmin/mega/cefina.htm</a>

Financial Plan	A comprehensive document that reflects revenues and costs of a transportation plan or program and provides a reasonable assurance that there will be sufficient financial resources available to implement and complete all the elements in the plan or program. Identified funding shortfalls 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 quality standards have been established for the following six criteria pollutants: ozone (or smog), carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide	FHWA Planning Glossary <a href="http://www.fhwa.dot.gov/planning/glossary/index.cfm">http://www.fhwa.dot.gov/planning/glossary/index.cfm</a>
New Funding Sources	Reasonably available revenues that currently do not exist or require additional steps in securing (e.g., legal, executive, and/or legislative) before a jurisdiction, agency, or private party can commit such revenues to transportation projects	Based largely on the preamble to the FHWA/FTA statewide and metropolitan planning rules (Federal Register; Volume 58, Number 207; October 28, 1993; page 58060).
Obligation Authority	The total amount of funds that the Federal government may obligate in a year. For the Federal-aid Highway Program this is comprised of the <i>obligation limitation</i> amount plus amounts for programs exempt from the limitation.	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Obligation Limitation	A restriction, or “ceiling” on the amount of Federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.	Funding Federal-Aid Highways, FHWA-PL-17-011 <a href="https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm">https://www.fhwa.dot.gov/policy/olsp/fundingfederalaid/a.cfm</a>
Operations and Maintenance	An overarching term for activities related to the performance of routine, preventive, predictive, scheduled, and unscheduled actions aimed at preventing transportation system failure or decline. See definitions of “Maintenance” and “Transportation System Management and Operations.”	<i>Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs</i> (FHWA StaffNet <a href="http://staffnet.fhwa.dot.gov/hep/staffepp/fcmatrix/index.cfm">http://staffnet.fhwa.dot.gov/hep/staffepp/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	Based largely on the preamble to the FHWA/FTA statewide and metropolitan planning rules

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

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

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

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

## Types of Highway Projects Funding

**Federally Funded Projects:** Projects primarily funded by FHWA. Matching funds contributed by state and/or local governmental entities.

**State funded Projects:** projects primarily funded by State Transportation Agency.

---

Act 416 of 2019: created to provide additional revenue to maintain and repair highways, streets, and bridges in the State. The Legislation levies a wholesale sales tax on motor fuel and distillate special fuel.

Matching funds possibly contributed by local governmental entities.

Locally Funded: Projects fully funded by local governmental entities.

Regionally Significant Projects: Projects on a facility which serves regional transportation needs.

## **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
- ACT 416

## **Transit Funding**

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

- [Coronavirus Aid, Relief, and Economic Security \(CARES\) Act](#) – The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the [COVID-19 pandemic](#) and provide emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic.
- [Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149](#) – CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.

- 
- [Metropolitan & Statewide Planning and NonMetropolitan Transportation Planning – 5303, 5304, 5305](#) – Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.
  - [FTA Section 5307](#) – Mass transit apportionment to urbanized area based on population, population density and operating performance. The department has authority over the distribution of funds to urbanized areas with a population of less than 200,000. ARDOT will limit annual project allocations to stay within the apportionment finished by FTA.
  - [FTA Section 5309](#) – Mass transit discretionary funds for capital projects only. The presence of an identifier number in the project description indicated the transit agency has received the funds requested. Otherwise, the numbers shown in each fiscal year simply reflect needs as perceived by the requesting agencies and operators. Funding is constrained to the FTA’s published estimates of future funding levels.
  - [FTA Section 5310](#) – Provides federal funds to public and private nonprofit entities for the transportation of elderly individuals and/or individuals with disabilities. Grants are for capital equipment, preventive maintenance, and purchase of service only.
  - [FTA Section 5311](#) – Provides funds for Rural Transit Programs. Thirty-nine entities blanketing the state provide service in the non-urbanized areas.
  - [FTA Section 5316](#) – Funds projects that provide work transportation or transportation to support services such as training, job search and childcare.
  - [FTA Section 5317](#) – Provides funds for projects that provide new public transportation services and public transportation alternatives beyond those currently required ADA. ARDOT is responsible for ensuring consistency between the preparation of FTA-mandated coordinated, regional, public transit-human service plans and applicable metropolitan or statewide transportation planning processes.
  - [FTA Section 5329](#) – To implement and maintain a national public transportation safety program to improve the safety of all public

---

transportation systems that receive federal funding. The safety program includes a national public transportation safety plan, a safety certification training program, a public transportation agency safety plan, and a state safety oversight program.

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

---

## Appendix F – FAST Act Compliance

1. Update Public Participation Plan (PPP) to include a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
  - a) *There are no public “water “ports within the MPA therefore, the 3P does not address public water ports. The Texarkana Regional Airport is located within the MPA of the MPO and holds a seat on the technical committee.*
  - b) *Texarkana Urban Transit District (TUTD) is the transit provider in the MPA. TUTD staff sit on the MPO’s Technical Advisory Committee, and MPO staff attend TUTD board meetings. Ark-Tex Council of Government Rural Transit District (TRAX) provides low-cost transportation for residents, of Bowie, Cass, Delta, Franklin, Hopkins, Lamar, Morris, Red River, and Titus counties, from their homes or other designated pickup points to meet transportation needs.*
2. Demonstrate consultation with agencies involved in a) tourism; b) natural disaster risk reduction. (Ref. 23 CFR 450.316(b))
  - a) *The MPO coordinated with various entities throughout the area to help promote tourism. Some of the entities include the Texarkana Chamber of Commerce, Lift, Women of Honor, Rotary clubs, Main Street, and the cities of Texarkana, Arkansas and Texarkana, Texas.*
  - b) *The City of Texarkana, Texas, which is the fiscal agent of the MPO, has procedures set in place in case of an emergency/natural disaster. The City’s Emergency Management Plan was adopted on February 3, 2015. CodeRED Emergency Notification System (another City system) alerts citizens of Texarkana, Arkansas, Texarkana, Texas, Bowie and Miller County of critical community alters (i.e., weather, emergencies, evacuation notices, bioterrorism alerts, boil notices, and missing child(ren) reports.*
3. MPO(s), State(s) and the providers of public transportation shall jointly agree upon and develop specific written provision for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO and the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))

*Regarding points a) – d) as mentioned above:*

  - *the MPO has a Memorandum of Understanding (MOU) with TxDOT, ARDOT and TUTD. The MOU outlines the provision for cooperatively developing and sharing information*

---

*related to points a – d). The MOU was approved and adopted by the MPO Policy Board (PB) on May 22, 2018.*

- *TUTD has a Transit Asset Management Plan (TAM) as of November 13, 2018 via Resolution #3-2019, and this TAM Plan will assist TUTD in identifying rolling stock, equipment, and facility needs based on the identified performance targets. The Texarkana Urban Transit District (TUTD) and MPO agreed to support Texas Department of Transportation (TxDOT) Targets for transit asset management which includes the Texarkana Urban Transit District (TUTD), which was included in TxDOT TAM Plan and both Texas and Arkansas support the targets.*
  - *The MPO PB is committed to supporting, planning, and programming projects that contribute to the accomplishments of said targets. Public transit capital projects included in the TIP align with the TAM planning and target setting processes undertaken by TUTD in conjunction with the MPO. Investments are made in alignment with the TAM Plan with the intent of keeping the state's public transit vehicles and facilities in a state of good repair and meeting transit asset management targets.*
4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; b) enhance travel and tourism. (Ref: 23 CFR 450206(a) (9&10) and 306(b) (9&10))
- *Projects are prioritized by the coordinated work of the MPO Technical Advisory Committee (TAC) and PB with consideration of future needs and anticipated revenue. Also, the most current MTP, adopted in 2019, addresses improve the resiliency and reliability and mitigation of stormwater, and enhanced travel and tourism in Chapter 4.*
5. Include consideration for intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). Ref 23 CFR 450.216(b) and 324(f)(2)
- *Transit considerations can be found in Chapter 3 of the 2045 MTP. A transit analysis was preformed (pages 15-24) which shows the existing transit service area, fixed transit routes, dependent population, at-risk population, and points of interest. TUTD manages the transit service which is called T-Line.*
  - *Greyhound Bus Lines has thirteen (13) scheduled stops at its facility located in Texarkana, Arkansas.*
6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))
- *Chapter 3 of the 2045 MTP provides an evaluation of the current conditions of roadways, safety, transit, bicycle and pedestrian, freight, operations & maintenance, and interregional passenger travel. Applying fiscal constraints to the process and creating a fiscally constrained plan are described in Chapter 6 (Financial Plan), and Chapter 8*

---

*(Staged Improvement Plan) where projects are identified and prioritized through the project prioritization process and are used to develop the constrained plan. Prioritized project outside of the constrained plan are included in the MTP as “unconstrained” or “illustrative” projects.*

7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))

- *On January 27, 2021, Resolution #6-2021 (Appendix B), the MPO PB adopted ARDOT’s targets. These targets can also be found in Appendix G (Addressing Performance Measure Targets) of this document. The established performance target for FY2020 were set as a 5-year rolling average.*

<i>Number of Fatalities</i>	<i>536.3</i>
<i>Rate of Fatalities</i>	<i>1.560</i>
<i>Number of Serious Injuries</i>	<i>3,103.8</i>
<i>Rate of Serious Injuries</i>	<i>9.043</i>
<i>Total number of Non-Motorized Fatalities &amp; Serious Injuries</i>	<i>220.3</i>

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))

- *Chapter 3 of the 2045 MTP provides an evaluation of the current system. Chapter 8 (2045 MTP) provides short-term, mid-term, and long-term list of projects. As projects are completed and data is obtained, benefits of the project(s) will be seen, thus giving a clearer performance of the transportation systems and how said project added to maintaining the state’s performance targets.*

9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))

*Per federal requirements, MPOs must describe in the TIP how the program of projects contributes to achievement of the performance targets identified in the MTP. A description of the anticipated effect of the TIP toward achieving the performance targets that links investment priorities to those performance targets.*

*Texarkana MPO program of projects is tied to performance measures and targets in two way:*

- *Through the 2045 MTP planning process and project selection. Selection of performance measures was closely tied to development of goals and objectives since performance measures are used to assess progress toward meeting objectives and in turn regional goals. Those goals*

---

and measures were then used to create project selection criteria for the MTP. Once projects were listed in the MTP, they were eligible for programming in the TIP using the same criteria and scores.

- Each project listed in the TIP is linked with a performance measure and target area. This helps to more specifically identify how the projects are helping to meeting goals, performance measures, and targets, as set in the 2045 MTP.
- ARDOT's process for evaluating, scoring, and ranking projects is based on linking and predicting the performance results of a project or portfolio to project to desired statewide outcomes. Critical to this process is identifying project specific data that aligns a candidate project's unique performance benefits with the broader statewide objectives. The intent of the selected projects is to have a positive impact on all planning factors. The selected projects are to help achieve region specific targets adopted by the MPO PB, ARDOT targets that the MPO intends to support or transit targets implemented by TUTD which the MPO also intends to support.

10. **STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans.** (Ref: 23 CFR 450.218(q) and 326(d))

- Due to the size of the MPO and the limit on funding that the MPO receives it is imperative to select the project(s) that collectively make the largest impact on all the performance targets. Project(s) considered for funding by the MPO are ranked utilizing a priority matrix established by the MPO. During the development of the 2045 MTP Decision Lens and other scoring matrix was used to gather the best data regarding project(s). Ranking/prioritizing project(s) will allow the MPO to build a list of projects that, when funded, will meet the performance measures outlined in PM 1, 2, and 3 and House Bill 20.

11. **Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system.** (Ref: 23 CFR 450.216(f) (1&2))

*N/A (State DOT)*

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

*N/A (State DOT)*

# Appendix G – Safety Performance Measures

6/10/2020

Concur: Terrie H. Judon  
Date: 6/30/2020

## TARGET SETTING FOR 2021 SAFETY PERFORMANCE MEASURES



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

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

### DATA SOURCES

**Fatality Data:** Fatality Analysis Reporting System (FARS).

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

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

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

### TARGET SETTING REQUIREMENTS

State DOTs:

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

---

6/10/2020

**Metropolitan Planning Organizations (MPOs):**

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

**METHODOLOGY**

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

**Description of Methodology**

The target setting method, similar to previous years, is generally described below:

1. Calculate moving averages for the last five years. A moving average "smooths" the variation from year to year. For this target setting, the moving average was calculated for the last five years (2010-2014, 2011-2015, 2012-2016, 2013-2017, and 2014-2018).
2. Calculate the average of these five data points.
3. Consider external factors to account for uncertainties. Past safety performance alone is not necessarily the best indicator of future performance, given numerous external factors outside of ARDOT's control. For instance, to account for the fact that 2019 crash data is incomplete, an adjustment factor may be considered to account for the uncertainty of what the final numbers will be, rather than attempting to predict exact numbers.
4. Apply any adjustment factors as needed based on Step 3 to the averages calculated in Step 2 to determine targets.

**Step One: Calculate Moving Averages**

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

**Step Two: Calculate the Average**

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

Table 1 – Calculation of Moving Averages

Year	Data				Moving Averages						
	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries**	Rate of Serious Injuries	Number of Motorized Fatalities and Serious Injuries	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Motorized Fatalities and Serious Injuries		
2010	571	1.704	3,333	9.342	316						
2011	551	1.672	3,239	9.829	349						
2012	560	1.671	3,226	9.824	347						
2013	488	1.487	3,066	9.354	349						
2014	476	1.481	3,154	9.279	341						
2015	559	1.576	2,888	8.274	312						
2016	561	1.569	3,032	6.489	354						
2017	525	1.463	2,816	7.739	369						
2018	516	1.407	2,272	6.335	306						
						2010-2014	530.0	1.583	3,203.2	9.564	144.8
						2011-2015	525.8	1.557	3,114.6	9.231	139.6
						2012-2016	527.6	1.537	3,075.2	8.981	140.6
						2013-2017	520.8	1.491	2,991.2	8.584	148.0
						2014-2018	524.4	1.475	2,832.4	7.902	150.2

Note:  
 2017 Fatalities are from FARS Final  
 2018 Fatalities are from FARS Annual Report File (Not Final)

Table 2 – Calculation of the Averages

Performance Measure	2010-2014	2011-2015	2012-2016	2013-2017	2014-2018	Average
Number of Fatalities	530.0	525.8	527.8	520.8	524.4	525.8
Rate of Fatalities	1.583	1.557	1.537	1.491	1.475	1.529
Number of Serious Injuries	3,203.2	3,114.6	3,073.2	2,991.2	2,832.4	3,042.9
Rate of Serious Injuries	9.564	9.231	8.961	8.584	7.992	8.866
Number of Non-Motorized Fatalities and Serious Injuries	144.8	139.6	140.6	149.0	160.2	146.8

### Step Three: Consider External Factors

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

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

There is considerable uncertainty regarding the impact of medical marijuana and opioid use on highway safety. Although it is widely recognized that there is some level of impact, there are no studies that can definitively state the expected increase in crashes due to these factors.

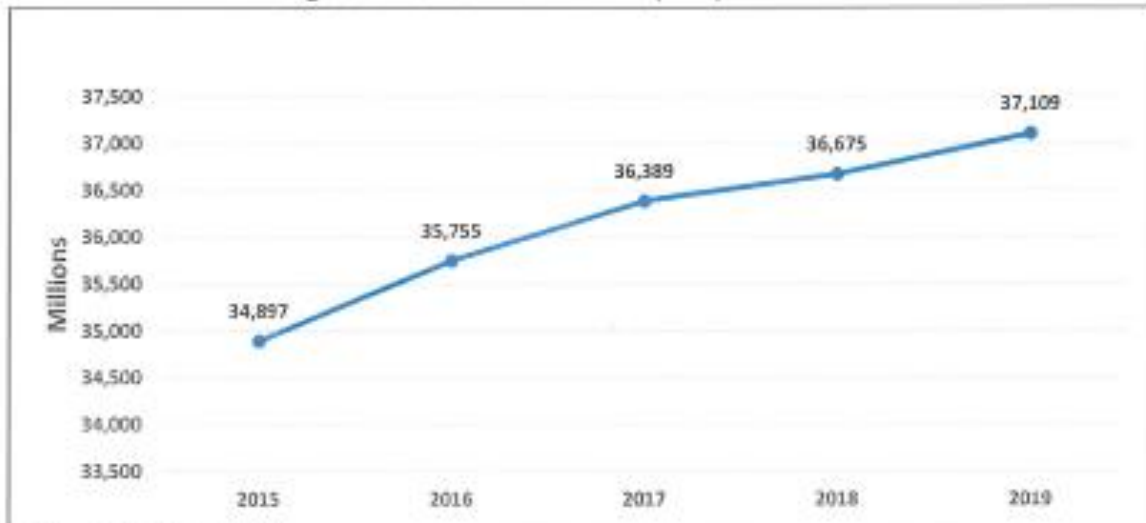
#### Speed limit increase on rural freeways in Arkansas in 2020

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

#### Continued increase in vehicle miles traveled in Arkansas

The vehicle miles traveled (VMT) in Arkansas has continued to increase in recent years as a result of continued population increase and an improving economy. Generally, the greater the VMT, the greater the risk of crashes. As shown in Figure 1, the VMT in Arkansas has increased in the last five years data, from 34,897 million VMT in 2015 to 37,109 million VMT in 2019. This is an increase of around six percent over the five-year period, or an average annual growth rate of 1.75%.

Figure 1 – Vehicle Miles Traveled (VMT) in Arkansas

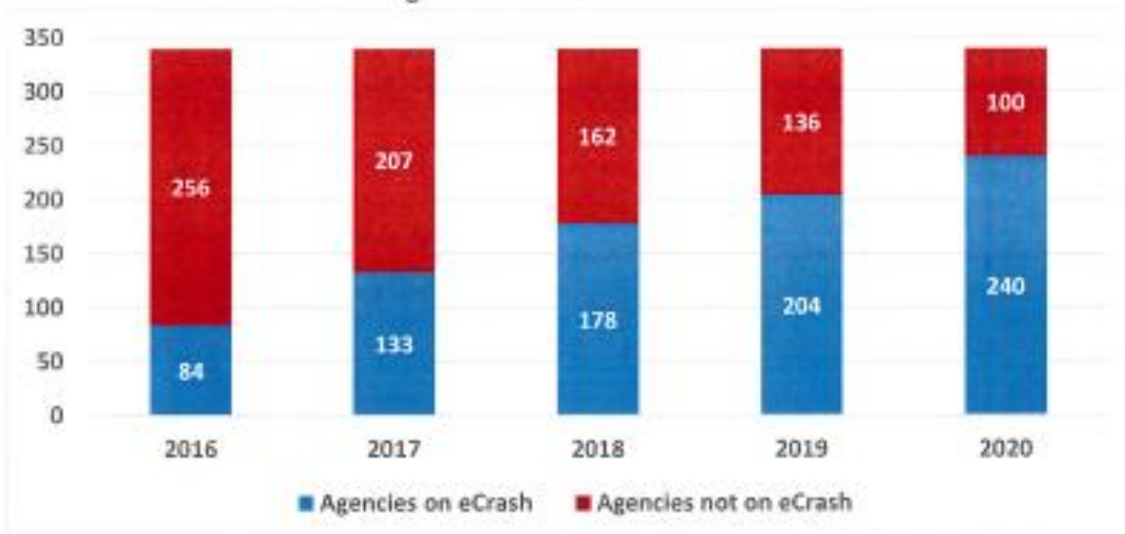


Data Source: FHWA and A&DOT

Continued transition to eCrash system

The eCrash system has made crash reporting more timely and consistent. Since first implemented by Arkansas State Police in 2015, law enforcement agencies throughout Arkansas have been transitioning to the eCrash system. To date, 60 percent of all law enforcement agencies now use eCrash as shown in Figure 2. However, several large jurisdictions such as Fayetteville, North Little Rock, and Hot Springs have yet to make the transition.

Figure 2 – eCrash Use in Arkansas



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

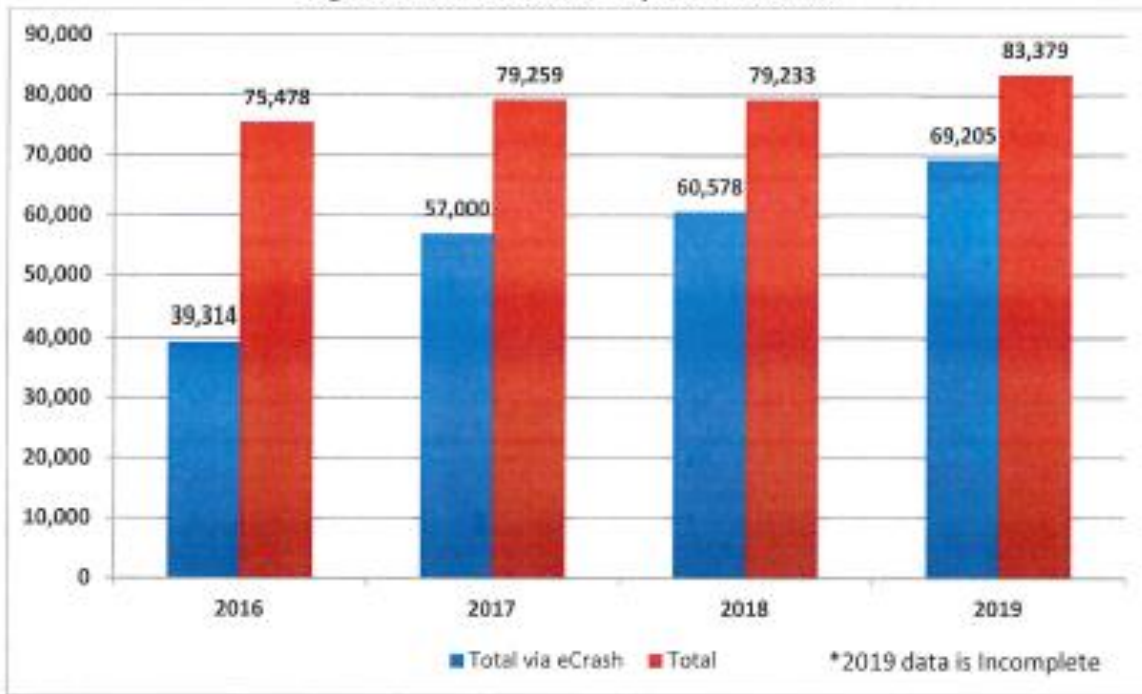
6/10/2020

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

Uncertainty of 2018 crash data

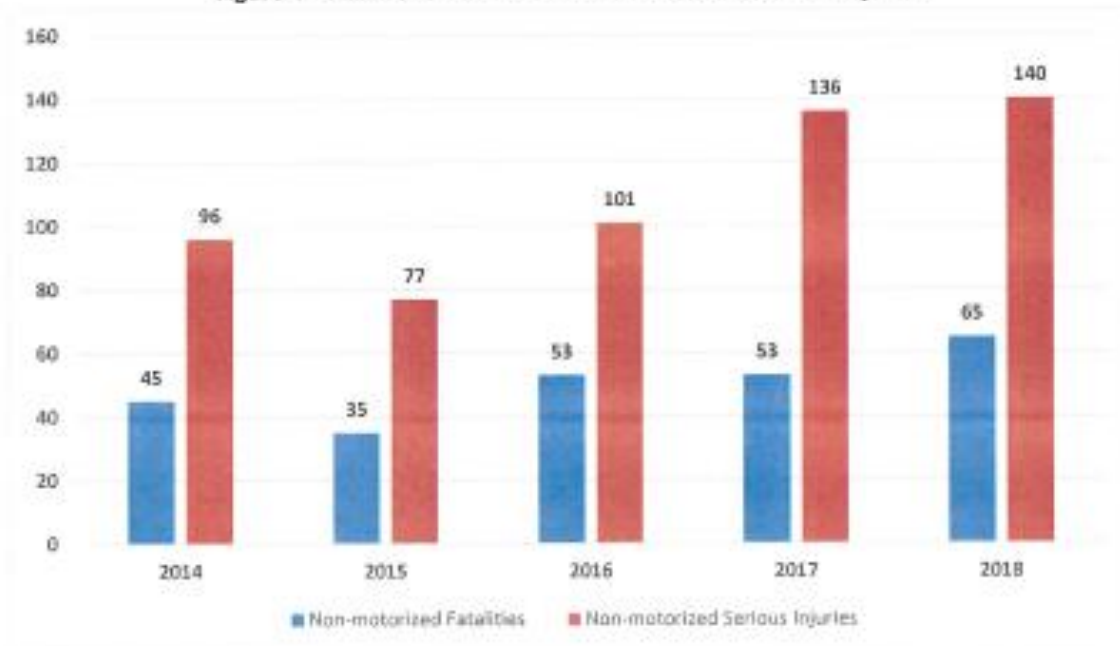
Agencies that are not using eCrash are using old paper forms or a separate electronic crash reporting system. Due to issues related to crash data entry at Arkansas State Police, a significant number of crash reports for 2018 were not entered into the eCrash system. As shown in Figure 3, although the number of crash reports submitted via eCrash continues to increase, the number of total crashes reported also continues to increase, except for 2018. As noted, the crash data entry issue is impacting the true number of crashes in Arkansas for 2018.

Figure 3 – Number of Crash Reports in Database



Although the crash data entry has less impact on fatalities due to the separate tracking system at Arkansas State Police, it has greater impact on non-motorized crashes. As shown in Figure 4, the number of non-motorized fatalities and serious injuries can vary significantly. Because there are a number of agencies in large urban areas not using eCrash, the number of non-motorized crashes could increase in the future if those agencies begin using eCrash. The variability of the Number of Non-Motorized Fatalities and Serious Injuries performance measure compared to other safety performance measures is illustrated in Attachment A. As shown in this attachment, the coefficient of variation for this performance measure is at 21 percent, which is significantly higher than the other performance measures ranging from 6 to 13 percent.

Figure 4 – Number of Non-Motorized Fatalities &amp; Serious Injuries



#### Step Four: Apply Adjustment Factors

The various external factors mentioned under Step Three could impact Arkansas' safety performance. However, there is little to no research to justify the application of specific adjustment factors to account for external factors such as medical marijuana for instance. With that said, in consultation with other safety stakeholders, it is determined that a two percent adjustment factor can be justifiably applied to: Number of Fatalities, Rate of Fatalities, Number of Serious Injuries, and Rate of Serious Injuries.

This adjustment factor is based on the recent VMT trend in Arkansas since it has been increasing consistently in recent years and expected to continue into the near future.

It is recommended that a higher adjustment factor is applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure. Also, the known number of non-motorized fatalities and serious injuries has already increased in 2018 compared to previous years, as shown in Figure 4. Therefore, it is determined that approximately half of last year's adjustment factor of 110 percent i.e. 50 percent can be applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure.

## TARGETS

Based on the methodology described, targets for each of the five performance measures is shown below in Table 3.

Table 3 – 2021 Performance Targets

Performance Measure	Average <sup>1</sup>	Adjustment Factor <sup>2</sup>	Target
Number of Fatalities	525.8	+2%	<b>536.3</b>
Rate of Fatalities	1.529	+2%	<b>1.560</b>
Number of Serious Injuries	3,042.9	+2%	<b>3,103.8</b>
Rate of Serious Injuries	8.866	+2%	<b>9.043</b>
Number of Non-Motorized Fatalities and Serious Injuries	146.8	+50%	<b>220.3</b>

<sup>1</sup> See Table 2

<sup>2</sup> Description of justification found on page 7

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

Table 4 – Comparison of 2020 & 2021 Performance Targets

Performance Measure	2020			2021		
	Average	Adjust.	Target	Average <sup>1</sup>	Adjust.	Target
Number of Fatalities	530.6	+2%	<b>541.2</b>	525.8	+2%	<b>536.3</b>
Rate of Fatalities	1.564	+2%	<b>1.595</b>	1.529	+2%	<b>1.560</b>
Number of Serious Injuries	3,138.6	+2%	<b>3,201.4</b>	3,042.9	+2%	<b>3,103.8</b>
Rate of Serious Injuries	9.256	+2%	<b>9.441</b>	8.866	+2%	<b>9.043</b>
Number of Non-Motorized Fatalities and Serious Injuries	143.0	+110%	<b>300.3</b>	146.8	+50%	<b>220.3</b>

<sup>1</sup> See Table 2

## FHWA ASSESSMENT OF 2019 PERFORMANCE TARGETS

FHWA will conduct an assessment to determine whether states have met or made significant progress toward meeting their previous year's targets in December of each year. For 2019, the assessment will be made in December of 2020 by comparing the actual 2015-2019 performance to the 2019 targets and the 2013-2017 baseline performance. At least four of the five targets must either meet (i.e., equal to or less than the target) or be better than the baseline performance to make significant progress. This means that states have two chances to "pass" the test for each performance measure. In some cases, a state may not be better than the baseline performance for any given measure, but may meet the target they set. In such cases, the state would "pass" the test for that measure.

As shown in Table 5, it is predicted that ARDOT will meet all of the targets except the Number of Non-motorized Fatalities and Serious Injuries. Therefore, FHWA will consider ARDOT as having "made significant progress" and thus avoid the penalty associated with safety performance.

Table 5 – 2019 Performance Assessment

Performance Measure	2015-2019 Average	2019 Targets	2013-2017 Baseline	Meets Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	531.6 <sup>1</sup>	543.0	520.8	Yes	No	YES (4 out of 5 targets met or made significant progress)
Rate of Fatalities	1.472 <sup>1</sup>	1.615	1.491	Yes	Yes	
Number of Serious Injuries	2656.0 <sup>2</sup>	3,637.0	2,991.2	Yes	Yes	
Rate of Serious Injuries	7.377 <sup>2</sup>	10.824	8.584	Yes	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	173.0 <sup>3</sup>	170.0	149.0	No	No	
Notes:						
<sup>1</sup> Value is based on the actual FARS fatality numbers for 2015, 2016 and 2017, preliminary FARS numbers for 2018 and NSC number for 2019. Example: Number of Fatalities = (550+561+525+516+506)/5=531.6						
<sup>2</sup> Value is based on the actual serious injury numbers for 2015-2018, and an assumed number for 2019.						

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

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

## ATTACHMENT A

### Data Variability Analysis

Number of Fatalities			
2014	470	Mean Standard Deviation Coefficient of Variation	524.4
2015	550		32
2016	561		6%
2017	525		
2018	516		
Rate of Fatalities			
2014	1.381	Mean Standard Deviation Coefficient of Variation	1.475
2015	1.576		0.082
2016	1.569		6%
2017	1.443		
2018	1.407		
Number of Serious Injuries			
2014	3,154	Mean Standard Deviation Coefficient of Variation	2832.4
2015	2,888		304
2016	3,032		11%
2017	2,816		
2018	2,272		
Rate of Serious Injuries			
2014	9.270	Mean Standard Deviation Coefficient of Variation	7.992
2015	8.276		1
2016	8.480		13%
2017	7.739		
2018	6.195		
Number of Non-Motorized Fatalities and Serious Injuries			
2014	141	Mean Standard Deviation Coefficient of Variation	160.2
2015	112		33
2016	154		21%
2017	189		
2018	205		

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

## ATTACHMENT B

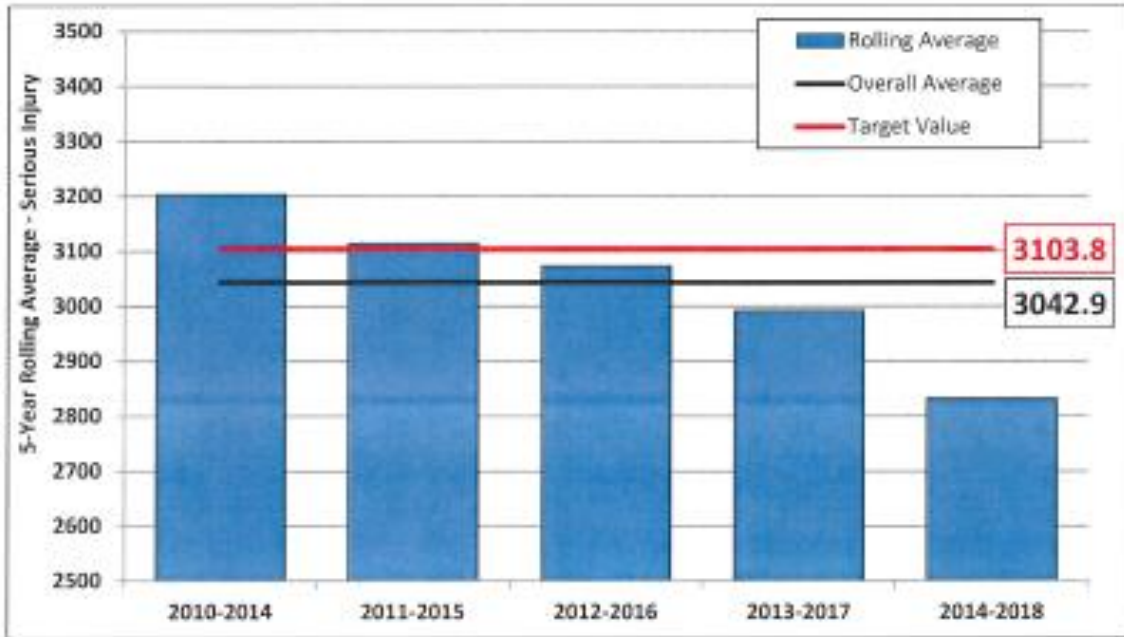
### HSIP 2021 Target - Number of Fatalities



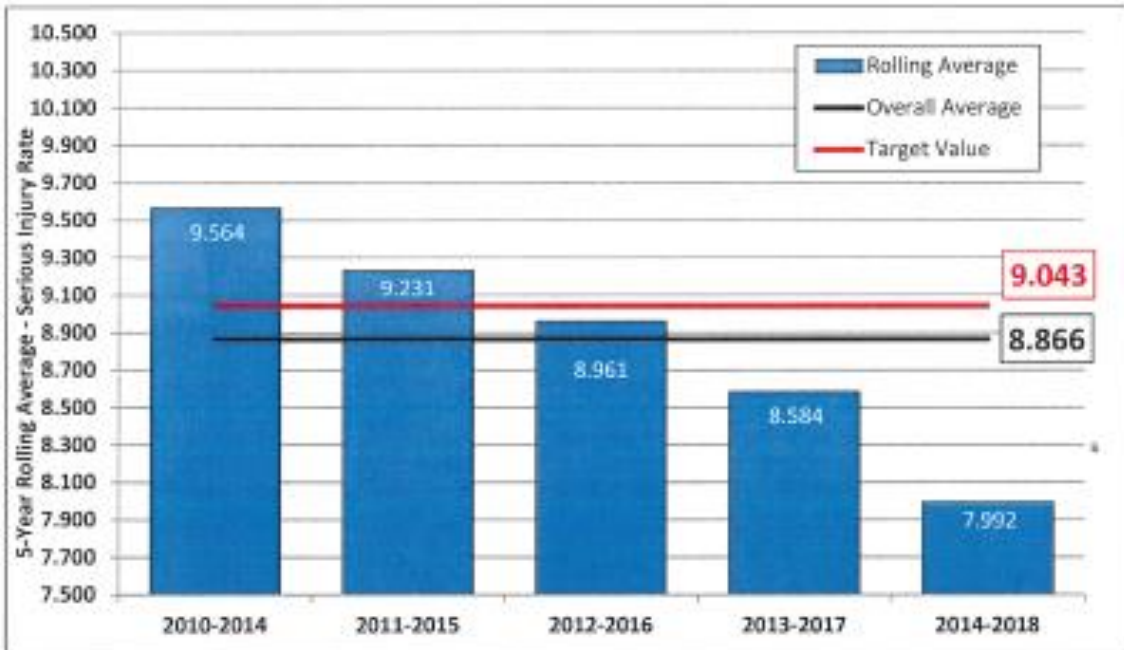
### HSIP 2021 Target - Fatality Rate



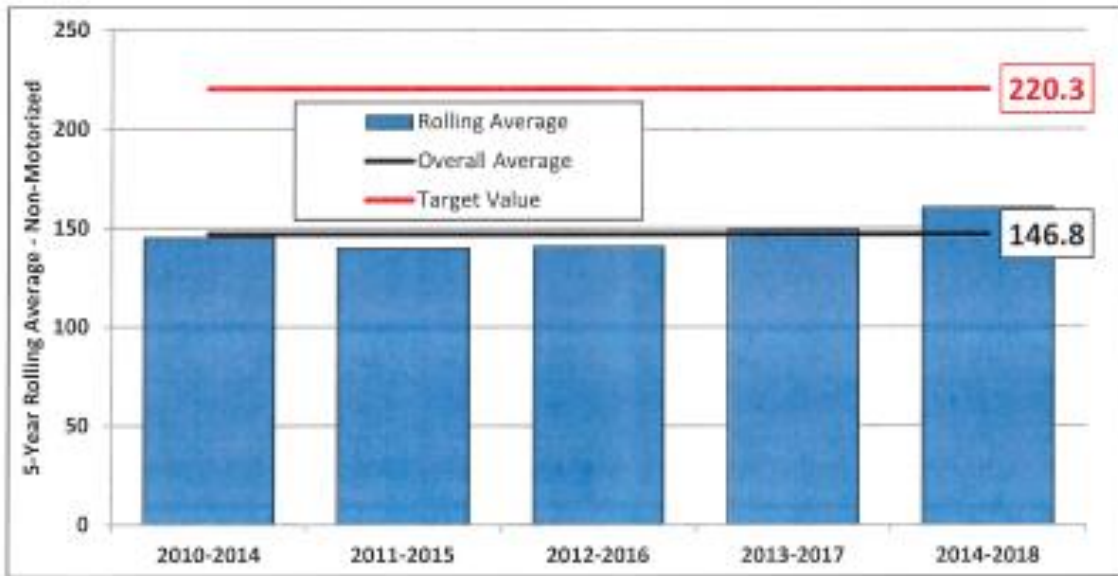
### HSIP 2021 Target – Number of Serious Injuries



### HSIP 2021 Target – Serious Injury Rate



### HSIP 2021 Target - Number of Non-Motorized Fatalities and Serious Injuries



# Appendix H – Transit PTASP

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

Texarkana MPO

Resolution #17-2020

## TEXARKANA METROPOLITAN PLANNING ORGANIZATION

### RESOLUTION # 17 - 2020

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

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

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

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

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

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

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

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

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

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

Texarkana MPO

Resolution #17-2020

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

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

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

**ADOPTED** in Regular Session on the 29th day of September 2020.



Tom Whitten, Chairman  
MPO Policy Board

*"I hereby certify that the above is a true copy of Resolution #17-2020, Public Transportation Agency Safety Plan (PTASP), and was motioned by Bob Bruggeman, Mayor, representing City of Texarkana, Tx and seconded by Sunny Farmahan, representing ARDOT. This Resolution was passed unanimously in regular session on September 29th, 2020".*



Rea Donna Jones, Director  
Texarkana MPO

## ATTACHMENT A

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

Mode	2019 Baseline (five-year average)	2020 Target
<b>Fixed Route (Bus)</b>		
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	0	0
Rate of Safety Events	0	0
System Reliability (Mean Distance Between Major Mechanical Failure)	350,000	350,000
*Rate = total number of the year/total revenue vehicle miles traveled		
<b>Demand Response</b>		
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	0	0
Rate of Injuries*	0	0
Safety Events	0	0
Rate of Safety Events*	0	0
System Reliability	21,000	21,000
Other	N/A	N/A
*Rate = total number for the year/total revenue vehicle miles traveled		