

TX TIP

FY2021-2024

TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED

POLICY BOARD
JUNE 30, 2020



SUPPORTING ORGANIZATIONS

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County



State Agency



Federal Agencies



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Executive Summary

The Texarkana Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) is a 4-year listing of transportation projects and strategies, addressing the region's transportation needs. The Draft Texas FY 2021-2024 TIP identifies both local and state projects, that are supported by local governments and TxDOT, at a cost of \$24 million in highway projects, \$14.7 million in grouped projects and \$5.65 million in transit projects. 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 TxDOT 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 21st 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. When approved by the Governor, the FY 2021-2024 TIP will become part of the Texas State Transportation Improvement Program (STIP).

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 TXDOT and local transit operators.
- Provide a reasonable opportunity for public comment.
- Demonstrate current transportation system maintenance needs.
- Demonstrate 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 effects 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.

(For PB membership, see next page).

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

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 21st 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 improve 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. Texas House Bill 20 (HB 20).

During the 84th Legislative Session, [HB 20](#) was passed which instructs the Texas Transportation Commission (TTC) to develop and implement performance-based planning and programming dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining goals and objectives established by the Legislature and the TTC. The TTC will develop performance metrics and measures as part of:

1. Review of strategic planning in the statewide transportation plan, rural transportation plans, and the unified transportation program.
2. Evaluation of decision-making on projects selected for funding in the unified transportation program (UTP) and STIP.
3. Evaluation of project delivery for projects in the department's letting schedule.

HB 20 states that the TTC shall adopt and review performance metrics and measures:

1. Assess how well the transportation system is performing and operating in accordance with the requirement of 23 U.S.C. Section 134 or [135](#).
2. Provide the department legislature, stakeholders, and public with information to support decision in a manner that is accessible and understandable to the public.
3. Assess the effectiveness and efficiency of transportation projects and services.
4. Demonstrate transparency and accountability.
5. Address other issues the commission considers necessary.

HB 20 directs MPOs to develop a 10-year plan and to develop their own project recommendation criteria, which must include considerations of:

1. Projected improvements to congestion and safety.
2. Projected effects on economic development opportunities for residents of the region.
3. Available funding.
4. Effects on the environment, including air quality.
5. Socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods.
6. Any other factors deemed appropriate by the planning organization.

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](#) which includes additional transit safety measures. This deadline has been extended until December 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 Texas 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. TxDOT 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 and programming all 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. TXDOT 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).

TXDOT HSIP TARGETS

Performance Measures	2021 Statewide Target (Expressed as Five-Year FY2016-2020 Average)
Total number of traffic related fatalities on all public road	3,687
Rate of traffic related fatalities on all public road per 100 million VMT	1.33
Total number of traffic related serious injuries on all public road	17,151
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.06
Total number of non-motorized fatalities and serious injuries on all public roads	2,316.40

Any TxDOT sponsored HSIP projects within the MPA boundary were selected based on safety performance measures and were approved by TxDOT District office. TxDOT conferred with numerous stake holder groups, including the Texarkana MPO, as part of its target setting process. Working in partnership with local agencies, TxDOT safety

investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. TxDOT 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 TxDOT performance targets addressing PM2in November 2018 with Resolution #3-2019.

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

The measures are used by TxDOT 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). TxDOT and the Association of Texas Metropolitan Planning Organizations (TEMPO) endorse a set of proposed national measure for use in Texas planning efforts. The Texarkana MPO is working with TxDOT to keep truck delay and reliability with the target set as proportion to population growth.

The Texarkana MPO adopted TxDOT performance targets addressing PM3in November 2018 with Resolution #3-2019.

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) to 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 measure 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 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.

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 other Metropolitan statistical areas. 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 for the time being. Meetings are being held virtual via teleconferencing by Cisco Webex or other means of telecommunication. These meetings are open to the public.

Public participation for the FY2021-2024 TIP, included committee and Board meeting that were 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 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 consistent with 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 project 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 TxDOT in cooperation with the MPO and TAC members. 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 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.

The Texarkana MPO makes use of a statewide project grouping (Statewide CSJs). These individual projects eligible for statewide project groupings are included in the MPO TIP in the appendix F. This list of projects is for “Informational Purposes Only”.

Group Projects programmed amounts 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 TXDOT District or State level. The MPO Policy Board approves of the use of statewide project groupings.

Individual Projects

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

FY 2021-2024

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

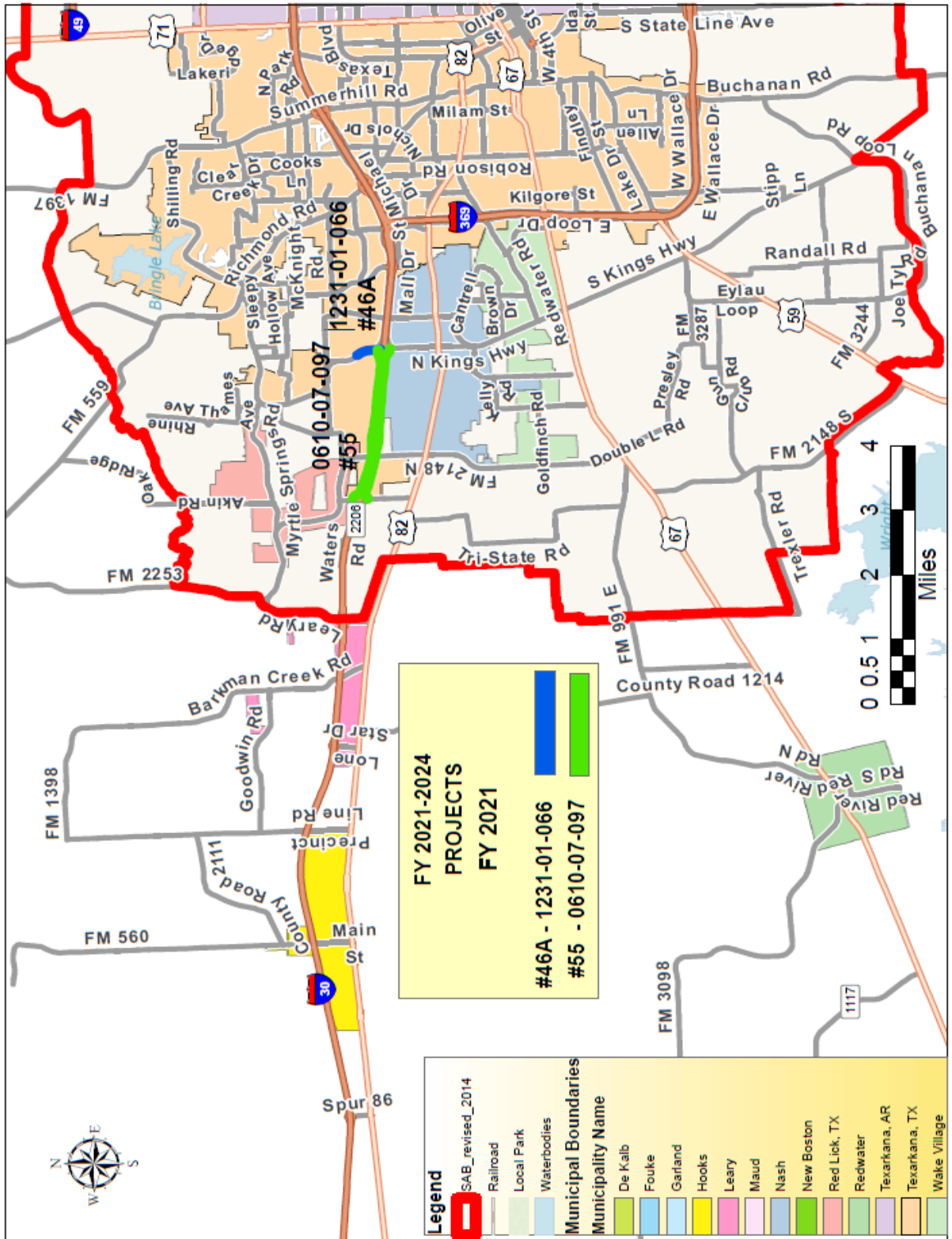
FY 2021

DISTRICT	COUNTY	CSI	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
19-ATLANTA	BOWIE	0610-07-097	IH 30	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 20,032,000	
LIMITS FROM:	FM 3419					REVISION DATE:	07/2020	
LIMITS TO:	FM 989					MPO PROJ NUM:	55	
PROJECT	CONSTRUCT ONEWAY FRONTAGE ROADS, ENTRANCE & EXIT RAMP & TURNAROUNDS					FUNDING CAT(S):	2U, 4	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 1,026,735	COST OF APPROVED PHASES:	2U-URBANCRDR	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 1,568,000		\$ 928,800	\$ 103,200	\$ -	\$ -	\$ 1,032,000	
CONST COST:	\$ 20,412,000		4-STWIDE-CNCT	\$ 15,200,000	\$ 3,800,000	\$ -	\$ -	\$ 19,000,000
CONST ENG:	\$ 1,024,640		TOTAL	\$ 16,128,800	\$ 3,903,200	\$ -	\$ -	\$ 20,032,000
CONTING:	\$ 236,778	\$ 20,032,000						
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRI COST:	\$ 24,268,153							

DISTRICT	COUNTY	CSI	HWY	PHASE	CITY	PROJECT SPONSOR	YOECOST	
19-ATLANTA	BOWIE	1231-01-066	FM 989	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 4,000,000	
LIMITS FROM:	IH 30 NORTH FRONTAGE ROAD					REVISION DATE:	07/2020	
LIMITS TO:	0.3 MI. N.OF GIBSON LANE					MPO PROJ NUM:	46A	
PROJECT	WIDEN EXISTING 2-LANE HIGHWAY TO 4-LANE DIVIDED URBAN SECTION					FUNDING CAT(S):	2U	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 213,328	COST OF APPROVED PHASES:	2U-URBANCRDR	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:			\$ 3,200,000	\$ 800,000	\$ -	\$ -	\$ 4,000,000	
CONST COST:	\$ 4,000,000		TOTAL	\$ 3,200,000	\$ 800,000	\$ -	\$ -	\$ 4,000,000
CONST ENG:	\$ 215,940							
CONTING:	\$ 86,637	\$ 4,000,000						
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRI COST:	\$ 4,515,905							

Project Map

TEXARKANA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM 2021-2024 TIP



Regionally Significant Highway Projects Locally Funded

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM										
REGIONALLY SIGNIFICANT										
TEXARKANA METROPOLITAN PLANNING ORGANIZATION										
FY 2021-2024										
INFORMATIONAL PURPOSES ONLY										
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR			YOE COST	
19- ATLANTA					TEXARKANA					
LIMITS FROM :						REVISION DATE:				
LIMITS TO:						MPO PROJ NUM :				
PROJECT						FUNDING CAT(S):				
DESC:						PROJECT				
REMARKS						HISTORY:				
P7:										
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE						
PRELIM ENG:	\$ -	COST OF APPROVED PHASES:				FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -
CONST COST:	\$ -		TOTAL			\$ -	\$ -	\$ -	\$ -	\$ -
CONST ENG:	\$ -									
CONTING:	\$ -		\$ -							
IND COSTS:	\$ -									
BND FINANCING:	\$ -									
TOTAL PRJ COST:	\$ -									

Financials – Highway

Texakana Metropolitan Planning Organization
Initial FY 2021 - 2024 Transportation Improvement Program

Funding by Category

Funding Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects (NON-TRADITIONAL)	\$5,032,000	\$5,032,000	\$0	\$0	\$0	\$0	\$0	\$0	\$5,032,000	\$5,032,000
3	Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$19,000,000	\$19,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$19,000,000	\$19,000,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$24,032,000	\$24,032,000	\$0	\$0	\$0	\$0	\$0	\$0	\$24,032,000	\$24,032,000

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$19,328,800	\$0	\$0	\$0	\$19,328,800
State	\$4,703,200	\$0	\$0	\$0	\$4,703,200
Local Match	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions (LC)	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
Total	\$24,032,000	\$0	\$0	\$0	\$24,032,000

Annotations

- *Local Match should be a percent of participation on a specific category of funding except non-traditional funding.
- The TIP financial summary should be a total of all projects currently within your TIP, excluding grouped projects.
- You can add / delete funding source rows as needed.
- All non-traditional programmed amount should equal all non-traditional (CAT 3) funding source amounts

Transit Project Listing

FY 2021 TRANSIT PROJECT DESCRIPTIONS

TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$525,310
		State Funds from TxDOT	314,667
		Other Funds	210,643
Apportionment Year		Fiscal Year Cost	\$1,050,620
Project Phase			
Brief Project Description	Operating Assistance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$122,332
		State Funds from TxDOT	
		Other Funds	
Apportionment Year		Fiscal Year Cost	\$122,332
Project Phase			
Brief Project Description	Capital-Preventive Maintenance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$71,960
		State Funds from TxDOT	28,151
		Other Funds	0
Apportionment Year		Fiscal Year Cost	\$100,111
Project Phase			
Brief Project Description	Capital - Paratransit	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2021 Continued

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$138,982
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2021	Fiscal Year Cost	\$138,982
Project Phase			
Brief Project Description	Transit Bus, Bus Cameras	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$27,796
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2022 TRANSIT PROJECT DESCRIPTIONS

TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$525,310
		State Funds from TxDOT	314,667
		Other Funds	210,643
Apportionment Year		Fiscal Year Cost	\$1,050,620
Project Phase			
Brief Project Description	Operating Assistance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$122,332
		State Funds from TxDOT	
		Other Funds	
Apportionment Year		Fiscal Year Cost	\$122,332
Project Phase			
Brief Project Description	Capital-Preventive Maintenance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$71,960
		State Funds from TxDOT	28,151
		Other Funds	
Apportionment Year		Fiscal Year Cost	\$100,111
Project Phase			
Brief Project Description	Capital - Paratransit	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2022 Continued

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$138,982
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2022	Fiscal Year Cost	\$138,982
Project Phase			
Brief Project Description	Transit Bus, Bus Cameras	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$27,796
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2023 TRANSIT PROJECT DESCRIPTIONS

TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$525,310
		State Funds from TxDOT	314,667
		Other Funds	210,643
Apportionment Year		Fiscal Year Cost	\$1,050,620
Project Phase			
Brief Project Description	Operating Assistance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$122,332
		State Funds from TxDOT	
		Other Funds	
Apportionment Year		Fiscal Year Cost	\$122,332
Project Phase			
Brief Project Description	Capital-Preventive Maintenance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			
<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$71,960
		State Funds from TxDOT	28,151
		Other Funds	
Apportionment Year		Fiscal Year Cost	\$100,111
Project Phase			
Brief Project Description	Capital - Paratransit	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2023 Continued

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$138,982
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2023	Fiscal Year Cost	\$138,982
Project Phase			
Brief Project Description	Transit Bus, Bus Cameras	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$27,796
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS

TEXARKANA MPO TRANSPORTATION IMPROVEMENT PROGRAM

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$525,310
		State Funds from TxDOT	314,667
		Other Funds	210,643
Apportionment Year		Fiscal Year Cost	\$1,050,620
Project Phase			
Brief Project Description	Operating Assistance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$122,332
		State Funds from TxDOT	
		Other Funds	
Apportionment Year		Fiscal Year Cost	\$122,332
Project Phase			
Brief Project Description	Capital-Preventive Maintenance	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5307
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$71,960
		State Funds from TxDOT	28,151
		Other Funds	
Apportionment Year		Fiscal Year Cost	\$100,111
Project Phase			
Brief Project Description	Capital - Paratransit	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

FY 2024 Continued

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	Texarkana Urban Transit District	Federal Funding Category	5339
MPO Project Information (reference number, etc.)		Federal (FTA) Funds	\$138,982
		State Funds from TxDOT	0
		Other Funds	0
Apportionment Year	2024	Fiscal Year Cost	\$138,982
Project Phase			
Brief Project Description	Transit Bus, Bus Cameras	Total Project Cost	\$0
		Trans. Dev. Credits Requested	\$27,796
Sec 5309 ID Number	NA	Trans. Dev. Credits Awarded (Date & Amount)	\$0
Amendment Date & Action			

Financials – Transit

Transit Financial Summary Texarkana Metropolitan Planning Organization FY 2021- 2024 Transportation Improvement Program

All Figures in Year of Expenditure (VOE) Dollars

Current as of 07/15/2020

Transit Program	FY 2021			FY 2022			FY 2023		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$719,603	\$553,461	\$1,273,064	\$719,603	\$553,461	\$1,273,064	\$719,603	\$553,461	\$1,273,064
3 Sec. 5309 - Discretionary			\$0			\$0			\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0			\$0			\$0
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6 Sec. 5316 - JARC >200K			\$0			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12 Other FTA - 5339 Cap-Preventive Maintenance	\$138,982		\$138,982	\$138,982		\$138,982	\$138,982		\$138,982
13 Regionally Significant or Other			\$0			\$0			\$0
Total Funds	\$858,585	\$553,461	\$1,412,046	\$858,585	\$553,461	\$1,412,046	\$858,585	\$553,461	\$1,412,046
Transportation Development Credits									
Requested			\$0			\$0			\$0
Awarded			\$27,796			\$27,796			\$27,796

All Figures in Year of Expenditure (VOE) Dollars

Transit Programs	FY 2024			FY 2021-2024 Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K			\$0	\$0	\$0	\$0
2 Sec. 5307 - Urbanized Formula <200K	\$719,603	\$553,461	\$1,273,064	\$2,878,412	\$2,213,844	\$5,092,256
3 Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities			\$0	\$0	\$0	\$0
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12 Other FTA - 5339 Cap-Preventive Maintenance	\$138,982		\$138,982	\$555,928	\$0	\$555,928
13 Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds	\$858,585	\$553,461	\$1,412,046	\$3,434,340	\$2,213,844	\$5,648,184
Transportation Development Credits						
Requested			\$0			\$0
Awarded			\$27,796			\$111,184

Revisions

None currently.

Appendix A – Texarkana MPO Boundary Map

TEXARKANA

METROPOLITAN PLANNING ORGANIZATION

BOUNDARY MAP



Appendix B – Adoption of TIP

TEXAS
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Texarkana MPO

Resolution #12-2020

TEXARKANA METROPOLITAN PLANNING ORGANIZATION
RESOLUTION #12-2020

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE TEXAS PORTION OF THE TEXARKANA METROPOLITAN STUDY AREA AND AUTHORIZING ITS SUBMISSION TO THE TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT).

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 Texas Department of Transportation (TxDOT) for inclusion in Texas’ 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 TxDOT for inclusion in Texas’ 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 Texas 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 Texas portion of the Texarkana Metropolitan Study Area to TxDOT.

SECTION 3: this Resolution shall become effective immediately upon adoption

ADOPTED in Regular Session on the 30th day of June 2020.



Tom Whitten, Policy Board Chairperson
Texarkana Metropolitan Planning Organization

I hereby certify that this resolution was adopted by the Texarkana Metropolitan Planning Organization for the Texarkana Metropolitan Area in regular session on June 30, 2020.



Rea Donna Jones, Director
Texarkana Metropolitan Planning Organization

Appendix C – Self Certifications

TEXAS 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 Texas Department of Transportation, and the Texarkana Metropolitan Planning Organization for the Texarkana urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

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

DocuSigned by:


Jere A. "Buddy" Williams, P.E.
Atlanta District
Texas Department of Transportation

7/7/2020

Date



Tom Whitten
Metropolitan Planning Organization
Policy Board Chairperson

6/30/20

Date

Appendix D – Public Involvement Documentation

Meetings

June 11 – Technical Advisory Committee met to review the FY2021-2024 Transportation Improvement Plan TIP draft, Texas portion.

June 26 –

- Notice of Policy Board meeting appeared in the Texarkana Gazette
- Notice place on the MPO website and 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.

June 30th - Policy Board met to consider adoption of the FY2021-2024 Texas TIP.

Public Review and Comment Period

The Public Review and Comment Period is to run from ***June 12 to June 21,2021***

June 9 –

- Notice of the public review and comment period appears in the Texarkana Gazette.
- Notice of the public review and comment period appears on the MPO Website and Facebook
- A draft copy of FY2021-2024 TX TIP is placed on the MPO Website.

Comments Received

Appendix E – Glossary

TRANSIT FUNDING

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

- [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. TxDOT 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. TxDOT is responsible for ensuring consistency between the preparation of FTA-mandated coordinated, regional, public transit-human service plans and applicable metropolitan or statewide transportation planning processes.
- [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.

2021 UTP Programming Guidance

Funding Category	General Guidance	Project Selection / Approval
<p>Category 1 Preventive Maintenance & Rehabilitation</p>	<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. The category can be used to supplement mobility project funding as an open funding line.</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. Selections are made in accordance with each district's Pavement Management Plan.</p>
<p>Category 2 Metropolitan & Urban Area Corridor Projects</p>	<p>Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, traffic safety, and roadway maintenance or rehabilitation. Projects must be located on the state highway system.</p>	<p>MPOs, in consultation with TxDOT districts, select projects within the constraint of their Category 2 10-year planning targets. MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission through the annual UTP adoption.</p>
<p>Category 3 Non-Traditionally Funded Transportation Projects</p>	<p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding. Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Projects are determined by state legislation, Texas Transportation commission-approved minute order, or local government commitments.</p>
<p>Category 3 Design-Build</p>	<p>Category 3 Design-Build addresses non-construction costs associated with Design-Build projects fully funded, approved for contract, and within the constraints of project development LAR approval. These costs include those associated with design, utilities and other development costs approved in the Design Build Guidance Document.</p>	<p>Projects selected for Design-Build are evaluated by PFD, selected and recommended by Administration. Once a project has been designated for Design-Build and is listed on the approved 2-year Design-Build schedule, it is eligible for Cat 3 Design-Build funds. Design-Build development fund sources are approved through FIN forecasting (Silvia Morales)</p>

<p>Category 4 Urban Connectivity</p>	<p>Category 4 Urban address mobility on major state highway system corridors, which provide connectivity in urban area. Projects must be located within the MPO boundaries on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> -The Texas Trunk System -National Highway System (NHS) -Connections to major sea ports or border crossings -National Freight Network -Hurricane evacuation routes 	<p>Districts select projects within the constraint of their Category 4U 10-year planning targets. Districts submit projects to TPP during the UTP Project Call. Projects are considered for approval by the Commission.</p>
<p>Category 4 Regional Connectivity</p>	<p>Category 4 Regional addresses mobility on major state highway system corridors, which provide connectivity between urban area and other statewide corridors. Projects must be located outside of the MPO boundaries on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> -The Texas Trunk System -National Highway System (NHS) -Connections to major sea ports or border crossings -National Freight Network -Hurricane evacuation routes 	<p>Districts submit candidate projects to TPP through the annual UTP Project Call. Projects are recommended by TPP leadership and approved by the TTC.</p>
<p>Category 5 CMAQ</p>	<p>Category 5 addresses attainment of national Ambient air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p>	<p>MPOs select the project in coordination with the districts.</p>
<p>Category 6 Structures Replacement and Rehabilitation (Bridge)</p>	<p>Category 6 addresses bridge improvements through the following sub-programs:</p> <p>Highway Bridge Program: For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehab of off-system bridges.</p> <p>Railroad Grade Separation: for replacement elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses on the state highway system.</p> <p>Bridge Maintenance and Improvement Program (BMIP): for rehab of eligible bridges on the state highway system.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects based on district submissions in the bridge project call.</p>
<p>Category 7 Metropolitan Mobility and Rehabilitation</p>	<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs). This funding can be used on any roadway with a</p>	<p>MPOs select the project in coordination with the districts</p>

	functional classification greater than a local road or rural minor collector (FC 6 or 7). Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.	
Category 8 Safety	<p>Category 8 addresses highway safety improvements through the following sub-programs.</p> <p>Highway Safety Improvement program (HSIP): Safety-related projects on and off the state highway system. High Risk Rural Roads projects previously authorized remain in Category 8. Safe Routes to School projects previously authorized remain in Category 8. Future Safe routes to School projects will be managed under Category 9. Safety Bond Program: Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis. Systemic Widening Program: Roadway widening projects on the state highway system. Federal Railway Set-Aside: Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and crashes at public at-grade crossing. Road to Zero: Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide based on district submissions in the safety project call.
Category 9 Transportation Alternatives Set- Aside Program	<p>Category 9 includes the federal Transportation Alternative (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <ul style="list-style-type: none"> -Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans and Disabilities Act. -Construction of infrastructure-related projects that provide safe route for non-drivers -Conversion and use of abandoned railroad corridors for trails for pedestrian, bicyclists, or other non-motorized transportation users -Construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school. 	TxDOT allocated 50% of Category 9 funds to MPOs designated as TMAs (areas with a population over 200,000). The other 50% is designed for statewide flexible use under other federal programs. For TMAs, MPOs select projects in consultation with TxDOT districts. In small urban area (with populations below 200,000) and rural areas, funds are administered by TxDOT's Public Transportation Division through a competitive process.
Category 10 Supplemental Transportation Programs	<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Federal Lands Access Program (FLAP): Addresses transportation facilities that are located on, are adjacent to, or provide access to federal lands.</p> <p>Texas Parks and Wildlife Department (TPWD): Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT</p>	<p>In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.</p> <p>Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties and</p>

	<p>and TPWD.</p> <p>Green Ribbon Program: Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p>Curb Ramp Program: Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p>Landscape Incentive Awards: Allows TxDOT to execute joint landscape development projects in nine locations based on populations categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program. The awards recognize participating cities’ or communities’ efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p>Railroad Grade Crossing and Replanking Program: Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Railroad Signal Maintenance Program: Financial contributions to each railroad company in the state for signal maintenance.</p>	<p>managed by the TxDOT Design Division.</p> <p>Curb Ramp Program projects are selected based on conditions of curb ramps or locations of intersections without ramps and are managed by Design Division.</p> <p>Landscape Incentive Awards are managed by the TxDOT Design Division.</p> <p>TxDOT Rail Division in coordination with TxDOT district selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects.</p>
Category 10 Coordinated Border Infrastructure	<p>Category 10 Coordinated Border Infrastructure (CBI) addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. Awarded to the El Paso, Laredo and Pharr Districts for projects within 50 miles of the international border.</p>	<p>CBI projects selected by district with FHWA review and approval. Cat 10 CBI projects must be listed in the UTP. FHWA approved Cat 10 CBI projects must be submitted in the UTP Project Call, then approved by the TTC during UTP adoption.</p>
Category 11 District Discretionary	<p>Category 11 addresses district transportation needs at the discretion of each TxDOT District. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition. Common Category 11 project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway). The program can be used to supplement mobility project funding.</p>	<p>Districts select projects.</p>
Category 11 Energy Section	<p>Category 11 Energy Sector funds address safety and maintenance work on state highways impacted by the energy sector. These funds generally are programmed on the designated Energy Sector Corridor network. This program should be reviewed on a quarterly basis to ensure funding is programmed to meet the needs of each energy play.</p>	<p>Districts select projects on energy sector corridors (see Statewide Planning Map) and within their Category 11ES planning targets. Projects must be vetted through the Energy Sector program manager, a role that may rotate among members of TxDOT division or district leadership as assigned by ADM. See TPP-UTO for the current program manager. Districts must submit project to TPP for approval by ADM.</p>
Category 12		

TexasClearLanes	The Category 12 TexasClearlanes subprogram is dedicated to large congestion projects in the five metropolitan TxDOT districts (AUS, DAL, FTW, HOU, SAT). These projects must be vetted through the congestion Task force and are selected at the Texas Transportation Commission's discretion.	Projects must be presented and vetted through the congestion Task Force. Once vetted, district submit projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.
Category 12 Strategic Priority	Category 12 addresses projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), including those that improve: -Congestion and connectivity -Economic opportunity -Border and port connectivity -efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report- The ability to respond to both man-made and natural emergencies. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.

Appendix F – Grouped Highway Projects

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
 FY 2021-2024
 GROUPED PROJECTS
 TEXARKANA METROPOLITAN PLANNING ORGANIZATION
 FY 2021
INFORMATIONAL PURPOSES ONLY

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19-ATLANTA	BOWIE	0217-01-036	US 59	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 751,743	
LIMITS FROM:		ARKANSAS STATE LINE				REVISION DATE:	05/2020	
LIMITS TO:		1.5 MI. N. OF IH 30				MPO PROJ NUM:		
PROJECT						FUNDING CAT(S):	8	
DESC:		INSTALL MEDIAN BARRIER			PROJECT HISTORY:			
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 36,007	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		8-SAFETY	\$ 601,394	\$ 150,349	\$ -	\$ -	\$ 751,743
CONST COST:	\$ 751,743		TOTAL	\$ 601,394	\$ 150,349	\$ -	\$ -	\$ 751,743
CONST ENG:	\$ 20,943							
CONTING:	\$ 7,569	\$ 751,743						
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 816,262							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19-ATLANTA	BOWIE	0610-07-118	IH 30	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 1,504,092	
LIMITS FROM:		SS 74				REVISION DATE:	07/2020	
LIMITS TO:		ARKANSAS STATE LINE				MPO PROJ NUM:		
PROJECT						FUNDING CAT(S):	8	
DESC:		IMPROVE GUARDRAIL TO DESIGN STANDARDS			PROJECT HISTORY:			
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 70,423	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		8-SAFETY	\$ 1,203,274	\$ 300,818	\$ -	\$ -	\$ 1,504,092
CONST COST:	\$ 1,504,092		TOTAL	\$ 1,203,274	\$ 300,818	\$ -	\$ -	\$ 1,504,092
CONST ENG:	\$ 40,960							
CONTING:	\$ 14,803	\$ 1,504,092						
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 1,630,278							

FY 2021 Continued

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19-ATLANTA	BOWIE	0217-01-035	US 59	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 101,164	
LIMITS FROM:	ARKANSAS STATE LINE					REVISION DATE:	07/2020	
LIMITS TO:	1.524 MI. N. OF IH 30					MPO PROJ NUM:		
PROJECT	PROFILE EDGELINE AND CENTERLINE MARKINGS					FUNDING CAT(S):	8	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 4,705	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		8-SAFETY	\$ 80,931	\$ 20,233	\$ -	\$ -	\$ 101,164
CONST COST:	\$ 101,164		TOTAL	\$ 80,931	\$ 20,233	\$ -	\$ -	\$ 101,164
CONST ENG:	\$ 2,737							
CONTING:	\$ 989		\$ 101,164					
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 109,595							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19-ATLANTA	BOWIE	0010-13-096	US 67	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 82,625	
LIMITS FROM:	1.367 MI. E. OF FM 991					REVISION DATE:	07/2020	
LIMITS TO:	FM 2148					MPO PROJ NUM:		
PROJECT	PROFILE EDGELINE AND CENTERLINE MARKINGS					FUNDING CAT(S):	8	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 3,843	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		8-SAFETY	\$ 66,100	\$ 16,525	\$ -	\$ -	\$ 82,625
CONST COST:	\$ 82,625		TOTAL	\$ 66,100	\$ 16,525	\$ -	\$ -	\$ 82,625
CONST ENG:	\$ 2,235							
CONTING:	\$ 808		\$ 82,625					
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 89,511							

PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER

* FUNDING NOT FIXED

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FY 2021-2024
GROUPED PROJECTS
TEXARKANA METROPOLITAN PLANNING ORGANIZATION
FY 2022
INFORMATIONAL PURPOSES ONLY**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19-ATLANTA	BOWIE	0945-02-024	FM 558	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 266,340	
LIMITS FROM:	SH 93					REVISION DATE:	07/2020	
LIMITS TO:	5.9 MI. S. OF SH 93					MPO PROJ NUM:		
PROJECT	SEAL COAT					FUNDING CAT(S):	1	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 12,305	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		1-PRVNT	\$ 213,072	\$ 53,268	\$ -	\$ -	\$ 266,340
CONST COST:	\$ 266,340		TOTAL	\$ 213,072	\$ 53,268	\$ -	\$ -	\$ 266,340
CONST ENG:	\$ 2,536							
CONTING:	\$ -		\$ 266,340					
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 281,181							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19-ATLANTA	BOWIE	0046-06-082	US 82	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 462,317	
LIMITS FROM:	AT FM 2148					REVISION DATE:	07/2020	
LIMITS TO:						MPO PROJ NUM:		
PROJECT	TRAFFIC SIGNAL IMPROVEMENTS					FUNDING CAT(S):	8	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 21,019	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -		8-SAFETY	\$ 369,854	\$ 92,463	\$ -	\$ -	\$ 462,317
CONST COST:	\$ 462,317		TOTAL	\$ 369,854	\$ 92,463	\$ -	\$ -	\$ 462,317
CONST ENG:	\$ 12,225							
CONTING:	\$ 4,418		\$ 462,317					
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 499,979							

PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER
* FUNDING NOT FIXED

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
FY 2021-2024
GROUPED PROJECTS
TEXARKANA METROPOLITAN PLANNING ORGANIZATION
FY 2023
INFORMATIONAL PURPOSES ONLY**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19-ATLANTA	BOWIE	0217-02-037	US 71	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 10,991,388	
LIMITS FROM:	0.2 MI. S. OF IH 30				REVISION DATE: 07/2020			
LIMITS TO:	US 67 (7TH STREET)				MPO PROJ NUM: 60			
PROJECT	RECONSTRUCT EXISTING 4-LANE DIVIDED HIGHWAY					FUNDING CAT(S):	1, 2U, 12	
DESC:						PROJECT		
REMARKS	JOINT PROJECT WITH STATE OF ARKANSAS					HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 538,578	COST OF APPROVED PHASES:	1-PRVNT	\$ 793,110	\$ 198,278	\$ -	\$ -	\$ 991,388
ROW PURCHASE:	\$ -		2U-URBAN CRDR	\$ 2,400,000	\$ 600,000	\$ -	\$ -	\$ 3,000,000
CONST COST:	\$ 10,991,388		12-STRTGC PRTY	\$ 5,600,000	\$ 1,400,000	\$ -	\$ -	\$ 7,000,000
CONST ENG:	\$ 492,414		TOTAL	\$ 8,793,110	\$ 2,198,278	\$ -	\$ -	\$ 10,991,388
CONTING:	\$ 169,267							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 12,191,647							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19-ATLANTA	BOWIE	0610-07-116	IH 30	C	TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ 543,619	
LIMITS FROM:	SS 74				REVISION DATE: 07/2020			
LIMITS TO:	FM 989				MPO PROJ NUM:			
PROJECT	PERFORM TREE REMOVAL ON RIGHT OF WAY					FUNDING CAT(S):	8	
DESC:						PROJECT		
REMARKS						HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 26,637	COST OF APPROVED PHASES:	8-SAFETY:	\$ 434,895	\$ 108,724	\$ -	\$ -	\$ 543,619
ROW PURCHASE:	\$ -		TOTAL	\$ 434,895	\$ 108,724	\$ -	\$ -	\$ 543,619
CONST COST:	\$ 543,619							
CONST ENG:	\$ 15,493							
CONTING:	\$ 5,599							
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ 591,348							

PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER
* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
 FY 2021-2024
 GROUPED PROJECTS
 TEXARKANA METROPOLITAN PLANNING ORGANIZATION
 FY 2024
 INFORMATIONAL PURPOSES ONLY

DISTRICT	COUNTY	CSI	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19-ATLANTA	BOYDE				TEXARKANA	TEXAS DEPT OF TRANSPORTATION	\$ -	
LIMITS FROM:						REVISION DATE:		
LIMITS TO:						MPO PROJ NUM:		
PROJECT						FUNDING CAT(S):		
DESC:					PROJECT			
REMARKS					HISTORY:			
P3:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ -		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -
CONST COST:	\$ -			TOTAL	\$ -	\$ -	\$ -	\$ -
CONST ENG:	\$ -							
CONTING:	\$ -	\$ -						
IND COSTS:	\$ -							
BND FINANCING:	\$ -							
TOTAL PRJ COST:	\$ -							

PHASE: C=CONSTRUCTION, E=ENGINEERING, R=ROW, T=TRANSFER

* FUNDING NOT FIXED

Appendix G – FAST Act Compliance

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))
 - 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 alerts (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 performed (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 September 19, 2019, Resolution #5-2020 (Appendix H), the MPO PB adopted TxDOT’s targets. These targets can also be found in Append 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>3,840</i>
<i>Rate of Fatalities</i>	<i>1.406</i>
<i>Number of Serious Injuries</i>	<i>17,394</i>
<i>Rate of Serious Injuries</i>	<i>6.286</i>
<i>Total number of Non-Motorized Fatalities & Serious Injuries</i>	<i>2,285</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.
- TxDOT'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, TxDOT targets that the MPO intends to support or transit targets implemented by TUTD which the MPO also intends to support.

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

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

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

N/A (State DOT)

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

N/A (State DOT)

Appendix H – Adoption of Performance Targets

**TEXAS
FY2021 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS**

Texarkana MPO

Resolution #13-2020

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 13-2020

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

WHEREAS, Moving Ahead for Progress in the 21st Century Act and subsequent Fixing America's Surface Transportation Act require the implementation of Performance Measures to assist in the transportation planning process; and

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

WHEREAS, the State of Texas Department of Transportation (TxDOT) 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 Texas Department of Transportation (TxDOT) has officially established safety targets in the Highway Safety Improvement Program annual report dated **August 31, 2019** 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.

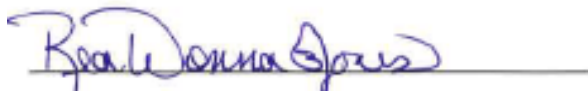
NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the Texarkana Metropolitan Planning Organization has chosen to support all the State's safety performance targets for 2018 through 2022 and agrees to plan and program projects in support of these targets.

ADOPTED in Regular Session on the 30th day of June 2020.



Tom Whitten, Policy Board Chairman
Texarkana Metropolitan Planning Organization

I hereby certify that this resolution was adopted by the Texarkana Metropolitan Planning Organization for the Texarkana Metropolitan Area in regular session on June 30, 2020.



Rea Donna Jones, Director
Texarkana Metropolitan Planning Organization

**TEXAS
FY2021 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS**

Texasiana MPO

Resolution #13-2020

APPENDIX A

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

TXDOT Established Safety Performance Targets for FY 2021

2021 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2017	3,732	1.37	17,538	6.42	2,146
2018	3,642	1.31	14,937	5.30	2,099
2019	3,610	1.26	15,843	5.53	2,300
2020	4,068	1.48	18,602	6.56	2,477
2021	3,384	1.25	18,835	6.51	2,560
2021 Target as a 5-year Average:	3,687	1.33	17,151	6.06	2,316.40

2021 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,687 fatalities in 2021. The 2021 Target expressed as a 5-year average would be as follows:

TOTAL NUMBER OF TRAFFIC FACALITIES		
Year	Target or Actual Data	Source
2017	3,732	FARS
2018	3,642	ARF
2019	3,610	CRIS
2020	4,068	TARGET
2021	3,384	TARGET
2021 Target expressed as 5-year average		3,687

* As noted in the table above, the calendar year target for 2021 would be 3,384 fatalities.

**TEXAS
FY2021 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS**

TexasCarolina MPO

Resolution #13-2020

2021 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,151 serious injuries in 2021. The 2021 Target expressed as a 5-year average would be as follows:

SERIOUS INJURIES		
Year	Target or Actual Data	Source
2017	17,538	CRIS
2018	14,937	CRIS
2019	15,843	CRIS
2020	18,602	Target
2021	18,835	Target
2021 Target expressed as 5-year average		17,151

As noted in the table above, the calendar year target for 2021 would be 18,835 serious injuries.

2021 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.33 fatalities per 100 MVMT in 2021. The 2021 Target expressed as a 5-year average would be as follows:

FATALITY RATE		
Year	Target or Actual Data	Source
2017	1.37	FARS
2018	1.31	ARF
2019	1.26	CRIS
2020	1.48	Target
2021	1.25	Target
2021 Target expressed as 5-year average		1.33

*As noted in the table above, the calendar year target for 2021 would be 1.25 fatalities per 100 MVMT.

2021 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.06 serious injuries per 100 MVMT in 2021. The 2021 Target expressed as a 5-year average would be as follows:

SERIOUS INJURY RATE		
Year	Target or Actual Data	Source
2017	6.42	CRIS
2018	5.30	CRIS
2019	5.53	CRIS
2020	6.56	Target
2021	6.51	Target
2021 Target expressed as 5-year average		6.06

* As noted in the table above, the calendar year target for 2021 would be 6.51 serious injuries per 100 MVMT.

**TEXAS
FY2021 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)
PERFORMANCE TARGETS**

TexasKana MPO

Resolution #13-2020

2021 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,316.40 non-motorized fatalities and serious injuries in 2021. The 2021 Target expressed as a 5-year average would be as follows:

NON-MOTORIZED FATALITIES AND SERIOUS INJURIES		
Year	Target or Actual Data	Source
2017	2,146	FARS-CRIS
2018	2,099	ARF-CRIS
2019	2,300	CRIS
2020	2,477	Target
2021	2,560	Target
2020 Target expressed as 5-year average		2,316.40

*As noted in the table above, the calendar year target for 2021 would be 2,560 non-motorized fatalities and serious injuries.

Appendix I – Adoption of Statewide CSJs

TEXAS
MPO USE OF STATEWIDE CSJS

Texarkana MPO

Resolution #14-2020

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 14-2020

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE USE OF STATEWIDE CSJs KNOWN AS "GROUPED PROJECTS" AS DEFINED BY THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT)

WHEREAS, Pursuant requirements of Title 23 USC § 134 and 23 CFR Part 450, require the metropolitan transportation planning process to include the development of a transportation improvement program (TIP) for the metropolitan planning area, containing a list of projects that have been approved for development in the near term; and

WHEREAS, the State of Texas Department of Transportation (TXDOT) in cooperation with the FHWA developed Group Project Control Section Job (CSJ) numbers for projects that are not determined to be regionally significant so that they may be grouped in one line item, as allowed for under 23 USC Section 135 and 43 TAC 16.101(d); and

WHEREAS, the Texas Department of Transportation (TXDOT) and the Texarkana MPO has determined that these projects are not considered to be of appropriate scale for individual identification (e.g., minor rehabilitation, preventive maintenance, and non-urbanized transit projects) allowing for more efficient programming, and reduces the need for revisions to the TIP; and as shown in Attachment A, Attached hereto.

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the Texarkana Metropolitan Planning Organization has approved the use of Statewide Project Groupings as adopted as TIP Program Administration guidelines.

ADOPTED in Regular Session on the 30th day of June 2020.



Tom Whitten, Policy Board Chairman
Texarkana Metropolitan Planning Organization

I hereby certify that this resolution was adopted by the Texarkana Metropolitan Planning Organization for the Texarkana Metropolitan Area in regular session on June 30, 2020.



Rea Donna Jones, Director
Texarkana Metropolitan Planning Organization

Definition of Grouped Projects for Use in the STIP



Revised April 16, 2018

Proposed CSJ	Grouped Project by Category	Definition
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation
5000-00-957		
5000-00-958		
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.

Definition of Grouped Projects for Use in the STIP

Proposed CSJ	Grouped Project by Category	Definition
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 3]

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 grouped. 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.