

TEXARKANA
METROPOLITAN PLANNING ORGANIZATION



2006 TEXARKANA REGIONAL MOBILITY PLAN

PART OF THE TEXAS URBAN MOBILITY PLAN

THE ARKANSAS STATE HIGHWAY & TRANSPORTATION DEPARTMENT
THE TEXAS DEPARTMENT OF TRANSPORTATION
MILLER COUNTY, ARKANSAS
BOWIE COUNTY, TEXAS
THE CITY OF TEXARKANA, ARKANSAS
THE CITY OF TEXARKANA, TEXAS
THE CITY OF NASH, TEXAS
THE CITY OF WAKE VILLAGE, TEXAS
THE TEXARKANA URBAN TRANSIT DISTRICT

IN COOPERATION WITH:

THE U.S. DEPARTMENT OF TRANSPORTATION
THE FEDERAL HIGHWAY ADMINISTRATION
THE FEDERAL TRANSIT ADMINISTRATION

ADOPTED BY THE POLICY COMMITTEE:

SEPTEMBER 20, 2006

PREPARED IN COOPERATION WITH THE TEXAS DEPARTMENT OF TRANSPORTATION AND THE U.S.
DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION AND FEDERAL TRANSIT
ADMINISTRATION

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TEXARKANA MPO STRUCTURE

Federal law requires the designation of a Metropolitan Planning Organization (MPO) to carry out a coordinated, continuing and comprehensive transportation planning process for areas with an urbanized population of 50,000 or more, as determined by the Census Bureau. The Policy Committee of the Texarkana Urban Transportation Study has been designated by the Governors of Arkansas and Texas as the Metropolitan Planning Organization (MPO) responsible for transportation planning in the Texarkana Region and is known as the Texarkana MPO. The Texarkana MPO serves an urbanized area that encompasses nearly 195 square miles including the cities of Texarkana, Arkansas; Nash, Red Lick, Texarkana, and Wake Village, Texas; and portions of Miller County, Arkansas and Bowie County, Texas.

The Texarkana MPO is organized into three distinct components that collectively conduct transportation planning activities in the Texarkana Region. The three components are:

- ❖ Policy Committee (PC): The designated MPO and governing body that provides a forum for cooperative decision making and policy guidance.
- ❖ Technical Committee (TC): The group composed of technical staff from key transportation related planning agencies in the region that meet to discuss transportation-related issues and provide technical analysis of planning activities for the PC.
- ❖ MPO Staff: The MPO staff is responsible for performing administrative and technical services necessary to operate the MPO on a daily basis.

TEXARKANA URBAN TRANSPORTATION STUDY

RESOLUTION # 18-2006

A RESOLUTION BY THE POLICY COMMITTEE OF THE TEXARKANA URBAN TRANSPORTATION STUDY (TUTS) ADOPTING THE 2006 TEXARKANA REGIONAL MOBILITY PLAN (RMP) FOR THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION AND AUTHORIZING ITS SUBMISSION TO THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT).

WHEREAS, the TUTS Policy Committee has been designated as the Metropolitan Planning Organization (MPO) for the Texarkana Metropolitan Area by the Governors of Arkansas and Texas in accordance with federal law; and

WHEREAS, the Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) assigns the MPO the responsibility for carrying out the metropolitan planning process, in cooperation with the State and operators of publicly owned transit services; and

WHEREAS, the Texas Transportation Commission has initiated a state-wide mobility study that includes the seventeen Urban MPOs in the State of Texas to develop locally-based Regional Mobility Plans (RMP), which attempts to identify mobility needs by quantifying congestion using the Texas Congestions Index (TCI) and estimate long-range funding needs; and

WHEREAS, traditional funding methods will not keep pace with the growth in the cost of planning for, designing, constructing, and maintaining the transportation infrastructure; and

WHEREAS, the Texarkana MPO appreciates the efforts of the Texas Legislature, the Texas Transportation Commission, and TxDOT to provide additional funding mechanisms that have been made available to meet these challenges; and

WHEREAS, the planning process used in the development of the 2006 Texarkana RMP was conducted in accordance with the Texarkana MPO approved Public Participation Plan prior its adoption; and

WHEREAS, the 2006 Texarkana RMP was prepared in cooperation with the Texas Department of Transportation (TxDOT), the Arkansas State Highway and Transportation Department (AHTD) and the Texas Transportation Institute (TTI) as a first attempt at identifying and illustrating the needs of our urban area by utilizing the TCI of 1.03 derived by TTI; and

WHEREAS, the Texarkana MPO Technical Committee agrees that any methodology based solely on congestion remains deficient in measuring the transportation needs of an Urban MPO; and

WHEREAS, the 2006 Texarkana RMP has been recommended by the Technical Committee for adoption by the Policy Committee as a document that will be continuously revised and updated with any major changes requiring an additional resolution by the MPO; and

NOW, THEREFORE, BE IT RESOLVED by the Texarkana Metropolitan Planning Organization that:

SECTION 1: the 2006 Texarkana Regional Mobility Plan is hereby adopted.

SECTION 2: the Texarkana Metropolitan Planning Organization supports the development of a statewide methodology that includes additional factors beyond congestion.


SECTION 3: these additional factors should encompass safety, economic opportunity, and air quality as identified by the Texas Transportation Commission's stated mission and goals.

SECTION 4: the Texarkana Metropolitan Planning Organization submits the 2006 Texarkana Regional Mobility Plan as a starting point in support of the Texas Transportation Commission's initiative to measure transportation needs on a statewide basis and increase the value of our transportation assets.

SECTION 6: the Texarkana Metropolitan Planning Organization requests that the Texas Transportation Commission and the Texas Legislature review and address the long-range funding needs for the State of Texas and the Texarkana Region.

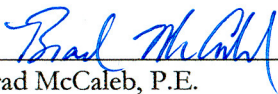
SECTION 7: this resolution will be transmitted to the Texas Department of Transportation.

SECTION 8: this resolution shall be in effect immediately upon its adoption.



Mike Burke, Chairman
Policy Committee
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 September 20, 2006.



Brad McCaleb, P.E.
Transportation Planning Director
Texarkana Metropolitan Planning Organization

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2006 TEXARKANA REGIONAL MOBILITY PLAN

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

EXECUTIVE SUMMARY

The transportation system directly affects the economic and social status as well as the overall quality of life for any given geographic area or governmental entity. Appropriate transportation planning allows for the ongoing maintenance and improvement of the transportation system, thereby positively impacting the economy and quality of life at the local, regional and state level.

Transportation planning by Metropolitan Planning Organizations (MPOs) dates back to the passage of the Federal Highway Act of 1962. Because the MPO is comprised of officials of the urban area's local governments and transportation agencies, it should be the forum for cooperative transportation planning and decision-making. The federal government requires the MPO to develop a fiscally constrained Metropolitan Transportation Plan (MTP). Although this plan is important to the area and continues to be developed today, the State of Texas has recognized the need to plan for and fulfill future transportation needs beyond those identified and funded by traditional approaches. The Texas Urban Mobility Plan (TUMP), which focuses on the transportation needs of the seventeen urban areas with populations of 50,000 to 200,000 in Texas, including Texarkana, is that plan. The TUMP is comprised of a Regional Mobility Plan (RMP) from each Urban MPO and focuses on the mobility needs of each area in order to address the funding "gap" that exist between traditional funding sources and the amount needed to reduce congestion to a locally acceptable level.

The 2006 Texarkana Regional Mobility Plan (RMP) was prepared in cooperation with the Texas Department of Transportation (TxDOT), the Arkansas State Highway and Transportation Department (AHTD) and the Texas Transportation Institute (TTI) as a first attempt at identifying and illustrating the transportation needs of our urban area. The Texas Congestion Index (TCI) was developed by TTI to measure mobility in all the urban areas. A TCI of 1.0 or less is a desirable level while a number closer to 2.0 is undesirable.

The 2006 Texarkana RMP utilized the existing travel demand model for the Texarkana MPO in conjunction with the TCI to analyze the Texarkana region and identify additional transportation improvements and funding that would be needed in the 2005-2030 planning horizon to maintain current levels of mobility. The results of this analysis revealed that, after the addition of the \$372.2 million in TUMP eligible improvements identified in the current MTP, the Texarkana region needs more than 174 additional Lane-Mile Equivalents of capacity, 406.5 lane miles of rehabilitated roadways, 4 rural freeway interchanges, 14 rehabilitated bridges and 29 bridge replacements and 744 acres of right-of-way acquisitions in order to maintain a locally acceptable level of congestion through 2030. The estimated gap in funding that will be required to eliminate LOS "F" is \$211.2 million. The 2006 Texarkana RMP also presents possible alternative financing strategies that may be available to meet the identified funding gap.

During the course of this analysis it became apparent that some facilities indicate a need for an unusually large amount of additional capacity. This is most likely a result of inconsistencies between the travel demand model (TDM) network and the traffic analysis zone (TAZ) structure. As a result the potential travel demand may not be accurately reflected on some facilities. The methodology is also limited in that the same model

format is being applied to every metropolitan area across the state regardless of size, geographic region, social differences, major trade routes or local quality of life issues.

The TUMP, while a good first step in identifying the issues and problems we face in developing solutions to fund the true transportation needs of the Texarkana region, should not be viewed as an endorsement of the TCI as a single performance measure. Additional screening factors should be included that address safety, economic opportunity and air quality. The TUMP, in its current form, should not be utilized as a tool for making financial decisions. As the TUMP is further developed and refined it could become a very useful tool for utilizing our public infrastructure to its full potential and realizing the greatest value possible from every dollar invested.

Current funding levels and policies are not sufficient to address the transportation needs of our state and metropolitan areas. Without an infusion of additional funds and policy changes, system deficiencies will grow in all of the metropolitan areas. Existing practices will not enable us to maintain current congestion levels in the mega-politan areas and congestion will increase in the metropolitan and urban areas. Demand in the mega-politan areas needs to be distributed across the entire system. If this can be accomplished our economic vitality will be sustained and expanded and our quality of life will improve statewide.

Development of the TUMP has been a worthwhile first attempt at identifying and addressing the transportation needs of the state and our region. The Texarkana MPO appreciates being included in this process. Upon adoption by the Texarkana MPO the 2006 Texarkana RMP will be submitted to TxDOT for inclusion in the TUMP and presented to the Texas Transportation Commission (TTC) for its consideration.

INTRODUCTION

In early 2003, Governor Rick Perry instructed the Texas Highway Commission and the Texas Department of Transportation (TxDOT) to develop a scope of work for a statewide plan under the premise that current funding levels and mechanisms are not sufficient to address congestion in the large metropolitan areas. This task called for the development of analytical tools and procedures to measure traffic congestion in each region, to quantify the dollar amounts that are required to reduce congestion to a tolerable level, and to determine a set of potential strategies to address the current funding shortage.

THE TEXAS URBANIZED MOBILITY PLAN

In 2004, the Texas Highway Commission (now the Texas Transportation Commission) adopted the Texas Metropolitan Mobility Plan: Breaking the Gridlock. Originally, the eight (8) metropolitan areas (Austin, Corpus Christi, El Paso, Houston-Galveston, Lubbock, McAllen-Hidalgo County, Dallas/Fort Worth and San Antonio–Bexar County) of Texas, in coordination with TxDOT collectively developed the Texas Metropolitan Mobility Plan (TMMP). In October 2005, the Texas Transportation Commission (TTC) instructed TxDOT and the seventeen (17) urban areas (Abilene, Amarillo, Beaumont, Brownsville, Bryan-College Station, Harlingen/San Benito, Killeen/Temple, Laredo, Longview, Midland/Odessa, San Angelo, Sherman-Denison, Texarkana, Tyler, Victoria, Waco, and Wichita Falls) to collectively develop the Texas Urban Mobility Plan (TUMP). Both the TMMP and the TUMP are comprised of Regional Mobility Plans (RMP) addressing the “needs-based” issues from each of the MPO regions in Texas. In accordance with the TTC directive to develop the TUMP, a multi-agency cooperative effort ensued. TxDOT-Austin created the guidelines for preparing the plan; the Texas Transportation Institute (TTI) formulated the Texas Congestion Index (TCI), and the TxDOT District Office in Atlanta provided assistance to the Texarkana MPO staff during the compilation of the 2006 Texarkana Regional Mobility Plan (RMP).

The scope of work for the TUMP called for the development of the following four (4) elements:

- ❖ **“Needs-Based” Scenario.** Under this scenario, the cost of implementing the necessary actions in the region to reduce congestion to a “locally acceptable” level was estimated. The difference between this dollar amount and the amounts that are available through traditional funding sources is referred to as the funding “gap”. The traditional sources and amounts are identified in the federally-mandated MTP for each region.
- ❖ **Texas Congestion Index (TCI).** The TCI is a tool to measure regional congestion levels under different scenarios. The TCI illustrates how much longer it may take to make a trip under congested peak-period (6 – 9 a.m. and 4 – 7 p.m.) conditions compared to conditions where there is no congestion (free-flow).
- ❖ **Reprioritized Category 3 Project List.** Category 3 is the current funding category that TxDOT uses to implement projects on the interstate and state highway system that enhance mobility in the urban areas of the State. The TTC is, for the first time, allowing and encouraging local participation in the programming of these projects into TxDOT’s 10-year Unified Transportation Plan (UTP). This will allow new projects with alternative funding mechanisms to be integrated into the implementation schedule. It should be noted that Category 3 is funded by the Highway Trust Fund which, without significant changes in the mechanism that generates revenue for the fund, is estimated to be depleted sometime in 2008 or 2009.
- ❖ **Alternative Funding Initiatives.** Having recognized that there is a funding gap, and having quantified its approximate magnitude, the challenge to find and select additional funding sources and mechanisms is left to each of the regions

TxDOT'S PLAN: FIVE GOALS + FOUR STRATEGIES = THE FUTURE OF TRANSPORTATION

The TxDOT plan calls for faster completion of transportation projects with additional money to get the job done right by focusing on the following five (5) goals and four (4) strategies as presented in TxDOT's "The Texas Transportation Challenge":

The Five (5) Goals:

1. Reduce congestion.
2. Enhance safety.
3. Expand economic opportunity.
4. Improve air quality.
5. Increase the value of transportation assets.

The Four (4) Strategies:

1. ***Use all financial options to build transportation projects.*** The Governor and the Legislature have authorized new revenue tools, including safety bonds, the Texas Mobility Fund, toll equity, and toll debt, to build postponed projects. TxDOT is using these new revenue tools and leveraging existing tax collections using public debt to build projects sooner at a lower cost. TxDOT is inviting the private sector to participate in financing our transportation projects. TxDOT is matching private sector capital with public sector capital to pay for long term solutions.
2. ***Empower local and regional leaders to solve local and regional transportation problems.*** New financial options at the local and regional level include the use of pass through toll financing, the creation of Regional Mobility Authorities, and the stability of the Texas Metropolitan Mobility Plan [and the Texas Urban Mobility Plan]. To protect the public's interest, TxDOT is connecting measurable results with defined authority to plan and approve transportation projects. TxDOT is separating planning and execution of local projects, regional projects, and state projects. TxDOT is reaching out to local and regional leaders to be our partners in this effort.
3. ***Increase competitive pressure to drive down the cost of transportation projects.*** The Comprehensive Development Agreement is being used to encourage cost effective solutions to long term transportation problems. TxDOT is implementing processes to encourage more competition among companies that already do business with TxDOT. With new financial options available, TxDOT is inviting firms to relocate to Texas and compete for TxDOT projects.
4. ***Demand consumer-driven decisions that respond to traditional market forces.*** New mobility opportunities are found through the Rail Relocation Fund, optional toll lanes and toll roads, and consumer friendly commuter rail systems. TxDOT is making its asset investment decisions based on short term, mid term, and long term solutions. TxDOT is considering transportation solutions other than roads and highways. TxDOT is giving consumers a choice.

The Future of Transportation:

The entire TxDOT organization is committed to the success of this plan. It is our present and our future and we are moving forward. ***TxDOT is Engaged.*** The TxDOT plan requires strong and consistent commitment and leadership from local and regional officials. Our future depends on effective leadership and bold action. ***Locals Are Our Partners.*** The private sector must step forward to bring their talents, ideas, and financial resources to the table. We won't solve this problem alone; public private partnerships are essential. ***Business Resources Are Critical.*** The public must remain engaged in shaping transportation opportunities by identifying needs and taking advantage of transportation options. Consumer choices will determine our success. ***Consumers Drive Our Decisions.***

RELATIONSHIP TO THE TUTS 2030 PLAN

A Metropolitan Transportation Plan (MTP) is a federally required comprehensive, multimodal blueprint for transportation systems and services aimed at meeting the mobility needs of an urbanized area. The MTP for the Texarkana region, known as TUTS 2030 PLAN, serves as a statement of the ways the region plans to invest in the transportation system over a twenty-five (25) year period. The TUTS 2030 PLAN includes short- and long-range policies, strategies, and projects that lead to the development of a transportation system that facilitates the efficient movement of people and freight. The TUTS 2030 PLAN guides the expenditure of more than \$372 million of federal, state, and local funds for transportation improvements through the year 2030. The TUTS 2030 PLAN is required to be financially-constrained by “reasonably anticipating” revenue streams over time. This fiscal constraint barrier prevents the TUTS 2030 PLAN from sufficiently addressing or quantifying unmet funding needs and restricts its ability to evaluate what might be achieved with additional funding. The TUMP is a state required needs-based plan which attempts to quantify transportation needs beyond this fiscal constraint barrier. The TUMP quantifies the magnitude of unmet needs and provides elected officials with a better picture of the total transportation needs for each region, demonstrates that current mobility needs are not being met, and that additional funding will be necessary to do so.

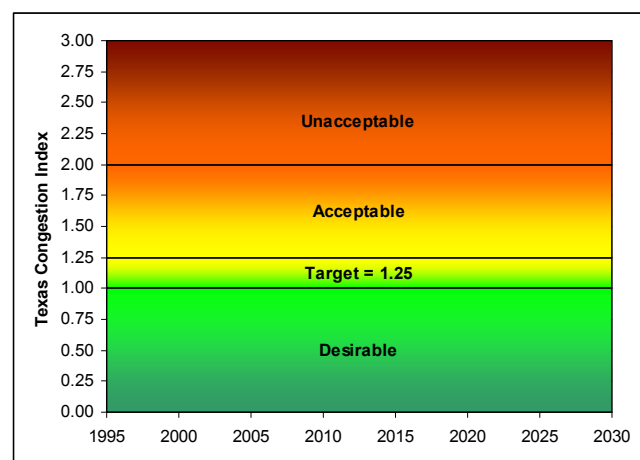
TEXAS CONGESTION INDEX - DEFINED

Congestion in the urban areas has typically resulted from a combination of the following circumstances:

- ❖ Population growth in the urban areas and an increase in pass-through traffic.
- ❖ Urban development patterns that promote increased travel within the region for each person (increase in per capita vehicle-miles-traveled [VMT]), commonly referred to as sprawl.
- ❖ The physical capacity of the transportation network has not increased at the same rate as either VMT or population, primarily due to a lack of sufficient funding, but also due to a lack of will to enforce policies by making exceptions at the request of constituents and/or elected officials.
- ❖ Multi-modal approaches to addressing mobility challenges were opposed for many years. It is now a fact that congestion problems cannot be solved just by widening existing roads and building new ones.
- ❖ The traditional funding sources for transportation projects have been federal and state gasoline taxes. The federal and Texas state gasoline tax have not increased in the more than a decade while Arkansas state taxes on gasoline and diesel fuel were last increased in 2001 and 2000, respectively. Neither the federal nor the state motor fuel taxes have kept up with inflation.

In order to identify the magnitude of unmet needs throughout the state, the Texas Congestion Index (TCI) was developed as a single performance measure of congestion levels. The TCI has been developed using available data from the eight (8) metropolitan and seventeen (17) urban areas to generate congestion-index statistics.

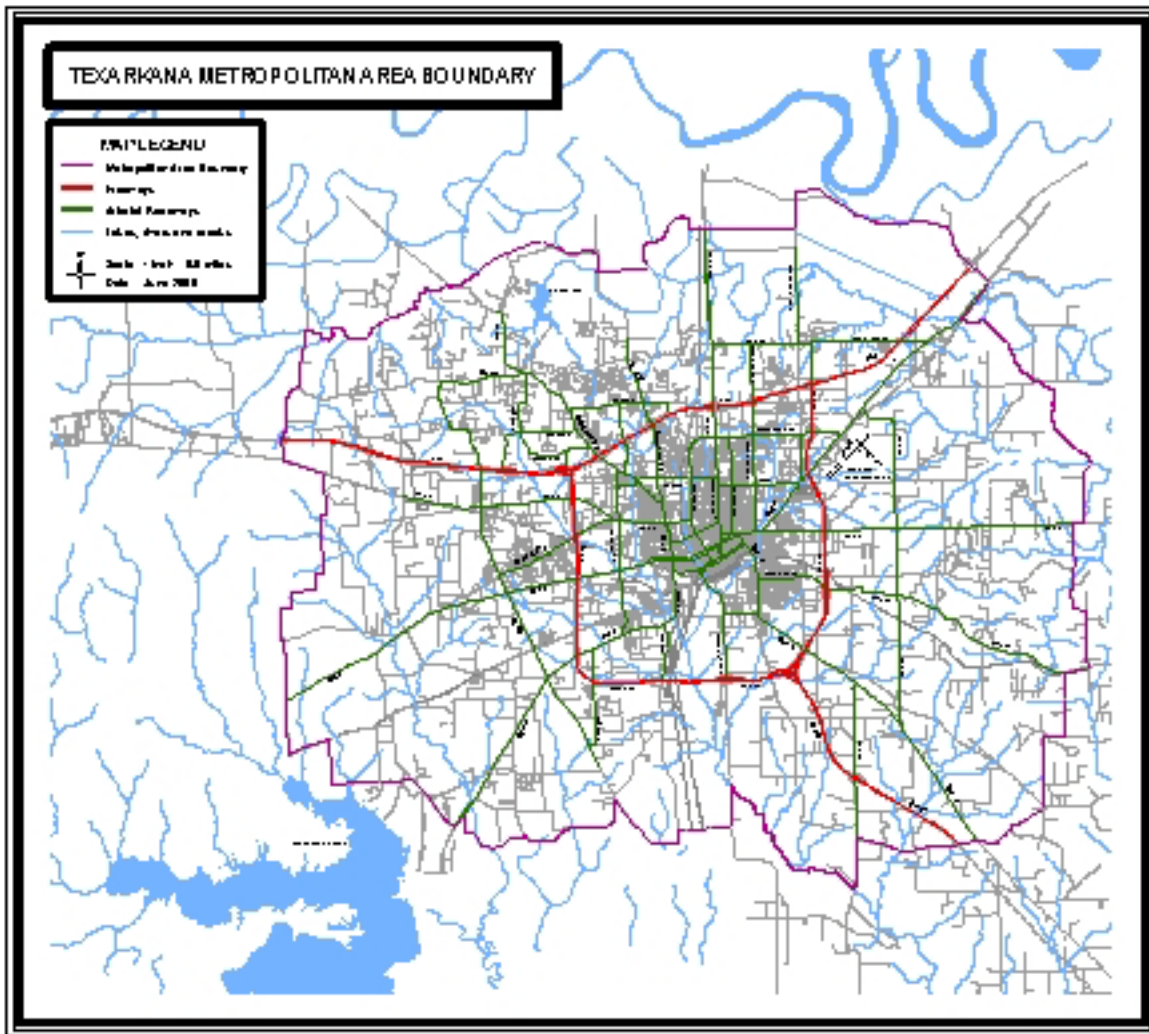
The objective of the index is to describe mobility conditions for people and freight with attention to the delay time experienced by drivers. For example, a particular area could adopt a target congestion index of 1.25, meaning that a peak-period trip would take no more than 25 percent longer than off-peak travel. The index will help



local decision makers evaluate the programs and strategies that should be pursued to accomplish mobility objectives. It is designed to complement existing tools, procedures, measures and practices to improve congestion relief analysis.

TEXARKANA URBANIZED AREA PLANNING BOUNDARY

The Texarkana MPO study area is comprised of approximately 195 square miles in northwest Miller County, AR and eastern Bowie County, TX, 130 miles from Little Rock, AR, 180 miles from Dallas, TX, 70 miles from Shreveport, LA, and 210 miles from Tulsa, OK. Incorporated areas within the Metropolitan Area Boundary include the cities of Texarkana, Arkansas; Nash, Red Lick, Texarkana, and Wake Village, Texas.



DEMOGRAPHICS FOR THE TEXARKANA URBANIZED AREA

Understanding past trends in social and economic factors can assist in projecting future needs for expanding the existing transportation system, to allocate funds for specific transportation improvements, and to consider what approaches should be considered to address future transportation needs. Assessing trends in social and economic factors can help identify the locations for new transportation facilities, adding capacity

The population of the 17 DAZs was 85,798 in 1990 and 89,975 in 2000. During that 10 year period, the population increased by 4,177 or 4.9 percent. In comparison, during this same period of time, the populations of Texas and Arkansas increased by 22.7 percent and 13.7 percent, respectively. Between 1990 and 2000, the rate of population increase in Texas was more than 4.6 times the rate of increase in the Texarkana area while Arkansas' population increased 2.8 times the rate of increase for the Texarkana area.

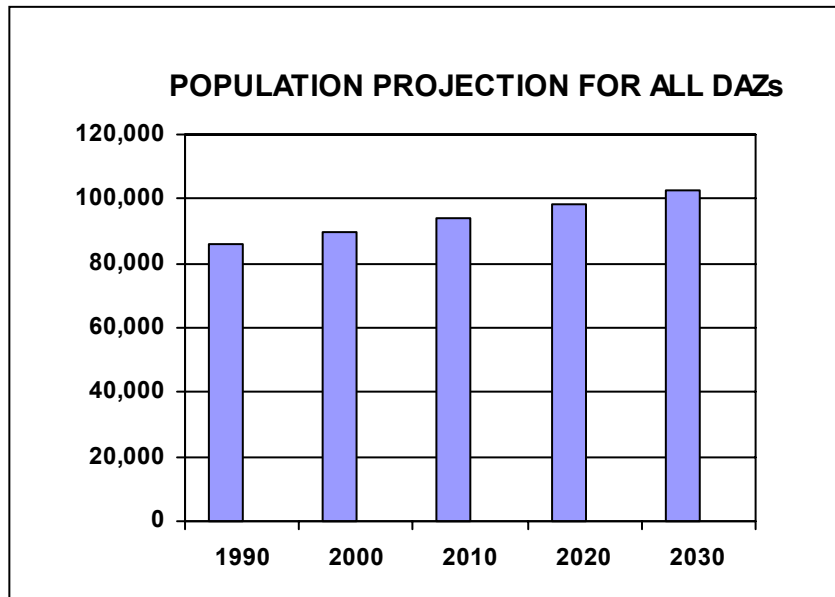
1990 AND 2000 POPULATION DATA BY DAZ

DAZ	POPULATION		CHANGE FROM 1990 TO 2000	PERCENT CHANGE FROM 1990 TO 2000
	1990	2000		
A	2,034	2,292	258	12.7 %
B	6,402	6,527	125	2.0 %
C	7,273	6,908	- 365	- 5.0 %
D	6,659	5,604	- 1,055	- 15.8 %
E	3,003	4,172	1,169	38.9 %
F	2,770	3,965	1,195	43.1 %
G	4,464	4,724	260	5.8 %
H	936	1,659	723	77.2 %
I	5,070	5,016	- 54	- 1.1 %
J	7,311	7,091	- 220	- 3.0 %
K	9,202	8,155	- 1,047	- 11.4 %
L	10,507	11,011	504	4.8 %
M	6,434	7,022	588	9.1 %
N	1,789	1,833	44	2.5 %
O	1,444	1,492	48	3.3 %
P	8,800	9,966	1,166	13.3 %
Q	1,700	2,538	838	49.3 %
TOTAL	85,798	89,975	4,177	4.9 %

Source: 1990 and 2000 U.S. Census.

Population Projections

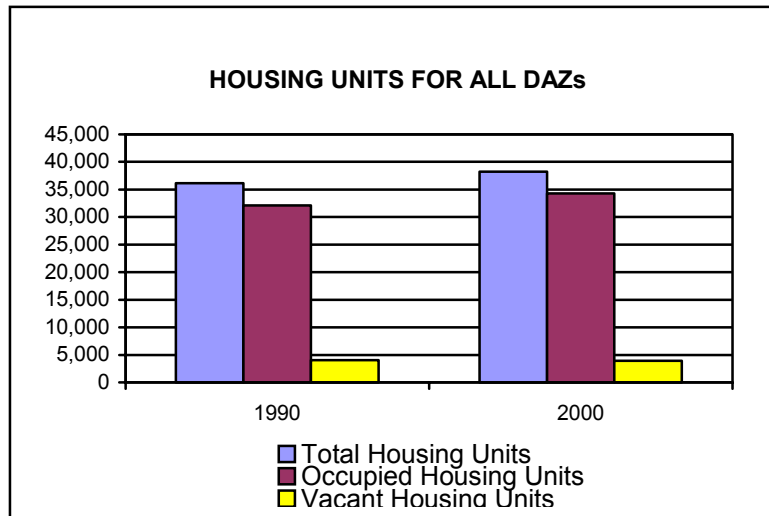
Based on the population trends between 1990 and 2000 for the 17 DAZs and factoring in anticipated growth areas, the 2000 population of 89,975 is projected to increase to 94,200 in 2010, to 98,400 in 2020 and 102,600 in 2030 as shown in the graph to the right. The population trends of the recent past are expected to continue for racial groups in the Texarkana area. By 2030 the white population is estimated to be 59,500 and the minority population to be 43,100. Historically, employment has been growing faster than the area's population due to more women joining the workforce, people staying in the work force longer, and people living outside but working within the MPO study area.



Source: Texarkana Metropolitan Planning Organization.

Households

Between 1990 and 2000, there was an increase of 2,079 dwelling units in the 17 DAZs from 36,147 dwellings units in 1990 to 38,226 in 2000, representing an increase of 5.8 percent. The percentage of occupied dwellings units increased by 6.9 percent from 32,309 to 34,309 dwelling units with a decrease of vacant dwelling units by 3.5 percent from 4,061 vacant units in 1990 to 3,917 vacant units in 2000.



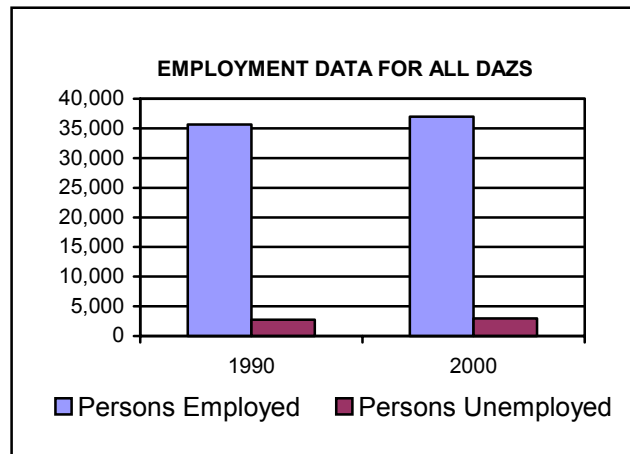
**1990 AND 2000 HOUSING DATA BY OCCUPANCY
(Total and Occupied Housing Units)**

DAZ	TOTAL HOUSING UNITS				OCCUPIED HOUSING UNITS			
	1990	2000	1990 TO 2000 CHANGE	1990 TO 2000 PERCENT CHANGE	1990	2000	1990 TO 2000 CHANGE	1990 TO 2000 PERCENT CHANGE
A	806	738	-68	-8.4 %	696	620	-76	-10.9 %
B	3,110	3,123	13	4.2 %	2,713	2,738	25	0.9 %
C	3,138	3,224	86	2.7 %	2,825	2,865	40	1.4 %
D	2,703	2,387	-316	-11.7 %	2,364	2,134	-230	-9.7 %
E	1,226	1,936	710	57.9 %	1,082	1,694	612	56.6 %
F	1,132	1,750	618	54.6 %	979	1,490	511	52.2 %
G	1,717	1,884	167	9.7 %	1,539	1,732	193	12.5 %
H	511	346	-295	-57.7 %	370	276	-94	-25.4 %
I	2,285	2,258	-27	-1.2 %	2,033	2,025	-8	-0.4 %
J	3,619	3,534	-85	-2.3 %	3,252	3,228	-24	-0.7 %
K	4,299	3,699	-600	-14.0 %	3,450	3,128	-322	-9.3 %
L	3,671	3,931	260	7.1 %	3,383	3,576	193	5.7 %
M	2,634	3,028	394	15.0 %	2,411	2,796	385	16.0 %
N	815	842	27	3.3 %	730	742	12	1.6 %
O	536	598	62	11.6 %	516	561	45	8.7 %
P	3,328	4,007	679	20.4 %	3,163	3,794	631	19.9 %
Q	617	941	324	52.5 %	580	910	330	56.9 %
TOTAL	36,147	38,226	2,079	5.8 %	32,086	34,309	2,223	6.9 %

Source: 1990 and 2000 U.S. Census.

Employment

Between 1990 and 2000, the Texarkana metropolitan area's employment level increased by 1,349 persons from 35,620 to 36,969. This 3.8 percent increase over the 10-year period equals an average increase of 135 persons per year. The number of unemployed persons also increased from 2,767 in 1990 to 2,941 in 2000. The unemployment rate increased from 7.2 percent in 1990 to 7.5 percent in 2000. In 1990, DAZs D and K had unemployment rates of 12.4 and 15.1 percent, respectively. These rates were substantially higher than that experienced by the other 15 DAZs. In 2000, four DAZs had double-digit unemployment rates, those being DAZ A (14.9); DAZ D (12.3); DAZ I (12.1); and DAZ K (21.7). Between 1990 and 2000, the number of employed persons increased by over 600 for DAZs E and F. The number of employed persons decreased by 700 in DAZ K, the largest decrease recorded in the study area.



1990 AND 2000 EMPLOYMENT DATA BY DAZ

DAZ	1990 EMPLOYMENT DATA			2000 EMPLOYMENT DATA		
	PERSONS EMPLOYED	PERSONS UNEMPLOYED	PERCENT UNEMPLOYED	PERSONS EMPLOYED	PERSONS UNEMPLOYED	PERCENT UNEMPLOYED
A	635	43	6.3%	572	100	14.9%
B	2,709	197	6.8%	2,863	237	7.5%
C	3,459	182	5.0%	3,238	174	5.1%
D	2,132	301	12.4%	1,734	244	12.3%
E	1,257	97	7.2%	1,918	112	5.5%
F	1,228	107	8.0%	1,833	111	5.7%
G	1,804	163	8.3%	2,061	70	3.3%
H	327	32	8.9%	346	23	6.2%
I	1,922	138	6.8%	2,086	287	12.1%
J	3,447	181	5.0%	3,141	214	7.9%
K	2,864	508	15.1%	2,182	606	21.7%
L	3,729	323	8.0%	4,061	274	6.3%
M	3,278	162	4.7%	3,596	158	4.2%
N	870	66	7.1%	776	65	7.7%
O	726	57	7.3%	701	52	6.9%
P	4,374	160	3.5%	4,728	184	3.7%
Q	859	50	5.5%	1,133	30	2.6%
TOTAL	35,620	2,767	7.2 %	36,969	2,941	7.5 %

Source: 1990 and 2000 U.S. Census.

TRAVEL FORECASTING PROCESS

The travel forecast for the Texarkana Regional Travel Demand Model (TDM) was developed by TxDOT. The TDM is based on three distinct steps or sub-models: trip generation, trip distribution, and trip assignment. A TDM quantifies regional travel demand that occurs in relation to a set of demographic data and a given roadway network. The trip generation model calculates trip productions and trip attractions by trip purpose for each Traffic Analysis Zone (TAZ) and external station in the region. TAZs are the geographic units used to inventory existing and future demographic data required for modeling purposes (e.g. population, households and employment). Trip distribution is the process of matching trip productions and trip attractions to and from trip interchanges among TAZs using roadway zone-to-zone travel time information as an input.

The final step in the TDM process is traffic assignment. Using the roadway network, the trip assignment program loads the trips on the network based on minimum travel time paths between TAZs, calculates delay caused by congestion, updates the travel speeds on the roadway network using a volume-delay relationship curve, and re-loads trips to the network based on the updated minimum travel time paths. The program iterates between assigning trips and recalculating loaded travel times until a state of equilibrium is reached. The equilibrium assignment algorithm essentially creates a relationship where no traveler on the network can improve their travel time by changing to another route. The results of the travel model are input directly into the TCI model to calculate a corresponding TCI value.

TARGET MOBILITY LEVEL

The TCI is a variation of the Travel Time Index developed by the Texas Transportation Institute (TTI) for the Annual Urban Mobility Report. This index compares the travel time in the peak period (6 - 9 a.m. and 4 - 7 p.m.) to the travel time that would be required for the same travel at free-flow speeds. This formula identifies the travel time penalty for peak period congestion. The value is a ratio with a practical minimum value of 1.0, which indicates that travel time is the same as it would be at free-flow conditions. A value of 1.25, for example, would indicate that a peak period trip requires 25 percent more time than the same trip at free-flow speeds. Another factor used in projecting needs is the Level of Service (LOS). As an initial starting place for this first round of Texas Urban Mobility Plan development, it was determined that all the MPOs would identify a target level of congestion consistent with eliminating all LOS “F” conditions region wide.

To accomplish this goal and to identify this target level of congestion, the travel demand model for each MPO was run four times to produce the following scenarios: 1) an existing “baseline” condition – called 1995 Base; 2) a year 2030 no-build condition – called 2030 No-Build; 3) a scenario which includes the recommendations from the financially-constrained MTP – called 2030 MTP; and 4) a scenario which eliminates all LOS “F” conditions throughout the entire roadway network – called 2030 Needs. Each of these four scenarios was input directly to the calculation of the TCI values and represents the amount of congestion present and can be plotted to reflect the regional trend in congestion based on the amount of funding and the quality of the improvements implemented.

1995 BASELINE TRANSPORTATION NETWORK

The 1995 Transportation Network was determined by the Texas Transportation Institute (TTI) to have been composed of freeway, principal arterial, minor arterial and frontage road miles and lane miles as presented in the table on the following page.

TABLE: 1995 ROADWAY NETWORK

ROADWAY	LANE MILES
Freeway	83
Principal Arterial	215
Minor Arterial	328
TOTAL	626

2030 NO-BUILD TRANSPORTATION NETWORK

The 2030 No-Build Transportation Network was based on the premise that none of the roadway projects listed in the 2030 MTP will be constructed. The following table presents the road miles and lane miles for freeways, principal arterials, minor arterials and frontage roads.

TABLE: 2030 NO-BUILD ROADWAY NETWORK

ROADWAY	LANE MILES
Freeway	83
Principal Arterial	215
Minor Arterial	328
TOTAL	626

2030 MTP TRANSPORTATION NETWORK

The 2030 MTP Transportation Network as presented below assumes that all of the roadway projects listed in the 2030 MTP will be constructed by 2030 and is composed of freeway, principal arterial, minor arterial and frontage road miles and lane miles as presented in the following table:

TABLE: 2030 MTP ROADWAY NETWORK

ROADWAY	LANE MILES
Freeway	287
Principal Arterial	265
Minor Arterial	549
TOTAL	1,101

2030 NEEDS-BASED TRANSPORTATION NETWORK

The 2030 Needs-Based Transportation Network is based on the premise that additional roadways are needed to reduce the TCI to a level of 1.03. The following table presents the lane miles for freeways and arterials for the Needs-Based Network, as identified by TTI.

TABLE: 2030 NEEDS-BASED ROADWAY NETWORK

ROADWAY	LANE MILES
Freeway	293
Principal Arterial	372
Minor Arterial	610
TOTAL	1,275

FINDINGS AND ANALYSIS

SUMMARY OF FINDINGS FOR THE TEXARKANA REGION

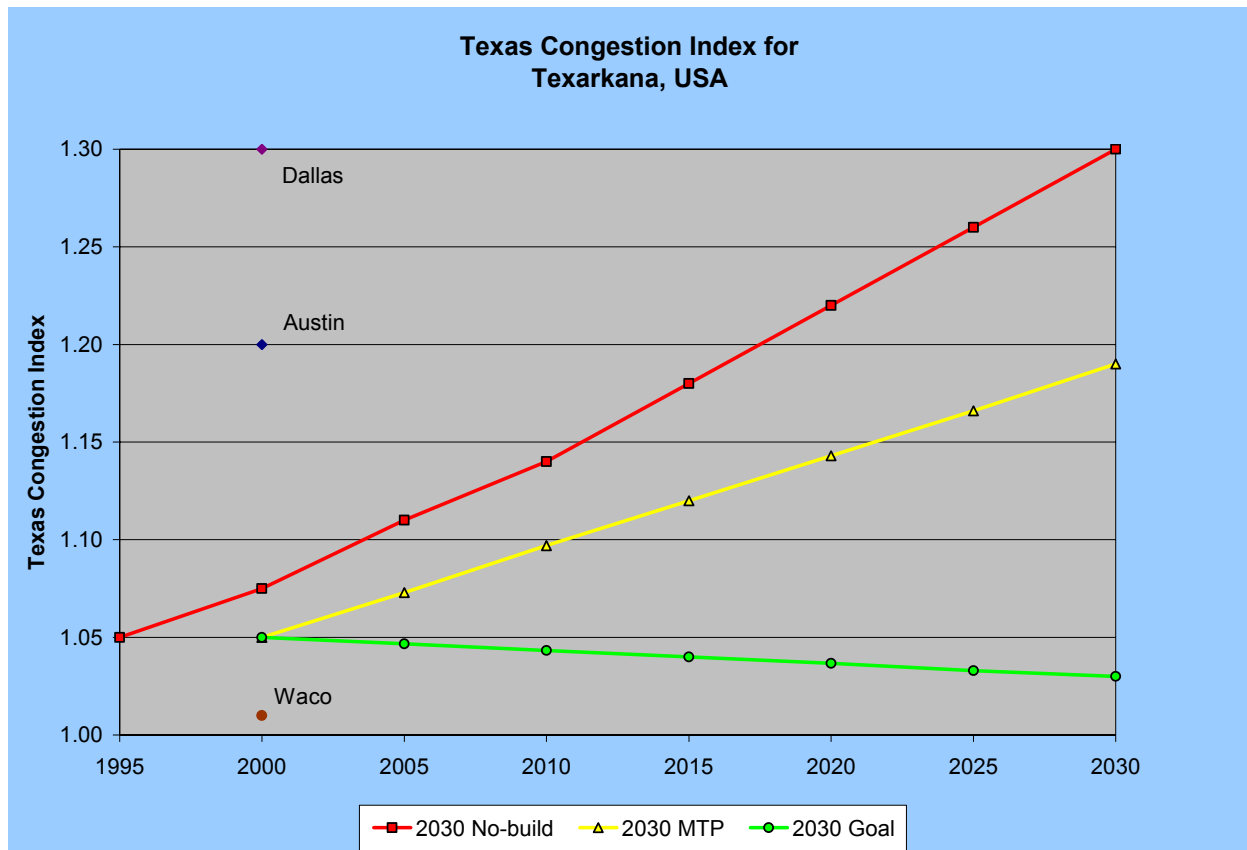
Equivalent Lane-Miles Analysis. The following table summarizes the results of the TUMP process. As shown below the TUTS 2030 PLAN includes a little over 264 total lane-miles of roadway improvements for the Texarkana region. After running the travel demand model and having it identify all level of service “F” facilities, and then allowing the model to add capacity in increments of whole number of lanes until that level of congestion is eliminated, the resulting additional lane-miles needed under the needs-based plan are 483.38.

TUMP Functional Class	Base Year 1995	TUTS 2030 PLAN (MTP)		Needs-Based 2030	
		Additional	Cumulative	Additional	Cumulative
Freeways	83	204	287	6	293
Principal Arterials	215	50	265	107	372
Minor Arterials	328	221	549	61	610
TOTAL	626	475	1,101	174	1,275

The results of this analysis revealed that, after the addition of 475 lane-miles of TUMP eligible facilities in the current MTP, the Texarkana region needs 174 additional Lane-Mile Equivalent (LME) of capacity. The process used to identify this additional need is based on an all-or-nothing travel demand model run, which has a tendency to make the freeway facilities overly attractive due to faster speeds, which adds the majority of trips to these faster facilities. This analysis provides a theoretical representation of overall need, but does not clearly identify where those needs will be accommodated. This approach is also limited in that the same model format is being applied to every metropolitan area across the state regardless of size, geographic region, social differences, major trade routes or local quality of life issues.

Facilities indicating a need for unusually large numbers of additional lanes (e.g. links with 14 or more added lanes) may be a result of inconsistencies between the TDM network and the TAZ structure, which can result in improper loading of trips to the network from the TAZ. These examples may or may not accurately reflect the potential travel demand in those corridors because of the network and TAZ compatibility issue. Nevertheless, actual improvements to these facilities can be a combination of more roads, transit, operating efficiencies, and travel demand strategies.

Texas Congestion Index. The results for the TCI analysis for the Texarkana region are summarized in the graph below. The graph plots three scenarios in 2030 (forecast year) showing traffic congestion conditions under different amounts of transportation actions implemented starting in 1995 (base year). The No-Build scenario refers to having population growth according to accepted forecasts, but with no transportation projects implemented in this period. The MTP scenario shows the results from implementing projects contemplated under current funding sources and levels. Although congestion still increases there is a significant reduction as compared to the No-build scenario. The Needs-Based scenario shows how congestion may be reduced if all the actions in this plan were implemented, as compared to the No-build scenario. Base year data for Austin, Dallas and Waco are shown for comparison purposes.



STRATEGIES TO REDUCE CONGESTION AND IMPROVE MOBILITY

Strategies intended to reduce congestion were identified as part of the 2006 Texarkana RMP that may be capable of addressing needs and concerns including, but not limited to, the following components of the transportation system:

- ❖ Access Management
- ❖ Arterial Streets
- ❖ Commuter Rail
- ❖ Freight Movement
- ❖ Pedestrian and Bicycle Issues
- ❖ Private Sector Partners
- ❖ Public Transportation Planning
- ❖ Systems Management and Operations
- ❖ Transit
- ❖ Trans Texas Corridor
- ❖ Utilities

ACCESS MANAGEMENT

Consider development of a regional access management policy that serves the entire Texarkana MPO Study Area.

ARTERIAL STREETS

Seek to develop local ordinances or state legislation requiring publicly funded agencies/organizations in urbanized areas to conduct a traffic impact study prior to locating an educational facility adjacent to an arterial street or making any changes in traffic control or access adjacent to or fronting on an arterial street. Additionally any such actions on the part of the publicly funded agency/organization would require approval by the MPO Policy Committee and the governing body of the city or cities served by the agency/organization and any future traffic impact expenses resulting from the agency/organizations actions will be borne by the agency/organization (e.g. road widening, traffic signal installations, pedestrian facilities, etc.).

COMMUTER RAIL

As the Texarkana region continues to grow the development of a commuter rail service should be evaluated.

FREIGHT MOVEMENT

Identify and designate a hazardous materials route, work toward the establishment of a multi-modal freight transfer facility and warehousing operations in the Texarkana area to serve Arkansas, Louisiana, Oklahoma, and Texas. Additionally work with the Arkansas Red River Commission and the Red River Valley Association for extension of the Red River Lock and Dam system to southwest Arkansas, northwest Louisiana and northeast Texas. These activities could be partially funded through a Regional Mobility Authority to serve the Texarkana region (Arkansas and Texas).

PEDESTRIAN AND BICYCLE ISSUES

Work with local groups and governing entities to develop a complete interconnected system of walking, jogging, and bicycling trails throughout the study area.

PRIVATE SECTOR PARTNERS

Work to establish relationships with developers, insurance providers, businesses and others to address transportation needs and issues related to economic opportunities and improved safety.

PUBLIC TRANSPORTATION PLANNING

Provide assistance to the multi-county regional planning project to develop transit service areas and plans in response to HB 3588 (TX). This may include sharing data, preparing maps, attending or sponsoring meetings, and providing general transportation planning expertise to the effort.

SYSTEMS MANAGEMENT AND OPERATIONS

Work toward the upgrading of traffic signals and development of or updating existing coordinated signal systems as well as the implementation of red light running enforcement with video camera technology and one or more private sector partners.

TRANSIT

On January 29, 1999, the Texarkana Urban Transportation Study (now known as the Texarkana MPO) formed the Texarkana Urban Transit District (TUTD – now known as the T-Line). The purpose of the T-Line is to provide public transportation services within the Texarkana urban area. T-Line operates fixed-route bus service and ADA complementary paratransit service within the Texarkana Study Area boundary. T-Line paratransit service provides curb-to-curb transportation for elderly and disabled persons who are unable to use the regular fixed-route bus system.

T-Line is a political subdivision district under the laws of the State of Texas as defined by Chapter 458 of the Texas Transportation Code and Chapter 791 of the Texas Government Code. Composition of the Transit District Board is as follows: The City of Texarkana, Arkansas – three (3) members, one of whom is an elected official; the City of Texarkana, Texas – three (3) members, one of whom is an elected official; the City of Nash, Texas – two (2) members, one of whom is an elected official; and the City of Wake Village, Texas – two (2) members, one of whom is an elected official. T-Line receives federal, state, and local funding, as well as fare revenue generated by the public transportation system. The City of Texarkana, Texas serves as the fiscal agent for the T-Line.

TRANS TEXAS CORRIDOR

The 13th Segment of Independent Utility (SIU) for Trans Texas Corridor 69 is located in the Texarkana region. Development of this highway as a toll facility is a possibility. The establishment of a Regional Mobility Authority to serve the Texarkana region (Arkansas and Texas) is one option for generating funding for this facility.

REHABILITATION NEEDS

Maintaining the existing transportation facilities is a necessity. Over the next 25 years the existing transportation system will need some level of rehabilitation. It is estimated that 77 percent of the existing lane miles will exceed a design life of 40 years by 2030. The cost of rehabilitating 406.5 lane miles adds an additional estimated cost of \$365.2 million.

BRIDGE NEEDS

As part of this report the bridge class structures (centerline length greater than 20') on the TUMP functional class system were evaluated to estimate how many would need to be rehabilitated and how many would need to be replaced. The following assumptions were applied for this evaluation:

- ❖ Bridges replaced or rehabilitated since 1990 will not require replacement or rehabilitation before 2030.
- ❖ Bridges along projects identified within the funded section of the MTP will either be replaced or rehabilitated by 2030.
- ❖ Bridges with a current sufficiency rating greater than 90.0 will not require replacement or rehabilitation before 2030.
- ❖ Bridges with a current sufficiency rating between 80.0 and 89.9 will require rehabilitation before 2030.
- ❖ Bridges with a current sufficiency rating of 79.9 or below will require total replacement by 2030.

Based on this evaluation it is estimated that by 2030 the Texarkana region will have twenty-nine (29) bridges that will need replacing and another fourteen (14) that will need to be rehabilitated. The cost to perform this work is estimated to be \$81.6 million (\$53.1 million for rehabilitation work and \$28.5 million for replacements).

INTERCHANGE NEEDS

The Texarkana region has two new interstate class facilities that are anticipated to be completed or under development by 2030. These two facilities will require at least four (4) additional rural freeway interchanges. Using the unit costs provided by TTI the total estimate for these interchanges is \$168 million.

NEEDS BASED PLAN COST ESTIMATES

Total Cost of Needs. The following table summarizes the costs that have been determined for the Needs-Based Plan. In addition to the costs of adding the capacity to achieve the target level of congestion, the plan contemplates other investments that are important to the region, such as transit and the preservation of the existing system.

Needs-Based Plan (2006 dollars - \$ million)	
Eliminate Level-of-Service F	\$ 161.0
Reconstruction of Existing Roadway System	\$ 365.2
Rehabilitation of Existing Bridges	\$ 53.1
Reconstruction of Existing Bridges	\$ 28.5
MTP 2030	\$ 372.2
Freeway Interchanges	\$ 168.0
Right-of-Way	\$ 67.6
Transit (T-Line)	\$ 14.1
TOTAL	\$ 1,229.7

The results of this analysis revealed that, after the addition of \$372.2 million in TUMP eligible improvements identified in the current MTP, the Texarkana region needs 174 additional Lane-Mile Equivalents of capacity, 406.5 lane miles of rehabilitated roadways, 4 rural freeway interchanges, 14 rehabilitated bridges and 29 bridge replacements and 744 acres of right-of-way acquisitions in order to maintain a locally acceptable level of congestion through 2030. The estimated gap in funding that will be required to eliminate LOS "F" is \$211.2 million.

PRIORITIZED LIST OF PROJECTS AND COST ESTIMATES

The TUMP includes both long-range and short-range objectives and components. The short-range component is a result of TxDOT's Year 2005 Unified Transportation Program (UTP). Specifically, projects identified for construction in years 2005-2015 represent the prioritized listing of improvements and are a component of the 2005 Statewide Mobility Program (SMP).

The Texarkana MPO in cooperation with the Atlanta District of TxDOT prioritized its Category 3 projects for the period 2005-2015. All of the available funding was committed to the IH 30 Corridor Project (MPO Project 36/205/227; AHTD 0030042; TxDOT CSJ 0610-07-085, etc.) which was let in July 2006 and is anticipated to be completed in 2010.

GOALS AND THEIR ATTAINMENT

The TUMP will strive to achieve the following eight (8) goals.

Goal 1: Relieve Congestion

This goal will be achieved by increasing mobility in the region with the implementation of the identified transportation projects. To quantify this goal TxDOT contracted with TTI to develop the TCI which is used to identify current congestion levels for the urban area. As transportation projects are implemented the resulting TCI and the current TCI will be compared to gauge progress toward this goal.

Goal 2: Improve Safety

Emphasis in addressing safety issues will be centered on (1) separating truck and personal-vehicle traffic on high-speed freeway corridors, (2) reducing fatal or injurious crashes, including at-grade railroad crossings, (3) improving safety on the transit system, and reducing vehicle-bicycle and vehicle-pedestrian fatalities and injuries.

Goal 3: Improving Air Quality

Increased congestion results in a degradation of air quality. The Texarkana region is currently an attainment area, meaning the region is in compliance with all existing air quality standards. In order to maintain our current air quality attainment status, proposed transportation system improvements will be evaluated for potentially adverse air quality impacts.

Goal 4: Improve Quality of Life

Transportation system improvements proposed in the plan will be assessed to determine their impacts on the area's quality of life with particular concern for hazardous-materials transport, noise and aesthetic assessments, access to multiple modes of transportation, and policies for in-fill and new development.

Goal 5: Improved Opportunities for Economic Development

Projects proposed in the plan should contribute to improving economic development opportunities because of the direct link between land use, transportation and air quality.

Goal 6: Enhance Infrastructure Maintenance

Maintenance of the existing transportation system and any future facilities must be considered in the development of this plan.

Goal 7: Streamline Project Delivery

The plan should present potential methods for streamlining the project delivery process from project identification to development, through design and construction by taking advantage of initiatives and

methodologies such as comprehensive development agreements, design-build contracting, value engineering, context sensitive design, fund credits for off-state system projects that improve mobility on the state system, and others.

Goal 8: TxDOT Strategic Goals

The plan will give consideration to TxDOT's Strategic Goals and use the framework adopted by TxDOT for this planning effort.

FUNDING MECHANISMS

There are many funding mechanisms that have been utilized successfully by regions across the nation. The challenge is to select the funding mechanism or mechanisms that “fit” a given region politically, socially, and economically. Using a particular funding mechanism is not just a matter of choice or will but also of opportunity and ability. Not all urbanized areas have the ability to take advantage of some of the funding mechanisms that have been made available by Texas House Bill 3588.

The Texarkana region is committed to developing a financial strategy that best utilizes the available funding mechanisms to achieve the most value. One of the major objectives of the TTC, TxDOT and the TUMP process is to accelerate the implementation of mobility enhancing projects. The Texarkana region has worked closely with TxDOT and AHTD in this regard and the progress thus far has been very encouraging. The IH 30 Corridor Project is a prime example of this effort having come from project identification to letting in about six years. The Texarkana region is anticipating and hopeful of continued successes like the IH 30 Corridor Project.

The Texarkana region will consider several sources and mechanisms for funding projects including, but not limited to, the following:

Federal Funding Sources

- ❖ Earmarks

TxDOT Funding Sources

- ❖ Category 3
- ❖ Strategic Discretionary
- ❖ Texas Mobility Fund
- ❖ Bridge
- ❖ Toll Equity
- ❖ Proposition 14 Bonds
- ❖ Other

AHTD Funding Sources

- ❖ Interstate Maintenance
- ❖ National Highway System/Statewide Transportation Program
- ❖ Bridge
- ❖ Statewide Transportation Program (Local)
- ❖ Statewide Transportation Program (Enhancement)
- ❖ High Priority
- ❖ Other

Local Funds and Leveraging

- ❖ Regional Mobility Authority
- ❖ Tolls (Trans Texas Corridor 69)
- ❖ Land-Lease agreements
- ❖ Right of way donations
- ❖ General obligation bonds
- ❖ Impact Fees
- ❖ Tax Increment Financing
- ❖ Enforcement revenue (red-light running)
- ❖ Other

CONCLUSIONS

The TUMP, while a good first step in identifying the issues and problems we face in developing solutions to fund the true transportation needs of the Texarkana region, should not be viewed as an endorsement of the TCI as a single performance measure. Additional screening factors should be included that address safety, economic opportunity, and air quality. The TUMP, in its current form, should not be utilized as a tool for making financial decisions. As the TUMP is further developed and refined it could become a very useful tool for utilizing our public infrastructure to its full potential and realizing the greatest value possible from every dollar invested.

Current funding levels and policies are not sufficient to address the transportation needs of our state and metropolitan areas. Without an infusion of additional funds and policy changes, system deficiencies will grow in all of the metropolitan areas. Existing practices will not enable us to maintain current congestion levels in the mega-politan areas and congestion will increase in the metropolitan and urban areas. Demand in the mega-politan areas needs to be distributed across the entire system. If this can be accomplished our economic vitality will be sustained and expanded and our quality of life will improve statewide.

Development of the TUMP has been a worthwhile effort and the Texarkana MPO appreciates being included in this process to address the transportation needs of our region and the state. The 2006 Texarkana RMP will be submitted to TxDOT for inclusion in the TUMP and presented to the Texas Transportation Commission (TTC) for its consideration.