

TEXARKANA 2045



Metropolitan Transportation Plan



Adopted September 17, 2019

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 5-2022

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING AMENDMENT ONE OF THE TUTS 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) FOR THE TEXARKANA STUDY AREA AND AUTHORIZING ITS SUBMISSION TO THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT), THE TEXAS DEPARTMENT OF TRANSPORTATION (TXDOT).

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

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

WHEREAS, the Texarkana MPO Technical Advisory Committee has endorsed and recommended the Texarkana MPO 2045 Metropolitan Transportation Plan (MTP) Amendment One to the Policy Board for approval; and

WHEREAS, public review on the proposed 2045 MTP Amendment One was sought, and comments were recorded within the MTP that were received during the 30-day comment period from October 6, 2021, through November 5, 2021.

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

SECTION 1: Amendment One of the TUTS 2045 Metropolitan Transportation Plan (MTP) for the Texarkana Metropolitan Planning Area is hereby adopted.

SECTION 2: the Study Director of the Texarkana Metropolitan Planning Organization is hereby authorized to publish and submit Amendment One of the TUTS 2045 Metropolitan Transportation Plan (MTP) for the Texarkana Metropolitan Area Boundary.

SECTION 3: That this Resolution shall become effective immediately upon adoption.

ADOPTED in Regular Session on the 15th day of November 2021.



Tom Whitten, Bowie County Commissioner
Policy Board Chairman
Texarkana MPO

"I hereby certify that the above is a true copy of Resolution #5-2022: 2045 Metropolitan Transportation Plan (MTP) Amendment One and was motioned by Mary Hart, representing City of Texarkana and seconded by Sunny Kammhan, representing ARDOT. This Resolution was passed unanimously in regular session on November 15, 2021".



Rea Donna Jones, Director
Texarkana MPO



CHAPTER 6

FINANCIAL ANALYSIS



CHAPTER 6: FINANCIAL ANALYSIS

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

Estimating Funding

This section outlines the available funding sources to fund transportation investments over the life of this MTP. *At the development of the 2045 MTP, transportation highway project estimates of funding were based on the estimated construction cost in fiscal year 2019. The projects did not include an accurate level of all elements (i.e., contingencies, inflation percentages per year, indirect and ROW) to calculate a complete Total Project Cost and Year-Of-Expenditure cost for Texas side proposed projects. The MPO and TXDOT have adjusted the project cost estimates and Year-Of-Expenditure on projects in the implementation stage to provide a more accurate cost estimates for two proposed projects included in 2045 MTP.*

Roadway Funding Sources

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

Formulary Federal Funding Sources

The various potential roadway funding sources that can be obtained from the federal government fall under the Federal-Aid Highway Program (FAHP). These sources, which include core formula highway programs like the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and National Highway Freight Program (NHFP) are summarized in the following sections.



The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is the fifth core formula highway program under FAHP, but is only applicable to non-attainment areas, and is therefore not considered in the 2045 Texarkana MTP Financial Analysis.

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

[NATIONAL HIGHWAY PERFORMANCE PROGRAM](#)

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

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

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

[SURFACE TRANSPORTATION BLOCK GRANT PROGRAM \(STBG\)](#)

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



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

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

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

HIGHWAY SAFETY IMPROVEMENT PROGRAM

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

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

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



NATIONAL HIGHWAY FREIGHT PROGRAM

The FAST Act established the National Highway Freight Program (NHFP) as a new program to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Eligible projects under the NHFP include but are not limited to project development phase activities (e.g. planning, feasibility studies, etc.), construction/reconstruction/rehabilitation, and infrastructure improvements such as geometric improvements, railway-highway grade separations, and adding or widening shoulders.

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

DISADVANTAGED BUSINESS ENTERPRISE SUPPORTIVE SERVICES PROGRAM (DBE)

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

ON THE JOB TRAINING PROGRAM (OJT)

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

Competitive Federal Funding Sources

COMPETITIVE HIGHWAY BRIDGE PROGRAM

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

FERRY BOAT PROGRAM (FERRY BOAT)

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



[BUILD GRANTS PROGRAM](#)

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

[INFRA GRANTS PROGRAM](#)

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

Transportation Development Credits (TDCs)

TDCs are a federal transportation funding tool used to meet federal funding matching requirements. States can accrue credits when the State, a toll authority, or a private entity funds a capital transportation investment using toll revenues earned on existing toll facilities. Arkansas does not utilize TDCs, however, Texas does utilize them and allocates 75% of credits to the MPOs in which they were earned. Texas allocates the remaining 25% statewide on a competitive basis.

State Funding Sources

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



and penalties, title transfer fees, driver search fees, other income, unified carrier registration fees, and State Highway Department (SHD) Fund interest.

ARKANSAS-SPECIFIC FUNDING

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

General Highway-User Revenue Turn-Backs

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

ISSUE ONE

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

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

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

ACT 416 OF 2019

This Act was created to provide additional revenue to maintain and repair highways, streets, and bridges in the State of Arkansas. The legislation levies a wholesale sales tax on motor fuel and distillate special fuel. Revenue is also generated from a casino tax and registration fees for hybrid and electric vehicles.



Other funds are from Matching funds possible contributed by local governmental entities. Local funded projects are fully funded by local governmental entities.

Connecting Arkansas Program

The Connecting Arkansas Program (CAP) is funded through a 10-year sales tax that was approved by Arkansas voters in 2012 and went into effect on July 1, 2013. Approximately 70% of the sales revenue is dedicated to fund roadway widening projects, while the remaining 30% is reallocated to local governments for road and street construction projects.

Federal-Aid Highway Program Apportionment

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

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

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

TEXAS-SPECIFIC FUNDING

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



Category 1: Preventive Maintenance & Rehabilitation

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

Category 2: Metropolitan & Urban Area Corridor Projects

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

Category 3: Non-Traditionally Funded Transportation Projects

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

Category 4: Statewide Connectivity Corridor Projects

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

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



Category 5: Congestion Mitigation & Air Quality Improvement

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

Category 6: Structures Replacement & Rehabilitation

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

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

Category 7: Metropolitan Mobility & Rehabilitation

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

Category 8: Safety

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



Category 9: Transportation Alternatives Set-Aside Program

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

Category 10: Supplemental Transportation Projects

Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction of replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs. Coordinated Border Infrastructure Program (CBI) projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. Federal Lands Access Program (FLAP) project applications are scored and ranked by the Programming Decision Committee (PDC). Members of the PDC include a representative from FHWA, TxDOT, and a member from a political subdivision of the state. Projects selected under FLAP are managed by TPP.

Category 11: District Discretionary

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

Category 12: Strategic Priority

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

Texas State Revenues

Information sourced from the Texas Comptroller notes that there are several different sources of State revenue in Texas, but the three most significant sources are from motor fuels taxes allocations, motor vehicle registration fees, and severance taxes allocations. Along with the



revenue that the State receives from Federal funding sources, the State revenue sources are gathered into the State Highway Fund (SHF).

Potential Local Funding Sources

Any costs not covered by federal and state programs are typically the responsibility of the local governmental jurisdictions. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, and impact fees. Local funding is also critical to maintain eligibility for several federal and state funding sources due to the usual requirements for a “local match” – which is typically around 20% of total project costs for federal funding sources.

PROPERTY TAXES

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

SALES TAXES

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

TAX INCREMENT REINVESTMENT ZONES

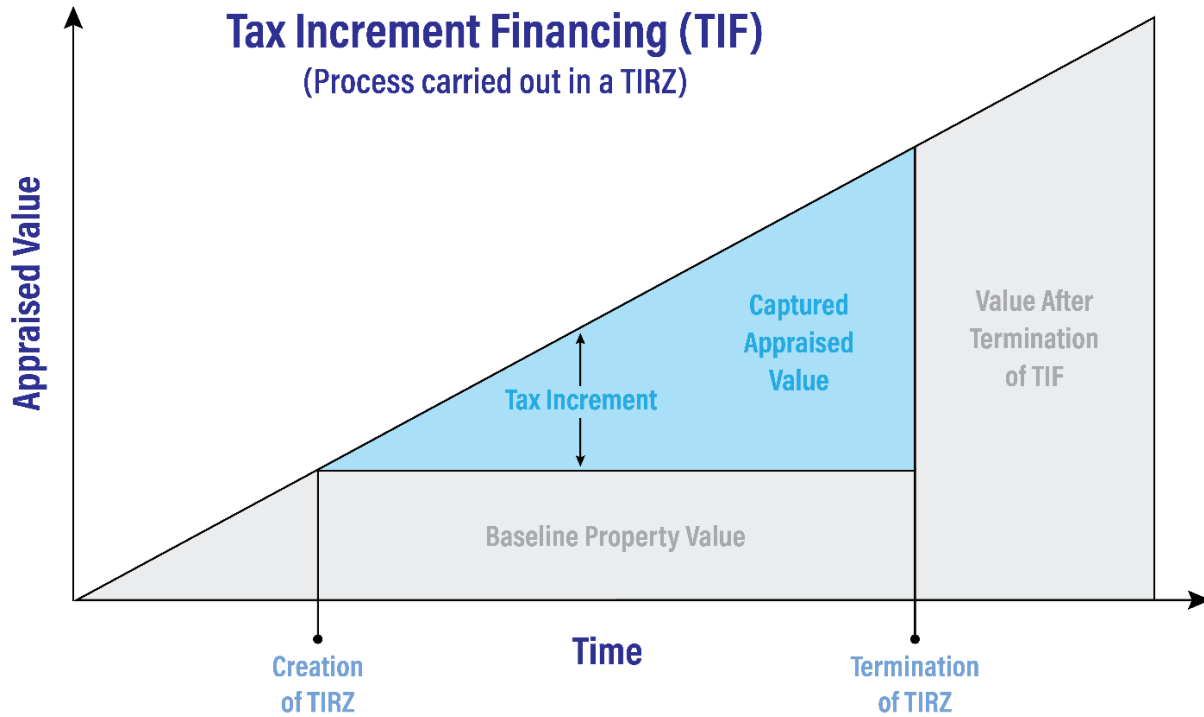
A Tax Increment Reinvestment Zone (TIRZ) is a designated political subdivision within Texas where Tax Increment Financing (TIF) occurs. These zones allow local governments to raise additional revenue to subsidize local projects without directly raising taxes in their jurisdiction. Two TIRZ currently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

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

- Bicycle routes and facilities.

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

FIGURE 6-1: TAX INCREMENT FINANCING PROCESS



USER FEES

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

SPECIAL ASSESSMENTS

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



IMPACT FEES

Development impact fees are widely used amongst states and municipalities within the United States. New developments directly impact traffic increases/traffic volumes on adjacent roadway infrastructure. Development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements.

BOND ISSUES

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

Roadway Funding Forecast

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

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



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

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



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

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

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

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

Transit Funding Sources

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



Federal Funding Sources

[SECTION 5303, 5304, & 5305 PLANNING PROGRAMS](#)

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

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

[SECTION 5307 URBANIZED AREA FORMULA PROGRAM](#)

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

[SECTION 5309 URBANIZED AREA FORMULA PROGRAM](#)

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.

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

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



when public transportation is insufficient, inappropriate, or unavailable. The remaining 45% of program funds may be used for the following:

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

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

[SECTION 5311 \(FORMULA GRANTS FOR RURAL AREAS\)](#)

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

[SECTION 5316 \(FORMULA GRANTS FOR RURAL AREAS\)](#)

Funds projects that provide work transportation or transportation to support services such as training, job search and childcare.

[SECTION 5317 \(FORMULA GRANTS FOR RURAL AREAS\)](#)

Provides funds for projects that provide new public transportation services and public transportation alternatives beyond those currently required by the ADA. ARDOT is responsible for ensuring consistency between the preparation of FTA-mandated coordinated, regional, public transit-human service plans and applicable metropolitan or statewide transportation planning processes.

[SECTION 5329 \(FORMULA GRANTS FOR RURAL AREAS\)](#)

To implement and maintain a national public transportation safety program to improve the safety of all public transportation systems that receive federal funding. The safety program



includes a national public transportation safety plan, a safety certification training program, a public transportation agency safety plan, and a state safety oversight program.

INTERCITY BUS

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

SECTION 5339 (BUS AND BUS FACILITIES)

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

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.

TRANSPORTATION DEVELOPMENT CREDITS (TDCs)

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

TA SET-ASIDE PROGRAM

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

Other FTA Formulary and Competitive Funding Programs

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



[SECTION 5309 \(CAPITAL INVESTMENT GRANTS\)](#)

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

[FLEXIBLE FEDERAL FUNDING SOURCES](#)

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

Other Funding Sources

[CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY \(CARES\) ACT](#)

The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic and provide emergency appropriations to support Executive Branch agency operations during the COVID-19 pandemic.

[CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT OF 2021](#)

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Acts of 2021 (CRRSAA) provides \$14 billion to support the transit industry in response to COVID-19. It allocates supplemental funding for the Enhanced Mobility of Seniors & Individuals with Disabilities Program (Section 5310).

[ARKANSAS STATE TRANSIT TRUST FUND](#)

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



LOCAL REVENUE

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

Transit Funding Forecast

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

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

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

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

Estimating Project Costs

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



2045 Texarkana MTP constrained program of projects for each state. **Table 6-8** shows the total costs for all illustrative projects.

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

Stage	Roadway	Transit	Totals
Implementation (2020-2023)	\$183,718	\$4,505	\$188,223
Short-Term Stage (2024-2029)	\$25,415	\$7,355	\$32,770
Medium-Term Stage (2030-2039)	\$143,830	\$14,377	\$158,207
Long-Term Stage (2040-2045)	\$80,545	\$10,096	\$90,641
Total	\$433,508	\$36,333	\$469,841

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

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



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

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

Fiscal Constraint Summary

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

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

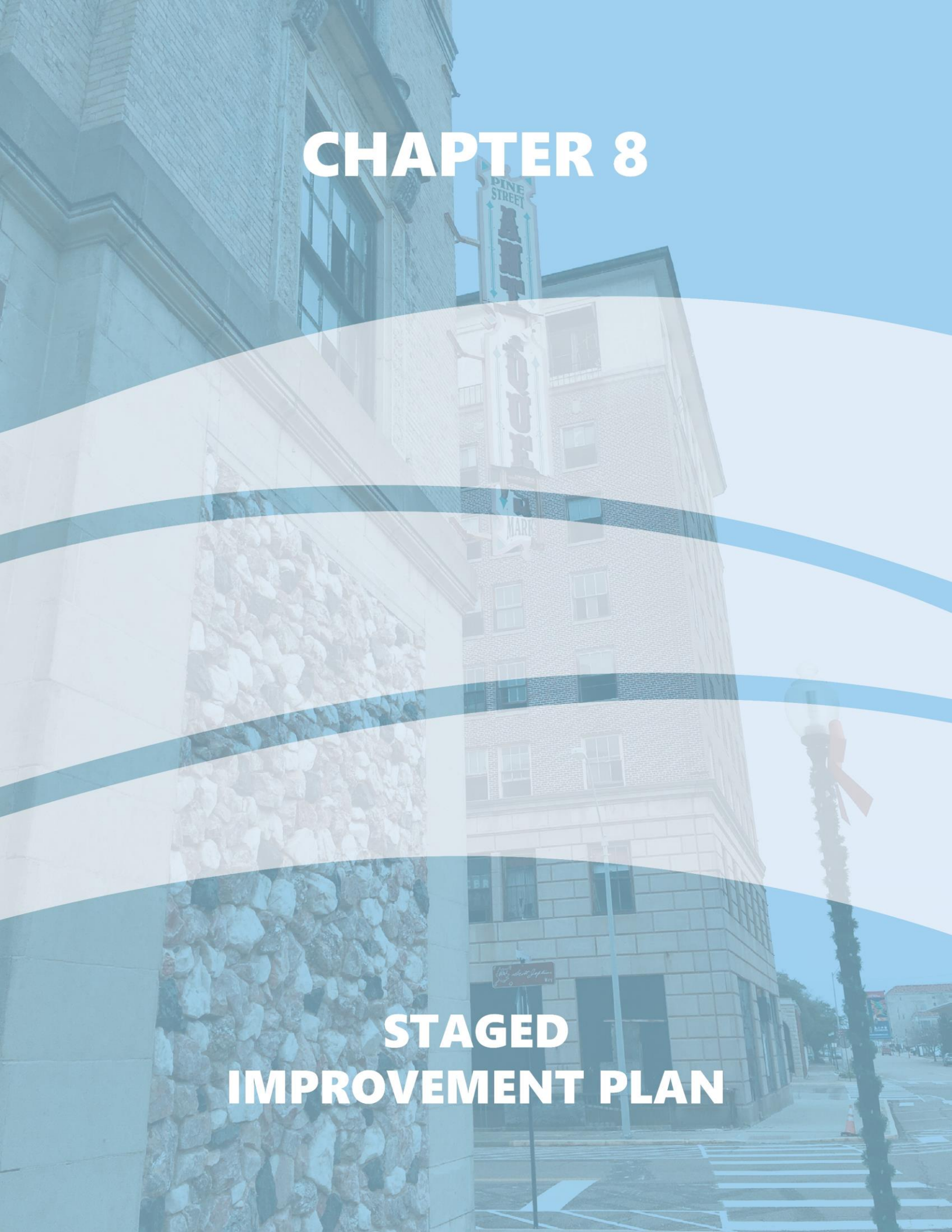
	Funding	Costs
Roadway	\$459,263	\$433,558
Transit	\$36,385	\$36,333
Total	\$495,648	\$469,841

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

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

CHAPTER 8

STAGED IMPROVEMENT PLAN





AMENDMENT #1

CHAPTER 8: STAGED IMPROVEMENT PLAN

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

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

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

Fiscally Constrained Roadway Program of Projects

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

Table 8-1 and **Table 8-2** contain the Implementation Stage projects for Texas and Arkansas respectively for the 2045 Texarkana MTP. **Figure 8-1** shows the locations of the Implementation Stage projects for the 2045 Texarkana MTP for both Texas and Arkansas. **The projects in the following Implementation Stage, Short-Term Stage, Medium-Term Stage, and Long-Term Stage have either been modified, moved, or had cost estimates updated in amendment #1 to assist TXDOT to obtain Fiscal Constraint for the Statewide Transportation Improvement Program (STIP) and assist the MPO to meet our financial targets for the first 10 years of the 2045 MTP. Projects in “red” have shifted to a different stage or the cost estimates have been revised to reflect current FY 2021 construction cost of the 2045 MTP.**



Implementation Stage

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

Roadway/ Facility	MTP ID	Description	Type	Limits	YOE Construction Cost (Thousands)	Total Project Cost (Thousands)	Sponsor
IH-30	21	Widen existing interstate from 4 lanes to 6 lanes	Capacity - Widening, Roadway, Freight	From 0.6 mile west of FM 989 to the Arkansas State line	\$75,138	\$86,409	TxDOT
IH-30	55	Construct one-way frontage roads, entrance, exit ramps, and turnarounds & replace bridge at FM 989	Capacity - New Road, Roadway, Safety, Freight	From FM 3419 to FM 989	\$35,669	\$45,618	TxDOT
FM 989	46a	Widen existing 2 lane highway to 4 lane divided urban section	Capacity - Widening, Roadway	From the IH-30 north frontage road to 0.3 mile north of Gibson Ln.	\$4,763	\$13,953	TxDOT
SH-93	107	Construct sidewalks	Active Transportation, Safety	From US-82 to W. 10th St.	\$1,429	\$1,643	*TxDOT
FM 559	108	Construct sidewalks	Active Transportation, Safety	From N. Robison Rd. to College Dr.	\$404	\$464	*TxDOT
SH-93	627b	Construct sidewalks	Active Transportation, Safety	From Meadow Ln. to Kennedy Ln.	\$663	\$763	*TxDOT
Various facilities	51a	Preventative maintenance and rehabilitation	Preservation, Roadway, Safety	Inside study area boundary	\$16,915	\$19,452	TxDOT
Various facilities	52a	Bridge projects	Bridge	Inside study area boundary	\$595	\$684	TxDOT
Various facilities	105a	Safety projects	Safety	Various locations	\$1,808	\$2,079	TxDOT
US-71	60	Reconstruct existing 4-lane divided highway	Preservation, Roadway, Safety, Freight	From 0.2 mile south of IH-30 to US-67 (7th St.)	\$10,612	\$12,204	*TxDOT
VA	63	Route study to connect US-59 (future IH-369) to IH-30 through the TexAmericas Center	Study	From US-59 to IH-30	\$450	\$450	Bowie County

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

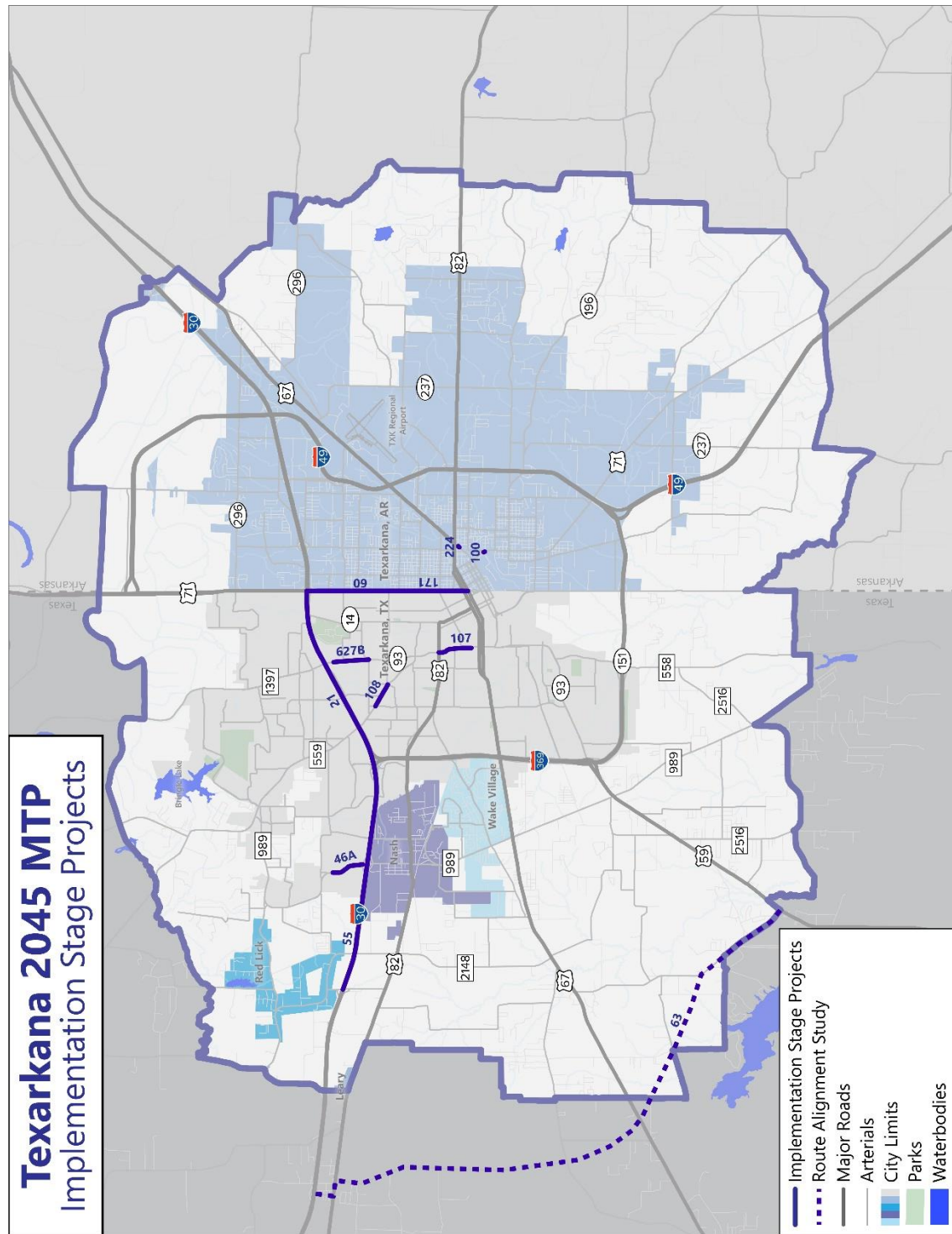


TABLE 8-2: ARKANSAS IMPLEMENTATION STAGE PROJECTS (2020-2023)

Roadway/ Facility	MTP ID	Description	Type	Limits	YOE Construction Cost (Thousands)	Total Project Cost (Thousands)	Sponsor
US-71	100	Bridge rehabilitation or replacement	Preservation, Roadway, Safety, Resilience, Bridge, Freight	At Nix Creek	\$1,760	\$1,760	ARDOT
US-71	171	System preservation	Preservation, Roadway	From US-67 to IH-30	\$9,900	\$9,900	ARDOT
US-67	224	Bridge rehabilitation or replacement	Preservation, Roadway, Safety, Resilience, Bridge	At Nix Creek	\$1,460	\$1,519	ARDOT
Various facilities	101	Routine maintenance	Preservation, Roadway	Inside study area boundary	\$10,296	\$10,296	ARDOT



FIGURE 8-1: IMPLEMENTATION STAGE PROJECT MAP





Statewide Generic Funding Grouped Projects

ARKANSAS

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

TABLE 8-3: ARKANSAS STATEWIDE GROUPED PROJECTS

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



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



Job	County	Grouped Project Category	Type of Work	Definition	Funding Category
xx2020 - 2022- 11	Statewide	Various Wildflower Programs	Miscellaneous	Funds to support ARDOT's beautification program of planting wildflowers along the State Highway System.	STBGP State
xx2020 - 2022- 12	Statewide	Motor Fuel Enforcement Activities	Miscellaneous	Funding for ARDOT's Internal Audit Motor Fuel Tax Section to offset the cost of International Fuel Tax Agreement audits and Motor Fuel Tax audits.	STBGP
xx2020 - 2022- 13	Statewide	Various Statewide Safety Improvements	Safety Improvements	Improvements consistent with the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a highway safety problem.	HSIP State
xx2020 - 2022- 14	Statewide	Statewide Pavement Markings & Signing Projects	System Preservation	Upgrading pavement markings and signs to meet desired levels of retroreflectivity for driver safety.	NHPP STBGP State
xx2020 - 2022- 15	Statewide	Workforce Training and Development	Miscellaneous	Various courses and training for workforce development and educational activities for ARDOT employees.	State
xx2020 - 2022- 16	Statewide	Various Pavement Preservation Projects	System Preservation	Projects to improve ride quality and extend the life of pavements on the State Highway System. Projects may increase lane widths and/or shoulder widths to current standards.	NHPP STBGP State
xx2020 - 2022- 17	Statewide	Various Signal and Intersection Improvements	Intersection Improvements	Signalization, signal upgrades, signal coordination, and the addition of turn lanes to improve the flow of traffic through intersections.	STBGP State/ Local
xx2020 - 2022- 18	Statewide	Various Sealing Projects	System Preservation	May include fog seals, chip seals, high friction surface treatments or other surface treatments on the State Highway System to improve friction and long-term performance of the pavement.	STBGP State
xx2020 - 2022- 19	Statewide	Various Federal Lands Access Program (FLAP) Projects	Miscellaneous	Improves transportation facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program.	FLAP State/ Local
xx2020 - 2022- 20	Statewide	Various Ferry Boat Program Projects	Miscellaneous	Restoration or construction of ferry boats and/or ferry terminal facilities. This is a competitive grant program.	Ferry Boat State



Job	County	Grouped Project Category	Type of Work	Definition	Funding Category
xx2020 - 2022-21	Statewide	Disadvantaged Business Enterprises (DBE) Supportive Services	Miscellaneous	Provides training, assistance, and services to minority, disadvantaged, and women business enterprises to facilitate the firms' development into viable, self-sufficient organizations capable of competing for, and performing on federally assisted highway projects.	DBE
xx2020 - 2022-22	Statewide	On-the-Job Training (OJT) Supportive Services	Miscellaneous	Hire and train workers in various highway construction skills.	OJT State

TEXAS

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

TABLE 8-4: TEXAS STATEWIDE GROUPED PROJECTS AS REVISED FEBRUARY 23, 2021

Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way Acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Prevention 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, passing, non-added capacity) or



Proposed CSJ	Grouped Project Category	Definition
		drainage improvements associated with rehabilitation. [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extension, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g., enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Program	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit



Proposed CSJ	Grouped Project Category	Definition
		vehicles and facilities, 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 4]
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails, and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM1.0 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.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

Short-Term Stage Projects (2024-2029)

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



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

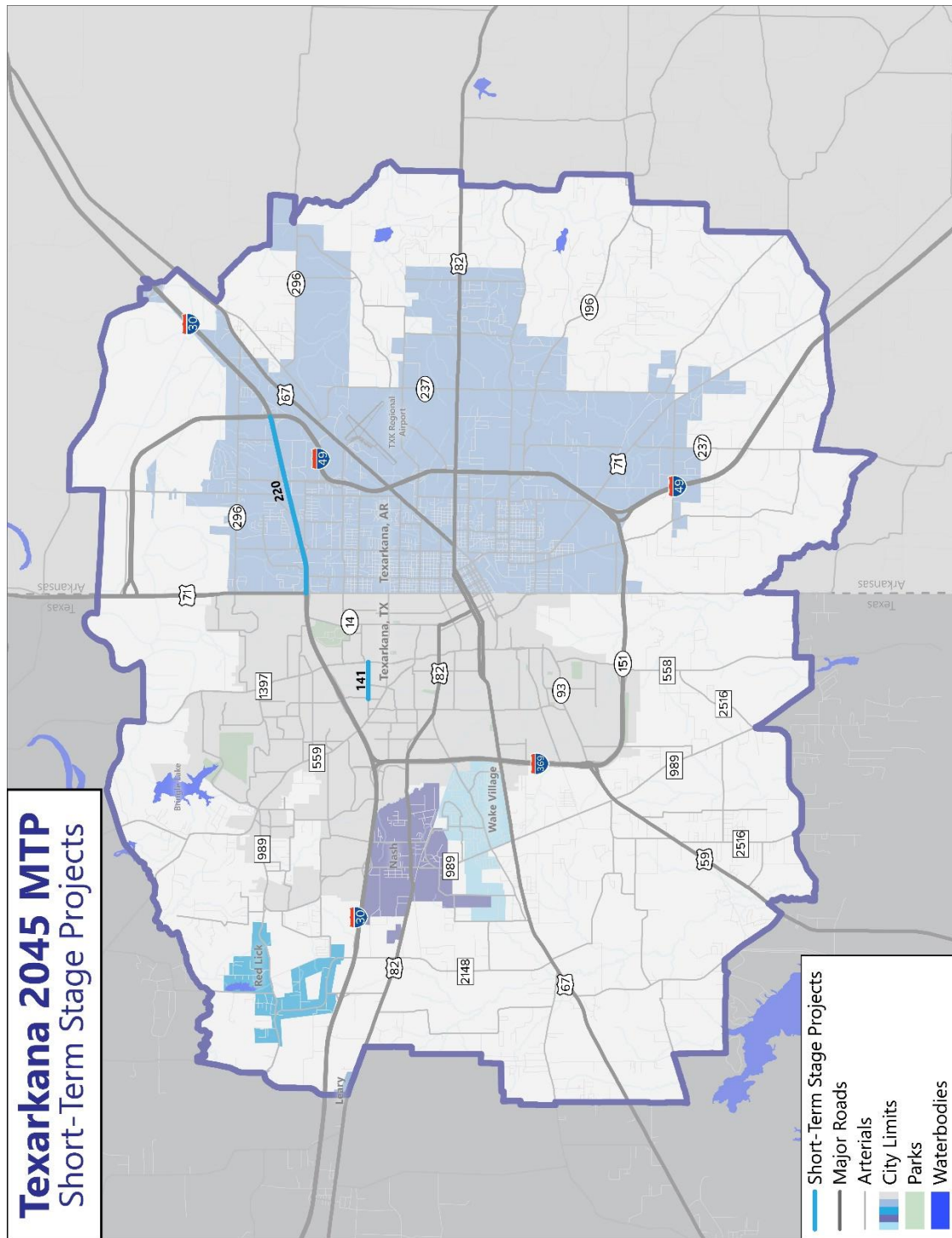
Roadway/ Facility	MTP ID	Description	Type	Limits	YOE Construction Cost (Thousands)	Total Project Cost (Thousands)	Sponsor
Various facilities	51b	Preventative maintenance and rehabilitation	Preservation, Roadway, Safety	Inside study area boundary	\$11,670	\$13,420	TxDOT
Various facilities	52b	Bridge projects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

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

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



FIGURE 8-2: SHORT-TERM STAGE PROJECT MAP





Medium-Term Stage Projects (2030-2039)

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

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

Roadway/ Facility	MTP ID	Description	Type	Limits	YOE Construction Cost (Thousands)	Total Project Cost (Thousands)	Sponsor
FM 989	38	Widen existing 4-lane undivided highway to 4-lane divided	Capacity - Widening, Roadway	From the IH-30 south frontage road to 0.5 mile north of US-82	\$6,908	\$12,944	TxDOT
US-82	7	Widen existing 2-lane highway to 4-lane divided	Capacity - Widening, Roadway, Safety, Freight	From 02 mile west of IH-369 in Texarkana to 0.7 mile west of FM 989 in Nash	\$42,043	\$53,350	TxDOT
US-67	12	Widen 2-lane divided highway to 4-lane divided	Capacity - Widening, Roadway	From 0.2 mile west of FM 989 to FM 2148(S)	\$28,476	\$38,247	TxDOT
Various facilities	51c	Preventative maintenance & rehabilitation	Preservation, Roadway, Safety	Inside study area boundary	\$19,739	\$22,700	TxDOT
Various facilities	52c	Bridge projects	Bridge	Inside study area boundary	\$2,778	\$3,195	TxDOT
Various facilities	105c	Safety projects	Safety	Various locations	\$10,926	\$12,565	TxDOT
N. Kings Hwy.	143	Construct buffered bicycle lanes and sidewalks along N. Kings Hwy. from IH-30 to Redwater Rd. Install pedestrian crossings at the southside IH-30 frontage, W. New Boston Rd., Chapelwood United Methodist/ Chapelwood Memorial Garden, and Redwater Rd. Improve crossings at	Active Transportation, Safety	From IH-30 to Redwater Rd.	\$829	\$829	TxDOT and Local



Roadway/ Facility	MTP ID	Description	Type	Limits	YOE Construction Cost (Thousands)	Total Project Cost (Thousands)	Sponsor
		Burton St. and at Akin Street/BWI Companies, Inc.					

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

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



Roadway/ Facility	MTP ID	Description	Type	Limits	YOE Construction Cost (Thousands)	Total Project Cost (Thousands)	Sponsor
County Ave.	149	Create a bike lane along County Ave. from E. 42nd St. to E. 9th St. that provides a parallel bike route to State Line Ave. on a lower stress roadway	Active Transportation, Safety	From E. 42nd St. to E. 9th St.	\$140	\$188	Texarkana, AR



Long-Term Stage Projects (2040-2045)

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

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

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



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

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



Fiscally Constrained Transit Projects

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

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

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

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

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

Locally Funded Projects and Unfunded/Illustrative Projects

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



TABLE 8-13: TEXAS LOCALLY FUNDED PROJECTS

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

TABLE 8-14: TEXAS UNFUNDED/ILLUSTRATIVE PROJECTS

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



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



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



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



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



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

TABLE 8-15: ARKANSAS LOCALLY FUNDED PROJECTS

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

TABLE 8-16: ARKANSAS UNFUNDED/ILLUSTRATIVE PROJECTS

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



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



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

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

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



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



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

