

# TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

# STIP 2015-2018

## ATLANTA DISTRICT 2015-2018 TIP

HIGHWAY



Initial 2015-2018 STIP



## Texarkana Metropolitan Planning Organization

"The world is run by those who show up"

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Cities of Texarkana, AR ♦ Texarkana, TX ♦ Wake Village, TX ♦ Nash, TX  
Miller County, AR ♦ Bowie County, TX

April 17, 2014

Lori Morel  
TxDOT- PTN  
150 E. Riverside  
North Tower  
Austin, TX 78705

Dear Ms. Morel:

This letter transmits an electronic version of the FY 2015-2018 Texas Transportation Improvement Program (TIP) that was adopted by the Policy Board on April 16, 2014 by Resolution #03-2014. If you should need any further information, please call (903)798-3927.

Thank you,

Alan Morrison  
Study Director  
Texarkana MPO



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**FY 2015 - 2018**

**Transportation Improvement Program (TIP)**

**For Texas Portion of the Texarkana Metropolitan Planning Area**

**Prepared By  
The Metropolitan Planning Organization of Texarkana**

**Originally Adopted by the Policy Board on April 16, 2014**

**Administrative Modification April 28, 2014**

Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal highway Administration and Federal Transit Administration

The preparation and publication of this document was financed in part by funds provided by the United States Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The provision of federal financial assistance should not be construed as denoting U.S. Government approval of plans, policies, programs or projects contained herein

**TEXARKANA METROPOLITAN PLANNING ORGANIZATION  
NOTICE OF NONDISCRIMINATION**

The Texarkana Metropolitan Planning Organization (MPO) makes every effort to comply with the Americans With Disabilities Act of 1990, Section 504 of the Rehabilitation Act of 1973, Title VI Of The Civil Rights Act of 1964 and other federal equal opportunity laws and therefore does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in admission or access to and treatment in MPO programs and activities, as well as the MPO's hiring or employment practices.

Complaints of alleged discrimination and inquiries regarding the MPO's nondiscrimination policies may be directed to Alan Morrison, AICP, MPO Study Director – EEO/DBE (ADA/504/Title VI Coordinator), P.O. Box 1967, Texarkana, TX 75504, (903) 798-3927, or the following email address: [alan.morrison@txkusa.org](mailto:alan.morrison@txkusa.org)

**TEXARKANA URBAN TRANSPORTATION STUDY  
RESOLUTION # 03-2014**

**A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA URBAN TRANSPORTATION STUDY ADOPTING THE FY 2015 - 2018 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE TEXAS PORTION OF THE TEXARKANA METROPOLITAN STUDY AREA AND AUTHORIZING ITS SUBMISSION TO THE TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT).**

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

**WHEREAS,** the Texarkana MPO is responsible for preparing and submitting the FY 2015 - 2018 Texas Transportation Improvement Program (TIP) to TxDOT for inclusion in Texas' Statewide Transportation Improvement Program (STIP) for FY 2015 - 2018.

**WHEREAS,** the Texarkana MPO Technical Committee recommended for adoption and submission of the FY 2015 - 2018 Texas TIP to TxDOT for inclusion in Texas' STIP for FY 2015 - 2018.

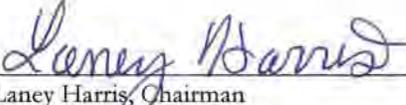
**NOW, THEREFORE, BE IT RESOLVED** by the Policy Board of the Texarkana MPO that:

**SECTION 1:** the FY 2015 - 2018 Texas TIP is hereby adopted.

**SECTION 2:** the Study Director of the Texarkana MPO is hereby authorized to submit the FY 2015 - 2018 Texas TIP to TxDOT.

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

**ADOPTED** in Regular Session on the 16th day of April, 2014.

  
\_\_\_\_\_  
Laney Harris, Chairman  
Policy Board  
Texarkana MPO

I hereby certify that this resolution was adopted by the Texarkana Metropolitan Planning Organization for the Texarkana Metropolitan Area in regular session on April 16, 2014.

  
\_\_\_\_\_  
Alan Morrison, AICP  
Study Director  
Texarkana MPO

**TEXARKANA URBAN TRANSPORTATION STUDY  
RESOLUTION #04-2014**

**AN ADMINISTRATION MODIFICATION OF THE FY 2015-2018 TEXAS TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE TEXARKANA METROPOLITAN STUDY AREA AND AUTHORIZING ITS SUBMISSION TO THE POLICY BOARD, THE TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT) AND THE FEDERAL HIGHWAYS ADMINISTRATION (FHWA).**

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

**WHEREAS**, the Texarkana MPO is responsible for preparing and submitting any modifications of the FY 2015-2018 Texas TIP to TxDOT and FHWA; and

**WHEREAS**, the Texarkana MPO Public Participation Plan delegated to the MPO Study Director the TxDOT District Engineer and/or the AHTD Director of Planning and Research the authority to approve Administrative Modifications; and

**WHEREAS**, the Texarkana MPO Study Director has recommended to the TxDOT District Engineer for adoption and submission of Administrative Modification One to the FY 2015-2018 Texas TIP.

**NOW, THEREFORE, BE IT RESOLVED** that:

**SECTION 1:** At the request of the Texas Department of Transportation (TxDOT), Section 5310 funding was removed from the Transit financial plan. The state is the designated recipient of these funds thus they are outside the purview of the MPO.

**SECTION 2:** At the request of TxDOT, extend Transit dollars to the dollar, within the financial plan instead of rounding to the thousands of dollars.

**SECTION 3:** Administrative Modification One to the FY 2015-2018 Texas TIP of the Texarkana Metropolitan Area is hereby adopted.

**SECTION 4:** The Study Director of the Texarkana Metropolitan Planning Organization is hereby authorized to submit Administrative Modification One to the Policy Board by memorandum, TxDOT, and FHWA.

**SECTION 5:** This Resolution shall become effective immediately upon signage by all parties included below.

*Robert Ratcliff*

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Robert Ratcliff,  
District Engineer  
TxDOT

*04/28/2014*

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Date Signed

*Alan Morrison*

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Alan Morrison, AICP  
Study Director  
Texarkana Metropolitan Planning  
Organization

*April 28, 2014*

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Date Signed

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## CHAPTER 1 – INTRODUCTION

Since May 1973, the policy directive for transportation planning has been carried out under the direction and guidance of the Policy Committee, which was established at that time by the Continuing Phase Agreement. In December 2009, the Policy Committee was renamed the Policy Board.

- A. **PURPOSE** - The Transportation Improvement Program (TIP) identifies transportation project to be implemented within the Texarkana Metropolitan area in the upcoming four fiscal years. In accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21), which became Effective October 1, 2012, the TIP is updated at least every four years, approved by the Policy Board and the Governor of Texas. [Texas Administrative Code (TAC) §16.101 requires updates every two years.] The projects listed in this document are derived from the financially constrained Metropolitan Transportation Plan (MTP) and are financially constrained at the state level. These projects reflects the investment priorities established in the current metropolitan transportation plan. This priority list of proposed federally supported projects are to be implemented within the next four years. The TIP includes all transportation projects, including major streets and highways, public transportation, pedestrian walkways, bicycle transportation facilities, and transportation enhancements projects proposed for federal funding. The TIP includes a financial plan for the proposed projects. Projects must be consistent with the adopted transportation plan, reflect the investment priorities established in the current metropolitan transportation plan and once implemented, is designed to make progress toward achieving the performance targets established under MAP-21 §1203; 23 USC 150.

MAP-21 requires the Metropolitan Planning Organization planning process take in consideration the following 8 planning factors:

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

In accordance with the MAP-21 , 23 U.S.C. 134(i)(4) and 23 U.S.C. 135(f)(2)(D) the TIP will provide for consideration of all modes of transportation and will continue to be a continuing, cooperative, and comprehensive effort which includes consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies.

- B. **DEFINITION OF AREA** - The Texarkana MPO study area is comprised of approximately 195 square miles in northeast Texas and southwest Arkansas and encompasses the cities of Texarkana, Arkansas and Texarkana, Wake Village, Nash and Red Lick, Texas. The study area also includes portions of Bowie County, Texas and Miller County, Arkansas.
- C. **PUBLIC INVOLVEMENT PROCESS** - There were six governmental entities that contributed to the development of this TIP. The cities of Texarkana, Wake Village and Nash, Texas; Bowie County, Texas; the Texas Department of Transportation and the Texarkana Urban Transit District. All these entities were

contacted and assisted in furnishing data for the compilation of this document.

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

- D. PROJECT SELECTION PROCESS** - The TIP is consistent with the TATS 2035 Plan for the Texarkana MPO and is submitted to the Policy Board for adoption. Full funding is reasonably anticipated to be available for each project within the time period contemplated for completion of the project.

The Texarkana MPO Policy Board has previously approved the following Project Selection Procedures:

- 1) The approved TIP shall be utilized for programming projects within the urban area.
- 2) Any project listed in the first year of the approved TIP shall be considered the highest priority and may be implemented as soon as plans are completed and funds are appropriated. Projects in the second, third and fourth years of the TIP are considered to have second, third and fourth priorities, respectively.
- 3) If a project in the first year cannot be accomplished, then a project or projects from the second year will be selected and those projects may be initiated as plans are completed and funds are appropriated.

These procedures were developed cooperatively between TxDOT and the MPO and were approved with this document.

- E. PROGRESS FROM PREVIOUS YEAR** – The progress in undertaking and completing transportation projects from prior fiscal years is presented in Chapter 4 of this document.
- F. AIR QUALITY ISSUES** - The Texarkana Metropolitan Area is in conformity with the Clean Air Act as amended.
- G. AMERICANS WITH DISABILITIES ACT (ADA)** – The following projects are proposed to be constructed with sidewalks that will comply with ADA requirements:
- 1) FY 2015 – CSJ 0919-19-070: Downtown Texarkana Streetscape – reconstruct sidewalks, add pedestrian furnishings, lighting, landscaping. Carried forward from prior TIP.

- H. ENVIRONMENTAL JUSTICE (TITLE VI)** – Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” A 1999 Presidential Executive Order on Environmental Justice further amplified Title VI by providing that “each federal agency shall make achieving environmental justice part of its mission by identifying, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The Texarkana MPO previously identified and mapped areas with at least 40 percent of the population being minority groups. These areas are considered Environmental Justice areas. In evaluating projects for inclusion into the TIP, projects are assessed for potential disproportionately high and adverse human health or environmental impact on minority populations and low-income populations. If disproportionate impacts are found attempts to mitigate those impacts are explored.

- I. **COORDINATION WITH TRANSIT SYSTEM** – The Texarkana MPO and TUTD staff meet regularly to discuss transportation issues and updates. Consultation and coordination are an ongoing process. The operating, capital, and maintenance costs for TIP inclusion are discussed and reviewed by the MPO and TUTD Staff. The TUTD Director is a member of the MPO’s Technical Committee and a member of the MPO staff is always in attendance at TUTD board meetings.

## CHAPTER 2 – PUBLIC INVOLVEMENT PROCESS

### ADOPTION OF ORIGINAL FY 2015-2018 TIP

On March 20, 2014, a press release was sent to the area newspapers and radio stations regarding the public review and comment period. On March 20, 2014 public notices were posted for the public review and comment period and emails were sent to persons on the public notification list. A newspaper notice was published in the Texarkana Gazette on March 21, 2014. A public review and comment period extended from March 24, 2014 to April 2, 2014. On March 27, 2014, emails were sent to persons on the public notification list regarding the Technical Committee and Policy Board meetings. On March 27, 2014, public notices were posted for the Technical Committee meeting and press releases were sent to area newspaper, television and radio stations about the Technical Committee meeting. A newspaper notice was published in the Texarkana Gazette on March 28, 2014 for the Technical Committee meeting. On April 10, 2014, public notices were posted for the Policy Board meeting and press releases were sent to area newspaper, television and radio stations about the Policy Board meeting. A newspaper notice was published in the Texarkana Gazette on April 11, 2014 for the Policy Board meeting. The Technical Committee meeting was held on April 3, 2014 and the Policy Board meeting was held on April 16, 2014 where Resolution #03-2014 was approved adopting the FY 2015-2018 TIP.

#### Public Comments on Original FY 2015-2018 TIP:

There were no public comments received.

## CHAPTER 3 – GLOSSARY

### TYPES OF HIGHWAY PROJECTS FUNDING

Federally Funded Projects:	Projects primarily funded by FHWA. Matching funds contributed by state and/or local governmental entities.
State Funded Projects:	Projects primarily funded by State Transportation Agency. Matching funds possibly contributed by local governmental entities.
Locally Funded - Regionally Significant Projects:	Projects fully funded by local governmental entities.

### PROJECT LISTINGS

CSJ	Control Section Job Number - TxDOT assigned number for projects entered into the Project Development Program (PDP).
MTP ID	Metropolitan Transportation Plan Identification - Code assigned by the MPO to identify project by the project number specified in the Metropolitan Transportation Plan.
TIP ID	Transportation Improvement Program Identification – Code assigned by the MPO to identify project.
F.CLASS	Federal Functional Class - Federal classification of streets and highways into functional operating characteristics. Categories are: <ul style="list-style-type: none"> <li>- Interstate</li> <li>- Other Urban Freeways and Expressways</li> <li>- Other Principal Arterials</li> <li>- Minor Arterials</li> <li>- Urban Collectors and Rural Major Collectors</li> <li>- Rural Minor Collectors</li> <li>- Urban and Rural Local Streets and Roads</li> </ul>
PHASE	Project Phase for Federal Funding <ul style="list-style-type: none"> <li>PE - Preliminary Engineering</li> <li>R - Right of Way Acquisition</li> <li>C - Construction</li> </ul>
YOE COSTS	Year of Expenditure costs – A cost estimate that has been adjusted for inflation through the year the project is anticipated to be contracted for construction
TPC ESTIMATE	Total Project Cost Estimate -Cost estimate that includes construction, right-of-way, preliminary engineering, construction engineering, bond financing, contingencies, and indirect costs if

applicable. TPC is provided for informational purposes only.

FUNDING CATEGORY

TxDOT established 12 funding categories for its projects as specified below:

1. Preventive Maintenance and Rehabilitation
- 2M or 2U. Urban Area (Non-TMA) Corridor Projects
3. Non-Traditionally Funded Transportation Projects
4. Statewide Connectivity Corridor Projects
5. Congestion Mitigation and Air Quality Improvement (CMAQ)
- 5 Flex. Map21 Flex
6. Structures
7. Metro Mobility & Rehab
8. Safety
9. Transportation Enhancements
- 9 Flex. TAP
10. Supplemental Transportation Projects
11. District Discretionary
12. Strategic Priority

## CHAPTER 4 – STATUS OF PROJECTS FROM PRIOR YEARS

There are no projects carrying forward.

## CHAPTER 5 – HIGHWAY PROJECTS

### FEDERALLY FUNDED HIGHWAY PROJECTS

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MONDAY, MARCH 03, 2014  
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

PAGE: 1 OF 6

TEXARKANA METROPOLITAN PLANNING ORGANIZATION  
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST				
19 - ATLANTA	BOWIE	0919-19-070	VA	C,E	TEXARKANA		\$ \$ 783,462				
LIMITS FROM DOWNTOWN TEXARKANA STREETScape						REVISION DATE: 07/2014					
LIMITS TO:						MPO PROJ NUM: 901					
PROJECT RECONSTRUCT SIDEWALKS, ADD PEDESTRIAN FURNISHINGS, LIGHTING, LANDSCAPING						FUNDING CAT(S): 9					
DESCR:											
REMARKS						PROJECT HISTORY:					
P7:											
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>							
PRELIM ENG:	\$ 38,390	<b>COST OF APPROVED PHASES:</b>	<b>FEDERAL</b>					<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCHASE:	\$ C		9-ENHANCEMETS:	\$ 626,770	\$ C	\$ 156,692	\$ C	\$ 783,462			
CONST COST:	\$ 783,462		TOTAL:	\$ 626,770	\$ C	\$ 156,692	\$ C	\$ 783,462			
CONST ENG:	\$ 49,985										
CONTING:	\$ 10,107										
IND COSTS:	\$ 38,826										
BND FINANCING:	\$ C										
<b>TOTAL PRJ COST:</b>	<b>\$ 920,770</b>										

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

\* FUNDING NOT FIXED

## GROUPED STATEWIDE PROJECTS

For projects not determined to be regionally significant in one line item, the Federal Highway Administration has allowed 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 decreases the need to make revisions to the TIP. The following table shows the statewide groupings of projects and provides a description of the type of projects that are placed in each grouping.

CSJ	STATEWIDE PROGRAM	DEFINITION
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right of way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoring 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, and non-added capacity).
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, 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 and the Federal Railroad Signal Safety Program.
5000-00-956	Landscaping	Projects consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities, bus transfer facilities where minor amounts of land are required and there is not a substantial increase in number of users.
5800-00-951	Rail Improvements	Projects include track and rail-bed maintenance, and non-capacity added improvements when carried out within the existing right-of-way. Also includes the rehabilitation or reconstruction of track structures, track, and track-bed in existing rights-of-way.

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**TIP FY 2015-2018**  
**GROUPED PROJECTS**  
**TEXARKANA METROPOLITAN PLANNING ORGANIZATION**  
**FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
19 - ATLANTA	BOWIE	0610-07-096	IH 30	C	TEXARKANA		\$ 345,922
<b>LIMITS FROM</b> SP 74						<b>REVISION DATE:</b> 07/2014	
<b>LIMITS TO:</b> ARKANSAS STATE LINE						<b>MPO PROJ NUM:</b>	
<b>PROJECT</b> INSTALL SAFETY LIGHTING						<b>FUNDING CAT(S):</b> 8	
<b>DESCR:</b>					<b>PROJECT HISTORY:</b>		
<b>REMARKS</b>							
<b>P7:</b>							

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL
<b>PRELIM ENG:</b>	\$ 16,950	<b>COST OF APPROVED PHASES:</b> \$ 345,922	8-SAFETY:	\$ 311,330	\$ 34,592	\$ 0	\$ 345,922*
<b>ROW PURCHASE:</b>	\$ 0		TOTAL:	\$ 311,330	\$ 34,592	\$ 0	\$ 345,922
<b>CONST COST:</b>	\$ 345,922						
<b>CONST ENG:</b>	\$ 15,463						
<b>CONTING:</b>	\$ 0						
<b>IND COSTS:</b>	\$ 16,708						
<b>BND FINANCING:</b>	\$ 0						
<b>TOTAL PRJ COST:</b>	\$ 405,801						

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

\* FUNDING NOT FIXED

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
GROUPED PROJECTS  
TEXARKANA METROPOLITAN PLANNING ORGANIZATION  
FY 2016**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
19 - ATLANTA	BOWIE	1231-01-060	FM 989	C	TEXARKANA		\$ 822,779
<b>LIMITS FROM</b> FM 2878						<b>REVISION DATE:</b> 07/2014	
<b>LIMITS TO:</b> FM 2516						<b>MPO PROJ NUM:</b>	
<b>PROJECT</b> TEXTURIZE SHOULDERS & CL TEXTURING						<b>FUNDING CAT(S):</b> 8	
<b>DESCR:</b>					<b>PROJECT HISTORY:</b>		
<b>REMARKS</b>							
<b>P7:</b>							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 40,316		\$ 822,779	8-SAFETY:	\$ 740,501	\$ 82,278	\$ 0	\$ 822,779*
ROW PURCHASE:	\$ 0	TOTAL:		\$ 740,501	\$ 82,278	\$ 0	\$ 822,779	
CONST COST:	\$ 822,779							
CONST ENG:	\$ 36,778							
CONTING:	\$ 0							
IND COSTS:	\$ 39,740							
BND FINANCING:	\$ 0							
<b>TOTAL PRJ COST:</b>	<b>\$ 965,202</b>							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
19 - ATLANTA	BOWIE	0010-19-009	FM 991	C	TEXARKANA		\$ 1,023,899
<b>LIMITS FROM</b> AT AIKEN CREEK						<b>REVISION DATE:</b> 07/2014	
<b>LIMITS TO:</b>						<b>MPO PROJ NUM:</b>	
<b>PROJECT</b> REPLACE BRIDGE AND APPROACHES						<b>FUNDING CAT(S):</b> 6	
<b>DESCR:</b>					<b>PROJECT HISTORY:</b> REHABILITATE BRIDGE AND APPROACHES		
<b>REMARKS</b>							
<b>P7:</b>							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 50,171		\$ 1,023,899	6-STRUCT RHB:	\$ 819,120	\$ 204,780	\$ 0	\$ 1,023,899*
ROW PURCHASE:	\$ 0	TOTAL:		\$ 819,120	\$ 204,780	\$ 0	\$ 1,023,899	
CONST COST:	\$ 1,023,899							
CONST ENG:	\$ 77,509							
CONTING:	\$ 46,895							
IND COSTS:	\$ 49,454							
BND FINANCING:	\$ 0							
<b>TOTAL PRJ COST:</b>	<b>\$ 1,271,888</b>							

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

\* FUNDING NOT FIXED

MONDAY, MARCH 03, 2014  
3:55:58 PM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
GROUPED PROJECTS  
TEXARKANA METROPOLITAN PLANNING ORGANIZATION  
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
19 - ATLANTA	BOWIE	2050-02-002	FM 3287	C	TEXARKANA		\$ 364,672
LIMITS FROM END OF MAINTENANCE						REVISION DATE: 07/2014	
LIMITS TO: FM 989						MPO PROJ NUM:	
PROJECT CONSTRUCT PAVED SHOULDERS						FUNDING CAT(S): 8	
DESCR:						PROJECT HISTORY:	
REMARKS						P7:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 17,869		8-SAFETY: \$ 328,205	\$ 36,467	\$ 0	\$ 0	\$ 364,672*
ROW PURCHASE:	\$ 0		TOTAL: \$ 328,205	\$ 36,467	\$ 0	\$ 0	\$ 364,672
CONST COST:	\$ 364,672	\$ 364,672					
CONST ENG:	\$ 3,647						
CONTING:	\$ 0						
IND COSTS:	\$ 17,614						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 415,143						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
19 - ATLANTA	BOWIE	0010-13-087	US 67	C	TEXARKANA		\$ 276,540
LIMITS FROM AT US 59 INTERSECTION						REVISION DATE: 07/2014	
LIMITS TO:						MPO PROJ NUM:	
PROJECT IMPROVE TRAFFIC SIGNAL						FUNDING CAT(S): 8	
DESCR:						PROJECT HISTORY:	
REMARKS						P7:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 13,550		8-SAFETY: \$ 248,886	\$ 27,654	\$ 0	\$ 0	\$ 276,540*
ROW PURCHASE:	\$ 0		TOTAL: \$ 248,886	\$ 27,654	\$ 0	\$ 0	\$ 276,540
CONST COST:	\$ 276,540	\$ 276,540					
CONST ENG:	\$ 12,361						
CONTING:	\$ 0						
IND COSTS:	\$ 13,357						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 324,409						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
19 - ATLANTA	BOWIE	0010-13-088	US 67	C	TEXARKANA		\$ 296,456
LIMITS FROM AT FM 989 INTERSECTION						REVISION DATE: 07/2014	
LIMITS TO:						MPO PROJ NUM:	
PROJECT IMPROVE TRAFFIC SIGNAL, INSTALL ADVANCE WARNING SIGNS, INSTALL PAVEMENT						FUNDING CAT(S): 8	
DESCR: MARKINGS & INSTALL PEDESTRIAN CROSSWALK						PROJECT HISTORY:	
REMARKS						P7:	

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 14,526		8-SAFETY: \$ 266,810	\$ 29,646	\$ 0	\$ 0	\$ 296,456*
ROW PURCHASE:	\$ 0		TOTAL: \$ 266,810	\$ 29,646	\$ 0	\$ 0	\$ 296,456
CONST COST:	\$ 296,456	\$ 296,456					
CONST ENG:	\$ 13,252						
CONTING:	\$ 0						
IND COSTS:	\$ 14,319						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 347,772						

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

\* FUNDING NOT FIXED

MONDAY, MARCH 03, 2014  
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
GROUPED PROJECTS  
TEXARKANA METROPOLITAN PLANNING ORGANIZATION  
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	BOWIE	0217-02-035	US 71	C	TEXARKANA		\$ 352,936	
LIMITS FROM AT US 67 INTERSECTION							REVISION DATE: 07/2014	
LIMITS TO:							MPO PROJ NUM:	
PROJECT IMPROVE TRAFFIC SIGNAL, INSTALL ADVANCE WARNING SIGNS, INSTALL PAVEMENT							FUNDING CAT(S): 8	
DESCR: MARKINGS & INSTALL PEDESTRIAN CROSSWALK								
REMARKS					PROJECT HISTORY:			
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	\$ 17,294	<b>COST OF APPROVED PHASES:</b>						
ROW PURCHASE:	\$ C		8-SAFETY:	\$ 317,642	\$ 35,294	\$ C	\$ C	\$ 352,936*
CONST COST:	\$ 352,936		TOTAL:	\$ 317,642	\$ 35,294	\$ C	\$ C	\$ 352,936
CONST ENG:	\$ 15,776							
CONTING:	\$ C							
IND COSTS:	\$ 17,047							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 414,029							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	BOWIE	0610-07-100	IH 30	C	TEXARKANA		\$ 587,441	
LIMITS FROM 0.7 MI W OF FM 1398							REVISION DATE: 07/2014	
LIMITS TO: 0.5 MI E OF FM 2148							MPO PROJ NUM:	
PROJECT INSTALL SAFETY LIGHTING							FUNDING CAT(S): 8	
DESCR:								
REMARKS					PROJECT HISTORY:			
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	\$ 28,785	<b>COST OF APPROVED PHASES:</b>						
ROW PURCHASE:	\$ C		8-SAFETY:	\$ 528,697	\$ 58,744	\$ C	\$ C	\$ 587,441*
CONST COST:	\$ 587,441		TOTAL:	\$ 528,697	\$ 58,744	\$ C	\$ C	\$ 587,441
CONST ENG:	\$ 26,259							
CONTING:	\$ C							
IND COSTS:	\$ 28,373							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 689,128							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
19 - ATLANTA	BOWIE	1231-01-062	FM 989	C	TEXARKANA		\$ 294,967	
LIMITS FROM AT REDWATER ROAD INTERSECTION							REVISION DATE: 07/2014	
LIMITS TO:							MPO PROJ NUM:	
PROJECT IMPROVE TRAFFIC SIGNAL, INSTALL ADVANCE WARNING SIGNS, INSTALL PAVEMENT							FUNDING CAT(S): 8	
DESCR: MARKINGS & INSTALL PEDESTRIAN CROSSWALK								
REMARKS					PROJECT HISTORY:			
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	\$ 14,453	<b>COST OF APPROVED PHASES:</b>						
ROW PURCHASE:	\$ C		8-SAFETY:	\$ 265,470	\$ 29,497	\$ C	\$ C	\$ 294,967*
CONST COST:	\$ 294,967		TOTAL:	\$ 265,470	\$ 29,497	\$ C	\$ C	\$ 294,967
CONST ENG:	\$ 13,185							
CONTING:	\$ C							
IND COSTS:	\$ 14,247							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 346,026							

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

\* FUNDING NOT FIXED

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM**  
**TIP FY 2015-2018**  
**GROUPED PROJECTS**  
**TEXARKANA METROPOLITAN PLANNING ORGANIZATION**  
**FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
19 - ATLANTA	BOWIE	2422-01-010	FM 2516	C	TEXARKANA		\$ 538,175
<b>LIMITS FROM</b> US 59						<b>REVISION DATE:</b> 07/2014	
<b>LIMITS TO:</b> FM 558						<b>MPO PROJ NUM:</b>	
<b>PROJECT</b> TEXTURIZE SHOULDERS & CL TEXTURING						<b>FUNDING CAT(S):</b> 8	
<b>DESCR:</b>					<b>PROJECT HISTORY:</b>		
<b>REMARKS</b>							
<b>P7:</b>							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
				FEDERAL	STATE	LOCAL	LC	TOTAL
<b>PRELIM ENG:</b>	\$ 26,371		<b>8-SAFETY:</b>	\$ 484,357	\$ 53,817	\$ 0	\$ 0	\$ 538,175*
<b>ROW PURCHASE:</b>	\$ 0	<b>COST OF APPROVED PHASES:</b>	<b>TOTAL:</b>	\$ 484,357	\$ 53,817	\$ 0	\$ 0	\$ 538,175
<b>CONST COST:</b>	\$ 538,175	\$ 538,175						
<b>CONST ENG:</b>	\$ 24,056							
<b>CONTING:</b>	\$ 0							
<b>IND COSTS:</b>	\$ 25,994							
<b>BND FINANCING:</b>	\$ 0							
<b>TOTAL PRJ COST:</b>	\$ 631,333							

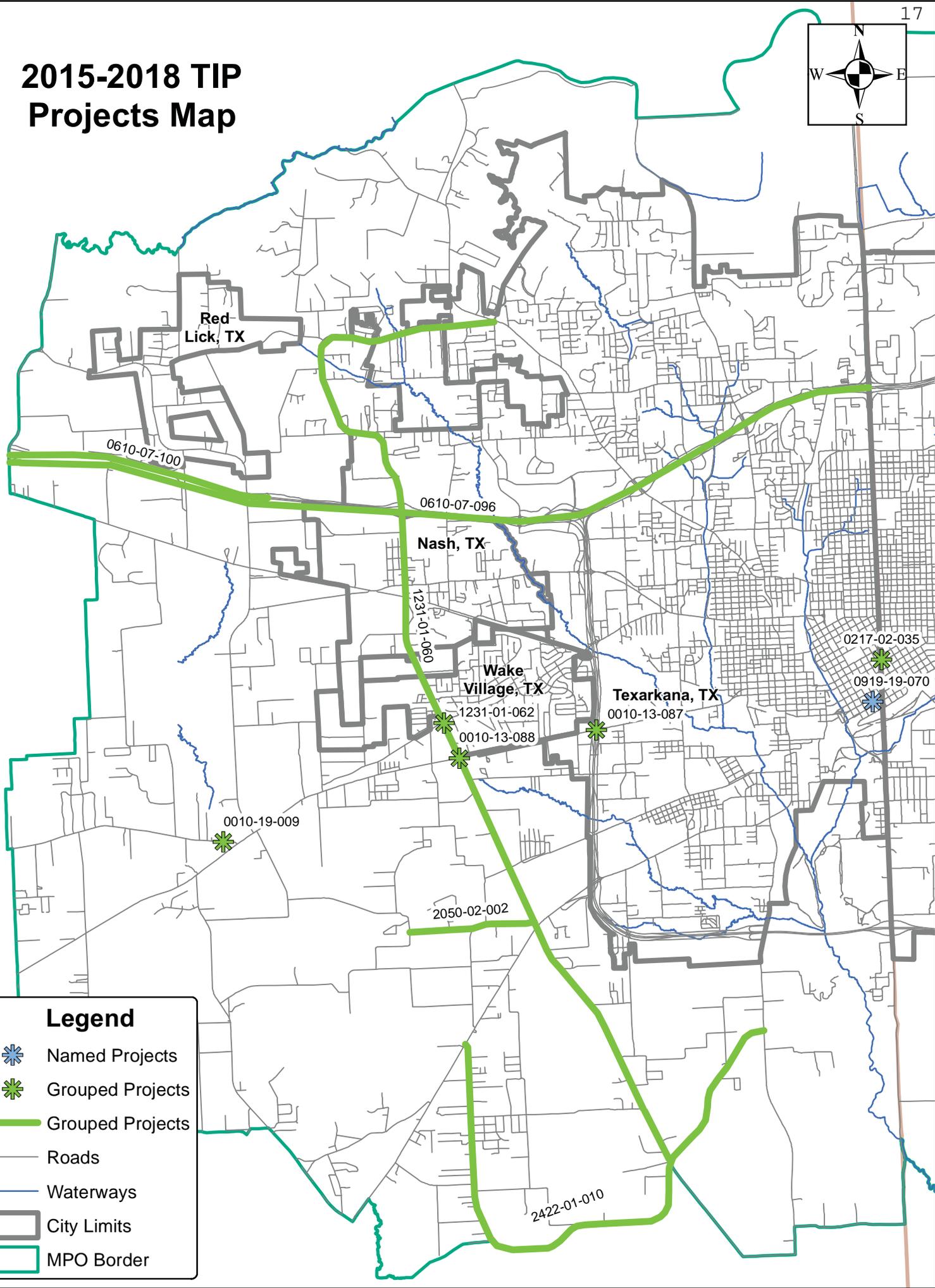
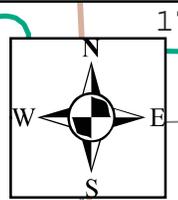
## STATE FUNDED HIGHWAY PROJECTS

There are no State Funded Highway Projects for FY 2015-2018.

## LOCALLY FUNDED – REGIONALLY SIGNIFICANT HIGHWAY PROJECTS

There are no Locally Funded – Regionally Significant Highway Projects for FY 2015-2018.

# 2015-2018 TIP Projects Map



**Legend**

- Named Projects
- Grouped Projects
- Grouped Projects
- Roads
- Waterways
- City Limits
- MPO Border

CHAPTER 6 – TRANSIT PROJECT LISTING

TUTS TRANSPORTATION IMPROVEMENT PROGRAM - FISCAL YEARS 2015-2018													
PROPOSED TRANSIT PROJECTS - TEXAS													
JOB NO. / ITEM NO.	COUNTY	RTE	TERMINI	TYPE WORK	FEDERAL FUNDS (X 1000)	STATE FUNDS (X 1000)	LOCAL FUNDS (X 1000)	TOTAL COSTS (X 1000)	AGENCY RESPONSIBLE FOR		TIP AREA	LET YEAR	
									PROVIDING FUNDS	CARRYING OUT THE PROJECT			
												FEDERAL FUNDING SOURCE	
2015	Bowie		Operating Assistance	Transit	\$342,380	\$244,000	\$98,000	\$685,760	TUTD	TUTD	TUTS	2015	5307
	Bowie		Capital - Preventive Maintenance	Transit	\$239,620		\$59,905	\$299,525	TUTD	TUTD	TUTS	2015	5307
	Bowie		Capital - Paratransit	Transit	\$64,000		\$16,000	\$80,000	TUTD	TUTD	TUTS	2015	5307
	Bowie		Seniors and Individuals with Disabilities	Transit	\$122,000		\$30,500	\$152,500	TUTD	TUTD	TUTS	2015	5310
2016	Bowie		Operating Assistance	Transit	\$342,380	\$244,000	\$98,000	\$685,760	TUTD	TUTD	TUTS	2016	5307
	Bowie		Capital - Preventive Maintenance	Transit	\$239,620		\$59,905	\$299,525	TUTD	TUTD	TUTS	2016	5307
	Bowie		Capital - Paratransit	Transit	\$64,000		\$16,000	\$80,000	TUTD	TUTD	TUTS	2016	5307
	Bowie		Seniors and Individuals with Disabilities	Transit	\$122,000		\$30,500	\$152,500	TUTD	TUTD	TUTS	2016	5310
2017	Bowie		Operating Assistance	Transit	\$342,380	\$244,000	\$98,000	\$685,760	TUTD	TUTD	TUTS	2017	5307
	Bowie		Capital - Preventive Maintenance	Transit	\$239,620		\$59,905	\$299,525	TUTD	TUTD	TUTS	2017	5307
	Bowie		Capital - Paratransit	Transit	\$64,000		\$16,000	\$80,000	TUTD	TUTD	TUTS	2017	5307
	Bowie		Seniors and Individuals with Disabilities	Transit	\$122,000		\$30,500	\$152,500	TUTD	TUTD	TUTS	2017	5310
2018	Bowie		Operating Assistance	Transit	\$342,380	\$244,000	\$98,000	\$685,760	TUTD	TUTD	TUTS	2018	5307
	Bowie		Capital - Preventive Maintenance	Transit	\$239,620		\$59,905	\$299,525	TUTD	TUTD	TUTS	2018	5307
	Bowie		Capital - Paratransit	Transit	\$64,000		\$16,000	\$80,000	TUTD	TUTD	TUTS	2018	5307
	Bowie		Seniors and Individuals with Disabilities	Transit	\$122,000		\$30,500	\$152,500	TUTD	TUTD	TUTS	2018	5310

CHAPTER 7 - THE FINANCIAL PLAN

Texarkana Metropolitan Planning Organization FY 2015 - 2018 Transportation Improvement Program												
Funding by Category	Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
			Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
	1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9	Enhancements	\$783,462	\$783,462	\$0	\$0	\$0	\$0	\$0	\$0	\$783,462	\$783,462
	9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	SB.102	Strategy.102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		<b>Total</b>	<b>\$783,462</b>	<b>\$783,462</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$783,462</b>	<b>\$783,462</b>

<b>Funding Participation Source</b>					
<b>Source</b>	<b>FY 2015</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>Total</b>
<b>Federal</b>	\$626,770	\$0	\$0	\$0	\$626,770
<b>State</b>	\$0	\$0	\$0	\$0	\$0
<b>Local Match</b>	\$156,692	\$0	\$0	\$0	\$156,692
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Stragegy 102 Budget	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$783,462</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$783,462</b>

**TEXARKANA MPO- ATLANTA DISTRICT**  
**FY 2015 - 2018 Transportation Improvement Program**

All Figures in Year of Expenditure (YOE) Dollars

	FY 2015			FY 2016			FY 2017		
	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
<b>Transit Program</b>									
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$646,000	\$417,905	\$1,063,905	\$646,000	\$417,905	\$1,063,905	\$646,000	\$417,905	\$1,063,905
3 Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4 Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5 Sec. 5339 - Bus & Bus Facilities >200k			\$0			\$0			\$0
6 Sec. 5310-Seniors&People w/Disabilities >200k			\$0			\$0			\$0
7 Sec. 5316 - JARC >200K			\$0			\$0			\$0
8 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9 Other FTA			\$0			\$0			\$0
10 Regionally Significant or Other (incl FHWA transfers)			\$0			\$0			\$0
<b>Total Funds</b>	<b>\$646,000</b>	<b>\$417,905</b>	<b>\$1,063,905</b>	<b>\$646,000</b>	<b>\$417,905</b>	<b>\$1,063,905</b>	<b>\$646,000</b>	<b>\$417,905</b>	<b>\$1,063,905</b>
Transportation Development Credits Requested			\$0			\$0			\$0
Transportation Development Credits Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

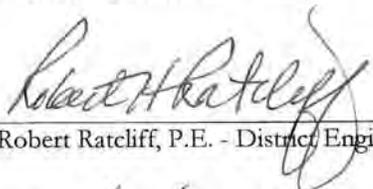
	FY 2018			Total		
	Federal	Match	Total	Federal	Match	Total
<b>Transit Programs</b>						
1 Sec. 5307 - Urbanized Formula >200K			\$0			\$0
2 Sec. 5307 - Urbanized Formula <200K	\$646,000	\$417,905	\$1,063,905	\$2,584,000	\$1,671,620	\$4,255,620
3 Sec. 5309 - Fixed Guideway Investment			\$0			\$0
4 Sec. 5337 - State of Good Repair			\$0			\$0
5 Sec. 5339 - Bus & Bus Facilities >200k			\$0			\$0
6 Sec. 5310-Seniors&People w/Disabilities >200k			\$0			\$0
7 Sec. 5316 - JARC >200K			\$0			\$0
8 Sec. 5317 - New Freedom >200K			\$0			\$0
9 Other FTA			\$0			\$0
10 Regionally Significant or Other (incl FHWA transfers)			\$0			\$0
<b>Total Funds</b>	<b>\$646,000</b>	<b>\$417,905</b>	<b>\$1,063,905</b>	<b>\$2,584,000</b>	<b>\$1,671,620</b>	<b>\$4,255,620</b>
Transportation Development Credits Requested			\$0			\$0
Transportation Development Credits Awarded			\$0			\$0

## SELF-CERTIFICATION

In accordance with 23 CFR Part 450.334, the Texas Department of Transportation, and the Texarkana Metropolitan Planning Organization for the Texarkana urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

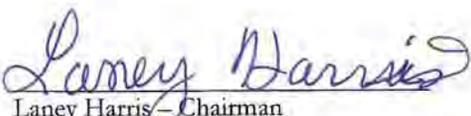
- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Texas Department of Transportation  
- Atlanta District

  
Robert Ratcliff, P.E. - District Engineer

04/16/2014  
Date

Texarkana Metropolitan Planning  
Organization

  
Laney Harris - Chairman

16 Apr 2014  
Date

## HISTORY OF REVISIONS

Adoption of Original FY 2015-2018 TIP

April 16, 2014

Administrative Modification #1

April 28, 2014

## APPENDIX A – ENVIRONMENTAL CLEARANCE PROJECTS

A list of projects that are not planned for construction within the four-year time frame of the Transportation Improvement Program (TIP), but are referenced in the current TIP in order to allow engineering, feasibility, or environmental clearance efforts to continue.

Please note that most of these projects are preliminary and do not represent any commitment of construction funding. The intent is simply to pursue environmental clearance activities consistent with early project development.

## APPENDIX B – FISCAL CONSTRAINT DEFINITIONS

Term	Definition	Source
Advance Construction	A technique which allows a State to initiate a project using non- federal funds while preserving eligibility for future Federal-aid funds. Eligibility means that FHWA has determined that the project technically qualifies for Federal-aid; however, no present or future Federal funds are committed to the project. After an advance construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project. This can be accomplished as one action, or the project may be partially converted over time.	FHWA Innovative Finance Website <a href="http://www.fhwa.dot.gov/innovativefinance/sc308510.htm">http://www.fhwa.dot.gov/innovativefinance/sc308510.htm</a>
Allocation	An administrative distribution of funds for programs that do not have statutory distribution formulas.	Financing Federal-Aid Highways, FHWA-PL-99-015 <a href="http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm</a>
Apportionment	The distribution of funds as prescribed by a statutory formula provided in law.	Financing Federal-Aid Highways, FHWA-PL-99-015 <a href="http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm</a>
Appropriations Act	Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. An appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.	Financing Federal-Aid Highways, FHWA-PL-99-015 <a href="http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm</a>
Attainment Area	An area considered having air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. An area may be an attainment area for one pollutant and a nonattainment area for others. Nonattainment areas are areas considered not to have met these standards for designated pollutants.	FHWA Planning Glossary <a href="http://www.fhwa.dot.gov/planning/glossary/index.cfm">http://www.fhwa.dot.gov/planning/glossary/index.cfm</a>
Authorization	Upper limits of funding made available to a program.	Financing Federal-Aid Highways, FHWA-PL-99-015 <a href="http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm</a>
Authorization Act	Substantive language that establishes or continues Federal programs or agencies and establishes an upper limit on the amount of funds for the program(s).	Financing Federal-Aid Highways, FHWA-PL-99-015 <a href="http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm</a>
Available Funds	Applies to the first two years of the TIP and STIP in	Preamble to the FHWA/FTA

	air quality nonattainment and maintenance areas. Includes funds derived from an existing source of funds dedicated to or historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered "available."	statewide and metropolitan planning rules ( <u>Federal Register</u> ; Volume 58, Number 207; October 28, 1993; page 58060).
Budget Authority	Empowerment by Congress that allows Federal agencies to incur obligations that will result in the outlay of funds. Budget authority is granted through the appropriations act at the level of appropriations, which may be equal or lower than the originally authorized level of funding.	Financing Federal-Aid Highways, FHWA-PL-99-015 <a href="http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm</a>
Capital Expenses	Includes highway construction (e.g., resurfacing, restoration, and rehabilitation improvements; construction of additional lanes, interchanges, and grade separations; and construction of a new facility on a new location) and acquisition of transit vehicles and equipment.	Overview Of Current Practices In Revenue Forecasting And Cost Estimation For Transportation Plans And Programs  FHWA Staffnet: <a href="http://intra.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm">http://intra.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm</a>
Committed Funds	Applies to the first two years of the TIP and STIP in air quality nonattainment and maintenance areas. Includes funds that have been bound or obligated for transportation purposes. For State funds that are not dedicated to or historically used for transportation purposes, only those funds over which the Governor has control may be considered as "committed." In this case, approval of the TIP by the Governor is considered a commitment of the funds. For local or private sources not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing/letter of intent by the responsible official or body having control of the funds constitutes a "commitment."	Preamble to the FHWA/FTA statewide and metropolitan planning rules ( <u>Federal Register</u> ; Volume 58, Number 207; October 28, 1993; page 58060).
Contract Authority	A form of budget authority that permits obligations to be made in advance of appropriations.	Financing Federal-Aid Highways, FHWA-PL-99-015 <a href="http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahiwy/ffahappa.htm</a>

Cost Estimate	A prediction of all costs and the value of any resources needed to complete the design, right-of-way activities, environmental studies, construction, project management, etc. as well as costs and resources paid to others for work related to a project such as utility adjustments, environmental mitigations, and railroad relocations.	FHWA Program Administration website: <a href="http://www.fhwa.dot.gov/programadmin/mega/cefinal.htm">http://www.fhwa.dot.gov/programadmin/mega/cefinal.htm</a>
Financial Plan	A comprehensive document that reflects revenues and costs of a transportation plan or program and provides a reasonable assurance that there will be sufficient financial resources available to implement and complete all the elements in the plan or program. Identified funding shortfalls shall be highlighted, along with proposed resource solutions.	23 CFR 450.322(b)(11) and 23 CFR 450.324(e)
Fiscal Constraint	A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.	Overview Of Current Practices In Revenue Forecasting And Cost Estimation For Transportation Plans And Programs  FHWA Staffnet: <a href="http://intra.fhwa.dot.gov/hep/stafffepp/fcmatrix/index.cfm">http://intra.fhwa.dot.gov/hep/stafffepp/fcmatrix/index.cfm</a>
Illustrative Projects	Additional projects that would be included in the adopted/approved transportation plan/program if reasonable additional resources beyond those identified in the financial plan were available.	23 U.S.C. 134(g)(2)(B), 23 U.S.C. 134(h)(2)(B)(iv), 23 U.S.C. 135(e)(4), and 23 U.S.C. 135(f)(2)(E)
Maintenance	Activities to ensure the preservation of an existing highway or transit line (e.g., highway surface, shoulders, roadsides, and structures; traffic control devices; and road, rail, and signal repair).	<i>Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs</i> (FHWA StaffNet <a href="http://staffnet.fhwa.dot.gov/hep/stafffepp/fcmatrix/index.cfm">http://staffnet.fhwa.dot.gov/hep/stafffepp/fcmatrix/index.cfm</a> , based largely on the definition in 23 U.S.C. 101(a)(14).
Maintenance area	Any geographic region of the United States previously designated nonattainment pursuant to the CAA Amendments of 1990 and subsequently redesignated to attainment subject to the requirement to develop a maintenance plan under section 175A of the CAA, as amended.	FHWA Planning Glossary <a href="http://www.fhwa.dot.gov/planning/glossary/index.cfm">http://www.fhwa.dot.gov/planning/glossary/index.cfm</a>

National Ambient Air Quality Standards (NAAQS)	Federal standards that set allowable concentrations and exposure limits for various pollutants. The EPA develops the standards in response to a requirement of the CAA.	FHWA Planning Glossary <a href="http://www.fhwa.dot.gov/planning/glossary/index.cfm">http://www.fhwa.dot.gov/planning/glossary/index.cfm</a>
New Funding Sources	Reasonably available revenues that currently do not exist or require additional steps in securing (e.g., legal, executive, and/or legislative) before a jurisdiction, agency, or private party can commit such revenues to transportation projects	Based largely on the preamble to the FHWA/FTA statewide and metropolitan planning rules ( <u>Federal Register</u> ; Volume 58, Number 207; October 28, 1993; page 58060).
Non-attainment Area	Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990. .	FHWA Planning Glossary <a href="http://www.fhwa.dot.gov/planning/glossary/index.cfm">http://www.fhwa.dot.gov/planning/glossary/index.cfm</a>
Obligation Authority	The total amount of funds that may be obligated in a given fiscal year. This is comprised of the obligation limitation amount plus the amounts for programs that are exempt from the obligation limitation.	Financing Federal-Aid Highways, FHWA-PL-99-015 <a href="http://www.fhwa.dot.gov/reports/fifahwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahwy/ffahappa.htm</a>
Obligation Limitation	An annual Congressional restriction or ceiling on the amount of Federal assistance that may be obligated during a specific period of time. This is a statutory budgetary contract that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which these funds may be used.	Financing Federal-Aid Highways, FHWA-PL-99-015 <a href="http://www.fhwa.dot.gov/reports/fifahwy/ffahappa.htm">http://www.fhwa.dot.gov/reports/fifahwy/ffahappa.htm</a>
Operations and Maintenance	An overarching term for activities related to the performance of routine, preventive, predictive, scheduled, and unscheduled actions aimed at preventing transportation system failure or decline. See definitions of "Maintenance" and "Transportation System Management and Operations."	<i>Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs</i> (FHWA StaffNet <a href="http://staffnet.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm">http://staffnet.fhwa.dot.gov/hep/staffep/fcmatrix/index.cfm</a> , based largely on the definitions in 23 U.S.C. 101(a)(14) and (18).
Over-programming	A term associated with the TIP and STIP in which the cumulative total of the programmed projects/project phases, by year, exceed the estimated revenues that are "reasonably expected to be available" to implement the TIP and/or STIP (including funding that is "available or committed" in the first two years of the TIP and STIP in nonattainment and maintenance areas).	Based largely on the preamble to the FHWA/FTA statewide and metropolitan planning rules ( <u>Federal Register</u> ; Volume 58, Number 207; October 28, 1993; page 58061).
Preservation	Involves the timely application of carefully selected treatments to maintain or extend an asset's service life.	FHWA Construction and Maintenance website <a href="http://www.fhwa.dot.gov/construction/fs02010.htm">http://www.fhwa.dot.gov/construction/fs02010.htm</a>

Range	To vary within specified limits.	www.dictionary.com
Reasonableness	Being in accordance with good judgment, sound sense fairness, duty, or prudence.	www.dictionary.com
Regionally Significant Project	A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the travel demand modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel.	23 CFR 450.104
Transportation Control Measures (TCMs)	Any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in section 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology based, fuel-based, and maintenance-based measures that control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of transportation conformity.	40 CFR 93.101
Transportation System Management and Operations	An integrated program for optimizing the performance of existing infrastructure through the implementation of systems, services, and projects designed to preserve capacity and improve security, safety, and reliability. Included are improvements to the transportation system such as traffic detection and surveillance; arterial management; freeway management; demand management; work zone management; emergency management; electronic toll collection; automated enforcement; traffic incident management; roadway weather management; traveler information services; commercial vehicle operations; traffic control; freight management; and coordination of highway, rail, transit, bicycle, and pedestrian operations.	<i>Overview of Current Practices in Revenue Forecasting and Cost Estimation for Transportation Plans and Programs</i> (FHWA StaffNet <a href="http://staffnet.fhwa.dot.gov/hep/staffepp/fcmatrix/index.cfm">http://staffnet.fhwa.dot.gov/hep/staffepp/fcmatrix/index.cfm</a> , based largely on the reference document "Getting More by Working Together: Opportunities for Linking Planning and Operations" (FHWA-HOP-05-016).

# TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

# STIP 2015-2018

## ATLANTA DISTRICT 2015-2018 TIP

**RURAL HIGHWAY**



Initial 2015-2018 STIP

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
TXDOT ATLANTA DISTRICT  
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
19 - ATLANTA	CASS	0278-01-044	SH 77	C			\$ 7,888,266
<b>LIMITS FROM</b> 0.2 MILE WEST OF FM 251						<b>REVISION DATE:</b> 07/2014	
<b>LIMITS TO:</b> 0.3 MILE EAST OF FM 1841						<b>MPO PROJ NUM:</b>	
<b>PROJECT</b> RECONSTRUCT EXISTING 2-LANE ROADWAY TO 4-LANE URBAN SECTION						<b>FUNDING CAT(S):</b> 11	
<b>DESCR:</b>							
<b>REMARKS</b>						<b>PROJECT HISTORY:</b> RECONSTRUCT EXISTING 2-LANE ROADWAY TO 4-LANE URBAN SECTION	
<b>P7:</b>							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
<b>PRELIM ENG:</b>	\$ 386,525	<b>COST OF APPROVED PHASES:</b> \$ 7,888,266	11-DIST DISC:	\$ 6,310,613	\$ 1,577,653	\$ C	\$ C	\$ 7,888,266*
<b>ROW PURCHASE:</b>	\$ 1,003,138		TOTAL:	\$ 6,310,613	\$ 1,577,653	\$ C	\$ C	\$ 7,888,266
<b>CONST COST:</b>	\$ 7,888,266							
<b>CONST ENG:</b>	\$ 391,258							
<b>CONTING:</b>	\$ 156,977							
<b>IND COSTS:</b>	\$ 381,003							
<b>BND FINANCING:</b>	\$ C							
<b>TOTAL PRJ COST:</b>	\$ 10,502,188							

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

\* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
TXDOT ATLANTA DISTRICT  
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
19 - ATLANTA	UPSHUR	0520-05-040	SH 155	C			\$ 4,020,582
<b>LIMITS FROM</b> 0.3 MI E OF US 259						<b>REVISION DATE:</b> 07/2014	
<b>LIMITS TO:</b> GLENDIA DRIVE						<b>MPO PROJ NUM:</b>	
<b>PROJECT</b> RECONSTRUCT TO 4 LANE DIVIDED RURAL SECTION						<b>FUNDING CAT(S):</b> 11	
<b>DESCR:</b>						<b>PROJECT HISTORY:</b>	
<b>REMARKS</b>							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
<b>PRELIM ENG:</b>	\$ 197,009	<b>COST OF APPROVED PHASES:</b> \$ 4,020,582	11-DIST DISC:	\$ 3,216,465	\$ 804,116	\$ C	\$ C	\$ 4,020,582*
<b>ROW PURCHASE:</b>	\$ C		TOTAL:	\$ 3,216,465	\$ 804,116	\$ C	\$ C	\$ 4,020,582
<b>CONST COST:</b>	\$ 4,020,582							
<b>CONST ENG:</b>	\$ 199,421							
<b>CONTING:</b>	\$ 80,010							
<b>IND COSTS:</b>	\$ 194,194							
<b>BND FINANCING:</b>	\$ C							
<b>TOTAL PRJ COST:</b>	\$ 4,841,585							

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

\* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
TXDOT ATLANTA DISTRICT  
FY 2018

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
19 - ATLANTA	CAMP	3403-01-001	FM 3535	C			\$ 4,366,199

LIMITS FROM US 271

REVISION DATE: 07/2014

LIMITS TO: FM 1520

MPO PROJ NUM:

PROJECT CONSTRUCT FARM ROAD ON NEW LOCATION

FUNDING CAT(S): 11

DESCR:

PROJECT HISTORY:

REMARKS

P7:

TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE				
		FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 213,944					
ROW PURCHASE:	\$ 35,000					
CONST COST:	\$ 4,366,199					
CONST ENG:	\$ 213,944					
CONTING:	\$ 54,577					
IND COSTS:	\$ 210,887					
BND FINANCING:	\$ 0					
<b>TOTAL PRJ COST:</b>	<b>\$ 5,332,946</b>					
		11-DIST DISC:	\$ 3,492,959	\$ 873,240	\$ 0	\$ 4,366,199*
		TOTAL:	\$ 3,492,959	\$ 873,240	\$ 0	\$ 4,366,199

COST OF APPROVED PHASES: \$ 4,366,199



ATLANTA DISTRICT (19)  
FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$7,888,266	\$7,888,266	\$4,020,582	\$4,020,582	\$0	\$0	\$4,366,199	\$4,366,199	\$16,275,047	\$16,275,047
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$7,888,266</b>	<b>\$7,888,266</b>	<b>\$4,020,582</b>	<b>\$4,020,582</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,366,199</b>	<b>\$4,366,199</b>	<b>\$16,275,047</b>	<b>\$16,275,047</b>

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
<b>Federal</b>	\$6,310,613	\$3,216,465	\$0	\$3,492,959	\$13,020,037
<b>State</b>	\$1,577,653	\$804,116	\$0	\$873,240	\$3,255,009
<b>Local Match</b>	\$0	\$0	\$0	\$0	\$0
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0



Total	\$7,888,266	\$4,020,581	\$0	\$4,366,199	\$16,275,046
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