

# UNIFIED PLANNING WORK PROGRAM

2020-2021

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

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*The Unified Planning Work Program*  
*for*  
*FISCAL YEARS 2020 AND 2021*

For The  
**Texarkana Metropolitan Planning Organization**

In Cooperation With:

**The Federal Highway Administration**  
**The Federal Transit Administration**  
**Arkansas Department of Transportation**  
**Texas Department of Transportation**

An electronic copy of this document can be found on our website at

<http://www.texarkanampo.org>

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Spanish Translation of the above statement:

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This report was prepared by the Texarkana MPO. Comments or questions regarding the contents of this report should be directed to Texarkana MPO, P.O. Box 1967, Texarkana, TX 75504, (903) 798-3927, or email to [txkmpo@txkusa.org](mailto:txkmpo@txkusa.org).

The contents of this report reflect the views of the authors who are responsible for the opinions, findings, and conclusions presented herein. The contents do not necessarily reflect the views or policies of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Arkansas Department of Transportation (ARDOT), or the Texas Department of Transportation (TxDOT).

This document was prepared in cooperation with the ARDOT and the TxDOT and FHWA and FTA and financed in part by funds provided by the USDOT, FHWA, and FTA. The provision of federal financial assistance should not be construed as denoting U.S. Government approval of plans, policies, programs or projects contained herein.

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## MPO Member Organizations

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Arkansas Department of Transportation	City of Texarkana, Arkansas
Texas Department of Transportation	City of Nash, Texas
Miller County, Arkansas	City of Texarkana, Texas
Bowie County, Texas	City of Wake Village, Texas
Texarkana Urban Transit District	

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## MPO Notice of Nondiscrimination

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The Texarkana MPO makes every effort to comply with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the MPO 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 MPOs hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the MPOs nondiscrimination policies may be directed to Rea Donna Jones, MPO Study Director/Coordinator at P.O. Box 1967, Texarkana, TX 75504, (903) 798-3927, or email to: [txkmpo@txkusa.org](mailto:txkmpo@txkusa.org).

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

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



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# INTRODUCTION

## MPO Overview

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Established through federal legislation, MPOs exist throughout the United States in all urbanized areas of more than 50,000 people and have the authority to prioritize, plan, and program transportation projects in urban/metropolitan areas to meet federal funding requirements.

The Texarkana MPO, established in 1999, is the federally designated transportation planning agency for Bowie and Miller Counties in Texas and Arkansas. The MPO serves as the organization responsible for coordinated, comprehensive, and continuing (3C) transportation planning as required by 23 USC 134 and 49 USC 5303. Federal certification of the 3-C planning process is a prerequisite for obtaining approval of any subsequent transportation improvement projects funded by the FHWA and/or FTA. The MPO leads in the development of the region's long-range Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP). It serves as a regional partnership among the US DOT, TxDOT, ARDOT, local elected leaders, local planning and engineering officials, the business community, and citizens throughout the region.

MPO planning activities are funded by grants from the US DOT, ARDOT, TxDOT, and by local governments through matching funds. In general, 80 percent of MPO expenses are covered by federal grants. The MPO's Unified Planning Work Program (UPWP) is adopted bi-annually in cooperation with public transit agencies, local governments, and the state DOTs. The UPWP serves as the organization's annual budget and work program in addition to addressing eligibility requirements for continued federal transportation funding.

The UPWP of the Texarkana MPO specifies the planning priorities, activities, and tasks that the MPO will address during the two-year period, as well as the sources and amount of funding available to accomplish this work. The UPWP is required as part of the 3Cs metropolitan planning process and the Metropolitan Planning Rules ([23 CFR §450.308](#)).

Consistent with the past programs, the UPWP has been prepared to reflect the ongoing implementation of the last authorized Federal surface transportation act, the [Fixing America's Surface Transportation \(FAST Act\)](#), passed into law on December 4, 2015. This law and the implementing regulations mandate a high level of transportation planning and analysis as identified through the general Planning Factors identified in FAST Act and in the annual emphasis areas

suggested by FHWA and FTA. New planning regulations for FAST Act were finalized in May 2016 and the MPO will operate under those rules and regulations. In addition, US DOT approved rules for safety performance measures (March, 2016), asset management (October, 2016), bridge and pavement condition and performance (January, 2017), and performance of the National Highway System (NHS), Freight movement, and Congestion Mitigation and Air Quality (CMAQ) program (March, 2017) that play an important role in defining the work that the MPO will undertake over the next two years.

## METROPOLITAN PLANNING FACTORS AND REQUIREMENTS OF THE FAST ACT

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The FAST Act, the current transportation reauthorization, requires that the metropolitan planning process must explicitly consider and analyze, as appropriate, ten factors defined in federal legislation that reflect sound planning principles.

- ***Support the Economic Vitality.*** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
  - ***Increase Safety.*** Increase the safety of the transportation system for motorized and non-motorized users;
  - ***Increase Security.*** Increase the security of the transportation system for motorized and nonmotorized users;
  - ***Mobility.*** Increase accessibility and mobility of people and freight;
  - ***Environment.*** 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;
  - ***System Integration.*** Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
  - ***System Management.*** Promote efficient system management and operation;
  - ***System Preservation.*** Emphasize the preservation of the existing transportation system;
  - ***Improve Resiliency.*** Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
  - ***Enhance travel and tourism.***
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## PLANNING EMPHASIS AREAS

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In addition to the planning factors required by Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the FAST Act, the MPO considered other federal initiatives relevant to the metropolitan planning process in the development of this UPWP. This includes current Planning Emphasis Areas (PEAs) addressing performance management, regional cooperation, and access to essential services.

PEAs are planning topical areas that we want to place emphasis on as the State Department of Transportation (SDOTs) and the MPOs develop their respective planning work programs. Tasks 2 through 4 propose activities to meet current federal legislation through planning that addresses:

- Extreme Weather/Resiliency - The MPO will also consider vulnerability due to extreme weather events and options for improving resiliency and reliability of transportation facilities or systems due to climate change and/or extreme weather events, including a focus on a more flood resistant access for the Texarkana region.
- Environmental Justice - The MPO will continue to utilize and enhance the existing Geographic Information System (GIS) computer mapping that includes layers with various land use, demographic, environmental, and transportation components to aid in selection and design of transportation projects through the identification and consideration of potential impacts. The MPO values all local communities and encourages participation in the transportation planning process
- Sustainability - The MPO will continue to encourage the use of public transit to reduce congestion. The UPWP includes activities aimed at improved coordination between transportation and land use and in the appropriate expansion of multi-modal transportation options. The MPO will continue to advocate for sustainability from economic, social, and environmental equity perspectives as well.
- Freight - The MPO will continue to monitor freight corridors for congestion and needed operational improvements to allow the safe and efficient movement of freight throughout the Texarkana MPO planning area.
- Livability Initiatives - The MPO continues to encourage integration of more transportation choices, affordable housing, economic development, support for existing communities, coordinated policies, and leveraging investments to help improve the overall quality of life and the livability of the local community.
- Planning for Operations - The MPO continues to encourage the development of Intelligent Transportation System (ITS), incident management, and other traffic/transit operations programs and initiatives. The emphasis placed on efficient operation of the transportation network is increasing as funding for



capacity improvements becomes more limited and as communities turn to alternative solutions.

- **Disaster Preparedness** - The MPO will work with Emergency Management Agency in devising emergency plans relating to alternative transportation routes due to disaster within the MPO planning area.
- **Safety** - The MPO partners with public safety agencies within the planning area to increase the safety of the transportation system for all users.
- **Public Health** - The MPO will continue to seek opportunities to enhance the transportation system within the planning area to help protect public health and to improve opportunities for active transportation choices, including coordination with public health agencies.
- **Travel and Tourism** - The MPO will consider the potential connections between travel and tourism in support of economic development and sustainability.

When developing the work program for the FY 2020-2021 UPWP, the provisions of 23 U.S. Code §134 ([23 CFR Part 450.306](#)) of the Planning Regulations were considered. This section requires that the MPO, in cooperation with State and regional planning partners:

*“develop long-range transportation plans and [Transportation Improvement Plan] TIPS through a performance-driven, outcome-based approach to planning for metropolitan areas of the state.”*

The MPO is required to adopt a performance-based approach, pursuant to [23 CFR §450.306](#). This performance-based approach is required to be in support of the national performance goals described in [23USC §150\(b\)](#):

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and



delivery process, including reducing regulatory burdens and improving agencies' work practices.

The metropolitan planning rules also specify several other elements that should be addressed in the scope of the planning process. They call for increased integration of transportation and land use planning, as well as consideration for employment and housing patterns, community and economic development, and the natural and built environment. Other elements identified in the rules focus on ensuring coordination and consistency with:

- The statewide planning process;
- ITS architectures;
- Coordinated Public Transit-Human Services Transportation Plan(s);
- The Strategic Highway Safety Plan, and transit safety and security plans and programs; and
- The cooperative development of a Congestion Management Process involving adjacent MPOs, TxDOT and ARDOT;

The tasks identified in the FY 2020-2021 UPWP are consistent with the planning factors, transportation PEAs and the goals and objectives as identified in the Texarkana MPO MTP. They are intended to facilitate the effective and efficient implementation of the Plan and the TIP for the MPO area.

## MPO CORE FUNCTIONS

FHWA's [Transportation Planning Process Briefing Book](#) establishes that MPOs

*"...[have] authority and responsibility for transportation policy-making in metropolitan planning areas. ... MPOs ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative and comprehensive (3-C) planning process. MPOs also cooperate with State and public transportation operators to set spending levels for Federal funds that are meant for transportation projects."*

*"MPOs serve an overall coordination and consensus-building role in planning and programming funds for projects and operations. The MPO must involve local transportation providers in the planning process by including transit agencies, State and local highway departments, airport authorities, maritime operators, rail-freight operators, Amtrak, port operators, private providers of public transportation, and others within the MPO region."*

Further, the document lists the MPOs have six core functions:

1. **Establish a setting for effective decision-making** regarding transportation needs and priorities. This function is supported in the Texarkana MPO region primarily through the Technical Committee (TC) and MPO Policy Board (PB), and secondarily through outreach to local officials and transportation stakeholders.



2. **Identify and evaluate transportation improvement options.** This is supported through data analysis corridor or other special studies, and through the application of general planning methods.
3. **Prepare and maintain a Metropolitan Transportation Plan** that has a 20+ year horizon. The Plan is intended to be responsive to the 10 planning factors and includes other specific content requirements.
4. **Develop a fiscally constrained TIP** that identifies project priorities drawn from the long-range plan.
5. **Identify performance measure targets and monitor whether implemented projects are achieving targets.** This includes preparation of a System Performance Report as part of the long-range plan update process.
6. **Involve the public,** both general and specifically affected constituencies, in efforts related to each of the core functions above.

In addition to these functions, MPOs must also cooperate with the State, the region's public transportation providers and municipalities to create an effective regional transportation planning process. This includes the function of coordinating the long-range plan, the TIP with the State Ten Year Plan and the Statewide Transportation Improvement Plan (STIP). Other tasks in the UPWP support work related to "PEAs" that are periodically established by the FHWA and FTA. In addition, the MPO PB from time to time establishes specific priority tasks that it determines are a priority for the region. While not technically 'core functions' from a Federal perspective these additional functions and tasks are necessary to effectively address "3C" transportation planning in our region.

The objective of the UPWP is to support the fulfillment of the six core MPO tasks, and the secondary task as described. The work identified in this document directly or indirectly supports that objective.

The UPWP summarizes the tasks that will be undertaken to support the MPO's planning effort. Each Task is identified as part of one of the following work areas:

- Task 1: Administration and Management
- Task 2: Data Development and Maintenance
- Task 3: Short Range Planning
- Task 4: Metropolitan Transportation Planning
- Task 5: Special Studies

Within each of these major program areas, tasks are listed which include the following elements:

- Objectives



- Expected Products
- Previous Work
- Subtasks
- Funding Summary

[Section 450.308](#) of the Metropolitan Planning Rules (which implement the Metropolitan Planning requirements of FAST Act specifies that a UPWP should be developed cooperatively with the State(s) (ARDOT and TxDOT) and the public transportation operators TUTD/T-Line in the MPO area and should document and address the following elements:

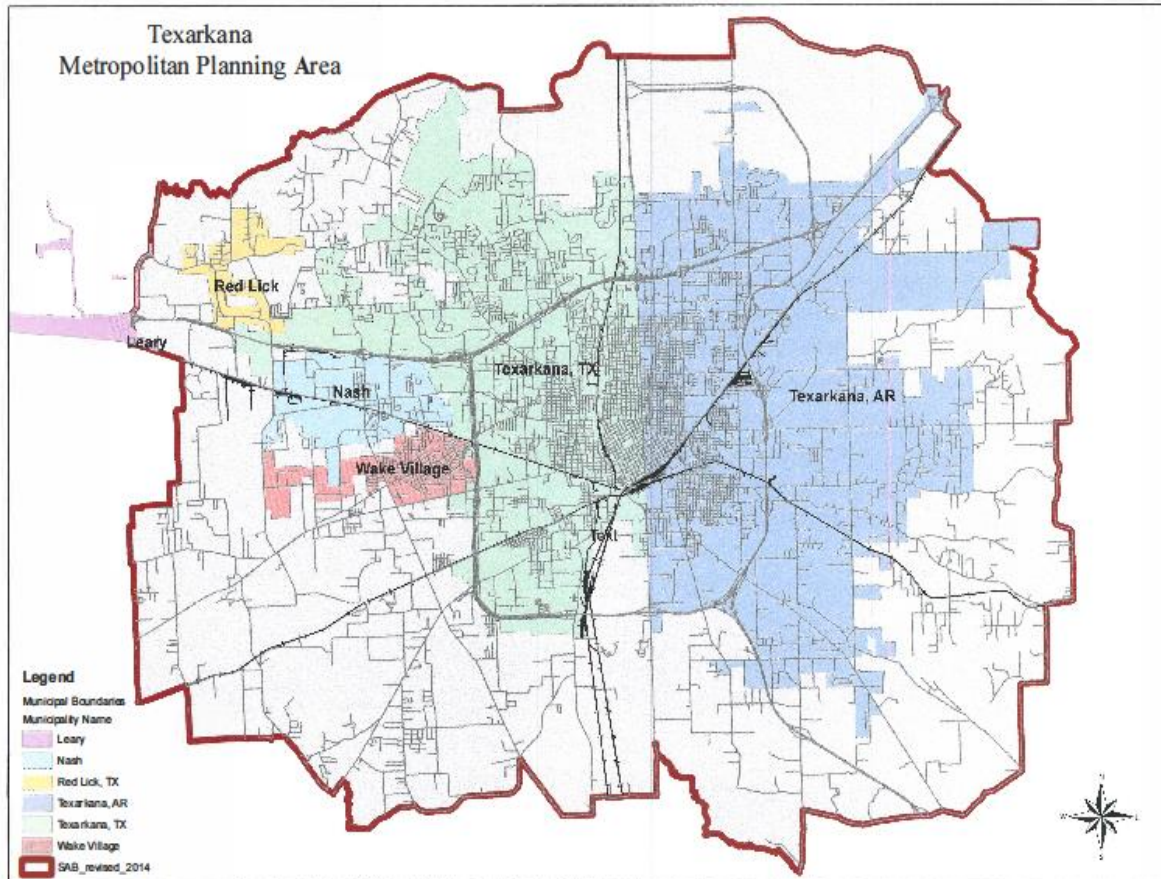
- Planning priorities for the MPO;
- Work proposed for the program period by major activity and task (including activities to address the FAST Act planning factors);
- The agency/entity responsible to perform each task;
- Schedule for performing the tasks;
- Anticipated products; and
- Funding sources, both totals by source and itemized by activity or task.

Administrative requirements for the UPWP are as specified in [23 CFR 420](#) and [FTA Circular 8100](#).

# MPA

The Texarkana MPO is located in western Miller County, Arkansas and eastern Bowie County, TX.

The MPO serves 136,214 people in the Texarkana Metropolitan Planning Area (MPA). Comprised of approximately 195 square miles and is located 130 miles from Little Rock, AR, 180 Miles from Dallas, TX, 70 miles from Shreveport, LA and 210 miles from Tulsa, OK. Incorporated areas within the MPA include the cities of Texarkana, AR; Texarkana, TX; Wake Village, TX; Nash, TX; and Red Lick, TX.





## UPWP OVERVIEW & FY 2018 / FY 2019 ACCOMPLISHMENTS - PREVIOUS WORK

This UPWP for the Texarkana MPO outlined metropolitan planning requirements and issues; then presented a work program of planning activities to address them during two federal fiscal years (FFY) 2018 & 2019 (October 1, 2017 through September 30, 2019). The goal of the MPO is to ensure a 3-C approach to transportation planning for the metropolitan area with ongoing coordination among:

- Local and regional MPO member governments and agencies;
- Arkansas Department of Transportation (ARDOT);
- Texas Department of Transportation (TxDOT);
- Federal Highway Administration (FHWA); and
- Federal Transit Administration (FTA).

The Texarkana MPO FY 2018 & 2019 UPWP was developed to help ensure that the MPO meets the federal and state requirements of the *MAP-21* and the *FAST Act*. The MPO PB and TC intended to address all required factors in the MPO's administrative operations and planning projects.

### ACCOMPLISHMENTS FROM THE MPO'S FY 2018 UPWP INCLUDE:

- **Public Participation Plan (3P)** - The MPO updated all documents and held public outreach meetings according to the procedures in the 3P. The MPO reviewed and updated the 3P to meet new regulations.
- **Continuation of Data Collection/Analysis/Acquisition** - In partnership with ARDOT and TxDOT, the MPO continued data collection, monitoring and analysis of traffic count, land use, demographic, socioeconomic, and related information to identify regional traffic trends as well as potential system improvements. The MPO updated the socioeconomic and demographic data for the Travel Demand Model and utilized scenario planning in the process. This is an ongoing task.
- **Livability and Sustainability** - The MPO developed and completed the **Texarkana Regional Active Transportation Plan** which is a vital part of long-range transportation planning and the MPO planning process which is built upon livability and sustainability principals' emphasis on integrating all transportation modes with human scale environment benefits and services. This includes supporting planning activities for public transit, bicycle, and pedestrian transportation and efforts to address integrated land use, environmental protection, economic development, and transportation planning.
- **2040 Metropolitan Transportation Plan** - The MPO completed and adopted an update to the Texarkana MPO long-range MTP. This ensured the plan reflects



the best available information and remains consistent with current transportation initiatives such as any required performance measures for a smaller MPO like Texarkana.

- **Coordination of TIP Implementation Projects** - The MPO continued its support for the federal/state grant funding and reporting activities to assist successful completion of TIP Surface Transportation Block Program (STBG) projects. The MPO developed The FY 2019-2022 TIP for both Texas and Arkansas.
- **Coordination of Transit Planning** - The MPO worked with the area Transit provider TUTD to ensure local and regional transit agency integrate the vision established by the 2040 MTP. The effort provided the analysis needed to help identify and prioritize transit projects for local agency capital and operating budgets. This is an ongoing task.
- **Title VI and Limited English Proficiency (LEP) Plan update** - The MPO continued to perform reviews of the adopted Title VI & LEP Plan which was updated in FY 2018.

#### ACCOMPLISHMENTS FROM THE MPO'S FY 2019 UPWP INCLUDE:

- **2045 Metropolitan Transportation Plan (MTP)** - The MPO in collaboration and coordination with ARDOT and TxDOT developed an approved scope of service and conducted consultant selection for the development of the 2045 MTP. This project is in progress now including to ensure consistency with performance-based planning and coordination with ARDOT, TxDOT, Transit, FHWA and FTA on the performance measures and standards for the DOTs and the MPO.
- **2021-2024 Texas TIP** - The MPO worked to develop the new four-year TIP covering 2021 through 2024 due in the first quarter of FY 2020. Typical tasks include a call for projects, review of current TIP projects, additional analysis, stakeholder coordination, and public participation, as well as project identification, evaluation, and prioritization.
- **Performance Based Planning** - The MPO continued to coordinate with our planning partners to establish targets that address the following performance measures: safety, infrastructure conditions, congestion reduction, system reliability, freight movement and economic vitality, transit asset management, environmental sustainability, and reduced project delivery delays. This is an ongoing task.
- **10 Year Plan** - The MPO in collaboration with TxDOT evaluated the projects from the 2040 MTP that would maintain a safe transportation system, optimize system performance; maintain and preserve system infrastructure; and accomplish any additional transportation goals in the Texarkana Study area. The MPO prioritized Category 2 - Urbanized (Non-TMA) Corridor Projects and adopted the 2020-2029 10-year Plan. This is an ongoing task.



- **Freight Planning** - The MPO coordinated with ARDOT and TxDOT in developing a metropolitan freight mobility plan that assessed the condition and performance of the region's critical freight network and identified solutions to freight bottlenecks, and other deficiencies of the area.

### FISCAL YEARS 2020 - 2021 UPWP

The proposed UPWP is, for the most part, the extension and continuation of past transportation planning work in the region. In some cases, the work is part of an ongoing and /or mandated process, such as the support for Policy and Technical committees, model maintenance, or TIP and MTP maintenance. In other cases, it is a specific project or task with definable start and end points, as with completion of a corridor study, development of FAST Act compliant planning documents, and the identification of specific tasks to address the 2019-2020 PEAs identified by FHWA and FTA. In preparing the UPWP, the status of all ongoing and carryover work was evaluated, including a review of the MPO last completed UPWP (FYs 2018-2019), FY 2018 Annual Performance and Expenditures Report (APER), FY 2018 Annual Listing of Projects (ALOP), the most recent MPO planning review conducted by ARDOT's section of FHWA and FTA (2018), and Title VI Desk Audit Review (August 2018).

### PUBLIC INPUT INTO THE UPWP

In keeping with the proactive public involvement spirit of the FAST Act (P.L. 114-94), The FY 2020-2021 UPWP is being released to the public for a 10-day review and comment opportunity. Information on the public review process is shown in Appendix G of this document.

### PRIVATE SECTOR INVOLVEMENT

The Texarkana MPO may contract with professional services from the private sector periodically and solicit input and comments from private sector transportation providers, businesses, and individuals in accordance with the 3P. The Texarkana MPO will use opportunities to utilize Disadvantaged Business Enterprises (DBE)/Historically Underutilized Business (HUBs) in the region. Professional services may include assistance with plan development and public involvement activities.

### CERTIFICATION REQUIREMENTS FOR THE MPO

The Texarkana MPO is required to include Debarment, Lobbying, Compliance, Internal Ethics and Compliance Program certifications in the UPWP. These certifications are found at the end of the UPWP, in Appendices C, D, E, and F, respectively.



## TASK 1.0: ADMINISTRATION /MANAGEMENT OBJECTIVE

### A. OBJECTIVE

The objectives of Task 1.0 are to:

To coordinate and conduct the transportation planning activities of the MPO in compliance with all federal, state, and local laws regulations and requirements.

To provide professional overall management of the MPO, including financial, operational, skilled planning services, and member services to the Texarkana MPO and the transportation planning program.

Retain and manage sufficient personnel, with professional staff, and provide continuing staff training and professional development.

Ensure the metropolitan transportation planning process is a 3-C activity; address community transportation needs and to assure that all modes of transportation are considered as viable elements in the overall planning process.

### B. EXPECTED PRODUCTS

The expected products during FY 2020 and FY 2021 are:

- Potential amendments to the FY 2020 and FY 2021 UPWP.
- Development of the FY 2022-2023 UPWP.
- Ongoing compliance with state and federal requirements and regulations,
- Purchase of office supplies, equipment, record keeping and possible audits, preparation of reports and documents, budgets, financial plans, and monthly billings.
- Day to day operations of the MPO.
- Public Involvement out-reach for minority/low income participation for the development of all transportation planning documents, programs and studies.
- Presentations to government, civic, educational and public organizations, newspapers, and on-line surveys.
- Preparation of financial information and monthly claims to be submitted to ARDOT, TxDOT, and the City of Texarkana, AR to ensure timely reimbursement of MPO expenditures to the City of Texarkana, TX, serving as the MPO's fiscal agent.
- Continuing management and training of MPO staff.
- Support for the MPO committees and ensure public access through provision of agendas, informational materials, discussion, timely notice and opportunities for public participation throughout the planning process, in conformance with



the MPO's 3P, including notification of the public of the meetings and the subject matter presented at meetings, and preparation of agendas, resolutions, meeting minutes and information to be considered by the PB and TC to assist in their deliberations.

- Third party contract development, management, and administration as needed, and to ensure compliance with applicable federal and state requirements

### **C. PREVIOUS WORK**

- Financial information and monthly claims were prepared and submitted monthly to ARDOT, TxDOT and the City of Texarkana, AR for reimbursement of MPO expenses along with monthly progress reports.
- Opportunities for professional development and technical training have been through webinars and conferences.
- In FY 2018 there were seven (7) TC & six (6) PB meetings held throughout the year. So far in FY 2019 six (6) TC & five (5) PB meetings have been held, with a minimum of three (3) more scheduled in compliance with the 3P.
- Office equipment, copier, materials, and related supplies to enable staff and administration to perform their functions were purchased and maintained.
- Staff attended training, conferences, and workshops sponsored by Texas Metropolitan Planning Organization (TEMPO), Association of Metropolitan Planning Organizations (AMPO), Transportation Research Board (TRB), TxDOT, ARDOT, FHWA and FTA.
- Executed contracts in FY 2018 with Alliance Transportation Group (ATG) to develop the Texarkana Regional Active Mobility Plan, and Walter P. Moore to produce the Socioeconomic and Demographics update for this region. In FY 2019 contracts were executed with ATG to develop the 2045 MTP and a Freight Mobility Plan.



## D. SUBTASKS

### SUBTASK 1.1 ADMINISTRATION

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Administration, including project monitoring and development, record-keeping, and related activities for transportation planning, and monthly billing statements, and processes related to the efficient performance of the financial operations of the MPO.

- Prepare of biennial budgets and work programs for FY 2020-2021 budgets and work programs and include budgets for the City of Texarkana, TX as fiscal agent of the MPO.
- Support for the Texarkana MPO committees with agendas, meeting logistics, information and materials, maintenance of membership and miscellaneous communications.
- Provide opportunities for public participation and timely notification of MPO activities and involve the public at all levels of planning and decision-making in accordance with the 3P, including website development and maintenance.
- Maintain the Texarkana MPO website to provide up-to-date information on plans, meetings, and activities.
- Coordinate activities, programs, and project development of the North-East Texas Regional Mobility Authority (NET-RMA) and the Ark-Tex Council of Governments (ATCOG), including coordination of improvements to major transportation corridors that would have an impact on the transportation network in the MPO area.
- Identify costs, which include, but are not limited to copying, printing and binding costs, advertising, postage, telephone usage, equipment and office lease expenses, room rental for public meetings, and other services that may be necessary, purchase of office furniture and supplies and other related normal administrative costs are included under this subtask and submit labor and expenses for reimbursement. When purchasing equipment, if the total price exceeds \$5,000, prior approval is needed from TxDOT. If the total price exceeds \$10,000, prior approval is needed from ARDOT.
- Administer, coordinate, and monitor the MPO and associated transportation planning activities in the metropolitan area for compliance with federal and state requirements.
- Participate in the AMPO, the TEMPO, TRB, America Planning Association (APA) and other organizations that enhance the planning process.



### SUBTASK 1.2 - TRAVEL, TRAINING, PROFESSIONAL DEVELOPMENT -

Expenses associated with professional development and other qualifying or related expenses such as the TEMPO meetings, the biennial TxDOT and ARDOT Transportation Planning Conferences and other meetings in both Texas and Arkansas; GIS Conferences, and additional transportation related conferences and training as appropriate and other qualifying organizational membership dues.

Continued training of MPO staff through attendance at transportation related conferences, workshops, and seminars with content having relevance to the work program. Emphasis will continue to be placed on travel demand modeling/scenario planning, highway capacity, traffic impact analysis and land use/transportation interactions, bicycle, pedestrian and transit planning, and adaptation or resiliency planning. Attending at least one national transportation conference each year such as the TRB Annual Meeting, Tools of the Trade Conference, Access Management Conference, Planning Applications Conference, AMPO and National Association of Regional Councils (NARC). Attendance at other conferences and /or training workshops with content relevant to transportation planning may include the APA.

Other training such as classes offered by ESRI or other private sector agents, or other professional development services or conferences offered by National Highway Institute, ARDOT, TxDOT, or professional development offered through local entities.

### SUBTASK 1.3 - SECTION 5307 FUNDS

This subtask documents the Section 5307 funds used by the TUTD under direction of the Board of Directors and General Manager. Funds are utilized to cover a portion of program support and administration, capital projects planning, system management, operations and finances.

Funds are provided directly to TUTD and not programmed or managed by the MPO or MPO staff. As part of this task, TUTD coordinates with the MPO, ARDOT and TxDOT when federal funding is used for eligible projects under 49 U.S.C Chapter 53 - Public Transportation. This includes, but is not limited to programs and projects under Section 5307 (Urbanized area formula grants), Section 5309 (Ladders of Opportunity initiative), Section 5310 (Enhanced mobility of seniors and individuals with disabilities), Section 5319 (Bicycle Facilities), Section 5326 (Transit asset management), Section 5329 (Public transportation safety program), Section 5339 (Bus facilities formula grants), Section 5337 (State of Good Repair grant), or other Federally funded program within the MPOs metropolitan planning area.



### TASK 1.0 - FY 2020 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	FTA SECTION 5307 (TUTD)
1.1	MPO	Admin/Management	\$71,250	\$19,000	\$4,750	\$95,000	\$0
1.2	MPO	Travel/Training	\$21,000	\$5,600	\$1,400	\$28,000	\$0
1.3	TUTD	TUTD/T-Line	\$0	\$0	\$0	\$0	\$72,500
Total			\$92,250	\$24,600	\$6,150	\$123,000	\$72,500

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TxDOT - TPF includes both FHWA PL-112 and FTA Section 5303 funds.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.

### TASK 1.0 - FY 2021 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	FTA SECTION 5307 (TUTD)
1.1	MPO	Admin/Management	\$73,500	\$19,600	\$4,900	\$98,000	\$0
1.2	MPO	Travel/Training	\$23,250	\$6,200	\$1,550	\$31,000	\$0
1.3	TUTD	TUTD/T-Line	\$0	\$0	\$0	\$0	\$72,500
Total			\$96,750	\$25,800	\$6,450	\$129,000	\$72,500

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TxDOT - TPF includes both FHWA PL-112 and FTA Section 5303 funds.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.

## TASK 2.0: DATA DEVELOPMENT AND MAINTENANCE

### A. OBJECTIVE

The objective of Task 2.0 is to collect, update, and report data required to perform both long and short-range transportation planning, and to create, update and maintain transportation planning databases and inventories and to monitor developments in the region for impacts on the transportation system on an ongoing basis. When appropriate, data will be integrated into a geographic information system.

### B. EXPECTED PRODUCTS

- Deliverables include: focused data collection and analysis activities by the MPO staff to provide adequate information, maps and other data products for the update and maintenance of population statistics, land use, traffic counts, and socio-economic data, as well as maps and inventories of transportation system components.
- A mapping/database system will be maintained for use in data retrieval, analysis, projection and forecasting, mapping, and visualization and graphic publication of transportation planning activities.
- This data will be available to the staff, PB, TC, and other decision makers for the administration of MPO activities and programs.
- Current Traffic Maps provided by the DOTs
- Metropolitan planning area maps
- TIP maps (project specific)
- MTP maps (project specific and transit)
- MTP demographic maps
- 2010 Census Data, population and socio-economic data
- Environmental Justice (EJ) & Title VI mapping
- Updated Transportation Analysis Zone (TAZ) maps
- Functional Classification maps
- Sidewalk inventory maps
- Progress reports on the travel demand model

### C. PREVIOUS WORK

- GIS mapping of transportation planning socio-economic data
- Prepared MTP demographic and census data
- Coordinated Roadway Functional Classification with TxDOT



## D. SUBTASKS

### SUBTASK 2.1 - DATA ACQUISITION

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Gather, maintain, analyze and publish transportation related data, information, reports, studies, and other documents to inform the PB, TC, and other stakeholders related to the Texarkana MPA transportation system.

Monitor other state and local agencies and organizations for transportation planning information and disseminate this information when it contributes to the functioning of the MPO, such as reports developed by staff, consultants and these other agencies.

Review for accuracy and bring current the TAZ structure from the development of the most recent (2018) travel demand model update.

Gather traffic accident data along major corridors, analyze data, and develop strategies for safety improvements.

Plan, develop, and maintain a structured sidewalk database, including multi-use trails, to be used in GIS applications, project evaluations, for future bicycle and pedestrian plans, and analysis to improve safety, increase public awareness, to identify safety concerns and to encourage alternate modes of transportation.

### SUBTASK 2.2 - SOCIO-ECONOMIC DATA

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Collect and analyze data on minority and low-income population groups within the MPA boundary at the TAZ geographic level relevant to Title VI requirements of the Civil Rights Act of 1964, also for possible review of EJ within the MPO study area, for possible updates of the LEP Plan and updates for evaluation of the effectiveness of the PPP.

Review and update socioeconomic and demographic data at the TAZ level to support travel demand modeling and the update of the MTP.

### SUBTASK 2.3 - GIS CAPACITY AND MAINTENANCE

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Continuance of annual software maintenance costs, technical support, enhancement and upgrades to the GIS and associated hardware, software, equipment and applications. Work with other agencies and organizations to exchange information and ideas using GIS. This subtask also includes purchases of computers, hardware, and software, as well as relevant data.



### TASK 2.0 - FY 2020 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	FTA SECTION 5307 (TUTD)
2.1	MPO	Transportation Data	\$9,562.50	\$2,550	\$637.50	\$12,750	\$0
2.2	MPO	Socio-economic Data	\$9,375	\$2,500	\$625	\$12,500	\$0
2.3	MPO	GIS Support	\$8,512.50	\$2,270	\$567.50	\$11,350	\$0
Total			\$27,450	\$7,320	\$1,830	\$36,600	\$0

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.

### TASK 2.0 - FY 2021 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	FTA SECTION 5307 (TUTD)
2.1	MPO	Transportation Data	\$12,000	\$3,200	\$800	\$16,000	\$0
2.2	MPO	Socio-economic Data	\$9,165	\$2,444	\$611	\$12,225	\$0
2.3	MPO	GIS Support	\$8,325	\$2,220	\$555	\$11,100	\$0
Total			\$29,490	\$7,864	\$1,966	\$39,320	\$0

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.



## TASK 3.0: SHORT RANGE PLANNING

### A. OBJECTIVE

The objective of Task 3.0 is to facilitate short-term intermodal planning activities that generally extend from one to five years. This includes local and regional transportation planning which supports regional efforts while seeking to promote the area's transportation needs and economic vitality.

### B. EXPECTED PRODUCTS

- Preparation, updating, continuing maintenance, and coordination of required MPO documents including but not limited to:
  - a) Title VI Plan
  - b) Required self-certifications and other necessary certifications
- Development of the Arkansas 2020 - 2023 TIP in FY 2020.
- Development of the Texas 2021 - 2024 TIP in 2020.
- Updated Annual Listing of Projects (ALOP), Annual Expenditure Report (APER), 3P, LEP Plan
- Monitoring and revisions to the current TIP for the Arkansas and Texas portions of the MPO: The MPO will work cooperatively with ARDOT, TxDOT and TUTD to develop, publish, monitor progress, and amend the AR and TX TIPs.
- Updates to the MPO boundaries: Prepare updates of the MPA Boundary and the Urban Area Boundary, as necessary.
- Revision of the Federal Roadway Functional Classification: Prepare revisions as necessary.
- Coordination with transit providers. Assist TUTD in the coordination of public transportation planning, per their short-range planning needs and requirements.
- High Speed Rail: The MPO will support and coordinate with ARDOT and TxDOT on development of a high-speed rail service plan for the South-Central High-Speed Rail Corridor from Little Rock, AR through the Texarkana region, to Dallas, TX, when necessary.
- Include Performance targets in the TIP.



### C. PREVIOUS WORK

- Amendments to the Arkansas and Texas TIP were performed.
- Attended TUTD Board meetings throughout the year.
- FY 2019-2022 Texas TIP was adopted May 22, 2018, with an administrative modification made on June 21, 2018.
- FY 2019-2022 Arkansas TIP was adopted July 20, 2018, with an administrative modification made on June 27, 2019.
- Coordinated with ARDOT and TxDOT on STIP preparations.
- Developed a 10-year Plan, the 2020-2029 Plan for TxDOT.
- Coordination with ATCOG and TUTD has resulted in a bus stop inventory, a transit origin destination study, a planned bus replacement program, a needs survey, and an update of the coordinated regional plan by TUTD and ATCOG.

### D. SUBTASKS

In the development and revision of all documents included in this work task, the MPO will adhere to the Texarkana MPO 3P. The MPO will also undertake cooperative efforts with planning partners and MPO member agencies in the development and revisions to the documents of this Task.

MPO plans will include performance targets that address performance measures and standards and a System Performance Report

#### SUBTASK 3.1 - MANAGEMENT OF MPO DOCUMENTS

- Prepare Arkansas and Texas TIPs - Including a description of the anticipated progress brought about by implementing the TIP toward achieving the performance targets.
- Revise the FY 2019-2022 Texas TIP
- Revise the FY 2019-2022 Arkansas TIP
- Prepare the ALOP for 2019 & 2020
- Prepare the APER for 2019 & 2020
- Review/Update the 3P as necessary
- Review/Update the LEP Plan as necessary
- Review/Update the Title VI Plan as necessary
- Prepare new maps of the MPO/Urban/City boundaries
- Prepare new Functional Classification Maps



### SUBTASK 3.2 - TRANSIT COORDINATION

The MPO will coordinate with the TUTD to maintain a Regional Coordinated Public Transportation Plan and MPO staff will assist ARDOT, as needed, to update their Public Transit/Human Services Transportation Coordination Plan. The MPO will participate in TUTD planning activities as appropriate and will attend TUTD meetings. The MPO will coordinate with TUTD to develop and provide transit data, reports and studies to assist in provision of transit services by TUTD.

Support TUTD in their FTA Ladders of Opportunity Initiative efforts to modernize and expand transit bus service specifically for connecting disadvantaged and low-income individuals, veterans, seniors, youths, and others with local workforce training, employment centers, healthcare and other vital services.

### SUBTASK 3.3 - CENSUS COORDINATION AND OTHER CENSUS Products

The MPO will coordinate with federal, state, county and local officials for the 2020 Census. The MPO will participate in the Participant Statistical Areas Program (PSAP) to assist in providing relevant, useful data about population, income, and housing for our regional area. Census information is used extensively in transportation planning and funding purposes, given valuable information collected. Activities may include:

- Reviewing and modifying the statistical boundary for the Texarkana MPO.
- Assist in preparations for the 2020 Census consistent with other occasions.
- Update the functional classification of the network based on the updated TAZs which may result from the 2020 Census; and
- Use the 2020 Census block group and tract information to identify contiguous population and groups and analyze this information to determine if there is a need to expand the MPO's Metropolitan Planning Area.



### TASK 3.0 - FY 2020 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	FTA SECTION 5307 (TUTD)
3.1	MPO	MPO Documents	\$11,250	\$3,000	\$750	\$15,000	\$0
3.2	MPO	Transit Coordination	\$6,000	\$1,600	\$400	\$8,000	\$0
3.3	MPO	Census Coordination	\$5,250	\$1,400	\$350	\$7,000	\$0
Total			\$22,500	\$6,000	\$1,500	\$30,000	\$0

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.

### TASK 3.0 - FY 2021 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	FTA SECTION 5307 (TUTD)
3.1	MPO	MPO Documents	\$11,250	\$3,000	\$750	\$15,000	\$0
3.2	MPO	Transit Coordination	\$6,750	\$1,800	\$450	\$9,000	\$0
3.3	MPO	Census Coordination	\$6,000	\$1,600	\$400	\$8,000	\$0
Total			\$24,000	\$6,400	\$1,600	\$32,000	\$0

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.

## TASK 4.0: METROPOLITAN TRANSPORTATION PLAN

### A. OBJECTIVES

The objective of Task 4.0 is to implement, monitor and amend as necessary the TUTS 2045 Plan which identifies metropolitan area transportation projects and their anticipated funding from 2020 to 2045 and provides guidance on the management of the region's transportation system in accordance with local needs and federal and state regulations; and work on activities related to the development of the TUTS 2045 Plan.

### B. EXPECTED PRODUCTS

- Updates to the 2045 MTP
- Update projects in the 10-Year Plan
- Update TDM data
- Coordinate performance measure rulemaking and development of performance measures for the region with ARDOT and TxDOT
- Description of the performance measures and performance targets used in assessing the performance of the transportation system
- System performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets

### C. PREVIOUS WORK

- The 2040 Metropolitan Transportation Plan was adopted in September 2014.
- The 2045 Metropolitan Transportation Plan is anticipated to be adopted in September 2019.
- Revisions were made to the 2040 MTP
- 2020-2029 10-Year Plan was developed and ranked in 2018
- Developed the 2045 Metropolitan Transportation Plan

### D. SUBTASKS

#### SUBTASK 4.1 - METROPOLITAN TRANSPORTATION PLAN

Revise and update the twenty-year, financially constrained transportation plan (2045 MTP), as needed, to include year of expenditure, revisions to the total project costs, changes to funding and other future funding.

The MPO will support performance targets that address both surface transportation performance measures in coordination with the state, and public transportation performance measures in coordination with providers of public transportation, to



ensure consistency with performance targets related to transit asset management and transit safety.

Revise and update the 2045 MTP to reflect performance-based planning and coordination with ARDOT and TxDOT, FHWA and FTA on the performance measures and standards for the states and the MPO, along with the requirements for the System Performance Report.

Revise and update the 2045 MTP to address comments received during the last MTP update and a discussion on solutions for regional issues.

#### SUBTASK 4.2 - COORDINATION & TRAVEL DEMAND

The MPO will coordinate with TxDOT-TTP on the development of a working model with the base year of 2013. Updates to the network, socio-economic data, employment, and TAZ structure.

#### SUBTASK 4.3 - TIP & 10-YEAR PLAN

HB 20 requires each planning organization to develop a 10-year transportation plan for the use of funding allocated to the region. Each planning organization shall recommend projects based on consideration of (1) projected improvements to congestion and safety; (2) projected effects on economic development opportunities for residents of the region; (3) available funding; (4) effects on the environment, including air quality; (5) socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority of low-income neighborhoods; and (6) any other factors deemed appropriate by the planning organization.

The MPO will continue to coordinate with TxDOT and the local entities to reflect their priorities of the region with their project selections for the TIP and the 10-Year plan.



#### TASK 4.0 - FY 2020 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	FTA SECTION 5307 (TUTD)
4.1	MPO	MTP Update	\$18,750	\$5,000	\$1,250	\$25,000	\$0
4.2	MPO	Coordination & TDM	\$6,975	\$1,860	\$465	\$9,300	\$0
4.3	MPO	TIP & 10-Year Plan Revision	\$6,825	\$1,820	\$455	\$9,100	\$0
Total			\$32,550	\$8,680	\$2,170	\$43,400	\$0

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.

#### TASK 4.0 - FY 2021 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	FTA SECTION 5307 (TUTD)
4.1	MPO	MTP Update	\$11,625	\$3,100	\$775	\$15,500	\$0
4.2	MPO	Coordination & TDM	\$6,885	\$1,836	\$459	\$9,180	\$0
4.3	MPO	TIP & 10-Year Plan Revision	\$6,000	\$1,600	\$400	\$8,000	\$0
Total			\$24,510	\$6,536	\$1,634	\$32,680	\$0

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.



## TASK 5.0: SPECIAL STUDIES

### A. OBJECTIVE

The objective of Task 5.0 is to further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected national, statewide, and regional transportation related issues and needs. Special Studies include Management System planning, Transit studies, bicycle/pedestrian studies, freight movement studies, hazardous freight route studies, site impact analysis, and other specific studies not included elsewhere. These activities will be performed with the anticipation of receiving Statewide Planning and Research (SPR) Funds from TxDOT. Anticipating 2020 and 2021 SPR Funds to assist with consultant involvement in this subtask.

### B. EXPECTED PRODUCTS

- Corridor Study
- Thoroughfare Plan

### C. PREVIOUS WORK

- Coordination with the City of Texarkana, TX in the development of a Comprehensive Plan
- Completed a new Texarkana Regional Active Transportation Mobility Plan
- Developed a Freight Mobility Plan

### D. SUBTASKS

#### SUBTASK 5.1 - CORRIDOR STUDY - US 71/STATE LINE AVENUE

A corridor study will be used to define acceptable levels of access and mobility, determine transportation system needs to support surrounding land uses, consolidate and control access points, and promote operational efficiency and redevelopment of an underperforming corridor.

The goal of this corridor study is to provide an efficient, safe, and connected transportation system that is coordinated with existing and projected needs and takes into consideration future growth; and to promote interconnectivity between development plans and the existing and future roadway networks. The study will review the geometric layout of US 71/State Line Avenue to address existing and future access and mobility needs, including access to businesses and the safe accommodation of motorists, pedestrians, cyclists and transit users in the corridor. Also, this study will analyze the economic development now and in the future and what access should be provided for the mobility of the State Line Avenue corridor and economic development for the area.

#### SUBTASK 5.2 - THOROUGHFARE STUDY

A thoroughfare study will be used to guide both the public and private sector of the region and the various municipalities in the future decisions involving thoroughfares. The study of the transportation network will take into consideration planning to accommodate or reroute traffic related to growth both inside and outside of the metropolitan planning area. The study will involve analyzing and providing complete street alternatives that will help address the need to improve multimodal access, reduce traffic congestion and increase safe connections from the surrounding communities to area employment centers. It will evaluate transportation connectivity issues and improvement alternatives along IH 30, IH 49, IH 369, US 59, US 67, US 71, US 82, FM 559, FM 989, FM 1397, etc.

The study will:

- Identify and document connectivity problems in the Texarkana study area;
- create and evaluate alternatives for the most efficient and effective transportation improvements needed in association with existing and planned local job opportunities;
- improve multimodal connectivity, goods movement, safety, and traffic flow;
- explore both the optimal set of regional transportation improvements and phasing strategies connected to the redevelopment of the downtown funding strategies and corridor plan concepts;
- prioritize transportation improvements for engineering design, and then seek funding for implementation; and
- integrate this Study with future planning and environmental analysis of other planned developments in the vicinity of the region.

Improved connectivity will be emphasized to lessen the traffic burden on collector and arterial roadways. Expanding the travel and bicycle systems will also assist in reducing vehicular traffic. Likewise, ensuring transit has an appropriate role, particularly serving the elderly and low-income population, is essential to building a truly multi-modal system.

It will serve as an indication of locations and capacities that need to be designed into the construction of new or upgrading of existing thoroughfares. The goal of the plan would be to assist in identifying Capital Improvement Program needs, provide for the efficient movement of vehicular traffic into and through the region, and serve as a planning and coordination tool with other agencies.



### TASK 5.0 - FY 2020 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	SPR	MPO TOTAL	FTA SECTION 5307 (TUTD)
5.1	MPO	Corridor Study	\$7,500	\$2,000	\$500	\$95,000	\$105,000	\$0
Total			\$7,500	\$2,000	\$500	\$95,000	\$105,000	\$0

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.

### TASK 5.0 - FY 2021 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	SPR	MPO TOTAL	FTA SECTION 5307 (TUTD)
5.1	MPO	Thoroughfare Study	\$7,500	\$2,000	\$500		\$10,000	\$0
Total			\$7,500	\$2,000	\$500		\$10,000	\$0

TPF - This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

FTA Section 5307 funds are administered by TUTD and thus are not included in the MPO totals.



## BUDGET SUMMARY

### FY 2020 BUDGET SUMMARY

The following are totals projected for the five major work categories for FY 2020, including a table showing a recap of the funding requirements, FTA task identification, and sources of funding (encompassing carryovers), etc.

UPWP Task	FTA Task	Description	TX TPF	AR TPF	AR Local Match	SPR	MPO Total	FTA SECTION 5307 (TUTD)
1.0	44.21 44.22	Administration / Management	\$92,250	\$24,600	\$6,150		\$123,000	\$72,500
2.0	44.23 44.24	Data Development & Maintenance	\$27,450	\$7,320	\$1,830		\$36,600	\$0
3.0	44.24 44.25	Short Range Planning	\$22,500	\$6,000	\$1,500		\$30,000	\$0
4.0	44.23	Metropolitan Transportation Plan	\$32,550	\$8,680	\$2,170		\$43,400	\$0
5.0	44.27	Special Studies	\$7,500	\$2,000	\$500	\$95,000	\$105,000	\$0
<b>TOTALS</b>			<b>\$182,250</b>	<b>\$48,600</b>	<b>\$12,150</b>	<b>\$95,000</b>	<b>\$338,000</b>	<b>\$72,500</b>

### FY 2020 BUDGET

#### AVAILABLE TRANSPORTATION PLANNING FUNDS (TEXAS) - TX TPF

FHWA (PL-112) and FTA Section 5303 combined available	\$180,000.00
Estimated unexpended FY 2018 TPF carryover	7,093.83
Fiscal 2020 SPR Funds	<u>95,000.00</u>
Total TX TPF	\$282,093.83

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables. FHWA-PL and FTA 5303 balances are estimated based on prior year authorizations.

#### AVAILABLE TRANSPORTATION PLANNING FUNDS (ARKANSAS) - AR TPF

FHWA (PL-112) and FTA Section 5303 combined available	\$ 50,400.00
Estimated unexpended FY 2018 TPF carryover	<u>8,475.82</u>
Total AR TPF	\$ 58,875.82

#### Transit Funds

Note: FTA Section 5307 funds are administered by the TUTD and as a result are not included in the MPO funding totals. \$72,500.00

FHWA-PL and FTA 5303 balances are estimated based on prior year authorizations.



## FY 2021 BUDGET SUMMARY

The following are totals projected for the five major work categories for FY 2021, including a table showing a recap of the funding requirements, FTA task identification, and sources of funding (encompassing carryovers), etc.

UPWP Task	FTA Task	Description	TX TPF	AR TPF	AR Local Match	SPR	MPO Total	FTA SECTION 5307 (TUTD)
1.0	44.21 44.22	Administration / Management	\$96,750	\$25,800	\$6,450		\$129,000	\$72,500
2.0	44.23 44.24	Data Development & Maintenance	\$29,490	\$7,864	\$1,966		\$39,320	\$0
3.0	44.24 44.25	Short Range Planning	\$24,000	\$6,400	\$1,600		\$32,000	\$0
4.0	44.23	Metropolitan Transportation Plan	\$24,510	\$6,536	\$1,634		\$32,680	\$0
5.0	44.27	Special Studies	\$7,500	\$2,000	\$500		\$10,000	\$0
<b>TOTALS</b>			<b>\$182,250</b>	<b>\$48,600</b>	<b>\$12,150</b>		<b>\$243,000</b>	<b>\$72,500</b>

## FY 2021 BUDGET

### AVAILABLE TRANSPORTATION PLANNING FUNDS (TEXAS) - TX TPF

FHWA (PL-112) and FTA Section 5303 combined available	\$180,000.00
FY 2020 TPF carryover	7,093.83
FY 21 SPR FUNDS	<u>95,000.00</u>
Total Available TX TPF	<u>\$282,093.83</u>

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables. FHWA-PL and FTA 5303 balances are estimated based on prior year authorizations.

### AVAILABLE TRANSPORTATION PLANNING FUNDS (ARKANSAS) - AR TPF

FHWA (PL-112) and FTA Section 5303 combined available	\$ 50,400.00
FY 2020 TPF carryover	<u>8,475.82</u>
Total Available AR TPF	\$ 58,875.82

### Transit Funds

Note: FTA Section 5307 funds are administered by the TUTD and as a result are not included in the MPO funding totals. \$72,500.00

FHWA-PL and FTA 5303 balances are estimated based on prior year authorizations.



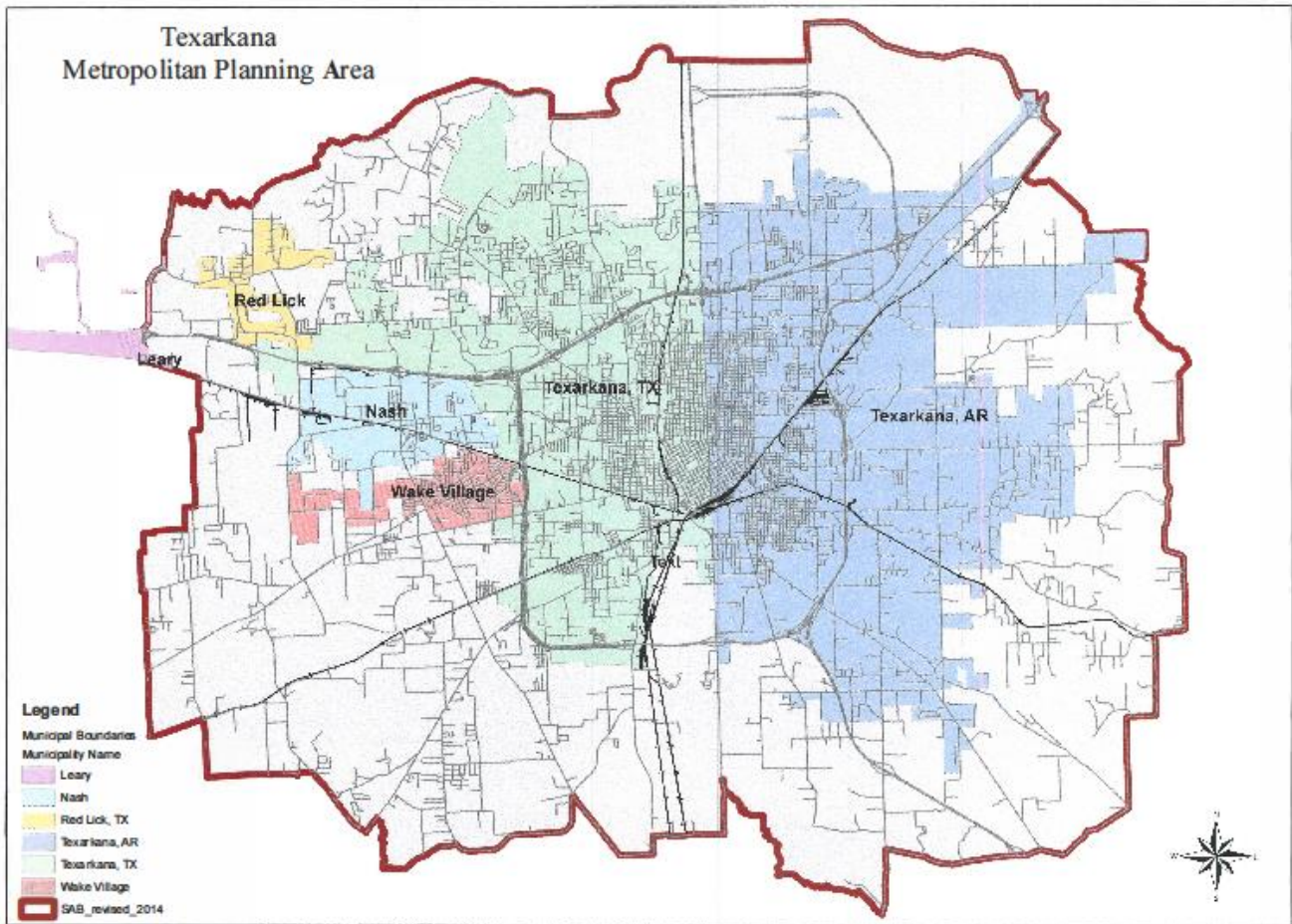
## APPENDIX A - POLICY BOARD MEMBERSHIP

### POLICY BOARD MEMBERSHIP

Robert Bunch, Mayor, Policy Board Chairman	City of Nash, Texas
Tom Whitten, Commissioner, Vice Chairman	Bowie County, Texas
Kenny Haskin, City Manager	City of Texarkana, Arkansas
Steven Hollibush, Council Member	City of Texarkana, Arkansas
Barbara Minor, Council Member / Assistant Mayor	City of Texarkana, Arkansas
Bob Bruggeman, Mayor	City of Texarkana, Texas
Mary Hart, Council Member	City of Texarkana, Texas
Shirley Jaster, City Manager	City of Texarkana, Texas
Cathy Harrison, Judge	Miller County, Arkansas
Sheryl Collum, Council Member	City of Wake Village, Texas
Steve Frisbee, P.E., District 3 Engineer	Arkansas Department of Transportation
Paul Simms, P.E., Metropolitan Planning Coordinator	Arkansas Department of Transportation
Deanne Simmons, P.E., Director of Transportation Planning & Development	Texas Department of Transportation
Michael C. Anderson, P.E., District Engineer	Texas Department of Transportation
Chris Brown, Executive Director	Ark-Tex Council of Governments

APPENDIX B - METROPOLITAN PLANNING AREA

Metropolitan Planning Area



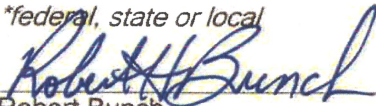


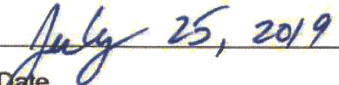
## APPENDIX C - DEBARMENT CERTIFICATION

### DEBARMENT CERTIFICATION (Negotiated Contracts)

- (1) The Texarkana MPO as CONTRACTOR certifies to the best of its knowledge and belief that it and its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public\* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity\* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions\* terminated for cause or default.
- (2) Where the CONTRACTOR is unable to certify to any of the statements in this certification, such CONTRACTOR shall attach an explanation to this certification.

*\*federal, state or local*

  
\_\_\_\_\_  
Robert Bunch  
Chairman  
MPO Policy Committee

  
\_\_\_\_\_  
Date



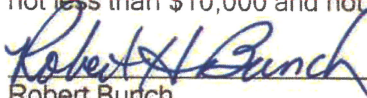
## APPENDIX D - LOBBYING CERTIFICATION

### CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

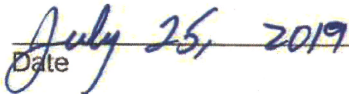
The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



Robert Burch  
Chairman  
MPO Policy Committee

  
Date



## APPENDIX E - CERTIFICATION OF COMPLIANCE

I, Robert Bunch - Chairman of the MPO Policy Board, is duly authorized officer/representative of the Texarkana Planning Organization, do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

A handwritten signature in blue ink that reads "Robert H. Bunch".

Robert Bunch  
Chairman  
MPO Policy Committee

July 25, 2019  
Date

Attest:


A handwritten signature in blue ink that reads "Rea Donna Jones".

Rea Donna Jones  
Director  
Texarkana MPO

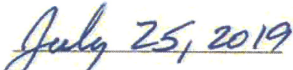


## APPENDIX F - CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM


I, Robert Bunch - Chairman of the MPO Policy Board, is duly authorized officer/representative of the Texarkana Planning Organization do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

  
\_\_\_\_\_

Robert Bunch  
Chairman  
MPO Policy Committee

  
Date

Attest:

  
\_\_\_\_\_

Rea Donna Jones  
Director  
Texarkana MPO



## APPENDIX G - PUBLIC INVOLVEMENT DOCUMENTATION

### TECHNICAL COMMITTEE MEETING(S)

- July 1, 2019 - A meeting notice was sent to the Texarkana Gazette and to Webmaster. The meeting notice was placed on Facebook.
- July 5, 2019 - The meeting notice was published in the Texarkana Gazette.
- July 8, 2019 - The meeting notice was published in the Texarkana MPO website. A press release was sent to the various radio/television stations. The agenda was emailed to persons on the Public Notification List. The agenda was posted throughout the MPO area at various locations.
- July 11, 2019 - The TC meeting was held.

### POLICY BOARD MEETING(S)

- July 16, 2019 - A meeting notice was sent to the Texarkana Gazette and to Webmasters. The meeting notice was placed on Facebook.
- July 17, 2019 - The meeting notice was posted on the MPO website.
- July 19, 2019 - The meeting notice was published in the Texarkana Gazette. A press release was sent to the various radio/television stations. The agenda was emailed to persons on the Public Notification List. The agenda was posted throughout the MPO area at various locations.
- July 23, 2019 - The PB meeting was held.

### PUBLIC REVIEW AND COMMENT PERIOD

- July 1, 2019 - A press release was sent to the Texarkana Gazette, Webmasters, and Facebook.
- July 5, 2019 - The press release was published in the Texarkana Gazette and on the MPO Website.
- July 8, 2019 - The Draft FY 2020-2021 Unified Planning Work Program (UPWP) was placed on the MPO website. The notice of the public review and comment period was faxed to various radio/television stations, emailed to persons on the Public Notification List, and posted at various locations throughout the MPO area.
- The public review and comment period extended from July 12 through July 21, 2019.

### PUBLIC COMMENTS RECEIVED

*All comments received were regarding State Line Avenue.*

- I would love to see the road improved to remove potholes and cracks. I like both ideas of keeping five lanes with full turn lane in center and narrowing to three lanes



with possibility of adding center medians with flowers and trees. Adding a touch of green could bring a whole new look to State Line Avenue and improve the response from people who live in Texarkana and who are just traveling through. Please consider doing one of these options to improve our town.

- I would like to see State Line Avenue changed to a three-lane road with a center turn lane with raised medians that would allow for landscaping in the raised median. With the traffic counts around 20,000 cars per day, you no longer need a five-lane road. This narrowing to three lanes will allow for sidewalks and bike lanes to accommodate non-motorized transportation.

These changes will help make State Line Avenue a destination and provide an attractive gate way to Downtown Texarkana. State Line Avenue would become a place where people will want to spend some time and money, thus helping the merchants in this part of town.

If you were to put in a five-lane road you would be repeating the same mistake we have made over the last fifty. A five-lane freeway is no longer needed and now we have the opportunity to change it. Let's don't let this opportunity slip by us again.

- I understand that ARDOT and TxDOT will be working together to re-do State Line Avenue This is a major opportunity for our community to have not only a more functional corridor without potholes, but it is also an opportunity for beautification of this important corridor. While I would never want to impede traffic, I do hope consideration will be given to beautification and not just functionality. It would be great to have some areas with closed medians which could be used for gardens rather than just having turning lanes all the way down the street. Sidewalks would also be nice. I will say that I am not a fan of bike lanes placed directly on the streets, as automobile drivers do not always behave, and the loss caused by that can be devastating to the cyclist. Another thought is some existing driveways could be closed and combined to accommodate grassy areas.
- As the single most defining characteristic of our cities, State Line Avenue should be our focus. Few of us would point with pride to the Avenue as it exists today. The reconstruction planned for 2022 is an opportunity for the cities to come together to create a positive first impression for visitors and strong self-esteem for the community. The idea that this project is mainly for reconstruction must be overcome and the highway departments have stated that they want input from the cities. Our challenge is to develop the best possible vision for State Line Avenue and ensure that the vision is realized by the project. MPO studies and the Texarkana City Beautiful Urban Design Plan of 2007 provide a foundation upon which to build a community wide effort to develop a vision and - using design professionals - project guidelines. The political leadership of the cities will be expected to support this process and insist that the highway department plans for reconstruction incorporated fully the design guidelines. The guidelines will also be followed by the cities for other



improvements along the Avenue. This effort to develop a strong, inspiring vision for State Line Avenue during the next year should be the highest priority for the cities. This is a once in decades opportunity to do something really excellent, important and monumental for our community.

- Having work and home so close to this iconic street, makes me very interested in how this refurbishment will take place and what can be done in this process to make State Line more attractive not only to our citizens but also to the many tourists that specifically drive downtown to have their photo taken at the post office. State Line Avenue is above all things, what is truly unique about Texarkana. This is the perfect opportunity to make this gateway into both sides of our city something we can all be proud of instead of thinking how ugly it is. We no longer have the need for all of these wide lanes. Removing some of the stoplights has been a huge improvement. Having fewer lanes for cars and adding bike lanes as well as medians that could be planted with trees and plants will make Texarkana more inviting for people to want to live south of the interstate as well as making people visiting our city want to stay here, explore, eat at our restaurants and spend money in our businesses. I am aware of at least one study mapping out possibilities for improvements and I believe it's not the only one. Hopefully, some of these studies can be combined for the best result. This may be the last chance in my lifetime for Texarkana to be given this boost by making State Line into a well thought out, aesthetically pleasing street. I respectfully ask that you use your influence on this board to help make this dream for so many people of State Line being a beautiful, functional street come true. From chairperson for the City Beautiful Commission, Texarkana, AR.
- Leadership Texarkana presented the PB with 86 signed letters in support for a request for a Corridor/Streetscape Plan for State Line Avenue/US 71. The signed letters were from individuals and various businesses in the Texarkana area. (*copy of letter on next page*).



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info@leadershiptexarkana.com

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Amy Roberts

Skylar Rogers

Jason Smith

Lance Wharton

Eric Wyles

Mary Ellen Young

Ruth Ellen Whitt  
Executive Director

3 April 2019

ReaDonna Jones, Executive Director  
Texarkana MPO  
P.O. Box 1967  
Texarkana, TX 75504-1967

RE: Request for Corridor/Streetscape Plan

Dear ReaDonna,

I am writing on behalf of Leadership Texarkana's ongoing mission-based efforts to work together for community excellence, pride and progress. Toward that end, discussions have taken place with our current Leadership Class regarding impediments to achieving our best outcomes. Unsurprisingly, the current status of State Line Avenue was identified as a key issue by this Leadership Class, mirroring the input we receive from LT Class participants each year.

From the standpoint of attracting new business and industry, to drawing people downtown to shop, dine and sightsee, State Line Avenue is a problem: The run down and abandoned buildings, lack of streetscape and upgraded infrastructure (street lights and signals) all contribute to the problem, and overwhelm the individual businesses which ARE committed to making their best impressions. At the same time, the consensus opinion is that State Line Avenue is also one of our community's greatest uncaptialized opportunities—a priority with unique regional significance that could have unequalled potential for return on investment for all who live and do business in the region.

Whether or not we wish it to be, our community's identity and values are communicated daily by the look of our iconic North State Line Avenue corridor, and whether or not we wish it to be, the identity and values of our region are tied to the perceived smarts and values of this regional hub community. It is in our common interest to ensure that this iconic corridor of our region reflects the authentic excellence and beauty of all. Until and unless that happens, we will forever be fighting an uphill battle to claim values other than neglect, decay and distress.

We fully realize the obstacles in tackling the challenges of the North State Line Avenue corridor (two cities, two states, private property, etc.). However, we believe that the MPO is the perfect entity to lead this effort. Spanning the jurisdictions, the MPO can utilize planning dollars, if allocated, to initiate and lead the comprehensive planning needed to address these issues, to serve as the foundation for everyone getting on the same page with regard to visual issues, prioritizing phases of the project and finally for seeking funding for implementation.

We believe the MPO can lead the way as we work together in pursuit of community excellence, pride—and PROGRESS—to the benefit of all who live in this region. Consequently, we respectfully request that the MPO Policy Board include this project as a high priority in the current work plan being developed so that planning dollars are allocated for that purpose.

With sincere thanks,

Ruth Ellen Whitt  
Executive Director  
Leadership Texarkana

*Leadership Texarkana: Engaging and Equipping Leaders in Working Together  
for Community Excellence, Pride and Progress*



## RESOLUTIONS

### TEXARKANA METROPOLITAN PLANNING ORGANIZATION

#### RESOLUTION # 9-2019

**A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE FY 2020-2021 UNIFIED PLANNING WORK PROGRAM FOR THE TEXARKANA METROPOLITAN STUDY AREA.**

**WHEREAS,** the Texarkana Metropolitan Planning Organization (MPO) for the Texarkana urbanized area and the surrounding planning boundary, 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 2020-2021 Unified Planning Work Program (UPWP) to ARDOT and TxDOT; and

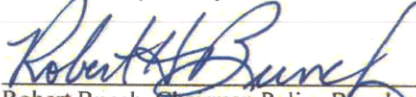
**WHEREAS,** the Texarkana MPO Technical Committee recommended for adoption and submission of the FY 2020-2021 UPWP to ARDOT and TxDOT.

**NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE TEXARKANA URBAN TRANSPORTATION STUDY THAT THE FY 2020-2021 UPWP IS ADOPTED AND:**

**SECTION 1:** the Director of the Texarkana MPO is hereby authorized to submit the FY 2020-2021 UPWP to ARDOT and TxDOT.

**SECTION 2:** this resolution shall be in effect immediately upon its adoption.

**ADOPTED** during Regular Session of the Texarkana Metropolitan Planning Organization Policy Board on the 23<sup>rd</sup> day of July 2019.

  
 Robert Bunch, Chairman Policy Board  
 Texarkana Metropolitan Planning Organization

I hereby certify that this resolution was adopted by the Texarkana Metropolitan Planning Organization for the Texarkana Metropolitan Area in regular session on July 23, 2019.

  
 Rea Donna Jones, Director  
 Texarkana Metropolitan Planning Organization

**TEXARKANA METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION # 4-2020**

**A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING AMENDMENT ONE TO THE FY 2020 - 2021 UNIFIED PLANNING WORK PROGRAM (UPWP) FOR THE TEXARKANA METROPOLITAN STUDY AREA.**

**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 Amendment One FY 2020 - 2021 Unified Planning Work Program (UPWP) to Arkansas Department of Transportation (ARDOT) and Texas Department of Transportation (TxDOT); and

**WHEREAS,** the Texarkana MPO Technical Committee recommended for adoption and submission of the Amendment One FY 2020 - 2021 to ARDOT and TxDOT.


**NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE TEXARKANA URBAN TRANSPORTATION STUDY THAT AMENDMENT ONE TO THE FY 2020 - 2021 UPWP IS ADOPTED AND:**

**SECTION 1:** With the approval of Texas State Planning and Research Funds (SPR) for FY2020 in the amount of \$95,000, the MPO amends task 5 to include a Corridor Study for State Line Avenue. Please see Attachment A.

**SECTION 2:** The Study Director of the Texarkana MPO is hereby authorized to submit Amendment One of the FY 2020 – 2021 UPWP to ARDOT and TxDOT.

**SECTION 3:** This resolution shall be in effect immediately upon its adoption.

**ADOPTED** in Regular Session on the 19<sup>th</sup> day of November 2019.

  
\_\_\_\_\_  
Robert Bunch, Chairman  
Policy Board  
Texarkana Metropolitan Planning Organization

I hereby certify that this resolution was adopted by the Texarkana Metropolitan Planning Organization for the Texarkana Metropolitan Area in regular session on November 19, 2019.

  
\_\_\_\_\_  
Rea Donna Jones, Director  
Texarkana Metropolitan Planning Organization

**FY 2020-2021 UNIFIED PLANNING WORK PROGRAM (UPWP)  
AMENDMENT ONE**

Texarkana MPO

Resolution #4-2020

Attachment A

**FY 2020 BUDGET SUMMARY**

The following are totals projected for the five major work categories for FY 2020, including a table showing a recap of the funding requirements, FTA task identification, and sources of funding (encompassing carryovers), etc.

UPWP Task	FTA Task	Description	TX TPF	AR TPF	AR Local Match	SPR	MPO Total	FTA SECTION 5307 (TUTD)
1.0	44.21, 44.22	Administration/ Management	\$92,250	\$24,600	\$6,150		\$123,000	\$72,500
2.0	44.23, 44.24	Data Development & Maintenance	\$27,450	\$7,320	\$1,830		\$36,600	\$0
3.0	44.24, 44.25	Short Range Planning	\$22,500	\$6,000	\$1,500		\$30,000	\$0
4.0	44.23	Metropolitan Transportation Plan	\$32,550	\$8,680	\$2,170		\$43,400	\$0
5.0	44.27	Special Studies	\$7,500	\$2,000	\$500	\$95,000	\$105,000	\$0
<b>TOTALS</b>			\$182,250	\$48,600	\$12,150	\$95,000	\$338,000	\$72,500