

UNIFIED PLANNING WORK PROGRAM

2022-2023 UPWP

TEXARKANA METROPOLITAN PLANNING ORGANIZATION
NON-TRANSPORTATION MANAGEMENT AREA (NON-TMA) ATTAINMENT

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Recommended by the Technical Committee
Adopted by the Policy Board

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The Unified Planning Work Program
for
FISCAL YEARS 2022 AND 2023

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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MPO Member Organizations

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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- 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).

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ACRONYMS

3-C	Continuing, Cooperative, Comprehensive
ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
AASHTO	American Association of State Highway and Transportation Officials
ARDOT	Arkansas Department of Transportation
CFR	Code of Federal Regulations
DBE	Disadvantage Business Enterprise
eSTIP	Electronic Statewide Transportation Improvement Program
EA	Environmental Assessment
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
H.B. 20	Texas House Bill 20 - Ten-year plan
HSIP	Highway Safety Improvement Program
HUB	Historically Underutilized Businesses
ITS	Intelligent Transportation Systems
LEP	Limited English Proficiency
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NEPA	National Environmental Policy Act
NHS	National Highway System
PB	Policy Board
PEA	Planning Emphasis Areas
PM	Performance Measures
PTSAP	Public Transportation Agency Safety Plan
SPR	Supplemental State Planning and Research Funding
TAC	Technical Advisory Committee
TAM	Transit Asset Management plan
TxDOT	Texas Department of Transportation
TIP	Transportation Improvement Program
Title VI	Title VI of the Civil Rights Act of 1964
TMA	Transportation Management Associations
USDOT	United State Department of Transportation
USC	United State Code of regulations
UPWP	Unified Planning Work Program



INTRODUCTION

MPO Overview

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 USDOT, TxDOT, ARDOT, local elected leaders, local planning and engineering officials, the business community, and citizens throughout the region.

Funding for all MPO activities is provided by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the MPO members on an 80/20 split. The 20% local match is mandated by federal law for any MPO to receive transportation planning funds. The Texarkana 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 tasks delineated in the UPWP are linked to the region's transportation goals, as adopted by the Texarkana MPO in developing the 2045 MTP. The region's transportation goals as adopted in the 2045 MTP are:

1. **Safety:** Improve safety for all who travel in the region.
2. **Operations & Maintenance:** Maintain the current transportation system in a state of good repair and maximize functionality.
3. **Mobility:** Improve the ability for travelers to reach destinations quickly and efficiently.
4. **Accessibility & Travel Choice:** Provide a variety of reliable transportation options that are context sensitive.



5. **Sustainability:** Enhance the performance of the transportation system while protecting and enhancing the natural environment.
6. **Economic Vitality:** Expand economic opportunities and strengthen the regional freight network.
7. **Quality of Life:** Implement plans, programs, and projects that contribute to the overall goals and objectives defined in the 2045 MTP to ensure quality of life in the Texarkana region.

The UPWP is required as part of the 3Cs metropolitan planning process and the Metropolitan Planning Rules ([23 CFR §450.308](#)).

The UPWP includes the budget for all federally assisted transportation planning activities that will be undertaken by the Texarkana MPO in the next two-year period, as well as the sources and amount of funding available to accomplish the work. It must be submitted annually or bi-annually to the sponsoring federal agencies prior to October 1st. This is consistent with Section 134 Title 23, USC Title 49 Section 613.1, "The Statewide Transportation Planning; Metropolitan Transportation Planning; Final Rule" of February 14, 2007 (Federal Register) and Fixing America's Surface Transportation Act (FAST Act).

The cornerstone of the FAST Act highway and transit programs are the gradual transition to a performance and outcome-based program to increase accountability and efficiency in the way federal transportation dollars are spent. The intention is that, under this performance-based planning program, states/MPOs will invest resources in projects that help to achieve individual performance targets and collectively will make progress toward national goals.

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 Act (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.

Projects in this UPWP have been reviewed for consistency and stem from the goals and objectives articulated within the 2045 Metropolitan Transportation Plan (MTP) and are listed in Chapter 8 in the Staged Improvement Plan. Other projects have emerged as priorities of work from stakeholders as the 2045 MTP update was developed. During 2020, the world, nation, state, and region were impacted by the unforeseen development of the COVID-19 pandemic. This caused a rapid change in the process of doing business on a day-to-day operation. The Work Program included in the 2020 update to the UPWP reflects significant planning studies that will be undertaken in 2021 and shifting projects that were programmed in previous UPWP to the current UPWP. This cycle of project identification, planning work,



learning, recommendations, and inclusion between the 2045 MTP to the UPWP is part of the continuous process of regional transportation planning.

The Texarkana MPO is committed to a proactive, effective public participation process, and uses a variety of internal and external strategies, including telephone comment line, e-mail, information posted on the MPO website, an online forum, social media, virtual meetings and in-person meetings. These public participation strategies help keep the public and interested stakeholders informed as the Texarkana MPO carries out the programmed work program activities. An updated Transportation Public Participation Plan was adopted on June 16, 2021, after a 45-day public review and comment period and feedback from local partners and Federal Highway Administration guidance.

STATUS OF TEXARKANA MPO PLANNING DOCUMENTS

The following table lists the most recent status (as of June 2021) of the Texarkana MPO 2045 MTP and Transportation Improvement Program, and other key planning documents produced by the MPO.

2045 MTP	<ul style="list-style-type: none"> • Adopted September 2019
Texas	<ul style="list-style-type: none"> • 2021-2024 Transportation Improvement Plan • Adopted June 30, 2020 • Amended January 27, 2021 • Admin Mod 1 March 9, 2021 • Admin Mod 2 April 29, 2021 • Admin Mod 3 June 21, 2021
Arkansas	<ul style="list-style-type: none"> • 2021-2024 Transportation Improvement Plan • Adopted February 24, 2021 • Admin Mod 1 March 22, 2021 • Admin Mod 2 May 19, 2021
Public Participation Plan	<ul style="list-style-type: none"> • Adopted July 19, 2006 • Updated January 31, 2008 • Updated February 15, 2017 • Update June 16, 2021
Title VI/LEPP Plan	<ul style="list-style-type: none"> • Adopted August 27, 2014 • Revised November 20, 2017 • Revised May 19, 2021
Texarkana Regional Active Mobility Plan	<ul style="list-style-type: none"> • Adopted September 11, 2018
Freight Plan	<ul style="list-style-type: none"> • Adopted January 21, 2020

METROPOLITAN PLANNING FACTORS AND REQUIREMENTS OF THE FAST ACT

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.***

PLANNING EMPHASIS AREAS

In addition to the planning factors required by Moving Ahead for Progress in the 21st 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 (DOTs) 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 2022-2023 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.

Compliant with requirements of the FAST Act and deadlines set forth in regulations, ARDOT and TXDOT, public transportation providers, and the MPO coordinated efforts to develop and adopt a series of regional performance targets for the Texarkana region. Performance targets have been adopted for transit asset management, Public Transportation Agency Safety Plan, roadway safety, roadway and bridge conditions, and system performance.

Out of the set of 25 federally mandated performance targets, the Texarkana MPO has adopted all 25 for Texas & Arkansas DOTs and transit targets for FY 2022.



- Transit -
 - four transit asset management measures and targets (adopted 2018).
 - Seven targets for PTASP adopted in 2021.
- Bridge Performance on NHS - two performances and targets adopted in 2021.
 - Arkansas & Texas
- Pavement Performance on NHS - four performance measures and targets adopted in 2021.
 - Arkansas & Texas
- System Performance on NHS - two performance measures and targets adopted in 2021.
 - Arkansas & Texas
- Freight Performance on NHS - one performance measure and target adopted in 2021.
 - Arkansas & Texas
- Safety - five safety performance measures and targets adopted in 2020 & 2021.
 - Arkansas & Texas

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 processes.
- ITS architectures.
- Coordinated Public Transit-Human Services Transportation Plan(s).
- The Strategic Highway Safety Plan, and transit safety and security plans and 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 with in 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 Advisory Committee (TAC) 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 Policy Board 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:

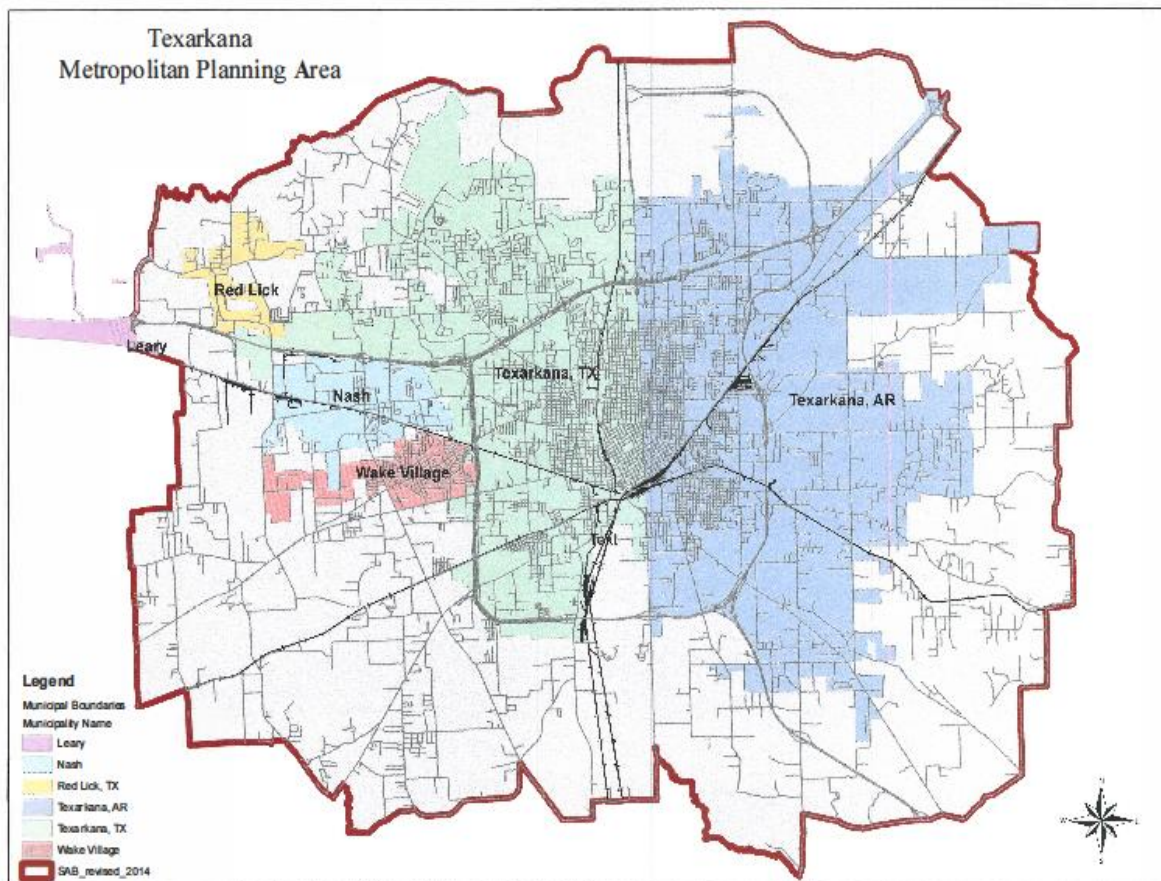
- Planning priorities for the MPO.
- Work proposed for the program period by major activity and task (including activities to address the FAST Act planning factors).
- The agency/entity responsible to perform each task.
- Schedule for performing the tasks.
- Anticipated products; and
- Funding sources, 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 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 2020 / FY 2021 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 (FY) 2020 & 2021 (October 1, 2019 through September 30, 2021). 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 2020 & 2021 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 2020 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 noted new updates needed for 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 monitored 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 reviewed and monitored 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.
- **2045 Metropolitan Transportation Plan** - The MPO monitored and reviewed 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 2021-2024 TIP for the Texas side of the study area.
- **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 2045 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 2017.

ACCOMPLISHMENTS FROM THE MPO'S FY 2021 UPWP INCLUDE:

- **2045 Metropolitan Transportation Plan (MTP)** - The MPO in collaboration and coordination with ARDOT, TxDOT, Nash, Wake Village, Texas, Bowie county, Texas and Miller County, Arkansas developed the 2045 MTP in 2019. This project is complete and now is being monitored to ensure consistency with performance-based planning, financial constraints, 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 2021. 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. The MPO also made administrative modification to the TIP as required by the 3P. The MPO has made an amendment to the 2021-2024 TIP to assist in maintaining financial constraint for TXDOT.
- **2021-2024 Arkansas TIP**- The MPO worked to develop the new four-year TIP covering 2021 through 2024 due in the first quarter of FY 2021. 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. The MPO also made administrative modification to the TIP as required by the 3P.
- **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. The Texarkana MPO adopted to support all 25 Performance Measures and targets



established by both TxDOT, ARDOT and the Transit provider in FY 2021. This is an ongoing task.

- **10 Year Plan** - The MPO in collaboration with TxDOT evaluated the projects from the 2045 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 2022-2031 10-year Plan targets for the Texas side of the study area. 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. The freight plan is monitored for projects that may be feasible for funding in the projected 2045 MTP illustrative program.
- **Title VI / LEP Plan** - The MPO reviewed and updated the Title VI/LEP Plan as required by regulations. The plan was updated and put out for public review and comment as required by the Public Participation Plan in FY21. The Title VI/LEP Plan was adopted on May 19, 2021.
- **Public Participation Plan** - The MPO reviewed and made necessary updates to the Public Participation in FY 21 as needed. With the onset of the Covid-19 pandemic which caused the world- and nation- from federal & state Governments to local businesses to reconfigure how we do business. New local, State, and Federal requirements were added, and our process was changed. The Public Participation Plan was adopted on June 16, 2021, after a 45-day public review and comment period.

FISCAL YEARS 2022 - 2023 UPWP

The proposed UPWP is, for the most part, the extension and continuation of past transportation planning work in the region. The UPWP is a description of proposed transportation and transportation-related planning activities in the Texarkana metropolitan area for calendar years 2022-2023. The MPO facilitates the cooperative, continuing, and comprehensive (3-C) transportation planning process for the region. A map depicting the MPO boundary is provided on page 14 of this document. 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 2020-2021), FY 2020 Annual Performance and Expenditures Report (APER), FY



2020 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 2022-2023 UPWP was released to the public for a 10-day review and comment opportunity in May 2021. 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/study 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.

ROLES AND RESPONSIBILITIES OF PARTICIPANTS

As the Metropolitan Planning Organization for the Texarkana region, the MPO is responsible for administering and coordinating the activities of participants carrying out the required tasks of the regional transportation planning process.

Participants in the transportation planning process include Ark-Tex council of governments; the Arkansas Department of Transportation (ARDOT); Texas Department of Transportation (TXDOT), Nash and Wake Village, Texas, Bowie County, Texas and Miller County, Arkansas, Texarkana, Arkansas and Texarkana, Texas, residents of the region and the U.S. Department of Transportation (U.S. DOT).

Transportation agency staff from the agencies, county, and municipalities are involved in the technical- and policy-making process through the Technical Advisory Committee (TAC), which advises the Policy Board (PB). Other subcommittees and task forces of the TAC deal with specific transportation issues.



WORK ACTIVITIES

This section of the 2022-2023 UPWP identifies the MPO's work activities for the next two years, including a description of the purpose of work, the activities that will be performed, and the products that will be produced because of the activity.

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 2022 and FY 2023 are:

- Ongoing compliance with state and federal requirements and regulations.
- MPO Staff attendance at TUTD Board meetings via online platform throughout the year.
- 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 2020 there were six (6) TAC & six (6) PB meetings held throughout the year. So far in FY 2021 three (3) TAC & three (3) 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, webinars, and workshops sponsored by Texas Metropolitan Planning Organization (TEMPO), Association of Metropolitan Planning Organizations (AMPO), AASHTO, Transportation Research Board (TRB), TxDOT, ARDOT, Census, FHWA and FTA.
- In FY 2020 the MPO did not execute a contract to develop the US71/Stateline Corridor Study due to the COVID19 Pandemic in precautionary measures of the spread of the virus. The planned study was delayed to FY 2021. In FY 2021 a contract was executed with MTG Engineering, Inc., to develop the Study.

D. SUBTASKS

SUBTASK 1.1 ADMINISTRATION

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.

- Preparation of biennial budgets and work programs for FY 2024-2025 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 AASHTO, AMPO, 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, AASHTO, 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 2022 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	\$63,750	\$17,000	\$4,250	\$85,000	\$0
1.2	MPO	Travel/Training	\$11,250	\$3,000	\$750	\$15,000	\$0
1.3	TUTD	TUTD/T-Line	\$0	\$0	\$0	\$0	\$72,500
Total			\$75,000	\$20,000	\$5,000	\$100,000	\$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 2023 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	\$67,500	\$18,000	\$4,500	\$90,000	\$0
1.2	MPO	Travel/Training	\$13,500	\$3,600	\$900	\$18,000	\$0
1.3	TUTD	TUTD/T-Line	\$0	\$0	\$0	\$0	\$72,500
Total			\$81,000	\$21,600	\$5,400	\$108,000	\$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 ARDOT & TxDOT.
- Metropolitan planning area maps
- TIP maps (project specific)
- MTP maps (project specific and transit)
- MTP demographic maps



- 2020 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.
- Monitored MTP demographic and census data.
- Updated NHS system Roadway Functional Classification with TxDOT
- Reviewed Traffic Count data with TxDOT

D. SUBTASKS

SUBTASK 2.1 - DATA ACQUISITION

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

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

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 2022 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	\$7,500	\$2,000	\$500	\$10,000	\$0
2.2	MPO	Socio-economic Data	\$4,500	\$1,200	\$300	\$6,000	\$0
2.3	MPO	GIS Support	\$3,750	\$1,000	\$250	\$5,000	\$0
Total			\$15,750	\$4,200	\$1,050	\$21,000	\$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 2.0 - FY 2023 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	\$8,625	\$2,300	\$575	\$11,500	\$0
2.2	MPO	Socio-economic Data	\$6,750	\$1,800	\$450	\$9,000	\$0
2.3	MPO	GIS Support	\$3,750	\$1,000	\$250	\$5,000	\$0
Total			\$19,125	\$5,100	\$1,275	\$25,500	\$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.

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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 2023 - 2026 TIP in FY 2022.
- Development of the Texas 2023 - 2026 TIP in FY 2022.
- Potential amendments to the FY 2022 and FY 2023 UPWP.
- Development of the FY 2024-2025 UPWP.
- Potential amendments to the 2021-2024 TIPs.
- 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, updating of Public Transportation Agency Safety Plan (PTASP) targets 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.
- Update Performance targets in the TIP and MTP as adopted.



C. PREVIOUS WORK

- Amendments and administrative modifications to the Arkansas and Texas TIP were performed.
- FY 2021-2024 Texas TIP was adopted in January and an administrative modification was made on March 9, 2021.
- FY 2021-2024 Arkansas TIP was adopted February 2021, with an administrative modification made on March 22, 2021.
- Coordinated with ARDOT and TxDOT on STIP preparations.
- Developed a 10-year Plan, the 2023-2032 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 2021-2024 Texas TIP
- Revise the FY 2021-2024 Arkansas TIP
- Prepare the ALOP for FY 2021-2022
- Prepare the APER for FY 2021-2022
- 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 Ark-Tex Council of Governments, 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 2022 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	\$21,000	\$5,600	\$1,400	\$28,000	\$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			\$33,750	\$9,000	\$2,250	\$45,000	\$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.

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TASK 3.0 - FY 2023 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	\$21,000	\$5,600	\$1,400	\$28,000	\$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			\$33,750	\$9,000	\$2,250	\$45,000	\$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.

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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 2019 and amended in June 2021.
- 2022-2031 10-Year Plan was developed and ranked in January 2021.



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, Transit provider, 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-TPP on the development of a working model with the base year of 2018. 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 2022 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	\$15,000	\$4,000	\$1,000	\$20,000	\$0
4.2	MPO	Coordination & TDM	\$7,500	\$2,000	\$500	\$10,000	\$0
4.3	MPO	TIP & 10-Year Plan Revision	\$6,000	\$1,600	\$400	\$8,000	\$0
Total			\$28,500	\$7,600	\$1,900	\$38,000	\$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 - FY 2023 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 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 2022 and 2023 SPR Funds to assist with consultant involvement in this subtask.

B. EXPECTED PRODUCTS

- Thoroughfare plan in FY 2022
- Serve as project manager for consultant-led activities.
- Coordinate and facilitate meetings, provide oversight of the project managers.
- Conduct special studies {i.e., alternative truck route, transit studies, site impact analysis, parking, access, etc.}
- Safety Planning
- Site impact analysis of designated Transload Facility
- US 82 Corridor Freight Mobility Plan-Multi-jurisdictional
- Long-range planning and Short-range planning

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
- Completed a Freight Mobility Plan
- US 71/Stateline Corridor Study

D. SUBTASKS

SUBTASK 5.1 - THROUGHFARE PLAN/MAJOR CORRIDOR STUDY 2022

The Texarkana MPO will develop a regional concept for corridor analysis that would address economic development, emergency evacuations, land use and increasing congestion. A thoroughfare study will be used to guide 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. Leaders, staff, and transportation stakeholders at the cities of Texarkana (AR & TX), Nash, Wake Village, Miller County, Bowie County, Texas A & M, Texarkana College, Christus St. Michael, Wadley Regional Medical Center, ARDOT, TxDOT, Transit, and the Texarkana Regional Airport will be solicited for input to develop priorities to improve corridor development. It will evaluate transportation connectivity issues and improvement alternatives along IH 30, IH 49, IH369, US 59, US 67, US 82, FM 559, FM 989, FM 1397, etc. Studies may be general, encompassing corridors in general or may be specific to jurisdictions, areas, or corridors.

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, safety, people movement, goods movement, 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 environment 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.

SUBTASK 5.1 - SPECIAL STUDY 2023 (AREA STUDY AT US67/US 82/IH49/IH30)

Studies of the nature listed above will be undertaken on an as-needed basis. Prior to the allocation of these funds all initiatives will be communicated to TXDOT in anticipation if SPR funds are available.

SUBTASK 5.2 - 2023 SPECIAL STUDY - US 82 CORRIDOR FREIGHT MOBILITY

Conduct a multijurisdictional freight study along the US 82 corridor that reflects current conditions, safety needs, anticipates future growth and local, national, and international economic conditions, recommends innovative solutions to freight needs and should include the following:

- Identification of safety, congestion, and maintenance issues on the US 82 corridor.
- Total counts and trends of total and truck counts on US 82 across the corridor compared to other East/West corridors such as IH30 and IH 20
- Detailed inventory of freight business within 15 miles of the corridor.



- Identification of supply chains along the corridor.
- Identification of new or redevelopment parcels in each of the Urbanized Areas along the US 82 corridor.
- Targeted improvement strategies for the corridor.
- Conduct a strengths, weaknesses, opportunities, and threats (SWOT) assessment of the US 82 corridor.
- Determine funding and financing needs and options.
- Conduct stakeholder engagement throughout the process; and
- Develop an implementation strategy.

This multijurisdictional effort will be led by TxDOT-TPP. This subtask will be used to participate in the steering committee for the project and any additional assistance needed by TxDOT-TPP.

TASK 5.0 - FY 2022 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	SPR	MPO TOTAL	FTA SECTION 5307 (TUTD)	Action Request
5.1	MPO	Thoroughfare	\$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.

TASK 5.0 - FY 2023 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	SPR	MPO TOTAL	FTA SECTION 5307 (TUTD)	Action Request
5.1	MPO	Area Study	\$7,500	\$2,000	\$500		\$10,000	\$0	
5.2	MPO	Multijurisdictional US 82 Study	\$5,625	\$1,500	\$375		\$7,500		
Total			\$13,125	\$3,500	\$875		\$17,500	\$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 2022 BUDGET SUMMARY

The following are totals projected for the five major work categories for FY 2022, 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)	Action Request
1.0	44.21 44.22	Administration / Management	\$75,000	\$20,000	\$5,000		\$100,000	\$72,500	
2.0	44.23 44.24	Data Development & Maintenance	\$15,750	\$4,200	\$1,050		\$21,000	\$0	
3.0	44.24 44.25	Short Range Planning	\$33,750	\$9,000	\$2,250		\$45,000	\$0	
4.0	44.23	Metropolitan Transportation Plan	\$28,500	\$7,600	\$1,900		\$38,000	\$0	
5.0	44.27	Special Studies	\$7,500	\$2,000	\$500		\$10,000	\$0	
TOTALS			\$160,500	\$42,800	\$10,700		\$214,000	\$72,500	

FY 2022 BUDGET

AVAILABLE TRANSPORTATION PLANNING FUNDS (TEXAS) - TX TPF

FHWA (PL-112) and FTA Section 5303 combined available	\$180,000.00
Estimated unexpended FY 2021 TPF carryover	<u>7,093.83</u>
Total TX TPF	\$187,093.83

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	\$ 51,426.00
Estimated unexpended FY 2021 TPF carryover	<u>3,125.00</u>
Total AR TPF	\$ 54,551.00

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 2023 BUDGET SUMMARY

The following are totals projected for the five major work categories for FY 2023, 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)	Action Request
1.0	44.21 44.22	Administration / Management	\$81,000	\$21,600	\$5,400		\$108,000	\$72,500	
2.0	44.23 44.24	Data Development & Maintenance	\$19,125	\$5,100	\$1,275		\$25,500	\$0	
3.0	44.24 44.25	Short Range Planning	\$33,750	\$9,000	\$2,250		\$45,000	\$0	
4.0	44.23	Metropolitan Transportation Plan	\$32,550	\$8,680	\$2,170		\$43,400	\$0	
5.0	44.27	Special Studies	\$13,125	\$3,500	\$875		\$17,500	\$0	
TOTALS			\$179,550	\$47,880	\$11,970		\$239,400	\$72,500	

FY 2023 BUDGET

AVAILABLE TRANSPORTATION PLANNING FUNDS (TEXAS) - TX TPF

FHWA (PL-112) and FTA Section 5303 combined available	\$180,000.00
FY 2022 TPF carryover	<u>7,093.83</u>
Total Available TX TPF	\$187,093.83

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	\$ 51,426.00
FY 2022 TPF carryover	<u>8,475.82</u>
Total Available AR TPF	\$ 59,901.82

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	City of Nash, Texas
Tom Whitten, Commissioner, Chairman	Bowie County, Texas
Vacant	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, Vice-Chairman	City of Texarkana, Texas
Mary Hart, Council Member	City of Texarkana, Texas
David Orr, Interim City Manager	City of Texarkana, Texas
Cathy Harrison, Judge	Miller County, Arkansas
Sheryl Collum, Council Member	City of Wake Village, Texas
William Cheatham, P.E., District 3 Engineer	Arkansas Department of Transportation
Sunny Farmahan, Senior Transportation Planner	Arkansas Department of Transportation
Deanne Simmons, P.E., Director of Transportation Planning & Development	Texas Department of Transportation
Jere "Buddy" Williams, P.E., District Engineer	Texas Department of Transportation
Chris Brown, Executive Director	Ark-Tex Council of Governments



APPENDIX B - TECHNICAL ADVISORY COMMITTEE MEMBERSHIP & MPO STAFF

TECHNICAL ADVISORY COMMITTEE

VOTING MEMBERS

Mary Beth Rudel, Deputy Director	Ark-Tex Council of Governments
Patrick Cox, Admin. & Maintenance Coordinator	Texarkana Urban Transit District
Mary Beck, City Planner	City of Texarkana, Arkansas
Jamie Finley, Planning Secretary	City of Texarkana, Arkansas
Tyler Richards P.E., Public Works Director	City of Texarkana, Arkansas
Doug Bowers, City Administrator	City of Nash, Texas
Dusty Henslee P.E., Public Works Director	City of Texarkana, Texas
Jonathan Wade P.E., Associate City Engineer	City of Texarkana, Texas
Vashil Fernandez, Interim Dir. Of Planning & Community Development	City of Texarkana, Texas
Jim Roberts, City Administrator	City of Wake Village, Texas
Vacancy	Miller County, Arkansas
Thomas Whitten, Commissioner	Bowie County, Texas
Chris Dillaha, Transportation Planner	Arkansas Department of Transportation
Danie Huett P.E., Resident Engineer	Arkansas Department of Transportation
Katie Martin P.E., Advance Planning Engineer	Texas Department of Transportation
Paul Wong P.E., Area Engineer	Texas Department of Transportation
Paul Mehrlich, Executive Director	Texarkana Regional Airport

NON-VOTING MEMBERS

Valera McDaniel, Transportation Specialist	Federal Highways Administration - AR
Barbara Maley, Air Quality Specialist & Transportation Planner	Federal Highways Administration - TX
Marc Oliphant, Community Planner	Federal Transit Administration

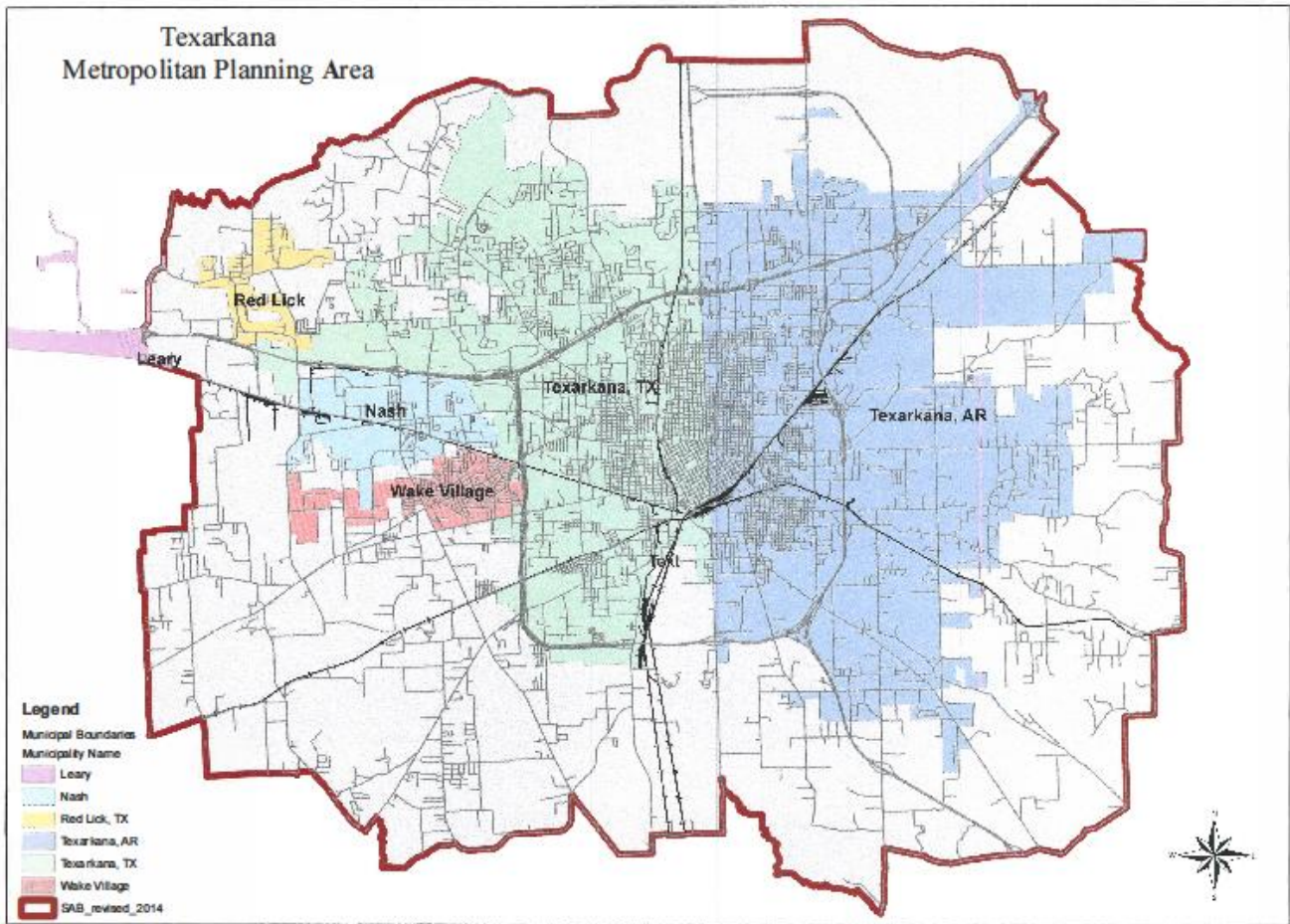
MPO STAFF

Rea Donna Jones, Director

Jo Anne Gray, Planner

APPENDIX C - METROPOLITAN PLANNING AREA

Metropolitan Planning Area





APPENDIX D - DEBARMENT CERTIFICATION

DEBARMENT CERTIFICATION

(Negotiated Contracts)

- (1) The **Texarkana MPO** as **CONTRACTOR** certified 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

Texarkana Metropolitan Planning Organization

Tom Whitten, Bowie County Commissioner
MPO Policy Board Chairman

5-28-2021

Date

Attest:

Rea Donna Jones, MPO Director



APPENDIX E - LOBBYING CERTIFICATION

LOBBY 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 influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or any 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 the 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 instruction.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontract, sub-grants and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance is placed when this transaction was made or entered into. Submission of this certification is prerequisite for making or entering into this transaction imposed by 31 U.S.S., Section 1352. 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.

Texarkana Metropolitan Planning Organization

Tom Whitten, Bowie County Commissioner
MPO Policy Board Chairman

5-28-2021

Date

Attest:

Rea Donna Jones, MPO Director



APPENDIX F - CERTIFICATION OF COMPLIANCE

CERTIFICATION OF COMPLIANCE

I, Tom Whitten – Chairman of the MPO Policy Board, a duly authorized officer/representative of the Texarkana Metropolitan 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 49 CFR 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.

Texarkana Metropolitan Planning Organization



Tom Whitten, Bowie County Commissioner
MPO Policy Board Chairman

5-28-2021

Date

Attest:



Rea Donna Jones, MPO Director



APPENDIX G - CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Tom Whitten – Chairman of the MPO Policy Board, a duly authorized officer/representative of the Texarkana Metropolitan 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 satisfied the requirements of 43 TAC § 10.51 “Internal Ethics and compliance Program “ as may be revised or superseded.

Texarkana Metropolitan Planning Organization

A handwritten signature in blue ink, appearing to read "Tom Whitten", is written over a horizontal line.

Tom Whitten, Bowie County Commissioner
MPO Policy Board Chairman

5-28-2021

Date

Attest:

A handwritten signature in blue ink, appearing to read "Rea Donna Jones", is written over a horizontal line.

Rea Donna Jones, MPO Director



APPENDIX H - PUBLIC INVOLVEMENT DOCUMENTATION

TECHNICAL ADVISORY COMMITTEE MEETING(S)

- May 6, 2021 - A meeting of the TAC was held to review the draft document.

POLICY BOARD MEETING(S)

- May 19, 2021 - The Policy Board met at a regular scheduled meeting to consider the adoption of the FY2022-2023 UPWP. The FY2022-2023 was adopted by Resolution #12-2021.

PUBLIC REVIEW AND COMMENT PERIOD

- May 2, 2021 - The public review and comment period notice appeared in the Texarkana Gazette.
- May 3, 2021 - A notice of the public review and comment period was faxed/emailed to various tv/radio stations, uploaded on Facebook and the MPO Website, posted in nine (9) locations within the MPO area, and emailed to persons on the Public Notification List.
- The Public Review and Comment Period ran from May 7, 2021, through May 16, 2021.

PUBLIC COMMENTS RECEIVED

- No comments were received.



RESOLUTIONS AND AMENDMENT ACTION SUMMARY

FY 2022 (-2023) UNIFIED PLANNING WORK PROGRAM

Texarkana MPO

Resolution #12-2021

TEXARKANA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION # 12-2021

A RESOLUTION BY THE POLICY BOARD OF THE TEXARKANA METROPOLITAN PLANNING ORGANIZATION (MPO) ADOPTING THE FY 2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP) 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 programming transportation planning activities within the Texarkana Study Area Boundary; and

WHEREAS, pursuant to 23 CFR 450.308, the Texarkana MPO is responsible for development of a UPWP; and

WHEREAS, the Texarkana MPO is responsible for preparing and submitting the FY 2022-2023 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 FY 2022-2023 UPWP to Arkansas Department of Transportation (ARDOT) and Texas Department of Transportation (TXDOT).

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BOARD OF THE TEXARKANA URBAN TRANSPORTATION STUDY THAT THE FY 2022-2023 UPWP IS ADOPTED AND:

SECTION 1: the Director of the Texarkana MPO is hereby authorized to submit the FY 2022-2023 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 19th day of May 2021.

Tom Whitten, Bowie County Commissioner
Policy Board Chairman
Texarkana MPO

I hereby certify that the above is a true copy of Resolution #12-2022-2023 Unified Planning Work Program (UPWP), and was motioned by Sunny Farmahan, representing the Arkansas Department of Transportation (ARDOT), and seconded by Deanne Simmons, representing the Texas Department of Transportation (TXDOT). This Resolution was passed unanimously in regular session on May 19, 2021".

Rea Donna Jones, Director
Texarkana MPO



- **UPWP AMENDMENT PROCESS**

After the adoption of the FY 2022/2023 UPWP, any major change in the document must go through an amendment process. Changes in the UPWP, such as tasks priorities, inclusions or exclusion of projects or availability of additional funds, will require an amendment, to the adopted FY 2022-2023 UPWP.

An amendment to the UPWP must be considered by the MPO's Technical Advisory Committee and approved and adopted by resolution of the Texarkana MPO Policy Board.

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	SPR	MPO TOTAL	FTA SECTION 5307 (TUTD)	Action Request
	MPO		\$	\$	\$	\$	\$	\$	
Total			\$	\$	\$	\$	\$	\$	