

# UNIFIED PLANNING WORK PROGRAM



FISCAL YEARS 2018 AND 2019

For The

Texarkana Metropolitan Planning Organization

**In Cooperation With:**

The U.S. Department of Transportation

The Federal Highway Administration

The Federal Transit Administration

Recommended by the MPO Technical Committee:

Adopted by the MPO Policy Board:

May 4, 2017

May 17, 2017

Resolution

DRAFT

This report was prepared by the Texarkana Metropolitan Planning Organization (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 State Highway and Transportation Department (AHTD), or the Texas Department of Transportation (TxDOT).

This document was prepared in cooperation with the AHTD and the TxDOT and the United States Department of Transportation (USDOT), 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.

---

## MPO Member Organizations

---

Arkansas State Highway & Transportation Department  
Texas Department of Transportation  
Miller County, Arkansas  
Bowie County, Texas

City of Texarkana, Arkansas  
City of Nash, Texas  
City of Texarkana, Texas  
City of Wake Village, Texas  
Texarkana Urban Transit District

---

## MPO Notice of Nondiscrimination

---

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 the MPO Study Director – 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) Coordinator, P.O. Box 1967, Texarkana, TX 75504, (903) 798-3927, or email to: [txkmpo@txkusa.org](mailto:txkmpo@txkusa.org)

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

# TABLE OF CONTENTS

MPO Member Organizations .....	i
MPO Notice of Nondiscrimination.....	i
Introduction .....	1
Purpose of the UPWP .....	1
The Texarkana MPO Study Area .....	4
MPO Organization.....	4
Certification Requirements for the MPO .....	4
Private Sector Involvement.....	5
Planning Issues and Emphasis in the Texarkana MPA .....	5
Federal Planning Emphasis Areas for Federal Fiscal Years 2018 and 2019.....	6
Task 1.0: Administration / Management Objective .....	9
Task 2.0: Data Development and Maintenance .....	12
Task 3.0: Short Range Planning.....	14
Task 4.0: Metropolitan Transportation Plan.....	17
Task 5.0: Special Studies.....	19
Budget Summary .....	21
Appendix A – Policy Board Membership.....	23
Appendix B – Debarment Certification.....	24
Appendix C – Lobbying Certification.....	25
Appendix D – Certification of Compliance.....	26
Appendix E – Certification of Internal Ethics and Compliance Program .....	27

---

# Introduction

---

The Texarkana MPO is the organization responsible for overseeing the Texarkana Urban Transportation Study (TUTS) in the Texarkana Metropolitan Planning Area (MPA) and for coordinated, comprehensive, and continuing transportation planning as required by the 23 USC 134 and 49 USC 5303.

## **Purpose of the UPWP**

The Unified Planning Work Program (UPWP) is the activity and budget document of the Texarkana MPO that describes transportation planning activities to be undertaken by the MPO within the Texarkana MPA during the two-year period from October 1, 2017 through September 30, 2019.

Pursuant to 23 CFR §450 .306 (b), the scope of the metropolitan transportation planning process for an MPA shall provide for consideration of projects and strategies that will:

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

The MPO is required to adopt a Performance-based approach, pursuant to 23 CFR §450.306. Performance Based Planning and Programming (PBPP) is the application of performance management – a strategic approach to decision-making that is based on the development, application, and monitoring of performance data for the long-range planning and programming process. PBPP uses data derived indicators about the current and desired transportation system to set strategic directions; to analyze how funds are invested and programmed, and to evaluate program outcomes.

Currently, the metropolitan transportation planning process provides for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 USC section 150(b).

**National Goals** - From the national perspective, it is in the interest of the United States **to focus the Federal-aid highway program** on the following national goals:

1. Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure condition: To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion reduction: To achieve a significant reduction in congestion on the National Highway System.
4. System reliability: To improve the efficiency of the surface transportation system.

5. 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.
6. Environmental sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. 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.

PBPP builds on the concept of "performance management," a strategic approach that uses data to support decisions that help to achieve performance goals.

TxDOT and AHTD have developed management systems addressing asset conditions (pavement, bridges, public transportation, and equipment) and efficient system performance (safety, congestion management, and intermodal connections).

The MPO intends to use the data developed for the performance management systems of the states to produce the significant amounts and types of data that the data intensive performance management and performance based planning and programming approach requires.

FHWA finds that small MPOs have unique characteristics and needs that may distinguish how they develop effective approaches to performance based planning. These approaches may entail some differences from the approaches taken by MPOs planning for larger metropolitan areas. Performance based planning for non-TMA MPOs is not simply a more basic version of the approach practiced by MPOs planning for large TMAs. Effective approaches build on the goals and attributes that are often particular to small metropolitan areas and the MPOs that serve them.

The Transportation Secretary determines performance measures, and requires States and MPOs to adopt targets based on these measures.

**Performance targets:** Specifically, surface transportation performance targets.

Performance measures are data about the use, condition, and impact of the transportation system. These measures are best thought of as indicators – data that is publicly reported for illustrative purposes or to demonstrate progress made toward established targets.

In general, each MPO establishes performance targets that address the performance measures where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the MPO, this in coordination with AHTD and TxDOT.

The MPO must incorporate these performance measures and targets into the Transportation Improvement Programs (TIP) and Metropolitan Transportation Plan (MTP).

**Coordination:** Selection of performance targets by a MPO shall be coordinated with the relevant States to ensure consistency.

The Texarkana MPO will coordinate with TXDOT and AHTD to identify performance targets and intends to adopt the state performance targets of TXDOT and AHTD.

**Transit and Performance:** Transit agencies receiving federal assistance are required to develop performance targets for state of good repair. Transit agencies are also required to develop asset management plans, which in turn must include capital asset inventories, condition assessments, decision support tools, and investment prioritization.

**Public transportation performance targets:** Selection of performance targets by the Texarkana MPO is coordinated, to the maximum extent practicable, with providers of public transportation (Texarkana Urban

Transit District (TUTD) and Ark-Tex Council of Governments (ATCOG) to ensure consistency with 49 USC section 5326 (good repair standards) and 49 USC section 5329 (Transit safety).

So, while the MPO encourages processes such as Transportation Asset Management, a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively through their life cycle, the MPO plays only a supporting role in the development of the process, while the public transportation provider determines their processes and targets (in coordination with the MPO and the state).

#### **Integration of other performance-based plans.**

The Texarkana MPO, a MPO, will integrate into the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other Texas and Arkansas transportation plans and transportation processes, as well as any plans developed by providers of public transportation, required as part of a performance-based program.

**Public Involvement** - The Texarkana MPO is dedicated to involving the public in the transportation planning process in accordance with its Public Participation Plan (PPP). The Texarkana MPO provides the public with reasonable opportunity to participate in the transportation planning process. The metropolitan transportation planning process is open to the public and all interested parties. This includes people who live, work or maybe affected by transportation decisions.

The MPO is mandated by federal legislation to produce a Metropolitan Transportation Plan (MTP), a TIP, a UPWP, a PPP, and an Annual Listing of Obligated Projects (ALOP). See page 18 of the PPP for specific timelines associated with public participation periods for these documents.

The MPO also uses many outreach tools (identified in the PPP) used by the MPO for public outreach, such as comment periods, committee meetings, focus groups, speakers, websites, notification lists, press releases, public meetings and workshops, studies and reports, and visualization techniques.

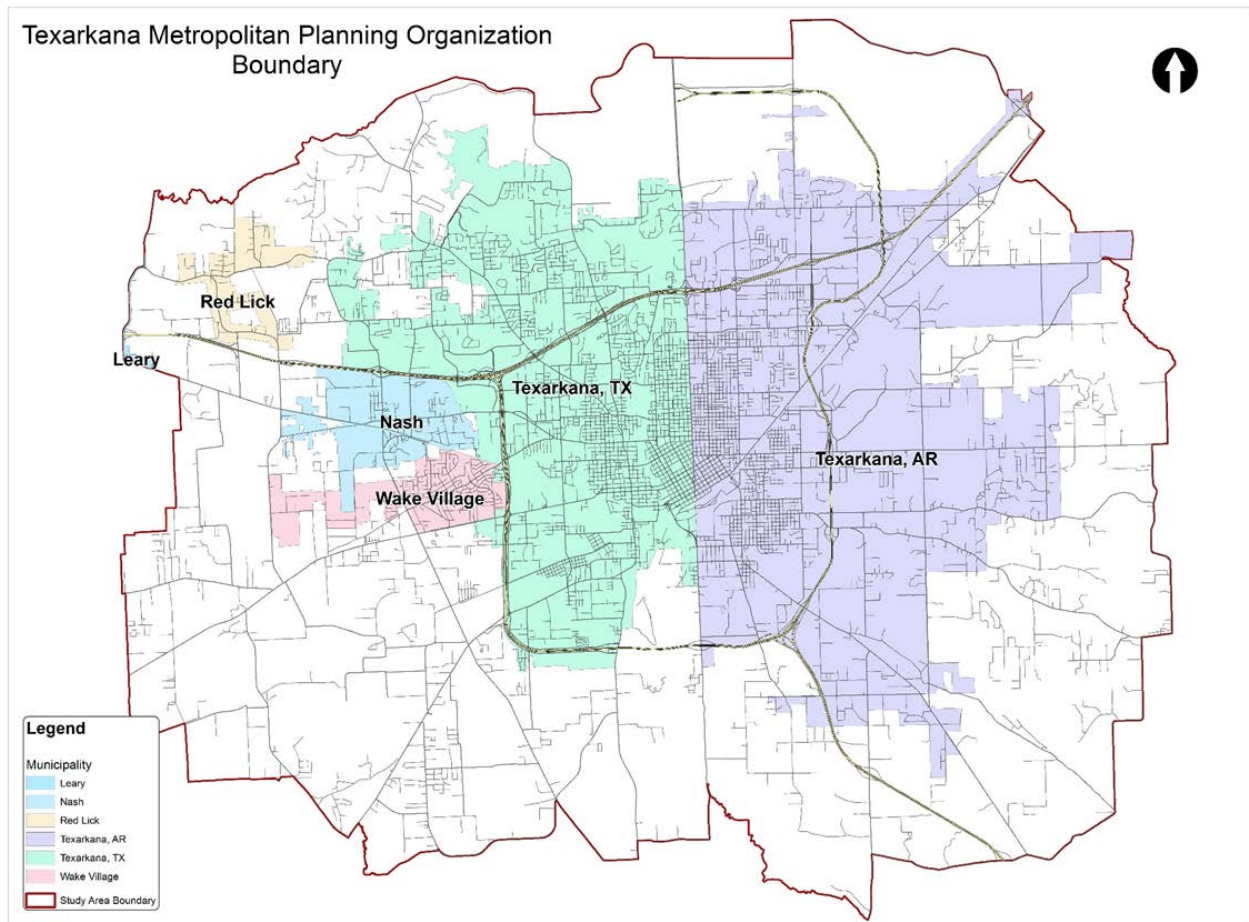
#### **There are eleven Metropolitan Planning Process elements incorporated into the PPP that the MPO follows:**

1. Development of a PPP - One public meeting and a period of at least 45 days, from date of posted notice, for public comments will be provided prior to its adoption. Comments may be made in writing, in person, by phone, fax, or email. All comments are addressed and provided to the Technical Committee (TC) for review prior to final approval by the Policy Board (PB).
2. Provide timely information on transportation issues - Information is disseminated through a variety of measures, including a web page, email, press releases, public meetings, focus groups, presentations, and visualization tools.
3. Provide reasonable public access to technical and policy information used in the development of plans - The MPO provides this access through public meetings, open and accessible committee meetings, and public comment periods.
4. Facilitate public involvement in developing the TIP and MTP – The various outreach tools will be employed in encouraging input into the development of these planning documents.
5. Public comments to be considered as an integral part of the planning process - The public has an opportunity to comment on all plans released by the MPO. Comments may be made in writing, in person, by phone, fax, or email. All the comments are reviewed and documents are amended, if necessary.
6. Seek out and consider needs of historically under-served - A comprehensive public notification list is maintained and includes groups that provide outreach to these under-served populations. Spanish translators are made available, if requested. Additionally, special arrangements can be requested for the physically disabled and hearing or visually impaired.
7. For areas of non-attainment, significant public comments will be part of the final TIP and MTP - The Texarkana MPO Study Area is in attainment. However, public comments on the TIP and MTP are addressed and included in the documentation.

8. Revisions to the TIP and MTP based on public comments will be made available to the public - These types of revisions will be subject to the same, open meeting requirements.
9. Periodic Reviews of the PPP - The MPO staff and TC will review the PPP as needed.
10. FHWA and FTA review of the PPP. The PPP will be forwarded to FHWA and FTA in accordance with these federal mandates. Coordination with statewide public involvement processes.
11. The MPO coordinates its activities with AHTD and TxDOT.

**The Texarkana MPO Study Area**

The Texarkana MPO study area is comprised of approximately 195 square miles in southwest Miller County, AR and eastern Bowie County, TX, 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.



**MPO Organization**

The Texarkana MPO consists of the PB, the TC, and the MPO staff. Since 1975, the policy directives for transportation planning have been carried out under the direction and guidance of the PB of the TUTS. See Appendix A for a listing of PB members.

**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.



## **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 PPP. The Texarkana MPO will use opportunities to utilize DBEs in the region. Professional services may include assistance with plan development and public involvement activities.

## **Planning Issues and Emphasis in the Texarkana MPA**

The Texarkana MPA with other urbanized areas has issues in transportation, future development and in the financing of this future infrastructure and development.

**Safety:** I-49 safety improvements -With the basic completion of I-49 to I-30, planning for potential increased traffic east and west on I-30 is a topic of interest, along with completion of safety lighting on I-49 entrances exits and signage that have not been completed. National Goal 1, planning factors 2 & 3

**Safety:** Alternative transportation such as bicycles and walking are constrained by lack of sidewalks and provision for bicycle traffic on streets. The absence of bike racks at destinations and on transit vehicles is one example of possible small deficiencies that may be remedied with small costs. The update of the bicycle and pedestrian plan should benefit the total transportation system planning effort. National Goal 1, planning factors 2 &, 3

**Infrastructure condition:** System preservation and operational strategies are appropriate and adequate for the Texarkana area, except for the I-49 northern route that requires construction. National Goal 2, planning factor 8

**Congestion reduction:** Localized congestion occurs in high growth and intensive development locations. Operational strategies are needed, including studies and safety solutions. Improvement of alternate traffic routes to relieve a portion of the main arterial traffic is encouraged. National Goal 3, planning factors 4, 6, 7

**System Reliability:** Future development to take advantage of the intersection of multiple interstate highways at Texarkana is a topic that will play a significant role in 1) the development pattern of Texarkana and 2) the economic impacts on the region. National Goal 4, planning factors 1, 4, 6

**Freight movement and economic vitality:** the lack of interstate standard highways northward from I-30 to Fort Smith and Kansas City is a significant issue. An effective I-49 corridor is not complete without this section of highway. Also, the termination of I-49 at Highway 1 in Shreveport and failure to connect to I-220 is a significant gap in the I-49 corridor. National Goal 5, planning factors 1, 4, 6

**Freight movement and economic vitality:** The Texarkana municipal airport, a regional airport, as with most small airports are struggling to survive, with challenges to continuing commercial service and financial pressures at a time when highway improvements offer promises of increasing future economic opportunities and employment for the region. Efficient intermodal facilities are also lacking in the Texarkana area. National Goal 5, planning factors 1, 6

**Environmental sustainability:** Increased local land reuse and redevelopment, including elimination of brownfields and superfund sites in the central core. National Goal 6, planning factors 1, 5, 7, 8

**Reduced project delivery delays:** Continuing development of the Red River Depot into a commercial and industrial park also holds promise of future economic development and employment if the right mix of timely infrastructure and investments occur, including transportation. Interstate access has improved but inter/multimodal improvements in the area have not been. National Goal 7, planning factors 6, 7, 1

**Reduced project delivery delays:** Federal and state revenues for transportation continue to be uncertain, creating contingency planning rather than long term planning. Texarkana does not have many of the problems of the larger urban areas with excessive congestion and massive budgets, Texarkana has a slow growth and development trend rather than a "losing ground" rapid growth type of transportation trend. Overall, Texarkana could be at an inflection point in positive development over a 10 to 20-year timespan. National Goal 7, planning factors 4, 6, 7

## Federal Planning Emphasis Areas for Federal Fiscal Years 2018 and 2019

With the renewed focus on transportation planning, FHWA and the FTA Offices of Planning have jointly issued Federal FYs 2016 Planning Emphasis Areas (PEAs).

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.

The planning emphasis areas for Federal FY-2015 include: Regional Models of Cooperation, Ladders of Opportunity, and Implementation.

### 1) Implementation

**Transition to PBPP** – The development and implementation of a performance management approach to transportation planning and programming includes the development and use of transportation performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets.

Addressed in Subtask(s):

- 1.1 Program Support and Administration - General coordination, communication, and management tasks essential to the development and maintenance of the transportation planning process, which includes migrating to performance based planning and programming
- 1.2 Maintain and upgrade Geographic Information Systems (GIS) capabilities and systems
- 2.2 Geographic Information Systems - Coordination with public and private agencies in acquisition of GIS data for performance analysis
- 3.1 Maintain and update the Texas and Arkansas TIPs, coordinate with TxDOT and AHTD in establishing and maintaining performance measures and targets
- 4.1 Metropolitan Transportation Plan Development – Updating and adapting the 2040 MTP to include performance based planning

### 2) Regional Models of Cooperation

**Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning** - This cooperation is documented through the metropolitan planning agreements (Memorandum of Agreement between TxDOT, AHTD, TUTD, and the Texarkana MPO) that identifies how the planning process and planning products will be coordinated, along with local, intergovernmental agreements, and through the development of joint planning products (MTP, TIP, UPWP, PPP, ALOP, and a fiscally constrained financial plan) for the planning region.

Coordination among AHTD, TxDOT, both Texarkana cities, Wake Village and Nash, as well as TUTD, Miller County and Bowie County on transportation plans and programs, corridor studies, projects, data, and system performance measures and targets between local, county state, and federal agencies is particularly important where more than one State is in an urbanized area.

TxDOT, AHTD, Miller and Bowie counties, along with Wake Village, Nash, Texarkana TX, and Texarkana AR, and TUTD, are voting members and serve on the TC and PB of the MPO. Members share their comprehensive and development plans with the MPO along with their visions of future transportation needs.

The written agreement(s) of the MPO include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan, the TIP, and development of the ALOP.

Joint issues such as State Line Avenue, Transit, public safety, and infrastructure are topics of many meetings of the MPO since the transportation plans and programs, corridor studies, projects, data, and system

performance measures and targets effect the other areas of the MPO and thereby are considered to be common issues.

Other examples of regional cooperation and organization are the ATCOG a non-profit 501(c)(3) voluntary association organized in 1968 serving nine northeast Texas counties and one southwest Arkansas County.

ATCOG conducts planning, assists local governments in implementing plans, contracts with local, state, and federal governments and other public and private agencies, reviews and comments on applications of federal and state-grants-in-aid and solid waste permits, and assists local governments in solving governmental problems.

TEX-21 is a strong supporter of enhanced multimodal transportation. Composed of public and private entity members, this region-wide non-profit organization has grown to include numerous member cities, counties, transit, port, and other transportation authorities, international trade corridors, university and industry leaders.

TEX-21 Committees involved in the Texarkana region include the TEX-21 IH-30 Corridor Task Force, pursuing policies and infrastructure improvements along the Corridor that better enable the safe, fast, and efficient movement of goods to and along the corridor.

Another inter-regional transportation organization is the I-69 Alliance, a coalition made up of cities, counties, port authorities, and community leaders building grassroots support for upgrading the entire Interstate 69 route in Texas. Formed in 1994 it has provided sustained leadership through the tireless efforts of hundreds of volunteers.

AHTD, TxDOT, TUTD, along with the cities of Texarkana, TX, Texarkana AR, the counties of Miller and Bowie, and the MPO exchange data on traffic, travel demand, structure conditions, roadway condition, and many other data systems on request and on a regular schedule. Travel surveys, and other sociological and demographic data is also collected and exchanged between planning partners of the MPO.

Addressed in Subtask(s):

- 1.1 Monitoring and reporting of activities, programs, and project development of the Northeast Texas Regional Mobility Authority (NET-RMA) and the ATCOG, that would have an impact on the transportation network in the MPO area
- 2.2 Geographic Information Systems - Coordination with public and private agencies in the region to acquire GIS data that is relevant to regional issues
- 3.1 Transportation Improvement Program – Maintenance and revisions to the TIP based on regional stakeholder input
- 4.1 Metropolitan Transportation Plan Development – Coordination with public and private agencies to maintain the MTP
- 4.2 Coordinate with TxDOT in maintenance of the travel demand model

### 3) **Ladders of Opportunity**

**Access to Essential Services** - Essential services include: housing, employment, health care, schools and education, and recreation.

This emphasis area could include:

- a) identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services
- b) the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations to essential services
- c) it could also involve the identification of solutions to address those gaps

In the Texarkana MPO area, TUTD/T Line provides a demand response public transit system Monday through Friday, so that there will not be a gap in access to essential services during the week.

Addressed in Subtask(s):

- 2.2 Geographic Information Systems – Collect and analyze GIS data to identify connectivity gaps
- 3.1 Coordination of MPO document updates to the TIP, PPP, Limited English Proficiency Plan (LEP), and Title VI Plan
- 3.2 Transit coordination – Coordinate transit planning and services with TUTD, assist TUTD with maintenance of the 2013 regional coordination plan. A locally developed comprehensive service plan is currently in place that addresses the current transportation service infrastructure and the future transportation needs of our region
- 4.1 Metropolitan Transportation Plan Development – Update MTP as required to address gaps in system connectivity
- 5.1 Development of a regional sidewalk inventory, and the maintenance and update of the regional, Texarkana Bicycle and Pedestrian Master Plan

---

## Task 1.0: Administration / Management Objective

---

### A. OBJECTIVE

The objectives of Task 1.0 are to:

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 that the metropolitan transportation planning process is a continuing, comprehensive and coordinated (3C) 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 2018 and FY 2019 are:

- Potential amendments to the FY 2018-2019 UPWP.
- Development of the FY 2020 - 2021 UPWP.
- Ongoing compliance with state and federal requirements and regulations.
- Purchase of office supplies, equipment, record keeping & audits, preparation of reports and documents, budgets, financial plans, monthly billings.
- The day to day operations of the MPO.
- The 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 on-line surveys.
- Biennial budgets and work programs for the MPO and annual documents for the fiscal agent of the MPO in appropriate formats.
- Preparation of financial information and monthly claims to be submitted to AHTD, 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 PPP, 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

- FY 2016-2017 biennial budget and work program are in effect and FY 2018-2019 budgets and work programs have been developed including budgets for the City of Texarkana as fiscal agent of the MPO.

- Financial information and monthly claims were prepared and submitted monthly to AHTD, TxDOT and the City of Texarkana, Arkansas for reimbursement of MPO expenses along with monthly progress reports.
- FY 2016-2017 UPWP was adopted on July 17, 2013 and revised through an amendment on February 2017. Joint Self-Certifications were prepared and included in the FY 2016-2017 UPWP.
- Opportunities for professional development and technical training have been through webinars, and conferences.
- TC and PB meetings were held quarterly in 2016 and 2017, with a special meeting in January, and were compliant with the MPO PPP.
- Office furniture, equipment, computers, copier, materials, and related supplies to enable staff and administration to perform their functions were purchased and maintained, including office supplies, and replacement of an unserviceable office chair.
- Staff attended Texas Metropolitan Planning Organization (TEMPO) meetings in Austin and College Station throughout the year and traveled to conferences and training.
- Executed a contract with Data Transfer Solutions (dtsgis) to perform collection of data for the sidewalk inventory.

## **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 2018-2019 budgets and work programs and include budgets for the City of Texarkana 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 PPP, including website development and maintenance.
- Website 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 NET-RMA and the 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.
- Administer, coordinate, and monitor the MPO and associated transportation planning activities in the metropolitan area for compliance with federal and state requirements.
- Participation in the Association of Metropolitan Planning Organization (AMPO), the TEMPO 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 AHTD 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.

Other training such as classes offered by ESRI or other private sector agents, or other professional development services or conferences offered by Transportation Research Board or National Highway Institute, AHTD, 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, AHTD 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 Texarkana MPO study area boundary.

**E. TASK 1.0 - FY 2018 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	\$51,375	\$13,700	\$3,425	\$68,500	\$0
1.2	MPO	Travel/ Training	\$18,750	\$5,000	\$1,250	\$25,000	\$0
1.3	TUTD	TUTD / T-line	\$0	\$0	\$0	\$0	\$72,500
Total			\$70,125	\$18,700	\$4,675	\$93,500	\$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.

**F. TASK 1.0 - FY 2019 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	\$56,625	\$15,100	\$3,775	\$75,500	\$0
1.2	MPO	Travel/Training	\$15,000	\$4,000	\$1,000	\$20,000	\$0
1.3	TUTD	TUTD	\$0	\$0	\$0	\$0	\$72,500
Total			\$71,625	\$19,100	\$4,775	\$95,500	\$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.

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

- Expected products from this task 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
- Planning Boundary 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

- Ongoing 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

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 (2014) travel demand model update.

Data on safety and security - 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 LEPP 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**

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.

**E. TASK 2.0 - FY 2018 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	\$20,625	\$5,500	\$1,375	\$27,500	
2.2	MPO	Socio-economic Data	\$7,500	\$2,000	\$500	\$10,000	
2.3	MPO	GIS support	\$6,825	\$1,820	\$455	\$9,100	
Total			\$34,950	\$9,320	\$2,330	\$46,600	

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.

**F. TASK 2.0 - FY 2019 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	\$11,250	\$3,000	\$750	\$15,000	
2.2	MPO	Socio-economic Data	\$7,875	\$2,100	\$525	\$10,500	
2.3	MPO	GIS support	\$8,325	\$2,220	\$555	\$11,100	
Total			\$27,450	\$7,320	\$1,830	\$36,000	

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 2018 – 2019 TIP in FY 2017.
- Development of the Texas 2019 – 2022 TIP in 2018.
- Updated ALOP, APER, PPP, LEPP
- Monitoring and revisions to the current TIP for the Arkansas and Texas portions of the MPO: The MPO will work cooperatively with AHTD, 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 AHTD 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.
- Performance Measurement. Federal regulation requires that the TIP make progress toward achieving established performance targets. MPO staff will coordinate with planning partners to establish targets that address the following performance measures: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, reduced project delivery delays.
- 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 2017-2020 Texas TIP was adopted June 23, 2016, with a revision being adopted on May 17, 2017.
- FY 2016-2020 Arkansas TIP was adopted March 16, 2016, with revisions be adopted on June 23 and November 16, 2016, and February 15, 2017.
- Coordinated with AHTD and TxDOT on STIP preparations
- Developed a 10-year 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 PPP. 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

New Arkansas and Texas TIPs - Including a description of the anticipated progress brought about by implementing the TIP toward achieving the performance targets.

- Revisions to the FY 2017-2020 Texas TIP
- Revisions to the FY 2016-2020 Arkansas TIP
- ALOP for 2016 & 2017
- APER for 2016 & 2017
- Review/Update of the PPP as necessary
- Review/Update of the LEP as necessary
- Review/Update of the TITLE VI Plan as necessary
- New maps of the MPO/Urban/City boundaries
- New Functional Classification Maps

### Subtask 3.2 – Coordinated Transit

- The MPO will coordinate with the TUTD to maintain a Regional Coordinated Public Transportation Plan and MPO staff will assist AHTD, 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.

## E. TASK 3.0 - FY 2018 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	\$11,625	\$3,100	\$775	\$15,500	
3.2	MPO	Transit Coordination	\$5,625	\$1,500	\$375	\$7,500	
Total			\$17,250	\$4,600	\$1,150	\$23,000	

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.

## F. TASK 3.0 - FY 2019 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	\$11,625	\$3,100	\$775	\$15,500	
3.2	MPO	Transit Coordination	\$3,750	\$1,000	\$250	\$5,000	
Total			\$15,375	\$4,100	\$1,025	\$20,500	

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.

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

---

## Task 4.0: Metropolitan Transportation Plan

---

### A. OBJECTIVE

The objective of Task 4.0 is to implement, monitor and amend as necessary the TSTS 2040 Plan which identifies metropolitan area transportation projects and their anticipated funding from 2015 to 2040 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 TSTS 2040 Plan.

### B. EXPECTED PRODUCTS

- Update 2040 MTP
- Development of 2045 MTP
- Update projects in the 10-Year Plan
- Update TDM data
- Coordinate performance measure rule-making and development of preliminary performance measures for the region with AHTD 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.
- Revisions were made to the 2040 MTP
- 10-Year Plan was developed in 2017

### D. SUBTASKS

#### **Subtask 4.1 – Metropolitan Transportation Plan**

Revise and update the twenty-five year, financially constrained transportation plan (2040 Metropolitan Transportation Plan), as needed, to include year of expenditure, revisions to the total project costs, changes to funding to include Proposition 1 and other future funding.

The MPO will establish 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 2040 MTP to reflect performance based planning and coordination with AHTD 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 2040 MTP to address comments received during the last MTP update and a discussion on solutions for regional issues.

#### **Subtask 4.2 - Travel Demand**

The MPO will coordinate with TxDOT on the development of working model with the base year of 2014. Updates to the network, socio-economic data, employment, and TAZ structure. Anticipating 2018 SPR Funds to assist with consultant involvement in this subtask.

**E. TASK 4.0 - FY 2018 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	\$30,750	\$8,200	\$2,050	\$41,000	
4.2	MPO	Coordination & TDM	\$11,250	\$3,000	\$750	\$15,000	
4.3	MPO	TIP & 10-Year Plan Revision	\$4,485	\$1,196	\$299	\$5,980	
Total			\$46,485	\$12,396	\$3,099	\$61,980	

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.

**F. TASK 4.0 - FY 2019 FUNDING SUMMARY**

UPWP Task	Responsible agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	FTA SECTION 5307 (TUTD)
4.1	MPO	MTP Updates	\$39,750	\$10,600	\$2,650	\$53,000	
4.2	MPO	Coordination & TDM	\$4,762.50	\$1,270	\$317.50	\$6,350	
4.3	MPO	TIP & 10-Year Plan Revision	\$5,812.50	\$1,550	\$387.50	\$7,750	
Total			\$50,325	\$13,420	\$3,355	\$67,100	

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.

### B. EXPECTED PRODUCTS

- Bike/Pedestrian Master Plan
- Stateline Corridor Study
- South Stateline Corridor Study

### C. PREVIOUS WORK

- Coordination with the City of Texarkana, Texas in the development of a Comprehensive Plan
- Completion of a digital sidewalk inventory that is shared with the local entities
- Preparation for updating the Bicycle & Pedestrian Master Plan

### D. SUBTASKS

#### Subtask 5.1 - Public Involvement/ Bicycle Pedestrian Plan Development

2018 – Continuation of public involvement through local organization meetings, media promotion, easily accessed public comment methods and neighborhood workshops, in preparation for an in-house revision and update to the 2009 Bicycle and Pedestrian Master Plan. SPR funds from 2017 are secured to fund consultant involvement in this subtask.

2018 - Development of Stateline Corridor work for improvements to North and South Stateline. Joint project with AHTD, TxDOT, and the Cities of Texarkana, Arkansas and Texas. Anticipating 2018 & 2019 SPR Funds to develop the plans with consultant participation.

### E. TASK 5.0 - FY 2018 FUNDING SUMMARY

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	SPR FUNDS	FTA SECTION 5307 (TUTD)
5.1	MPO	Update of the Bicycle & Pedestrian Master Plan	\$5,625	\$1,500	\$375	\$7,500	\$95,000	
5.2	MPO	Stateline Corridor Study	\$5,625	\$1,500	\$375	\$7,500	\$95,000	
Total			\$11,250	\$3,000	\$750	\$15,000	\$190,000	

\*\*SPR Funds are supplemental funds and are not a part of the MPO totals.

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.

**F. TASK 5.0 - FY 2019 Funding Summary**

UPWP Task	Responsible Agency	Description	TX TPF	AR TPF	AR LOCAL MATCH	MPO TOTAL	SPR FUNDS	FTA SECTION 5307 (TUTD)
5.1	MPO	North Stateline	\$3,750	\$1,000	\$250	\$5,000	\$40,000	
5.2	MPO	South Stateline Corridor Study	\$3,750	\$1,000	\$250	\$5,000	\$55,000	
Total			\$7,500	\$2,000	\$500	\$10,000	\$95,000	

\*\*SPR Funds are supplemental funds and are not a part of the MPO totals.

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 2018 Budget Summary

The following are totals projected for the five major work categories for FY 2016, 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	MPO TOTAL	SPR FUNDS	FTA SECTION 5307 (TUTD)
1.0	44.21, 44.22	Administration/ Management	\$70,125	\$18,700	\$4,675	\$93,500		\$72,500
2.0	44.23, 44.24	Data Development & Maintenance	\$34,950	\$9,320	\$2,330	\$46,600		\$0
3.0	44.24, 44.25	Short Range Planning	\$17,250	\$4,600	\$1,150	\$23,000		\$0
4.0	44.23	Metropolitan Transportation Plan	\$46,485	\$12,396	\$3,099	\$61,980		\$0
5.0	44.27	Special Studies	\$11,250	\$3,000	\$750	\$15,000	\$190,000	\$0
<b>TOTALS</b>			<b>\$180,060</b>	<b>\$48,016</b>	<b>\$12,004</b>	<b>\$240,080</b>	<b>\$190,000</b>	<b>\$72,500</b>

\*\*SPR Funds are supplemental funds and are not a part of the MPO totals.

## FY 2018 BUDGET

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

FHWA (PL-112) and FTA Section 5303 combined available	\$180,000.00
Supplemental Statewide Planning & Research Funds	\$190,000.00
Estimated unexpended FY 2017 TPF carryover	<u>\$36,000.00</u>
Total TX TPF	\$406,000.00

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	\$47,119.00
Estimated unexpended FY 2015 TPF carryover	<u>\$33,326.72</u>
Total AR TPF	\$81,445.72

### Transit Funds

Note: FTA Section 5307 funds are administered by the TUTD and as a result are not included in the MPO funding totals. \$72,500.000

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

## FY 2019 Budget Summary

The following are totals projected for the five major work categories for FY 2017, 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	MPO TOTAL	SPR FUNDS	FTA SECTION 5307 (TUTD)
1.0	44.21, 44.22	Administration/ Management	\$71,625	\$19,100	\$4,775	\$95,500		\$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	\$15,375	\$4,100	\$1,025	\$20,500		\$0
4.0	44.23	Metropolitan Transportation Plan	\$50,325	\$13,420	\$3,355	\$67,100		\$0
5.0	44.27	Special Studies	\$7,500	\$2,000	\$500	\$10,000	\$95,000	\$0
<b>TOTALS</b>			<b>\$172,275</b>	<b>\$45,940</b>	<b>\$11,485</b>	<b>\$229,700</b>	<b>\$95,000</b>	<b>\$72,500</b>

\*\*SPR Funds are supplemental funds and are not a part of the MPO totals.

## FY 2019 BUDGET

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

FHWA (PL-112) and FTA Section 5303 combined available	\$180,000.00
FY 2018 TPF carryover	\$36,000.00
Supplemental Planning & Research Funds	<u>\$95,000.00</u>
Total Available TX TPF	\$311,000.00

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	\$46,000.00
FY 2018 TPF carryover	<u>\$25,000.00</u>
Total Available AR TPF	\$71,000.00

### Transit Funds

Note: FTA Section 5307 funds are administered by the TUTD and as a result are not included in the MPO funding totals. \$72,500.000

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

## Appendix A – Policy Board Membership

Robert Bunch, Mayor, Policy Board Chairman	City of Nash, Texas
Ruth Penney-Bell, Mayor, Vice Chairman	City of Texarkana, Arkansas
Kenny Haskin, City Manager	City of Texarkana, Arkansas
Laney Harris, Council Member	City of Texarkana, Arkansas
Kyle Dooley, P.E. City Engineer	City of Texarkana, Texas
Willie Ray, Council Member	City of Texarkana, Texas
John Whitson, City Manager	City of Texarkana, Texas
Bill Parker, Council Member	Wake Village, Texas
Roy McNatt, Judge	Miller County, Arkansas
Thomas Whitten, Commissioner	Bowie County, Texas
Steve Frisbee, P.E., District 3 Engineer	Arkansas State Highway & Transportation Dept.
Paul Simms, P.E., Metropolitan Planning Coordinator	Arkansas State Highway & Transportation Dept.
Dennis Beckham, P.E., Director of Transportation Planning & Development	Texas Department of Transportation
Glenn Green, P.E., District Engineer	Texas Department of Transportation
Chris Brown, Executive Director	Ark-Tex Council of Governments

---

## Appendix B – 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

Texarkana Metropolitan Planning Organization

---

Robert Bunch, Chairman  
MPO Policy Board

Date

---

Attest:

---

Rea Donna Jones, Study Director  
Texarkana MPO

---

## Appendix C – 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 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 subcontracts, 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 a prerequisite for making or entering into this transaction imposed by 31 U.S.C., 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

---

Robert Bunch, Chairman  
MPO Policy Board

Date

---

Attest:

---

Rea Donna Jones, Study Director  
Texarkana MPO

---

## Appendix D – Certification of Compliance

---

I, Robert Bunch – 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

---

Robert Bunch, Chairman  
MPO Policy Board

Date

---

Attest:

---

Rea Donna Jones, Study Director  
Texarkana MPO

---

## Appendix E – Certification of Internal Ethics and Compliance Program

---

I, Robert Bunch, Chairman of the Texarkana 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 satisfies the requirements of 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.

Texarkana Metropolitan Planning Organization

---

Robert Bunch, Chairman  
MPO Policy Board

Date

---

Attest:

---

Rea Donna Jones, Study Director  
Texarkana MPO