

UNIFIED PLANNING WORK PROGRAM

2022-2023 UPWP AMENDMENT #3 DRAFT

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

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Texarkana, Texas 75501
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Recommended by the Technical Committee
Adopted by the Policy Board
Amendment One
Amendment Two
Administrative Modification One
Administrative Modification Two
Administrative Modification Three
Amendment Three

MAY 6, 2021
MAY 19, 2021
September 16, 2021
December 15, 2021
January 28, 2022
February 7, 2022
April 13, 2022
September 21, 2022

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 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:

2021 PEAs include:

- **Tackling the Climate Crisis - Transition to a Clean energy, Resilient Future** - Ensure that our transportations plans, and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from increasing effects of climate change.
- **Equity and Justice⁴⁰ in Transportation Planning** - Advance racial equity and support for underserved and disadvantaged communities to help ensure public involvement in the planning process and that plans, and strategies reflect various perspectives, concerns and priorities from impacted areas.
- **Complete Streets** - Review current policies, rules, and procedures to determine their impact on safety for all road users, including provisions for safety in future transportation infrastructure, particularly those outside automobiles. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. To be considered complete, road should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations, and accommodate pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles [\[§ 11206\(a\)\]](#).
 - The Bipartisan Infrastructure Law (BIL) requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [\[§ 11206\(b\)\]](#)
- **Public Involvement** - Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. Increase public involvement in transportation planning by integrating virtual public involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computer and mobile devices.
- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination** - Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- **Federal Land Management Agency (FLMA) Coordination** - Coordinate with FLMA's in transportation planning and programming processes on infrastructure and connectivity needs related to access routes and other public roads that connect to Federal lands, including exploring opportunities

to leverage transportation funding to support access and transportation needs of FLMAs before projects are programmed into the TIP.

- **Planning and Environment Linkages (PEL)** - Implement PEL as part of the transportation planning and environmental review processes.
- **Data in Transportation Planning** - Incorporate data sharing and consideration into the transportation planning process through developing and advancing data sharing principles among the MPO, State, regional, and local agencies.

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

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.

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

TASK 4.0: METROPOLITAN TRANSPORTATION PLAN

A. OBJECTIVES

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

B. EXPECTED PRODUCTS

- Updates to the 2045 MTP
- **Development of 2050 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~~5~~ 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.

FY 2023 - Began development of the 2050 Metropolitan Transportation Plan which will address how the MPO is working to ensure consistency with performance measures established by ARDOT, TxDOT and the Transit provider (TUTD).

SUBTASK 4.2 - COORDINATION & TRAVEL DEMAND

The MPO will coordinate with TxDOT-TTP on the development of a working model with the base year of 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.

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 ~~FY 2022~~

~~FY 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.

FY 2023 - Completion of the Thoroughfare Plan which will develop a regional concept for corridor analysis that would address economic development, emergency evacuations, land use and increasing congestion. The Thoroughfare Plan 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.

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)
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	MPO TOTAL	FTA SECTION 5307 (TUTD)
5.1	MPO	Thoroughfare Study	\$37,500	\$10,000	\$2,500	\$50,000	\$0
Total			\$37,500	\$10,000	\$2,500	\$50,000	\$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.

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	\$37,500	\$10,000	\$2,500	\$0.00	\$50,000	\$0	
TOTALS			\$203,925	\$54,380	\$13,595	\$0.00	\$271,900	\$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 estimation	<u>40,000.00</u>
Total Available TX TPF	\$220,000.00

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	\$ 63,283.00
FY 2022 TPF carryover	<u>39,541.87</u>
Total Available AR TPF	\$ 102,824.87

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
Jay Ellington, City Manager	City of Texarkana, Arkansas
Steven Hollibush, Council Member	City of Texarkana, Arkansas
Barbara Minor, Council Member / Assistant Mayor	City of Texarkana, Arkansas
Bob Bruggeman, Mayor, 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
Katie Martin, 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, Director 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
Daniel Huett P.E., Resident Engineer	Arkansas Department of Transportation
Katie Martin P.E., Advance Planning Engineer	Texas Department of Transportation
Daniel Huett 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