

# FY 2024 RAISE



A Unique Undertaking - State Line Avenue Cultural Corridor

## **Transportation Discretionary Grant Proposal**

Presented to: The United States Department of Transportation

Presented by: Lead Organization - Texarkana Metropolitan Planning Organization

Representing - Texarkana, USA Metropolitan Area in Texas, and Arkansas

Partner Organizations: City of Texarkana, Arkansas, City of Texarkana, Texas, Southwest Arkansas Planning & Development District (SWAPDD), Texas Department of Transportation (TXDOT) and the Arkansas Department of Transportation (ARDOT).

Total Project: **\$52,339,784.65**

Request: **\$16,987,165.65**

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## I. Project Description (See D.2.i)

A unique undertaking, State Line Avenue Cultural Corridor sets a bold vision for future growth of the twin city corridor located in Texarkana, USA on the Texas, and Arkansas border. Originally established as a railroad and industrial center, Texarkana, USA has grown into a regional agriculture, retail, transportation, and wholesale service center. This corridor is also considered part of the Strategic Highway Network (STRAHNET) being a non-interstate road available for use by the military<sup>1</sup>.

Texarkana recognizes the need to create a cohesive vision to guide the future growth of the corridor shared by Texas and Arkansas. As a result, the community recently completed a nine-month long State line Avenue Corridor that utilized the public's input to discuss future objectives and to identify existing key corridor conditions and issues. From over 500 residents and public comments received, the final plan presents two preferred alternatives for the future design of the corridor that this application seeks funding for.

As a part of the planning process, it was noted that State Line Avenue is currently a major safety hazard for all users with 1474 crashes in 2022 alone, including 29 seriously injured and 6 fatalities. The road is in desperate need of repair not only to mitigate safety issues but also to tackle the eyesore the avenue has become with a lack of oversight (See **Appendix 2** for photographs of the current state).

From an economic standpoint, State Line Avenue falls within an opportunity zone due to the demographics of the avenue, allowing for favorable circumstances for growth to aid local people. Over the past five years, over \$75 million in private investment has occurred along the corridor and in the downtown area. However, a full scale renovation is needed to reinstate State line Avenue as a prime corridor of Texarkana, one that is safe, eco-friendly, economically vital, and able to display the uniqueness of its bi-state status. State Line Avenue is part of rural area and is also an Area of Persistent Poverty and half the project is in a Historically Disadvantage area.

The project will rehabilitate a 3.25-mile major artery and create a cultural district along State Line Avenue (US 71, US 59) connecting IH 30 with Union Train Station/Amtrak in downtown Texarkana, USA. The project is a working expression of the community through improved culturally relevant transportation infrastructure for pedestrians and bicyclists while serving automobiles and trucking with a better connection to the heart of downtown. The application of complete streets will greatly improve the safety of all transportation users on State Line Avenue while providing a more welcoming environment for tourists and community use of the space. The Safe Street and Sidewalks Improvement Project is a top priority for Texarkana. Locally, the project will help the city revitalize a critical economic corridor and improve citizen safety. The project complements efforts to focus investment and increase opportunities for commercial and residential growth. Use of Smart Growth principles to design and reconstruct these corridors will support those efforts. Complete Streets that increase connectivity, provide multi-modal transportation options, with aesthetically pleasing streetscapes are part of the City's Smart Growth

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<sup>1</sup> The Strategic Highway Network (STRAHNET) is a system of roads for emergency mobilization and movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations. [https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/STRAHNET/\\_STRAHNET%20101.pdf](https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/STRAHNET/_STRAHNET%20101.pdf)

plan. Improving traffic flow and pedestrian access within the community increases connectivity to the downtown area and educational facilities.

President Biden's new American Jobs Plan has placed an emphasis on using federal transportation investment as a tool to help further improve local Safe Streets programs "to reduce crashes and fatalities, especially for cyclists and pedestrians. Texarkana MPO proposed transportation project will repair a broken transportation network, stimulate economic development, help residents improve the quality of their lives, and create pathways to expand the region's middle class. RAISE investment will produce a variety of desired outcomes in Texarkana including:

- *Increased Transportation Choices*: RAISE funding will enable Texarkana to reduce vehicle miles traveled (VMT) and increase the number of commuters who bike or walk to work, shop and play.
- *Safer Streets, Sidewalks and Bike Trails*: Essential repairs to streets and the addition of sidewalks and a bike path will help reduce crashes, making Texarkana a safer place to live and visit.
- *Improved Connectivity*: Linking the areas of persistent poverty into the existing public amenities.
- *Improved Access*: Improvements provide pedestrian access to jobs, grocery stores, wellness facilities, and financial institutions.
- *Small Town Resurgence*: RAISE funding supports small town America where infrastructure investment has been lacking. Funding would not only improve transportation but would also create the opportunity to upgrade the utility, broadband and water infrastructure during construction.
- *Improved Environment*: Investments in multi-modal transportation and streetscape improvements will help reduce carbon emissions, improve air quality, decrease stormwater runoff, and generate significant other environmental benefits.
- *Healthier Community*: Providing opportunities for increased walking and biking, as well and reducing environmental pollution, will help Texarkana become healthier.
- *Economic Growth*: RAISE investment will help spur economic growth and create jobs within the corridor and extend further into our Downtown. The project will improve the economic competitiveness of existing business and industry. A more efficient and attractive corridor will accelerate filling retail vacancies and developing vacant property. Enhanced curb appeal to the community's main entrance off I-30 will draw more tourism and provide a sense of place for the community. Multi-modal improvements will encourage residential development in areas adjacent to the corridor allowing residents greater freedom of movement.

Enhancements resulting from the project include increased pedestrian mobility, intersection treatments, roadway/pedestrian lighting, bicycle access, traffic management improvements, innovative stormwater management, redeveloped land uses, and the creation of the State Line Avenue Cultural Corridor, which is an overlay district spanning Arkansas and Texas.

State Line Avenue is a unique corridor that serves as the boundary between Texas and Arkansas and the primary roadway for drivers traveling from IH 30 to downtown Texarkana. The roadway is five lanes with a center turn lane and discontinuous sidewalks. The project consists of the rehabilitation of existing State Line Avenue from W 52nd (TX) and E 49th (Ark) Street, at the IH 30 intersection, to Front Street, approximately 3.25 miles.

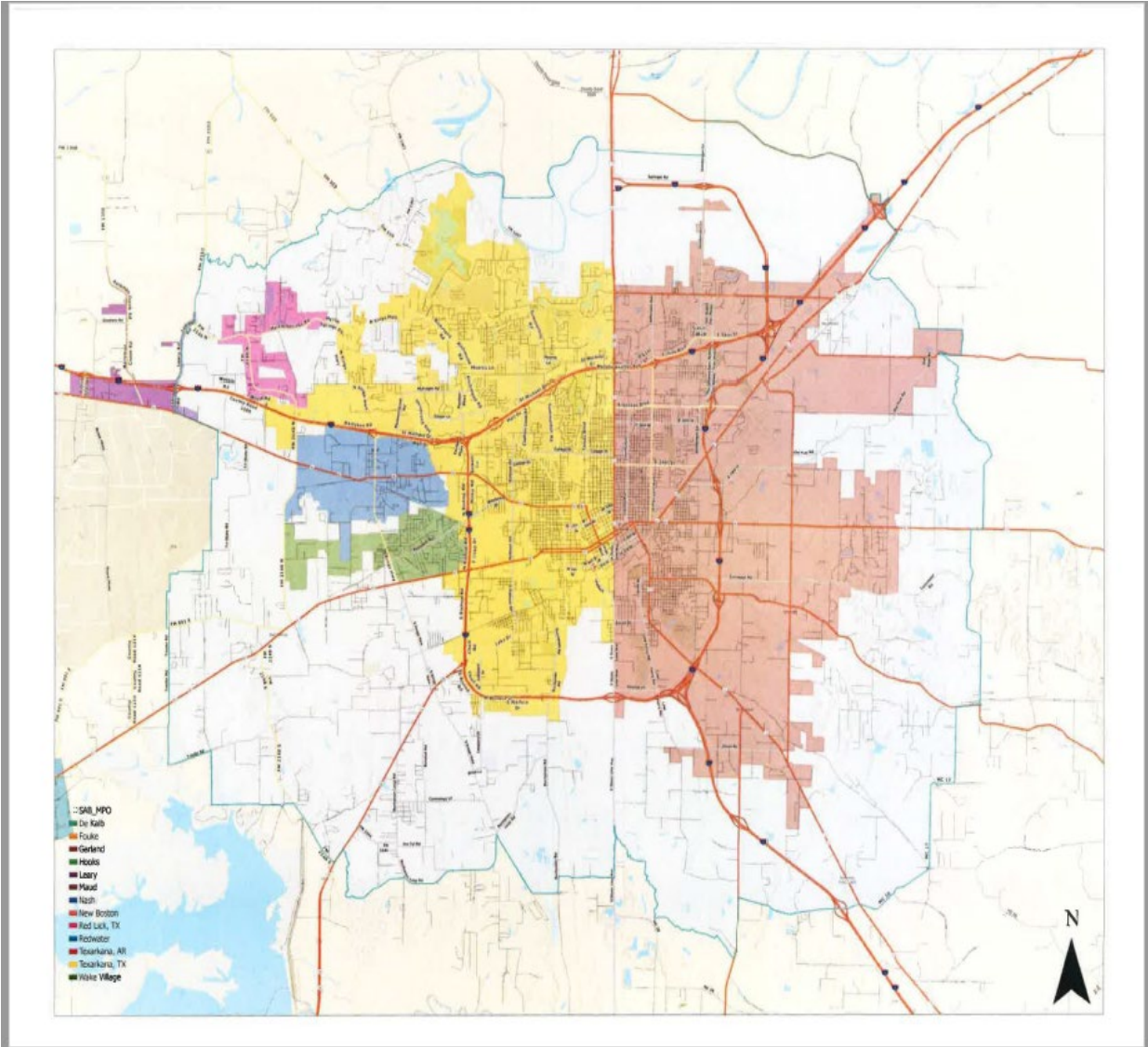
The Texarkana Metropolitan Planning Organization (MPO) plans to coordinate the State Line Avenue: Placemaking in Two States project which is estimated at forty-seven million dollars. Texarkana MPO requests consideration of \$16,987,165.65 and we will provide local funding of over 1,800,000 and state funds through other non-federal sources for over \$33,000,000 (which includes an additional \$6,505,119 for Texas Department of Transportation, since the last application). This constitutes a program of projects that will run concurrently, are essential for maximizing benefits for Texarkana, USA, and represent the intentions of Texarkana residents, businesses, and organizations in the community and surrounding neighborhoods.

### Eligibility Applicants

The Texarkana MPO, the City of Texarkana, Arkansas and the City of Texarkana, Texas are eligible applicants as the area's MPO and two local governments, (Figure 1). Texarkana MPO is the lead applicant and the City of Texarkana; Texas will take primary responsibility for implementing the RAISE portion of this project. Texarkana's MPO office provides the ideal intermediary between the multiple jurisdictions represented along the State Line Avenue Corridor, coordinating transportation planning and projects along with the Departments of Transportation in Arkansas and Texas.

Environmental Review and Administrative tasks will be completed by the specified date, with all RAISE funds expended by September 30, 2031 as required. No TIGER/BUILD grants have been awarded in this Rural Area yet.

Figure 1: Texarkana Urbanized Area Overview Map



## II. Project Location (See D.2.ii)

**Figure 2: Texarkana**



Texarkana is unique as a 2 Cities, in 2 States historic core. Founded in 1873 at the junction of two railroads. The name is a composite of Texas, Arkansas, and Louisiana. With our unique location, Texarkana is within an hour’s drive of four states and serves as the hub for many communities for shopping and entertainment.

Figure 3: State Line Avenue Cultural Corridor Project Location and Overview



The proposed project includes an approximate 3.25-mile section of the State Line Avenue Corridor (US 71/US 59) in Texarkana, Texas and Texarkana, Arkansas from just south of the access interchange with IH 30 to Front Street, South of the United States Post Office and Federal Building. State Line Avenue terminates at the historic Union Train Station, connecting the entire project to

the Amtrak station in Texarkana. See Appendix 2 for full maps.

Area boundaries. Those parcels which face State Line Avenue within from 3.25 mile from the south side of IH 30 to the Front Street Intersection, shown in the attached State Line Avenue Site Map with Zoning Districts.

From W 52nd (TX) and E 49th (Ark) Street to College Dr, State Line Avenue would be replaced with 4-12 ft lanes, 2- 13.5 ft lanes, 1- 14 ft turn lane, curb and gutter. An 8 ft multi-use path would parallel the curb on either side with a 5 ft buffer where possible. All wet utilities, storm drains, and lighting would be replaced and upgraded. All standards would follow TxDOT and ARDOT.

From TX/AR Blvd's to 7<sup>th</sup> street State Line Avenue would be replaced with 2-11 ft lanes, 2- 12.5 ft lanes, 1- 12 ft turn lane, curb and gutter. An 8 ft multi-use path would parallel the curb on either side with a 5 ft amenity zone where possible. All wet utilities, storm drain, and lighting would be replaced and upgraded. All standards would follow TxDOT and ARDOT.

Please see Appendix 2 for images with further details.

Each section will also include improvements to public transportation facilities (T-Line bus stops) to help reduce single passenger travel, cultural crossing experience, green space, street banners and gateway features. Each section will have frontage space that varies. Various businesses are currently being contacted to reduce the number of driveways to their businesses to help improve safety.

### **Connections to Other Transportation Infrastructure.**

State Line Avenue constitutes a central roadway connecting motorists and mass transit riders along the East-West IH 30 with North-South ridership of US 71 and US 59. T-Line, Texarkana's public transit system, maintains stops along State Line Avenue and runs parallel to Texas Blvd where the T-line station is located. Bike share bicycles are available on the south end of the street for public use at the Federal Courthouse and the Texarkana Museum in the Urban District. Additionally, this roadway connects to US Highways 82, 67, and 59 via 7<sup>th</sup> Street. North State Line Avenue terminates at Union Train Station/Amtrak.

## Challenges – Why Now?

### Challenges of State line Avenue



*Lack of Sidewalks:* Limited sidewalks provide pedestrian challenges; one side of State Line received sidewalk, while the other only has sidewalks in one area. The current right-of-way is occupied by shoulder, open drainage ditches, expansive parking lots, and undefined access points. These unsafe conditions make it extremely difficult for any pedestrian movements within the corridor.

*No Bicycle Accommodations:* Non-existent bicycle paths limit cyclists to traffic lanes or shoulders. Accommodation of bicycles along the corridor will allow for access to adjacent trail systems

*Unsafe Intersections:* Poor sight distances and no cross walk at intersections have resulted in traffic crashes and many close calls.

*Unappealing Streetscape:* State Line Avenue lacks uniformity. The existing streetscape and lack of pedestrian features discourages people from walking through the area and works against the community's goal of growth in the vital commercial corridor. An attractive streetscape and safe travel environment will encourage further economic activity.

*Stormwater Runoff:* State Line Avenue does not handle appropriately stormwater volumes and is reliant on open roadside ditches. Stormwater runoff can create travel hazards due to standing collection of water or refreezing during winter months.

The State Line Avenue Corridor Improvement Project presents the best opportunity in more than twenty years to address safety and basic roadway conditions for the primary entrance to Texarkana's downtown and historic district. It also presents an opportunity to include improvements that will help address climate change impacts, while also creating jobs for citizens in and around the community.

Along this roadway, commercial and residential properties could provide much higher tax revenue with adequate investment in infrastructure that supports local, cultural expectations and needs. The plan is in the Texarkana MPO 2044 Metropolitan Transportation Plan (MTP) and is the top ranked project in the Texarkana Regional Active Transportation Master Plan. The need for improved safety for bicyclists and pedestrians is well documented in plans created by both cities.

Progress has been made in improving accessibility on either side of the State Line Avenue. Texarkana, Arkansas, and Texarkana, Texas have worked with both states and federal agencies to improve the IH-30 access ramps, build out the intersection of State Line Avenue with Arkansas Blvd and Texas Blvd with a central landscaped island. Two-way street conversion downtown has been completed recently; the project added 170 additional parking spaces downtown by converting many previous parallel parking spots to angled parking. New crosswalks were installed throughout downtown and brick-patterned crosswalks were implemented around heavily trafficked intersections near the Perot Theatre. Bike sharrows were installed along with decorative stop signs and cultural district sign-toppers. These safety improvements in the three State Line Avenue corridor districts have greatly improved the safety and well-being of multi-modal transportation users.

However, it's become apparent that a connection between these two hotspots is in great need of repair which is why this project is necessary for the prosperity of Texarkana. By connecting the higher traffic counts near the freeway to the arts and historic district in downtown Texarkana, the projects already completed to enhance safety and efficiency for transportation will continue to have positive impacts on tourists and residents alike.

Transportation improvement challenges of State Line Avenue have persisted for many years, in part because of the nature of the roadway, with half of the street in one state and half of the street in the other. This two-state dilemma compounds the challenges as this city street also serves as United States highway, US 71 and US 59. Both Arkansas and Texas are planning to improve the road along the corridor; but, lack additional funding to address the opportunities presented by combining the road improvements within the broader context of other transportation investments. The combined states department of transportation's plan will rehabilitate the pavement and improve the ride along State Line Avenue and improve safety for motorists but would not address

essential elements of a complete street like the placemaking, livability, economic, environmental, and safety aspects of this proposal.

Over the last 10 years, private investment downtown has been over \$79,960,000 and public investment over that same period has been over \$6,509,000. Texarkana, Texas has another \$9,980,000 planned in public infrastructure through the Capital Improvement Plan over the next 5 years. Improving our infrastructure will have a cascading effect on the ecosystem property values and property taxes, giving the cities a stronger basis for maintenance in the future.

Walking from your neighborhood to the grocery store should not be an exercise in bravery. Pedestrians and bicyclists need safe routes to work, school, and other services. Shade and shelter also improve the livability of districts like Texarkana's Urban District downtown. One aspect of this project, the Courthouse Square Initiative, is designed to improve walkability near the Federal Courthouse and Post Office in downtown Texarkana. This iconic landmark located in two states is believed to be the second most photographed courthouse in the U.S. The project included the addition of pedestrian crossings, bike lanes, landscaping, and ADA improvements for visitors to the courthouse. Funding for this project was set aside by the city of Texarkana, Texas. To address climate change, electric charging stations were installed as part of the Courthouse square project and to encourage more people to the Downtown area.

A sense of belonging and ownership, and the resulting care and concern, are apparent when people have the opportunity to participate in the public planning process. Texarkana has learned that this approach leads to better outcomes. Consequently, the public participation component is essential to the success of the State Line Cultural Corridor. Cultural enhancements like shared public spaces at a human scale lend themselves to community interaction. This project will also feature the work of George Tobolowsky from his "Bending the Rules II" exhibition, outdoor sculptures reflect the character of local people. The sculptures will be located at entrances to the three State Line districts. This public art permanent exhibit is a collaboration between the Texarkana Arts & Historic District partners, TRAHC, and the Cities. Texarkana, Texas's 2018 National Endowment for the Arts (NEA) grant will assist with the permanent display costs.

Momentum has been building for the renovation of State Line for some time now and has consequently become a key factor in the success of many projects. Without change along this main corridor, growth will remain stagnant and the work put into downtown Texarkana, USA, and the ramps onto IH 30 will have very little impact.

#### Multijurisdictional Corridor Overlay District

An essential component of the project for the cities of Texarkana, Arkansas, and Texarkana, Texas is the implementation of a district overlay plan that recognizes existing distinct features and functions of three sections of the State Line Avenue Cultural Corridor known as the Multijurisdictional Corridor Overlay District. See Appendix 6.

The purpose of this district is to provide appropriate design standards for the development of properties within the Multijurisdictional Corridor Overlay District (MCOB) Boundary. These standards recognize the area's unique development character and significance of this State Line boundary as an opportunity to promote growth for a more desirable place to live, work and shop along this corridor. The MCOB provides a set of cohesive standards for an area where the Texarkana, Arkansas, and Texarkana, Texas can vary; this overlay creates a clear-cut plan into what State Line Avenue will be after the implementation of this project (Please see **Appendix 6**).

**Economic Growth**

- Provide State Line Avenue with landscaping, furnishings, and public art to enhance the area as a cultural keystone and provide the district with cohesive design elements that accommodate vehicular, pedestrian, and bicycle traffic.
- Enforce signage standards to reduce the clutter that already exists on State Line Avenue and create a more appealing street view while providing clear identity and information.
- Ensure that the character of both private and public buildings/structures reflect a sense of permanence and develop public pride through prominent locations with high-quality design, landscaping, materials, and construction.
- Identify and protect sceneries that contribute to the district’s character by encouraging retail, restaurant, and residential uses with development standards designed to enhance the district’s form, character, and function

**Environmental Innovation**

- Implement rainwater drainage systems using several techniques along State Line Avenue, such as a filter system that removes pollutants.
- Add vegetation along the roadway to create a greener landscape, which will in turn create a more breathable space
- Turn unused green space into parks, creating an opportunity for travelers and citizens to enjoy the outdoors
- Implement Solar Powered traffic management to encourage innovative technology and green energy uses along the corridor
- Encourage the use of the electric charging stations by the Courthouse

Compliance with this plan and all federal, state, and local requirements will be required. All property within the boundaries of the Corridor will adhere to the development standards within three distinct Districts. The use, height, and area regulations as set out are uniform throughout each district. The boundaries of the zoning districts are delineated by the State Line Avenue Site Map with Zoning Districts attached in Appendix 2.

- Commercial, northern section of State Line Avenue, closest to IH 30 ramps.
- Residential, center section of State Line Avenue, connects living, working, and shopping spaces.
- Urban, southern section of State Line Avenue runs into and through downtown connecting to Union Train Station/Amtrak.

**III. Grant Funds, Sources and Uses of all Project Funding (See D.2.iii)**

<b>Program of Projects Expenses</b>	<b>Cost</b>
<i>Contractual Construction/Engineering Construction (10% Contingency) (see for full budget)</i>	<b>\$45,155,701.72</b>
<i>Construction Engineering and Material Testing (10%)</i>	<b>\$4,105,063.79</b>
<i>Plus Inflation (3%)</i>	<b>\$1,231,519.14</b>
<b>Total Corridor Project Cost</b>	<b>\$50,492,284.65</b>

**PROGRAM OF PROJECTS INCOME:**

RAISE REQUEST --**\$16,987,165.65**

	Revenue
<b><i>RAISE REQUEST</i></b>	<b>\$16,987,165.65</b>
<i>ARDOT</i>	<b>\$12,000,000</b>
<i>TXDOT</i>	<b>\$18,505,119</b>
<b><i>Local funding (Utilities and Cultural Enhancement)</i></b>	<b>\$1,847,500.00</b>
<i>TEXARKANA MPO (CAT 2)</i>	<b>\$3,000,000</b>
<b><i>TOTAL COST</i></b>	<b>\$52,339,784.65</b>

This budget is based on projections developed in consultation with MTG Engineers and Surveyors, TEC, Inc. (Tatum Excavating Company, Inc.), the State of Arkansas Department of Transportation, the State of Texas Department of Transportation, and the cities of Texarkana, Arkansas and Texarkana, Texas. The states are planning to fund the replacement of the roadway pavement, curb and gutter, and this application specifically asks for the funding to provide the cultural enhancements that will improve public safety, provide more environmentally sensitive treatments, improve stormwater management, increase economic competitiveness and opportunities, and, just as importantly, tie the State Line Cultural Corridor District Overlay plan developed with consultation of Texarkana, USA citizens to the states’ planned street improvements.

MTG Engineering and Surveying (MTG) and TEC, Inc. (Tatum Excavating Company, Inc.) provided consultation services as a community service. The budget includes funds for planning, engineering and surveying that will undergo open bidding processes according to federal, state and local rules and regulations.

The Arkansas Department of Transportation has planned to contribute \$12 million to the project, Texas Department of Transportation has pledged \$12 million. The Texarkana Metropolitan Planning Organization has set aside \$3 million, creating a total of \$27 million promised by local government towards this project. The remaining funds, \$17,691,577.24, comprise the RAISE grant request specific to the State Line Avenue corridor project. The remaining \$1,847,500.00 covers the cultural enhancement and some utilities will be funded by both cities.

Additionally, one section of the Urban District includes the Courthouse Square project planned and budgeted by Texarkana, Texas. This section is locally funded and contributes to the value of the roadway. Texarkana, Texas was a recent recipient of National Endowment of the Arts grant which provided for enhancement and new additions of art in the Urban District, adding value to the State Line Avenue area as well.

Project Budget

Opinion of  
 Probable Cost

State Line Improvements

ITEM NO.	QUANTITY	UNIT	TxDOT Item #	DESCRIPTION	UNIT PRICE	NEW UNIT PRICE	TOTAL
1	1	LS	500	Mobilization	\$375,000.00	10%	\$3,800,000.00
2	105	STA	100	Prep ROW	\$3,800.00	\$4,500.00	\$472,500.00
3	24	MO	502	Barricade, Sign, and Traffic Handling	\$7,500.00	\$11,000.00	\$264,000.00
Earthwork							
4	20,000	CY	110	Common Excavation	\$12.00	\$20.00	\$400,000.00
5	14,000	CY	132	Common Embankment	\$15.00	\$30.00	\$420,000.00
6	3,760	CY	132	Select Fill	\$18.00	\$30.00	\$112,800.00
7	3,760	CY	110	Undercut	\$12.00	\$20.00	\$75,200.00
Demolition and Abandonment							
8	68,922	SY	104	Remove Concrete Pavement	\$17.00	\$30.94	\$2,132,446.68
9	6,513	SY	104	Remove Concrete Sidewalk	\$12.00	\$18.44	\$120,099.72
10	10,029	SY	104	Remove Concrete Driveways	\$14.00	\$30.94	\$310,297.26
11	3,537	SY	105	Remove Asphalt Driveways	\$10.00	\$15.00	\$53,055.00
12	29,680	SY	105	Remove Asphalt Pavement	\$10.00	\$15.00	\$445,200.00
13	85	EA	610	Remove Light Pole and Foundations	\$790.00	\$1,000.00	\$85,000.00
14	140	EA	636	Remove Signs	\$50.00	\$75.00	\$10,500.00
15	22	EA	680	Remove Traffic Signal Pole and Foundation	\$3,500.00	\$4,000.00	\$88,000.00
16	22	EA	7124	Remove & Replace Fire Hydrant Assembly	\$3,700.00	\$4,500.00	\$99,000.00
17	14	EA	479	Remove & Replace Sanitary Sewer Manhole	\$3,000.00	\$5,000.00	\$70,000.00
18	16	LF		Remove or Abandon 2" Water Line	\$1.00	\$1.25	\$20.00
19	2,618	LF		Remove or Abandon 4" Water Line	\$1.00	\$1.25	\$3,272.50
20	3,880	LF		Remove or Abandon 6" Water Line	\$1.00	\$1.25	\$4,850.00
21	4,455	LF		Remove or Abandon 8" Water Line	\$1.00	\$1.25	\$5,568.75
22	2,488	LF		Remove or Abandon 10" Water Line	\$1.00	\$1.25	\$3,085.00
23	2,838	LF		Remove or Abandon 12" Water Line	\$1.00	\$1.25	\$3,547.50
24	8	LF		Remove or Abandon 16" Water Line	\$1.00	\$1.25	\$10.00
25	883	LF	7127	Remove or Abandon 6" Sewer Line	\$1.00	\$1.25	\$1,103.75
26	261	LF	7127	Remove or Abandon 8" Sewer Line	\$1.00	\$1.25	\$326.25
27	96	EA		Remove Inlets	\$2,500.00	\$3,000.00	\$288,000.00
28	7,000	LF	472	Remove 18" RCP Culvert	\$15.00	\$25.00	\$175,000.00
29	458	LF	472	Remove 24" RCP Culvert	\$15.00	\$25.00	\$11,450.00
30	204	LF	472	Remove 30" RCP Culvert	\$15.00	\$25.00	\$5,100.00
31	2	EA		Remove Junction Box	\$1,250.00	\$2,000.00	\$4,000.00
32	13	LF	472	Remove 4'X4' Box Culvert	\$45.00	\$75.00	\$975.00
33	5,570	LF	472	Remove 36" RCP Culvert	\$20.00	\$40.00	\$222,800.00
34	100	LF	472	Remove 42" RCP Culvert	\$25.00	\$50.00	\$5,000.00
35	70	LF	472	Remove 4'X3' Box Culvert	\$45.00	\$75.00	\$5,250.00
36	80	LF	472	Remove 6'X3' Box Culvert	\$45.00	\$75.00	\$4,500.00
Street & Storm Construction							
37	13,566	SY	530	Install Concrete Driveways	\$80.00	\$100.00	\$1,356,600.00
38	98,602	SY	360	Install Concrete Pavement	\$90.00	\$120.00	\$11,832,240.00
39	108,640	SY	280	Lime Treated Subgrade	\$4.00	\$8.00	\$869,120.00
40	2,173	TON	280	Lime	\$150.00	\$325.00	\$706,160.00
41	34,511	GAL	310	Asphalt Prime (MC-30)	\$4.75	\$8.00	\$278,085.60
42	21,692	TON	340	Asphalt Pavement Type D	\$115.00	\$193.00	\$4,186,840.92
43	96	EA	465	Install Inlets	\$5,500.00	\$7,000.00	\$672,000.00
44	7,000	LF	472	Install 18" RCP Culvert	\$48.00	\$80.00	\$560,000.00
45	458	LF	472	Install 24" RCP Culvert	\$55.00	\$90.00	\$41,220.00
46	204	LF	472	Install 30" RCP Culvert	\$72.00	\$120.00	\$24,480.00
47	2	EA	465	Install Junction Box	\$6,500.00	\$10,000.00	\$20,000.00
48	13	LF	472	Install 4'X4' Box Culvert	\$400.00	\$650.00	\$8,450.00
49	5,570	LF	472	Install 36" RCP Culvert	\$75.00	\$165.00	\$919,050.00
50	100	LF	472	Install 42" RCP Culvert	\$80.00	\$260.00	\$26,000.00
51	70	LF	472	Install 4'X3' Box Culvert	\$375.00	\$600.00	\$42,000.00
52	80	LF	472	Install 6'X3' Box Culvert	\$550.00	\$880.00	\$52,800.00
53	140	EA	636	Install Signs	\$80.00	\$95.00	\$13,300.00
54	22	EA	680	Install Traffic Signal Pole and Foundation	\$100,000.00	\$130,000.00	\$2,860,000.00
55	367		666	Pavement Marking Symbols & Words	\$275.00	\$275.00	\$100,925.00
56	3,500		666	Pavement Marking (W) 8" SLD	\$0.75	\$1.00	\$3,500.00
57	3,500		666	Pavement Marking (W) 24" SLD	\$15.00	\$20.00	\$70,000.00
58	4,000		666	Pavement Marking (W) (4") BRK	\$0.75	\$1.00	\$4,000.00
59	4,000		666	Pavement Marking (W) (4") SLD	\$0.75	\$1.00	\$4,000.00
60	40,000		666	Pavement Marking (Y) (4") SLD	\$0.75	\$1.00	\$40,000.00
61	2,000	EA	666	Raised Pavement Marker	\$2.80	\$3.00	\$8,000.00
62	1	LS	668	Construction Pav Markings	\$40,000.00	\$50,000.00	\$50,000.00
63	23,333	LF	506	Install Silt Fence/Straw Wattle	\$3.00	\$8.00	\$139,998.00
64	5	EA	506	Install Concrete Washout	\$750.00	\$1,500.00	\$7,500.00
65	96	EA	506	Install Inlet Protection	\$300.00	\$400.00	\$38,400.00
Utilities							
66	85	EA	610	Install Street Light Pole and Fixture	\$3,100.00	\$3,500.00	\$297,500.00



Opinion of  
 Probable Cost

#REF!	67	85	EA	610	Install Street Light Pole Foundation	\$650.00	\$1,500.00	\$127,500.00
#REF!	84	EA			Install Gate Valves	\$275.00	\$440.00	\$28,160.00
#REF!	16	LF			Install 2" Water Line	\$10.00	\$16.00	\$256.00
#REF!	2,818	LF	5314		Install 4" Water Line	\$16.00	\$45.00	\$117,810.00
#REF!	3,880	LF	5314		Install 6" Water Line	\$18.00	\$40.00	\$155,200.00
#REF!	4,455	LF	5314		Install 8" Water Line	\$21.00	\$50.00	\$222,750.00
#REF!	2,468	LF	5314		Install 10" Water Line	\$24.00	\$55.00	\$135,740.00
#REF!	2,838	LF	5314		Install 12" Water Line	\$30.00	\$60.00	\$158,280.00
#REF!	8	LF	5314		Install 16" Water Line	\$40.00	\$65.00	\$520.00
#REF!	1,164	LF	7017		Install 8" Sewer Line	\$20.00	\$60.00	\$69,840.00
Pedestrian/Bike Facilities								
#REF!	14,600	LF	531		8' Shared Use Path (Both Sides)		\$130.00	\$1,898,000.00
#REF!	284	EA	531		Install Curb Ramps	\$1,750.00	\$2,270.00	\$644,680.00
#REF!	3	EA			Pedestrian Hybrid Beacon System Crossing		\$65,000.00	\$195,000.00
#REF!	150	EA			Pedestrian Ornamental Street Lights (18')		\$5,500.00	\$825,000.00
Cultural Enhancements								
#REF!	5,800	LF			Upgraded Stamped Concrete Cross Walks		\$125.00	\$725,000.00
#REF!	450	EA			Street Banners & Brackets		\$750.00	\$337,500.00
#REF!	2	EA			Colossal Flag (150' Tall)		\$35,000.00	\$70,000.00
#REF!	2	EA			Flag Lighting		\$25,000.00	\$50,000.00
#REF!	2	EA			Columns (18' Masonry Pair)		\$20,000.00	\$40,000.00
#REF!	4	EA			Twin Parks Concept (Allowance per park)		\$45,000.00	\$180,000.00
#REF!	1	EA			Satellite Crossing Experience		\$20,000.00	\$20,000.00
<b>Total Amount of Bid-Items 1 through 83</b>								<b>\$41,050,637.93</b>
Contingency						7%	\$2,744,239.66	
Construction Engineering/Material Testing						7%	\$2,744,239.66	
<b>Total</b>								<b>\$46,539,077.25</b>

## IV. Merit Criteria (See D.2.iv. (1))

### Project Benefits

Merit Criteria	Project Benefits
<b>Safety</b>	<ul style="list-style-type: none"> <li>The project will provide for separation of modes, automobile, and active modes of transport.</li> <li>The project will deliver well defined curb cuts and curbs with ADA compliant ones to reduce auto-pedestrian conflicts.</li> <li>The overall automobile crashes also will see reductions due to the separated modes and the improved speed limit signage with clear striping.</li> <li>These crash reduction factors will improve safety and reduce vehicle collisions</li> </ul>
<b>Environmental Sustainability</b>	<ul style="list-style-type: none"> <li>The active transportation will reduce auto-dependence.</li> <li>Increasing safe provisions to walk and bike will reduce use of fossil fuels and resulting greenhouse gases.</li> <li>The immediate result of the project will be to mitigate flooding of the roadway for the walking public along the corridor and motorists.</li> <li>Additionally, the project elements will increase the amount of vegetation along the corridor.</li> </ul>
<b>Quality of Life</b>	<ul style="list-style-type: none"> <li>The project facilitates access to essential services and the only grocery store in the city and installs infrastructure for active modes of transportation.</li> <li>The project would benefit households, living close to Stateline and in the surrounding area, they will directly benefit from the project that provides opportunities to access jobs, health care, and other essential services such as groceries and fresh food.</li> </ul>
<b>Mobility and Community Connectivity</b>	<ul style="list-style-type: none"> <li>The connections to the Historically Disadvantaged Community (HDC) will provide most direct and safe access to grocery stores and other retail uses, including a Urgent Care, banks, restaurants, other shops, the most necessary needs that fulfill the needs of the people living in poverty.</li> <li>This project will connect more people to our downtown that is currently seeing a growth in redevelopment</li> </ul>

<b>Economic Competitiveness</b>	<ul style="list-style-type: none"> <li>▪ The project will improve reliability of the corridor for vehicular, pedestrian, and bike travelers, increasing connectivity along a major regional thoroughfare.</li> <li>▪ The separation of wheelchair users, cyclists and pedestrians alone will enhance the overall traffic experience along State Highway 71, benefiting the automobile users with predictability of travel.</li> <li>▪ The ingress and egress out of the commercial establishments will be further enhanced.</li> </ul>
<b>State of Good Repair</b>	<ul style="list-style-type: none"> <li>▪ The project will ensure proper maintenance of the roadway, state of good while maintaining the main street appeal for the project area, and</li> <li>▪ Ensure stormwater mitigation measures that will enhance the life of all public infrastructure in project corridor.</li> </ul>
<b>Partnerships and Collaboration</b>	<ul style="list-style-type: none"> <li>▪ The City Texarkana, Texas and Texarkana, Arkansas as well as Texas and Arkansas Department of Transportation and the Texarkana Metropolitan Organization propose to collaboratively partner to make the cities safe, and attractive located in a unique place of two States.</li> <li>▪ Both the Cities are pledging its own resources to assist with the cultural enhancements and the installation of waterlines, gate valves and sewer lines.</li> </ul>
<b>Innovation</b>	<ul style="list-style-type: none"> <li>▪ The innovative design will connect a neighborhood with services with proper pedestrian amenities.</li> <li>▪ The funding and implementation will feature innovative low energy technologies and weather calming ideas.</li> </ul>

**(a) Safety**

Crash data from Texarkana, Texas and Texarkana, Arkansas Police Department

State	Total # of Crashes	Total # of Serious Injuries	Total # of Fatalities
Texas	1163	16	3
Arkansas	311	13	3
<b>TOTAL</b>	1474	29	6

In nearly every year since 1995, Texarkana’s rate of persons involved in fatal accidents (per 100,000 population) has outpaced that of the State of Texas. In 2022 alone, there were 474 crashes on State Line Avenue with 29 with serious injury: 6 fatalities, one of the fatalities involving a pedestrian<sup>2</sup>. People report that they would like to feel safe walking along this corridor, visiting shops and obtaining essential services; Improving the safety of the and help the Department of Transportation reach their goals with safety targets.

- Increase pedestrian mobility by implementing sidewalks along the entire State Line Avenue corridor allowing it to become a protected alternative mode of transportation.
- Add intersection treatments to aid pedestrians in crossing State Line Avenue.
- Increase lighting along the roadway and sidewalks to make the area safer for pedestrians, bikers, and drivers by providing more visibility while reducing crime.

<sup>2</sup> Data retrieved from Texarkana, Texas and Arkansas Police Department reports. (TTPD and TAPD).

- Provide bicycle access with the addition of multimodal sidewalks and bike racks interspersed along State Line Avenue.
- Improve the general traffic management of the area which will ensure the safety of all who utilize the facilities along the main corridor.
- Provide for a more compact and integrated mix of land uses and densities that will encourage economic vitality, while maintaining and embracing the integrity of the existing single-family neighborhoods, efficient use of land and city services, and a strong sense of community.

According to the Texas and Arkansas Department of Transportation's Traffic Count Study, Texarkana exhibits an average daily traffic count (ADT) of 27,000 at the entrance to State Line Avenue, coming from the IH 30 ramp and heading south toward downtown. That traffic doesn't make it to downtown as the ADT is only 6,900 at the intersection of State Line and Texas State Hwy 82/ East 7th Street. If the predominant use of the northern section of State Line is where most of the fatal accidents occur, then it becomes apparent that measures should be taken to provide a safer environment for various uses of transportation. As the traffic slows moving south, the safety measures put in place align with this trend, ensuring that all users of this avenue remain protected. The current infrastructure does not entice people to drive, ride or walk in these areas due to hazardous and uncomfortable conditions. Currently, few areas of the street have adequate sidewalks, the lighting is insufficient, there are no shelters for public transportation users, and intersections have no ADA appropriate crosswalk technology deployed to assist persons with disabilities. In the summers the lack of shelter and tree cover creates a heat island affect, making the street unbearably hot for pedestrians or those waiting on the public Transit, T-line. In winter and in the rain, the street has no tree breaks to slow the wind and rain as many intersections flood due to inadequate stormwater management; again, the users of public transportation are at a loss as they are no shelters for protection against unfortunate weather circumstances. This project will rectify those problems, making the street safe for all transportation uses and more livable.

While the project is unlikely to eliminate all future crashes, Federal Highway Administration (FHWA) studies demonstrate that Complete Street projects can slow vehicular traffic, which reduces traffic incidents. Adding sidewalks, bike paths and cross walks with improved lighting will contribute to the overall safety of the corridor. Street repairs and combining of business driveways will reduce turn conflict zones, injury crashes and damage to vehicles.

#### **(b) State of Good Repair**

More than thirty years have passed since the last major reimagining of State Line Avenue. In the meantime, the two states and two municipalities have worked on repairing and improving the street in a piecemeal fashion, resulting in inconsistent and often inadequate repairs with no consistent materials or design scheme. Sidewalks are only sometimes available; crosswalks are dangerous if they exist at all and are not ADA suitable for wheelchair pedestrians. Sections of the road fill with water when there are heavy rains. The concrete and asphalt voids then fill with water and can swell and crack during freeze, creating potholes, cracked slabs and a general sense of neglect on this important thoroughfare. Also there are not bike lanes and any cyclist of State Line does so at the risk of their life and some of them do not have another option if they want access to, jobs, foods and medical facilities.

Unsafe conditions on the roadway are created by high traffic volumes, lack of pedestrian accommodations, unsafe intersections, and two major barriers that impede mobility to a majority

of the public amenities. Access to basic retail needs, services, education, medical care, and employment are compromised by poor connectivity within the city. Due to lack of sidewalks and bicycle paths, pedestrians including students, elderly and disabled residents, are unable to safely travel within their own community. Amenities, such as the community center and the elementary school are compliant with ADA requirements, however they are not connected into the wider community. This is further compounded by the community's limited transit services and lack of taxi/ride share options.

It is essential that the State Line Cultural Corridor project proceed as a jointly designed and implemented project. Both states and local government are committed to long term, aesthetically consistent maintenance. The road itself is in dire need of repair; since it is concrete the departments of transportation for both Texas and Arkansas have agreed it is best to completely rehabilitate the avenue, ensuring a higher quality if this grant is awarded. The estimated yearly cost to maintain Stateline Avenue varies per year. The maintenance costs will be reduced by the road renovation and will be maintained with better practices to reduce maintenance costs in the future. If this project is a recipient of grant funding, Stateline Avenue will be managed by the DOTs of Texas and Arkansas. The landscaping added will fall under the city's care.

This project will improve safety and connectivity and boost economic competitiveness for this rural area. Grant funds will be used to construct roadway and intersection improvements, sidewalks and shared-use paths, manage stormwater runoff, and enhance the streetscape. State Line Avenue Cultural Corridor project aligns with the goals to improve infrastructure, address public health and safety, promote connectivity, and facilitate economic development. Our project will create jobs, safer corridors, adopt transformative technology. The project will improve safety by creating pedestrian and biking accommodations to meet ADA requirements. Proposed improvements align with DOT "state of good repair" goals by prioritizing investment on existing infrastructure. RAISE funds will be expended by the September 30, 2030 deadline.

### **(c) Economic Competitiveness and Opportunities**

The Renew Texarkana Comprehensive Plan and State Line Avenue Cultural Corridor conceptual design used an innovative nodal approach to create a plan focused on revitalizing neighborhoods along the corridor and creating activity centers with enhanced education and employment opportunities. Both cities have been successful in working through this approach in downtown. Using local, state, and federal resources to improve infrastructure has attracted private investment and generated partnership opportunities to further improve the area's economic competitiveness. The table below displays the combined private investments, totaling over \$79 million, these improvements have generated:

Table 1: Texarkana State Line & Downtown Development Activity – 10 Previous Years

<i>New Business Name</i>	<i>TX/AR</i>	<i>Investment (approx.)</i>
Silvermoon on Broad	TX	\$4,500,000
Burman Pharr Phase II	AR	\$10,000,000
1894 City Market Lofts	AR	\$4,500,000
Brim Healthcare of Texas	TX	\$26,800,000
Collom & Carney - Pine St	TX	\$1,300,000
Pecan Point Brewing	TX	\$350,000
Berridge Bikes	TX	\$200,000
The Grim Hotel	TX	\$30,000,000
Mother Kelly's	TX	\$50,000
Bubblecraft Soap Works	TX	\$200,000
Court House square	TX	\$1,600,000
Verona Italian Restaurant	AR	\$150,000
Joes' Pizza & Italian	AR	\$150,000
Johnny B's	AR	\$150,000
Jason Horton Law Firm	TX	\$50,000
Tejas Traders Boutique	TX	\$50,000
<b><i>Total Investment (5 Years)</i></b>		<b>\$79,960,000</b>

Texarkana is considered an Opportunity Zone for economic development which makes the State line Avenue project crucially needed to better connect people throughout the area. Even more so, this project is able to reduce transportation costs by providing the opportunity for people to walk or bike using sidewalks or utilize public transportation in a safer more comfortable manner. This reduces the need to drive a car everywhere, which not only reduces costs but also allows those with low income (lower mobility/does not own a vehicle) to be able to participate more in the local economy, as they would be able to access more of State Line and the amenities there.

The State Line Avenue project will increase reliability and long-term efficiency by reviving the road itself and providing better sidewalks and crosswalks which allow more people to choose various forms of transportation instead of being confined to using automobiles. There are over 120 tax paying entities on the Stateline and this corridor sees the highest sales tax revenue in 2022 than any other corridor in the area. We anticipate development over of 3 million dollars over the next 2 years on the Sate Line Avenue corridor and this will open opportunities for more development and redevelopment.

The project is expected to generate over 150 jobs in each of the three years, with a peak of 170 in 2025 and 2026. About 30% of the employment gains can be attributed to indirect and induced effects. This information is based on a study from the Arkansas Economic Development Institute, us the IMPLAN software system.

This project does aid the US economy as Stateline serves as a major thoroughfare into Texarkana

for freight movement; by updating this artery we continue the shipping of important goods to and from Texarkana, engaging in the global economy through commerce. Enhancements resulting from the project include increased pedestrian mobility, intersection treatments, roadway/pedestrian lighting, bicycle access, traffic management improvements, innovative stormwater management, redeveloped land uses, and the creation of the State Line Avenue Cultural Corridor, which is an overlay district spanning Arkansas and Texas.

The population of Texarkana, USA now stands at 67,521, consisting of 43% minority residents, with 57% minority in the lowest income census tracts and Opportunity Zones. 56% of the minority population in those areas are African Americans. Conversely in the state of Arkansas, the percentage of the population reporting as minorities is at 26.9% with Texas reporting 59%. The per capital income of \$14,901 in the core of Texarkana is a scant 53% of the national average and median household income is \$25,888, 48% of the national figure. Texarkana’s poorest and highest minority populations live in and around Texarkana Opportunity Zones. The revitalization of State line Avenue will improve access for visitors and these population members to key amenities in Texarkana such as jobs, healthcare, food and gasoline.

Table 1: Demographics

Source Listed in Footnotes <sup>[3]</sup>	Bowie Co, TX	Miller Co, AR	TX	AR	USA
Population	92,581	42,649	30,029,572	3,045,637	333,287,557
Unemployment	4.7%	6.9%	4.8%	3.2%	3.8%
Poverty Rate	17.8%	20.4%	14.2%	16.3%	11.6%
Minority	32.9%	29.9%	50.2%	15.4%	36.3%
Med HH Income	\$54,949	\$46,610	\$67,321	\$52,123	\$69,021
African American	24.8%	25.4%	11.90%	15.50%	14%
Public Assist/SNAP	25.9%	25.7%	13.2%	15.7%	13.6%
Not in Labor Force	46.40%	40.30%	35.30%	41.30%	36.30%
Per Capita Income	\$27,095	\$23,729	\$26,999	\$22,798	\$28,155
Children	23.6%	23.3%	25.5%	23.2%	23.30%
Female	49.4%	50.6%	50.1%	50.7%	50.50%
Bach Degree +	22.9%	16.9%	31.5%	24.3%	33.7%

Improving transportation infrastructure so that there is neighborhood cohesion, a sense of pride and walkable streets with convenient public transportation will be essential for this corridor’s residents to thrive. By doing so, the project will expand opportunities for all people to have access to essential services such as jobs or healthcare.

**(d) Environmental Protection and Sustainability**

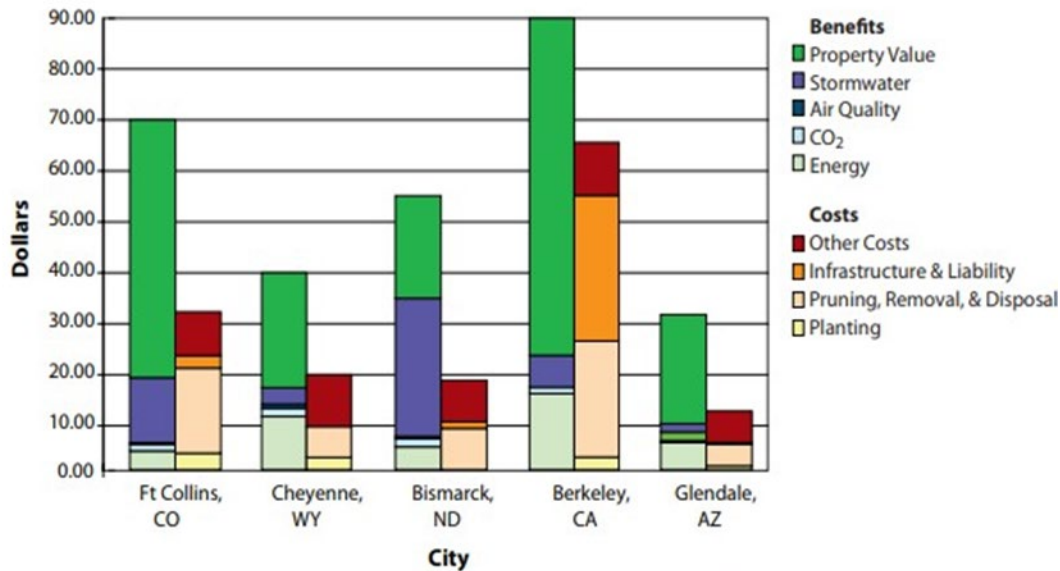
The State Line Avenue Cultural Corridor conceptual design has several strategies aimed at managing stormwater runoff and increasing environmental protections along the corridor. The plan includes increasing the natural green space along the corridor by adding five-foot buffers, native

<sup>[3]</sup> <https://www.census.gov/quickfacts/fact/table/AR,TX,millercountyarkansas,bowiecountytexas,US/PST045222>

landscaping. Boswells, rainwater gardens pilot areas, stormwater filters, and appropriate street trees.

The partnership with Texas A&M forestry service and Arkansas Dept of Agriculture Forestry Division and each year we receive 900 to 1500 seedlings to plant and give to the community. All the seedlings are native trees and trees from this program will get planted on State Line Avenue.

Figure 9: Total Annual Benefits versus Costs (Per Tree)



Net benefits were positive for all five cities, ranging from \$21 per tree in Cheyenne to \$38 per tree in Ft. Collins. Blue and green categories indicate benefits; red, orange, and yellow indicate costs.

As environmental issues, sustainability and resiliency continue to stay at the forefront of what cities must combat; trees will not cease to be a dependable, easy solution to reduce carbon emissions and create a more breathable community. “A 2006 field study found that about 15,000 inventoried street trees in Charleston, South Carolina, were responsible for an annual net reduction of over 1,500 tons of CO<sub>2</sub>. These benefits were worth about \$1.50 per tree, based on average carbon credit price”<sup>3</sup>

“The net benefit of trees has been found to outweigh the cost by as much as three to one. The net annual benefits of street trees have been estimated to range from \$30 to \$90 per tree. The initial cost of planting new trees can be substantial, ranging from \$200 to \$400 per tree,”<sup>4</sup>

McPherson, et al. published a chart, shown above, depicting the increases in property value that seems to soar with the addition of trees, whereas the costs to plant and maintain remain lower than the overall benefits. Storm water management and energy saving benefits seems to rank as second highest benefits, making trees a solution to not just the lack of shade issue, but also in reducing

<sup>3</sup> (McPherson, E.G., J.R. Simpson, P.J. Peper, S.L. Gardner, K.E. Vargas, J. Ho, S. Maco, and Q. Xiao. 2006. City of Charleston, South Carolina Municipal Forest Resource Analysis. Center for Urban Forest Research, USDA Forest Service, Pacific Southwest Research Station.)

<sup>4</sup> (McPherson, E.G., J. R. Simpson, P. J. Peper, S. E. Maco, and Q. Xiao. 2005. Municipal Forest Benefits and Costs in Five US Cities. Journal of Forestry. 103(8):411-416.)

flooding and money spent on air conditioning. For Texas heat, one tree placed near a building could make a difference in hundreds of dollars for business and homeowners by producing savings of up to 56%, according to the USDA Forest service.

By all account's trees seem to be the solution to many issues, they can take on the heat island effect and manage stormwater. Trees reduce carbon emissions and when placed near buildings can lower energy costs. They are affordable, and the maintenance is not overbearing, a practical answer to a city's needs.

These improvements will increase, which reduces idling time, and by adding trees to better filter the stormwater runoff of Stateline this project will reduce the nitrogen oxides in the water and air; thereby reducing the pollution that the major avenue creates. The State Line Avenue project does keep in mind mitigating congestion and the heat island effect, mostly with the addition of trees 5 feet apart on either side of the road which will reap benefits for the transportation users, business owners, and visitors of Stateline Avenue.

#### **(e) Quality of Life**

Modeled after the APA's Sustaining Places Initiative, the overall Comprehensive Plan and State Line Avenue Cultural Corridor conceptual design utilized a best practices framework by focusing on creating a livable, healthy community in harmony with nature, creating a resilient local economy, incorporating social equity, and maintaining strong regional ties. The overall vision that serves as the foundation for the plan recommendations is to 'Renew connections and capitalize on opportunities to improve quality of life in Texarkana.' This vision is supported by nine goal themes and fifty-four goals that are linked to each of the action items in the implementation strategy.

The major plan components are organized into two main chapters. The 'Comprehensive City' chapter makes recommendations for how Texarkana can be more sustainable and more equitable through land use decisions, transportation investments, parks and trail amenities, and urban design. The 'Resilient Neighborhoods' chapter presents scenarios for the redevelopment of downtown and gives strategies to revitalize three historic neighborhoods. The implementation chapter identifies priorities, partnerships, and funding mechanisms for implementing those visions.

The average home in Texarkana owns two cars, with almost 88% of people reporting that they drive to work. Less than 1% report utilizing the public transport and only 1.21% reported walking. These numbers may seem outrageous, but without bus shelters, designated stops, and sidewalks why would anyone choose to utilize other transportation when the roadways are designed for only cars in mind. As the section on safety on State Line Avenue demonstrated it is dangerous to walk on State Line Avenue, and utilizing public transport is not a comfortable or accessible choice for many due to the conditions and location of the T-line bus stops. The State Line Avenue project will increase choices by providing sidewalks for the entirety of the avenue and bus shelters with better placement of stops by amenities. This will increase connectivity from people's jobs, to stores, and healthcare services along this road. With this project the hope is decrease car usage and promote healthier lifestyles, thereby increasing quality of life for many. Including providing safer and more attractive transportation alternatives for those who have less social or physical mobility.

#### **(f) Innovation**

The State Line Avenue Cultural Corridor conceptual design used an innovative nodal approach to create a plan focused on revitalizing neighborhoods along the corridor and creating activity centers with enhanced education and employment opportunities.

Throughout the community engagement and analysis process, existing activity nodes were revealed throughout the corridor. During development of the future land use plan, the major existing community and employment centers were evaluated, and future activity node opportunities were identified to complement those conditions. When implemented, additional development in these defined nodes can enhance and expand on existing conditions and add value in the city. The defined nodes throughout the corridor are ideal locations to add new employment and educational centers that build off existing community amenities.

The identified nodes can create locations for a variety of development opportunities where land use, transportation, recreation, investment, and employment opportunities could be better connected. This planning approach helped define diverse neighborhoods and build a more resilient community. It also helped to prioritize investments and policies to target strategic locations along the roadway.

### *Innovative Technologies*

Innovative technologies to be deployed include solar powered crosswalks signals, public internet access, LED technology, place-making and wayfinding signage, permeable paving technologies, storm-water filtering, and smart intersection technology.

### *Infiltration/Flow-Through Planters*

These are landscape features that are designed to capture and infiltrate runoff. Infiltration is the process through which stormwater runoff penetrates the soil from the ground surface, then flows through planters, which can be located next to a building or near parking areas or sidewalks. The collected runoff during a storm event is then released into the soil. These are especially useful in tight urban spaces that need green space to manage stormwater efficiently and effectively.

Rain gutters created alongside sidewalks can manage stormwater and reduce flooding in nearby green space or impervious spaces. It's a more affordable route that still renegotiates stormwater drainage. (Pictures for explanation purposes).



### **Cool Pavements**

Cool pavements, whether impervious or permeable, create an opportunity to lessen the heat island effect and manage storm water more effectively.

“Cool pavements reflect solar energy, or they may absorb less energy due to a lower mass and moisture characteristics. Cool paving and accompanying strategies can reduce urban temperatures

to achieve energy savings during hot weather. The savings from cool paving have not been separately quantified, but increased reflectivity (albedo) of both paving and roofing by 0.1 is estimated to provide 5 to 7% annual savings. Reflective paving also reduces nighttime lighting requirements, such as streetlights, providing direct energy savings. On parking areas, these pavements may provide improved security through improved illumination” This concept is something that will be discussed to see what other cities that have implemented this.

## **Innovative Project Delivery**

Building support for the State Line Avenue Cultural Corridor conceptual design began with the monthly meetings of the Renew Texarkana Comprehensive Plan Steering Committee; key stakeholders that are involved in implementing the plan were members of the Steering Committee, including the Mayor and a City Council representative. Having these members as part of the Steering Committee fostered support for the plan early in the process and made the implementation process smoother.

### *Innovative Financing*

State Line Avenue links two TIRZ districts with a federally designated Opportunity Zone, and four “Qualified Census Tracts” as designated by HUD because of the percentage of people of Low to Moderate Incomes and the poverty rates of the neighborhoods. The project will leverage multiple sources of transportation and non-transportation financing including RAISE, National Endowment for the Arts (NEA) Art Works, Transportation Alternative Program (TAP) funds, federal transportation maintenance funds, state transportation maintenance funds, local funds using local water infrastructure and local funding from two separate municipalities.

### **(g) Partnership and Collaboration**

Partnerships and close collaboration are essential to the State Line Avenue Cultural Corridor project. To that end, the key partnership organizations have been in place and actively working on this project for almost a decade. Key senior personnel representing their respective agencies in Regional Planning, Engineering, and Public Works make up the core project team which meets on a regular monthly basis as frequently as weekly. The key project organizations include the City of Texarkana, Arkansas, City of Texarkana, Texas, the Texarkana Metropolitan Planning Organization (MPO) and the recently added Southwest Arkansas Planning & Development District (SWAPDD) which serves 12 contiguous counties and 64 municipalities in Southwest Arkansas. The work group brings together the resources needed to apply regional planning, assessment, community engagement, environmental improvement, and redevelopment strategies to the Stateline Cultural Corridor project, traversing the multi- jurisdictional challenges posed by roads, rails, waterways, neighborhoods, and properties that straddle the state line.

Additionally, both the Texas Department of Transportation (TXDOT) and the Arkansas Department of Transportation (ARDOT) are partners in the project as the corridor is considered a U.S. highway maintained by both states. The Arkansas Department of Transportation (ARDOT) is tasked with design of the project based on the State Line Corridor Study which included a nearly yearlong public engagement process the culminated in joint resolutions (Res. 2022-122 Texas and Res. 2022-63 Arkansas) passed by each city council for approval of the plan. The plan also received close coordination with the United States Department of Transportation representatives at the MPO level.

As the project lead, the Texarkana MPO is uniquely positioned to assist the two cities and two states, Texas DOT, and Arkansas DOT, to bring this project to completion. The MPO serves the cities of Texarkana, Arkansas, Texarkana, Nash, and Wake Village, Texas, and portions of Miller and Bowie Counties and is responsible for continuous, comprehensive, and coordinated transportation planning within the MPO Study Area. The MPO study area is comprised of nearly 195 square miles in northeast Texas and southwest Arkansas.

### **Grant Request Supporters\***

Besides from have public meetings and getting feedback from all different stakeholders, we have received letters of support from various officials in both the State of Texas and Arkansas (Please see **Appendix 7**).

This underscores both the critical needs of the community as well as the substantial opportunity to lift neighborhoods out of poverty by providing safe, reliable, and efficient access to multiple modes of transportation to employment, education, health, and other services that will have significant economic impact on the region.

This list of supporters includes:

#### **Members of Congress**

U.S. Senator Jimmy Hickey Jr.  
U.S. Senator John Cornyn  
U.S. Senator John Boozman  
U.S. Senator Tom Cotton  
U.S. Congressman Bruce Westerman  
U.S. Congressman Nathaniel Moran

#### **Local Government**

City of Texarkana, Texas and City of Texarkana, Arkansas

#### **State and Local Organizations**

Texarkana Metropolitan Organization  
Texarkana Urban Transit District (TUTD)  
Texas Department of Transportation

### **(h) Mobility and Community Connectivity**

A primary goal of the Stateline Corridor project is to strengthen the individual neighborhoods surrounding the corridor and restore connections between them. By completing this project, we will reinforce our common values and establish a collective sense of place. The future of Texarkana will be rooted in strong and vibrant neighborhoods that balance land use, economic development, mobility, and environmental sustainability. The key to integrating these components is establishing a multi-use corridor that is safe for motorists, pedestrians and bicyclist. The corridor in its current state does not offer true mobility and neighborhood connectivity.

Stateline serves as a connection to several schools within a 1-mile radius, such as Texarkana (Arkansas) Premier High School, a nontraditional high school located in the Stateline corridor with no walkable or bikeable connections to the area. Some students do not have any other mode of transportation other than walking or biking. Some of the City's aging and disabled population ride

electric scooters to get to different places in the area of the proposed project. These improvements (multi-use Pathways) will provide walkable and bikeable access to Schools in the immediate area such as Fairview and Arkansas High. This will also allow patrons to hail a cab or call for Uber in a safe and well-lit location. It will allow a variety of handicap accessible pedestrians to use the facilities as normal pedestrians.

While improving the accessibility of the route along State line by providing sidewalks, bus stops, and pathways, this will also improve the mobility of goods along the corridor. Non-motorized connections enhance mobility and reduce congestion particularly in areas where new development may occur. Improvements to the corridor will provide access and interconnectivity to our communities, Special Generators that are close by like Wadley Regional Hospital, Walmart Super Store, Spring Lake Park, and surrounding neighborhoods.

## V. Project Readiness (See D.2. iv. (2) and E.1.ii)

### (a) Technical Feasibility

Project resources have been dedicated to planning this project for more than seven years. Feasibility has been established by the Departments of Transportation for both Arkansas and Texas as well as the two Texarkana's public works departments. Relevant highly experienced technical advisors have contributed to the current plans. The design and engineering process is currently underway by the Arkansas Department of Transportation.

### (b) Project Schedule

- (1) This project will be ready to begin expending funds as required by the statutory deadline of September 30, 2031, for FY 2023 funds and will run concurrently with Arkansas and Texas DOT State Line road construction. Texarkana expects to begin working on this project as soon as awards are announced following the schedule below:
  - 2024: Complete Design
  - 2024: Contracts, Surveys, and other documents prepared. Public Meetings held.
  - 2025 - 2027: Construction on State Line Avenue moving north from the Courthouse to 24th Street. Construction from 24th Street to 52nd Street/IH 30 ramps begin. Construction from 24th Street to 52nd Street/IH 30 ramps completed.
  - 2029: Close out processes initiated and completed.
  - 2030: No significant activity. All funds expended prior to deadline.
- (2) The project can begin construction quickly. RAISE Transportation funds will be spent prior to the deadline of September 30, 2031.
- (3) No acquisition is necessary to establish right-of-way as referenced by 49 CFR part 24, 23 CFR part 710. This project will be implemented within the current footprint of State Line Avenue's rights of way and public private partnership to decrease driveways as part of this project's plans.

If not awarded funding, project will begin and be completed in phases, if necessary, though it may take longer to complete, but both cities are fully invested in this project.

### (c) Required Approvals

- (1) Environmental Permits and Reviews.

(a) NEPA status

Environmental reviews and NEPA clearances have been completed on multiple sections of State Line with other work by federal, state, and local resources. To date, environmental reviews have been routine, and have not posed significant challenges to any State Line projects in the past ten years.

Work on NEPA requirements will begin after the RAISE grant award announcement and before the 2026 obligation period, meaning some planning costs will be absorbed by the collection of projects due to concurrent status of the State Line Avenue Cultural Corridor with planned Arkansas DOT and Texas DOT work on State Line Avenue.

(b) Information on reviews, approvals, and permits by other agencies.

The Texarkana MPO, Texas Department of Transportation, and Arkansas Department of Transportation have committed to improving State Line Avenue and will work with the Texarkana MPO, Texarkana, Texas and Texarkana, Arkansas to complete approvals of planning and funding documents, formal and relevant permits.

State Line Avenue Cultural Corridor Project is a high priority project for this region. It is at the top of the list for the Texarkana MPO's Transportation Infrastructure Plan. The Arkansas Department of Transportation has approved \$12 million for their portion of State Line Avenue. The State of Texas has pledged \$12 million and to collaborate on the project in order to create the most cost effective and esthetically pleasing project.

Permits for the project will be obtained first by the State Departments of Transportation. The MPO and Cities will collaborate with the States to complete permitting as needed.

(c) Environmental studies or other documents

[http://texarkanampoc.com/documents/program-documents/Title%20VI\\_TXK\\_05192021\\_Signed%20Assurances.pdf](http://texarkanampoc.com/documents/program-documents/Title%20VI_TXK_05192021_Signed%20Assurances.pdf)

(d) A description of discussions with the appropriate DOT operating administration

The Texarkana MPO and both cities have engaged with the ARDOT and TxDOT to bring plans for improvements to State Line Avenue for many years. After more than five years, a strategy for moving forward has emerged. By allowing the MPO to act as a liaison for the cities and the states, the multi-jurisdictional issues can be overcome. The DOT's have decided that within their portion of the project, ARDOT will lead. If RAISE funds are made available, the project can proceed as envisioned.

#### **(d) Public Engagement**

This region embarked on strategic planning processes to enhance Texarkana's economy through targeted, community inclusive planning processes. For example, the City of Texarkana, Texas considered the context of creating a new Comprehensive Plan<sup>5</sup>, evaluating and incorporating previous planning for the city and surrounding counties on both sides of the state line. The Metropolitan Planning Organization's Texarkana Urban Transportation Study/Plan (through 2035), the Texarkana Bicycle and Pedestrian Master Plan 2017, the 2017 Sidewalk Inventory and Analysis all address the issues of aging infrastructure, decreased tax base, lack of jobs for residents in these communities, and redevelopment challenges. Other examples of community planning include the Northeast Texas Workforce Development Strategic Plan which explains the need for planning efforts to focus on the transportation corridors and the importance of these efforts to the economy and workforce in the region.



Along with these challenges, residents have identified community opportunities, goals, and priorities.




The community engagement process throughout the development of the corridor plan has been and will continue to be extensive. During the 18-month Comprehensive Plan process, over 30 stakeholder interviews were evaluated, Steering Committee meetings were held monthly, and three interactive public workshops occurred to engage the public at multiple stages throughout the plan development process. At each of the public workshops, students from a local university came to the meetings and provided their input. This was a result of a partnership with Texas A&M University – Texarkana.

The three public engagement workshops had over 300 attendees and the project website had over 6,000 visitors over the course of the project. Another unique engagement effort was the Community Dine on the Line event. Each year, the Main Street Texarkana organization puts on an event that brings together residents of both Texarkana, Texas and Texarkana, Arkansas to have dinner and visit with one another on the state line. During the event in 2016 the project team had a booth and boards which helped solicit input from a variety of citizens from both sides of the state line and educated the public about the future planning effort.

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<sup>5</sup> [https://www.ci.texarkana.tx.us/DocumentCenter/View/5051/Texarkana-Comp-Plan\\_2018-FINAL?bidId=](https://www.ci.texarkana.tx.us/DocumentCenter/View/5051/Texarkana-Comp-Plan_2018-FINAL?bidId=)

Both cities have followed their required public engagement plans to approve Comprehensive Plans that incorporated the input of the broadest possible input. Our citizens spoke loud and clear:

<b>100%</b> 	<b>of respondents want to:</b> <b>Establish a quality pedestrian environment with streetscape amenities such as: benches, shade trees, wayfinding signage, bike racks, trash receptacles and lighting which creates an energy towards revitalization.</b>
<b>99%</b> 	<b>of respondents want to:</b> <b>Redesign State Line Avenue to create a local treasure, by helping to define bi-state history, connecting Texarkana USA together, promoting new redevelopment and growing our local tourism industry.</b>
<b>99%</b> 	<b>of respondents want to:</b> <b>Promote redevelopment &amp; revitalization of Downtown for the successful enjoyment of all in Texarkana.</b>

In 2021, an additional 9-month long State Line Avenue Corridor plan was completed by MTG Engineers & Surveyors<sup>6</sup>. This ambitious corridor study has utilized the public’s input from the very beginning of the study to discuss future objectives and to identify existing key corridor conditions and issues. To keep the community informed, there have been multiple public workshops to discuss the corridor plans and planning process. There were 3 meetings held and each made changes based on the input from those who attended in person or virtually. There was over 500 people that attended all the meetings combined. From there a vision statement was developed and designs and goals were developed from that. A Complete Street concept on State Line Avenue would be for the safety and mobility of the community, as well as using future design features to make the environment more inclusive to the public.

<sup>6</sup> <http://www.texarkanampo.org/documents/publications/Final%20Corridor%20Plan.pdf>



Based on the concept, vision, and goals, two alternatives were developed, and this project reflects ideas from both alternatives.

### State and Local Approvals.

Both the Arkansas Department of Transportation and the Texas Department of Transportation have been deeply involved with planning for improvements to the State Line Cultural Corridor along with the Texarkana Metropolitan Planning Organization and the cities of Texarkana, Arkansas and Texarkana, Texas. Relevant approvals have been obtained or will be obtained provided an award for the project is received. Both cities will present this award to their respective City Councils for approval by the duly elected Council Members representing the citizens of both cities before a final contract for the award can be signed by the cities. The Texarkana MPO has authority to move forward with this project as it is in the appropriate planning documents. They will work with a contractor awarded through a competitive bidding process to submit documents on behalf of the MPO as primary applicant for Environmental Clearance and final plan approvals as required by the RAISE grant and both state DOT's.

In both cities, the RAISE grant contract will require approval of the duly elected respective City Councils. This process takes approximately six weeks from start to finish. Texarkana MPO has a Policy Board that will likewise approve acceptance of the award before entering into a mutually binding contract.

### Federal Transportation Requirements Affecting State and Local Planning.

The State Line Cultural Corridor Project is included in all relevant State, Regional (Texarkana MPO) and Local planning documents in accordance with federal transportation requirements as appropriate. Each entity is experienced with federal awards and the attendant responsibilities, having managed many federal grant programs over the years.

Assessment of Project Risks and Mitigation Strategies

**Material Risks to the project include the following categories:**

<b>Risk Category</b>	<b>Most Significant Material Risks for This Project</b>	<b>Applicants’ Strategy for Mitigation</b>
<b>Environmental Risk</b>	<b>Design changes require additional Environmental analysis</b>	<b>Produce environment analysis for current designs</b>
<b>External Risks</b>	<b>Permits or agency actions delayed or take longer than expected. Or Health Crisis</b>	<b>Keep timeline up to date and provide a buffer for unforeseen circumstances</b>
<b>Design Risk</b>	<b>Incomplete quantity estimates</b>	<b>Ensure quantity estimates are done efficiently and effectively</b>
<b>Engineering Services Risk</b>	<b>Delay due to traffic management and lane closure for geotechnical subsurface exploration</b>	<b>Keep the public informed of all delays and provide alternate routes</b>
<b>Right of Way Risk</b>	<b>Utility relocation requires more time than planned</b>	<b>Keep timeline up to date and provide a buffer for unforeseen circumstances</b>
<b>Construction Risk</b>	<b>Inaccurate contract time estimates</b>	<b>Research and provide accurate contract time estimate and provide a time buffer before project end date</b>
<b>Project Management Risk</b>	<b>Unplanned work that must be accommodated</b>	<b>Utilize time buffer worked into timeline to accommodate new workload</b>
<b>Organizational Risks</b>	<b>Delays in getting approvals, decisions</b>	<b>Work efficiently and effectively towards finishing project, provide time buffer for unforeseen circumstances.</b>

The DOT’s represented in this application have advised on the pre-requisite steps to obligate Federal funds to ensure the schedule is reasonable. The project timeline is well within reasonable expectations for completion, even if/when unforeseen risks become apparent. All applicants and two state DOTs’ have ample contract/road construction experience. A two-year time buffer was built into the program design to mitigate project delays.

The City of Texarkana, Texas has the capacity to manage the financial and contractual obligations of this project, including insuring that all federal grant requirements are met in a timely manner. Both cities manage approximately \$40,000,000 budgets per year. Both cities also maintain large staffs and can bring more resources to this project to provide the financial, contractual, and reporting obligations.

## VI. Benefit Cost Analysis (See D.2.vi. and E.1. iii.)

### **Benefit Cost Analysis Summary**

State Line Avenue has a unique position as a corridor as it also functions as the state line for Texas and Arkansas. It plays a major role in the naming of Texarkana and therefore should be a focal point of the city; after all the city has touted it is “Twice as Nice.” However, as growth spreads outwards, State Line Avenue has been left in limbo; with growth only occurring sporadically and without regulations to create the eyesore we see today. It should be a boulevard into the heart of historic downtown Texarkana, a hub of culture for the area. Instead, it is a conglomerate of commercial, residential, and urban with a dwindling safety resources and accessibility for visitors. State Line Avenue is in desperate need of an overhaul to become a main corridor, growth hot spot, eco-friendly, job-creating, and cultural center that it should be.

### **Benefit-Cost Ratio**

The total value of benefits that would be accrued if the proposals for State Line Avenue were put in place is \$424,156,570.41. The total sum costs were \$ \$48,948,907.58. By using the benefit-cost ratio we receive a ratio of  $\$424,156,570.41 / \$48,948,907.58 = 8.66$ . The BCR is incredibly high, which means that the project has a plethora of benefits to outweigh the costs. This ratio representants that not only does the project have the potential to succeed in renovating State Line Avenue into a more positive experience, but it could transform the area into a prized cultural corridor.

Please see Appendix 1 for the Benefit Cost Analysis

# Appendix

## Appendix 1: Benefit Cost Analysis.

### Baseline

The current state of State Line Avenue is a 4-lane main corridor with a major intersection with IH 30 and is a main route into the historic downtown of Texarkana Texas and Arkansas. State Line Avenue encompasses commercial, residential, and urban aspects along a 3-mile route, allowing for an abundance of opportunities for growth, though in many areas this has become stagnate over the years. Consistent commercial growth rallies around the IH 30 intersection, where travelers can exit for easy access. Because of this, the traffic is most heavy around the IH-30 intersection and lessens as the Avenue reaches downtown Texarkana. There are too many signaled intersections which slow traffic considerably during rush hours. Due to its lack of sidewalks and crosswalks, pedestrian and bicyclists face many safety issues while traveling on State Line Avenue. The traffic signs along the entire stretch only address vehicles, and because of this a “free-for-all” attitude about crossing State Line Avenue has ensued - a hazard for the pedestrians and cars alike. State Line Avenue has become a public safety concern in this regard. Recorded accidents for 2016 and 2017 show a cluster in the urban downtown area as being the most popular for collisions with minor injuries. However, this crash data does not represent the abundance of curb cuts on State Line Avenue, which makes turning and maneuvering especially difficult during high traffic hours. Though many bus stops are located along the main corridor for the Texarkana Public Transportation, T-line, there are few marked areas to wait; this creates dangerous situations for patrons of this service and traffic as a whole. The commercial area close to IH-30 benefits from a few better-landscaped areas, but these decline increasingly as State Line Avenue becomes residential and then urban. This increases environmental concerns regarding storm water runoff and pollution through emissions, which is not well managed by a lack of filtration systems and an abundance of impervious surfaces. As a main corridor of Texarkana, Texas and Arkansas it has been badly unkept, resulting in growing maintenance and operational costs that need to be addressed now while the economic climate is currently in a better state than in past years. State Line Avenue has suffered from loss of public interest due to growth moving eastward, resulting in an increasing loss in revenue, tourism, visitor dollars and tax revenue for the area. The local economy could be blamed for such a decline, especially in the recent recession, but State Line Avenue has failed to meet community needs for much longer. If the project is unable to be funded, this state of State Line Avenue will only continue, creating adverse effects for the local community and Texarkana as a whole. See Appendix 5 for photographs illustrating the current state of State Line Avenue.

### Alternative

The proposed changes to State Line Avenue are to decrease lane widths to incorporate a more pedestrian and biker friendly atmosphere. The corridor would have six lanes for the commercial area in the north and maintain its four lanes the urban area in the south, with a center turn lane setup.

In addition, a buffer zone would be introduced with a brand-new sidewalk to accompany the entire State Line Avenue. The buffer zone would include added vegetation and trees; this will not only provide much needed shade for the Texas heat, but aid in stormwater management and emission reduction. Filtration systems will be added for stormwater management as well, helping to make State Line Avenue more nature friendly.

Bus Stops with benches and awnings will be introduced to provide cover for shade or unforeseen weather, while marking the spot where the T-line buses would be expected to stop for passengers. Crosswalks will be placed at all major intersections to create a safer way for pedestrians and bikers to cross one of the busiest roads in Texarkana. New signals will be set up in order to make pedestrians, bikers, vehicles and buses all travel smoothly together. The removal of 3 traffic lights along State Line Avenue will speed up traffic by twelve minutes, which will attract people to choose this route as an alternative and create better travel times during rush hours. The overarching goal is to improve quality of life on State Line Avenue; in turn, this will increase property values, and attract people to the historic downtown. As one of the main corridors of Texarkana is renovated to a more attractive, safe and dynamic space, the hope would be that it becomes the yellow brick road to an incredible cultural hot spot in downtown Texarkana, Texas and Arkansas.

### **Costs and Benefits**

In order to perform a Cost-Benefit Analysis the costs of the proposed project must be outlined as well as the benefits. The costs of the proposed project are listed in Table 1 and the benefits in Table 2. The costs involve the technical work of redoing the lane widths, adding over 3 miles of sidewalks, and the addition of much needed safety upgrades. The benefits showcase how these costs will have a positive effect on Texarkana economically, naturally, culturally and aid in prosperity.

Opinion of  
 Probable Cost

State Line Improvements

ITEM NO.	QUANTITY	UNIT	TxDOT Item #	DESCRIPTION	UNIT PRICE	NEW UNIT PRICE	TOTAL
1	1	LS	500	Mobilization	\$375,000.00	10%	\$3,800,000.00
2	105	STA	100	Prep ROW	\$3,800.00	\$4,500.00	\$472,500.00
3	24	MO	502	Barricade, Sign, and Traffic Handling	\$7,500.00	\$11,000.00	\$264,000.00
Earthwork							
4	20,000	CY	110	Common Excavation	\$12.00	\$20.00	\$400,000.00
5	14,000	CY	132	Common Embankment	\$15.00	\$30.00	\$420,000.00
6	3,780	CY	132	Select Fill	\$18.00	\$30.00	\$112,800.00
7	3,780	CY	110	Undercut	\$12.00	\$20.00	\$75,200.00
Demolition and Abandonment							
8	68,922	SY	104	Remove Concrete Pavement	\$17.00	\$30.94	\$2,132,448.68
9	6,513	SY	104	Remove Concrete Sidewalk	\$12.00	\$18.44	\$120,098.72
10	10,029	SY	104	Remove Concrete Driveways	\$14.00	\$30.94	\$310,297.28
11	3,537	SY	105	Remove Asphalt Driveways	\$10.00	\$15.00	\$53,055.00
12	29,680	SY	105	Remove Asphalt Pavement	\$10.00	\$15.00	\$445,200.00
13	85	EA	810	Remove Light Pole and Foundations	\$750.00	\$1,000.00	\$85,000.00
14	140	EA	838	Remove Signs	\$50.00	\$75.00	\$10,500.00
15	22	EA	880	Remove Traffic Signal Pole and Foundation	\$3,500.00	\$4,000.00	\$88,000.00
16	22	EA	7124	Remove & Replace Fire Hydrant Assembly	\$3,700.00	\$4,500.00	\$99,000.00
17	14	EA	479	Remove & Replace Sanitary Sewer Manhole	\$3,000.00	\$5,000.00	\$70,000.00
18	16	LF		Remove or Abandon 2" Water Line	\$1.00	\$1.25	\$20.00
19	2,616	LF		Remove or Abandon 4" Water Line	\$1.00	\$1.25	\$3,272.50
20	3,880	LF		Remove or Abandon 6" Water Line	\$1.00	\$1.25	\$4,850.00
21	4,455	LF		Remove or Abandon 8" Water Line	\$1.00	\$1.25	\$5,568.75
22	2,468	LF		Remove or Abandon 10" Water Line	\$1.00	\$1.25	\$3,085.00
23	2,638	LF		Remove or Abandon 12" Water Line	\$1.00	\$1.25	\$3,297.50
24	8	LF		Remove or Abandon 16" Water Line	\$1.00	\$1.25	\$10.00
25	883	LF	7127	Remove or Abandon 6" Sewer Line	\$1.00	\$1.25	\$1,103.75
26	281	LF	7127	Remove or Abandon 8" Sewer Line	\$1.00	\$1.25	\$351.25
27	96	EA		Remove Inlets	\$2,500.00	\$3,000.00	\$288,000.00
28	7,000	LF	472	Remove 18" RCP Culvert	\$15.00	\$25.00	\$175,000.00
29	458	LF	472	Remove 24" RCP Culvert	\$15.00	\$25.00	\$11,450.00
30	204	LF	472	Remove 30" RCP Culvert	\$15.00	\$25.00	\$5,100.00
31	2	EA		Remove Junction Box	\$1,250.00	\$2,000.00	\$4,000.00
32	13	LF	472	Remove 4'X4' Box Culvert	\$45.00	\$75.00	\$975.00
33	5,570	LF	472	Remove 36" RCP Culvert	\$20.00	\$40.00	\$222,800.00
34	100	LF	472	Remove 42" RCP Culvert	\$25.00	\$50.00	\$5,000.00
35	70	LF	472	Remove 4'X3' Box Culvert	\$45.00	\$75.00	\$5,250.00
36	60	LF	472	Remove 6'X3' Box Culvert	\$45.00	\$75.00	\$4,500.00
Street & Storm Construction							
37	13,586	SY	530	Install Concrete Driveways	\$80.00	\$100.00	\$1,358,600.00
38	98,602	SY	360	Install Concrete Pavement	\$90.00	\$120.00	\$11,832,240.00
39	108,640	SY	260	Lime Treated Subgrade	\$4.00	\$8.00	\$869,120.00
40	2,173	TON	280	Lime	\$150.00	\$325.00	\$706,160.00
41	34,511	GAL	310	Asphalt Prime (MC-30)	\$4.75	\$8.00	\$276,065.60
42	21,892	TON	340	Asphalt Pavement Type D	\$115.00	\$193.00	\$4,186,840.92
43	96	EA	485	Install Inlets	\$5,500.00	\$7,000.00	\$672,000.00
44	7,000	LF	472	Install 18" RCP Culvert	\$48.00	\$80.00	\$560,000.00
45	458	LF	472	Install 24" RCP Culvert	\$55.00	\$90.00	\$41,220.00
46	204	LF	472	Install 30" RCP Culvert	\$72.00	\$120.00	\$24,480.00
47	2	EA	485	Install Junction Box	\$8,500.00	\$10,000.00	\$20,000.00
48	13	LF	472	Install 4'X4' Box Culvert	\$400.00	\$850.00	\$8,450.00
49	5,570	LF	472	Install 36" RCP Culvert	\$75.00	\$165.00	\$919,050.00
50	100	LF	472	Install 42" RCP Culvert	\$80.00	\$280.00	\$28,000.00
51	70	LF	472	Install 4'X3' Box Culvert	\$375.00	\$800.00	\$42,000.00
52	60	LF	472	Install 6'X3' Box Culvert	\$550.00	\$880.00	\$52,800.00
53	140	EA	838	Install Signs	\$950.00	\$950.00	\$133,000.00
54	22	EA	880	Install Traffic Signal Pole and Foundation	\$100,000.00	\$130,000.00	\$2,860,000.00
55	387		868	Pavement Marking Symbols & Words	\$275.00	\$275.00	\$100,925.00
56	3,500		868	Pavement Marking (W) 8" SLD	\$0.75	\$1.00	\$3,500.00
57	3,500		868	Pavement Marking (W) 24" SLD	\$15.00	\$20.00	\$70,000.00
58	4,000		868	Pavement Marking (W) (4") BRK	\$0.75	\$1.00	\$4,000.00
59	4,000		868	Pavement Marking (W) (4") SLD	\$0.75	\$1.00	\$4,000.00
60	40,000		868	Pavement Marking (Y) (4") SLD	\$0.75	\$1.00	\$40,000.00
61	2,000	EA	868	Raised Pavement Marker	\$2.60	\$3.00	\$6,000.00
62	1	LS	868	Construction Pav Markings	\$40,000.00	\$50,000.00	\$50,000.00
63	23,333	LF	506	Install Silt Fence/Straw Wattle	\$3.00	\$8.00	\$139,998.00
64	5	EA	506	Install Concrete Washout	\$750.00	\$1,500.00	\$7,500.00
65	96	EA	506	Install Inlet Protection	\$300.00	\$400.00	\$38,400.00
Utilities							
66	85	EA	610	Install Street Light Pole and Fixture	\$3,100.00	\$3,500.00	\$297,500.00

Opinion of  
 Probable Cost

#REF!	67	85	EA	610	Install Street Light Pole Foundation	\$650.00	\$1,500.00	\$127,500.00
#REF!	64	EA			Install Gate Valves	\$275.00	\$440.00	\$28,160.00
#REF!	16	LF			Install 2" Water Line	\$10.00	\$16.00	\$256.00
#REF!	2,618	LF	5314		Install 4" Water Line	\$16.00	\$45.00	\$117,810.00
#REF!	3,680	LF	5314		Install 6" Water Line	\$18.00	\$40.00	\$155,200.00
#REF!	4,455	LF	5314		Install 8" Water Line	\$21.00	\$50.00	\$222,750.00
#REF!	2,468	LF	5314		Install 10" Water Line	\$24.00	\$55.00	\$135,740.00
#REF!	2,638	LF	5314		Install 12" Water Line	\$30.00	\$60.00	\$158,280.00
#REF!	8	LF	5314		Install 16" Water Line	\$40.00	\$65.00	\$520.00
#REF!	1,164	LF	7017		Install 8" Sewer Line	\$20.00	\$60.00	\$69,840.00
Pedestrian/Bike Facilities								
#REF!	14,800	LF	531		8' Shared Use Path (Both Sides)		\$130.00	\$1,898,000.00
#REF!	284	EA	531		Install Curb Ramps	\$1,750.00		\$2,270.00
#REF!	3	EA			Pedestrian Hybrid Beacon System Crossing		\$65,000.00	\$195,000.00
#REF!	150	EA			Pedestrian Ornamental Street Lights (18')		\$5,500.00	\$825,000.00
Cultural Enhancements								
#REF!	5,800	LF			Upgraded Stamped Concrete Cross Walks		\$125.00	\$725,000.00
#REF!	450	EA			Street Banners & Brackets		\$750.00	\$337,500.00
#REF!	2	EA			Colossal Flag (150' Tall)		\$35,000.00	\$70,000.00
#REF!	2	EA			Flag Lighting		\$25,000.00	\$50,000.00
#REF!	2	EA			Columns (18' Masonry Pair)		\$20,000.00	\$40,000.00
#REF!	4	EA			Twin Parks Concept (Allowance per park)		\$45,000.00	\$180,000.00
#REF!	1	EA			Stateline Crossing Experience		\$20,000.00	\$20,000.00
Total Amount of Bid-Items 1 through 83								<b>\$41,050,637.33</b>
Contingency						7%		\$2,744,219.66
Construction Engineering/Material Testing						7%		\$2,744,219.66
Total								<b>\$46,539,077.25</b>

Table 2. Benefits of the Alternatives with Assessed Values

Benefits	Value
Value of Travel Time Savings (North State Line Avenue)	\$75,923.85
Value of Travel Time Savings (Middle State Line Avenue)	\$61,922.76
Value of Travel Time Savings (South State Line Avenue)	\$43,267.65
Safety Benefits	\$388,573,650.60
Emission Reduction	\$90,096.00
Property Value Increase	\$4,027,975.88
Reliability	Qualitative*
Light Pole, Fixture, and Foundation	\$425,000.00
Sidewalks and Ramps	\$9,758,820.00
New Traffic Signals	\$2,860,000.00
Bus Stop Benches and Aprons	\$180,000.00
Cultural Enhancements	\$1,422,500.00
Tourism	\$5,347,927.00
Trees and Landscaping	\$566,666.67
Local Businesses	Qualitative*
Planned Development	\$10,722,820.00
<b>Total</b>	<b>\$424,156,570.41</b>

\*Some of the benefits are not able to be measured and instead tend to be better described qualitatively. This causes a hole in the quantified benefits to which every person will assign meaning to differently. The value

of State Line Avenue and how it has defined cultural growth of Texarkana gives value to what cannot be monetized. Look below for more information on Reliability and Property Value Increases.

## **The computations for Benefits are listed below in order of Table 2.**

### **Value of Travel Time**

The MPO's 2021 Traffic Counts conducted for city of Texarkana showed that for North State Line Avenue 25,421 vehicles per a year were used. For the middle, residential area of State Line Avenue, 20,863 vehicles per a year were utilized. The southern urban area of State Line Avenue had a traffic count of 14,571 vehicles per a year. These counts were conducted by a tube laid across the road; when a vehicle drives over the tube, the number of axles is counted and divided by two. This can produce error if a car has an odd number of axles or has a trailer hitched where the computer might believe it to be more cars than in actuality. Three stoplights will be removed who were deemed unnecessary for the flow of traffic. The cycle of stoplights allows for travel south down State Line Avenue to be 12 minutes faster. Due to this change, we expect an increase in usage for the North of State Line Avenue to be 30,000 vehicles, middle State Line Avenue to be 22,000 and Southern State Line Avenue to be 15,500. This is due to the average traffic counts of the area and the growth that area is forecasted to have. According to the USDOT, the value of time for all purposes of vehicle travel is \$14.80 per an hour.

North State Line Avenue: VTT (existing) = 14.80/hr. x 0.2 hr. x 25,421 trips per year =

\$75,246.16 VTT (new) = 14.80/hr. x .02 hr. x 0.5 x 4,579 trips per year = \$677.69

VTT = \$75,246.16 + \$677.69 = \$75,923.85

Middle State Line Avenue: = VTT (existing) = 14.80/hr. x 0.2 hr. x 20,863 trips per year =  
\$61,754.48

VTT (new) = 14.80/hr. x .02 hr. x 0.5 x 1,137 trips per year = \$168.28 VTT = \$61,754.48  
+\$168.28 = \$61,922.76

South State Line Avenue: = VTT (existing) = 14.80/hr. x 0.2 hr. x 14,571 trips per year =  
\$43,130.16

VTT (new) = 14.80/hr. x .02 hr. x 0.5 x 929 trips per year = \$137.49 VTT = \$43,130.16  
+\$137.49 = \$43,267.65

### **Safety Benefits**

State Line is one of the more dangerous corridors in Texarkana, with car collisions happening daily due to a lack of many safety considerations that are included in our proposed plan. It's incredibly important to make State Line Avenue a safer and more accessible corridor for visitors and residents. According to TxDOT and MPO Texarkana crash data, there were 6,862 total car crashes on State Line Avenue. Due to the improvements, we are making to State Line Avenue in the form of crosswalks, new safety signals, sidewalks and other improvements, the reduction of risk is close to 50%. Over half of the wrecks included no Injury which relates to \$3,200 in benefits as suggested by USDOT. The rest were, incapacitating, which is \$459,000.

**Table A. Crash Data with KABCO Levels and Monetized Values**

<b>KABCO Level</b>	<b>No Injury</b>	<b>Possible Injury</b>	<b>Non-Incapacitating</b>	<b>Incapacitating</b>	<b>Killed</b>	<b>Total</b>
<b># Of Crashes</b>	4,074	1,546	936	213	48	6,817
<b>% Of Total Crashes</b>	0.598	0.227	0.137	0.031	0.007	1.00
<b>USDOT Monetized Value</b>	3,200	63,900	125,000	459,100	9,600,000	-

Reduction Benefit = 6,862 crashes/year x 50% risk reduction x (0.598 x 3,200 + 0.227 x 63,900 + 0.137 x 125,000 + 0.031 x 459,100 + 0.007 x 9,600,000)  
 The total benefits were \$388,573,650.60

**Emission Reduction**

By increasing the speed of traffic, which reduces idling time, adding trees, and helping to better filter the stormwater runoff of State Line Avenue, we will reduce the nitrogen oxides in the area by 12 short tons. The USDOT suggests that the monetized value for one short ton is \$7,508 for Nitrogen Dioxides. Nitrogen Dioxides Reduction Benefit = 12 short tons x 7,508/short tons  
 Nitrogen Dioxides Reduction Benefit = \$90,096

**Property Value Increase**

State Line Avenue contains many parcels, all of which have buildings of varying value that are anywhere on the spectrum of low to high. With the proposed changes, assessed values for these parcels will increase according to a study commissioned by the Robert Wood Johnson Foundation-Active Living Research (Ewing and Shoup 2010), “complete, compact, and connected communities” increase land values about 5-12%. This is a one-time additional value for the property, the value of a walkable network put in place by the plan for State Line Avenue will average 7%. It is no surprise that the higher in value land assets are located around the commercial center at the IH 30 intersection. This area, reaching from the interstate intersection to 32nd street is valued at \$34,894,000. This would mean the property values for the areas would increase by 7% or \$2,442,580 after the addition of the buffer, sidewalks and improved transportation networks to make the area much more interconnected and less of an eyesore. The urban area, which begins at 20th street intersection and ends on Front Street, has parcels that combined value around \$18,500,000, which grow by \$1,300,000 (7%). This area especially would benefit from the cosmetic and safety features proposed, allowing the possibility of more business to fill the empty buildings and overturn the season of neglect in downtown Texarkana. The residential middle area of State Line Avenue is valued at \$4,077,084 and will grow by \$285,395.88 (7%). This project would increase property values by adding more transportation opportunities, adding appealing landscaping and providing easier access to the homes in the neighborhoods beyond State Line Avenue. It would be an effective facelift for neighborhoods who fell into decline. With the

proposed changes in place, State Line Avenue is set to inherit a sizeable property value increase which will not only benefit the parcel owners but also the city of Texarkana. The total property value increase is (Commercial) \$2,442,580 + (Urban) \$1,300,000 + (Residential) \$285,395.88 = \$4,027,975.88.

### **Reliability**

This is a benefit that though incredibly important to the daily lives of the people who live in Texarkana cannot be quantified. Reliability deals with how dependable the traffic patterns are on the State Line Avenue corridor. The patterns here tend to stay consistent with other city's major corridors, large crowds during mealtime hours and heavier traffic during rush hours. However, State Line Avenue has a tendency towards heavier traffic near the IH 30 intersection and then a gradual fade of frenzy towards the urban downtown area. The reliability is high, people who frequent the area can expect the same amount of traffic at the same time of day, excluding construction or collisions. This aspect of life will change only slightly with the implementation of changes for State Line Avenue, mostly in a positive way. It will increase the traffic, increasing economic gain for the area. Commercial growth will continue, and more people will frequent the area as a result. The reliability of the area will not change drastically, in fact, residents of State Line Avenue will have new opportunities to travel on bikes or walk to destinations. The addition of these transportation options along with bus stops for the T-line will balance out the additional vehicle traffic, keeping the reliability of State Line Avenue in check.

### **Cultural Enhancements**

Cultural Enhancements include all transportation related improvements such as lighting, crosswalks, signage, public transport shelters, environmental protection, and stormwater management that are sensitive to the local culture and reflect that in design. These will be able to enhance State Line Avenue's already historic past and encourage cultural place-making along the corridor. The cost of the culturally sensitive functional safety additions is \$1,422,500, though not adding the qualitative feeling of having a cultural corridor that represents the residents of Texarkana which is priceless. This portion of the project will be covered by both cities as part of this overall project.

### **Tourism**

State Line Avenue is a main route into the heart of downtown Texarkana, a cultural district with deep historic routes. Tourism plays a major role in the upkeep of the southern aspects of State Line Avenue and will only continue to be profitable if changes are made to attract more people down the corridor. In a 2016 study performed by the Texarkana Planning and Community Development Department, the importance and influence on the local community of the Arts and Historic District was showcased. 99,812 people attended cultural events in downtown Texarkana, and the total average cost of attending the Perot Theatre, a well-preserved historic icon, was \$53.58 per a person. This average includes hotel rooms, childcare, tickets, and other costs. The grand total of assets gained by were \$5,347,927, all of which aided in growing the local community economically. State Line Avenue plays a generous role in transportation to the Perot Theatre and the cultural district, so by enhancing State Line Avenue, tourism will grow benefitting the historic Texarkana, Texas and Arkansas. With better tourism opportunities, the city will receive more tourism dollars, which can be put back into making State Line Avenue a true cultural avenue.

## **Trees and Landscaping**

In the proposed plan trees would be placed around at increments of 8 feet along the entire corridor in the buffer space provided, which would mean close to 4,000 trees are needed to cover the stretch. The benefit of trees to an area is close to a benefit of almost \$100 per a tree, according to a study performed by Houston Advanced Research Center which investigated decreasing the heat island Effect in Dallas. The value of placing a tree in an area with an abundance of impervious surfaces, which State Line Avenue has an abundance of, is quite high due to the services trees can provide such as storm water management, reduction of toxins and emission pollutants, and shade protection which reduces the heat island effect effectively.

## **Local Businesses**

The state that State Line Avenue is in currently limits growth, and is unappealing for new businesses to move in. With the proposed changes, the corridor would be much easier to navigate and introduce two new forms of transportation which would make accessibility to business better overall. It would create more opportunities for local businesses, allowing people to be better equipped to travel to their locations. The commute on State Line Avenue would be quicker and much more enjoyable than the present state. The proposed changes would attract more visitors off IH 30 which would increase growth for business along State Line Avenue. Local businesses would clearly benefit from the proposed changes, bringing more consumers and creating better accessibility for the corridor. Quantifying this benefit is nearly impossible, since we have no way of knowing what the local business might become, its revenue annually, or the impact on the community. However, local businesses create a stronger sense of community and do encourage cultural pride in an area which in time can develop to positive economic results.

## **Planned Development**

The City of Texarkana has four public investment projects in progress that could be jeopardized if the proposed work for State line Avenue is unable to be fulfilled. The Courthouse, a historic icon of Texarkana that is built on the State Line of Texas and Arkansas and serves both states, is getting a facelift in the square that surrounds it. This will enable the location to become even more of a destination, this project is \$1,600,000 and is CIP funded 2017. Many of the street's downtown are one-way and have become hazardous because of visitors who may lack directional knowledge of the area and street smarts. The conversion to two-streets and on-street parking has been completed to provide a safer and more accessible downtown to everyone, this project is also CIP funded at \$130,000. The historic Perot Theatre is being renovated to better serve future generations, it one of the major symbols of Texarkana downtown and is essential to the preservation of cultural district. The Perot renovation is CIP funded at \$4,600,000. The improvements to the courthouse square, with the addition of electric charging stations at \$742,820. Lastly, the Art Block, a new space for culture and innovation to be presented will increase activity downtown and create more an appealing space for visitors. This last is CIP and is also \$4,600,000. State Line Avenue is a direct line to all these projects that will be soon be underway, if the main corridor is not renovated into less of an eye sore these investments may fall to the wayside or fall through entirely. However, if State Line Avenue undergoes the proposed changes, becoming a focal point of Texarkana as it should have been then these projects will be able to flourish.

$$\begin{aligned} \text{Total Planned Development} &= \$650,000 + \$130,000 + \$4,600,000 + \$4,600,000 + \$742,820 \\ &= \underline{\underline{\$10,722,820}} \end{aligned}$$

## Appendix 2: Maps and Images

**Figure 1: Texarkana Urbanized Area Overview Map**

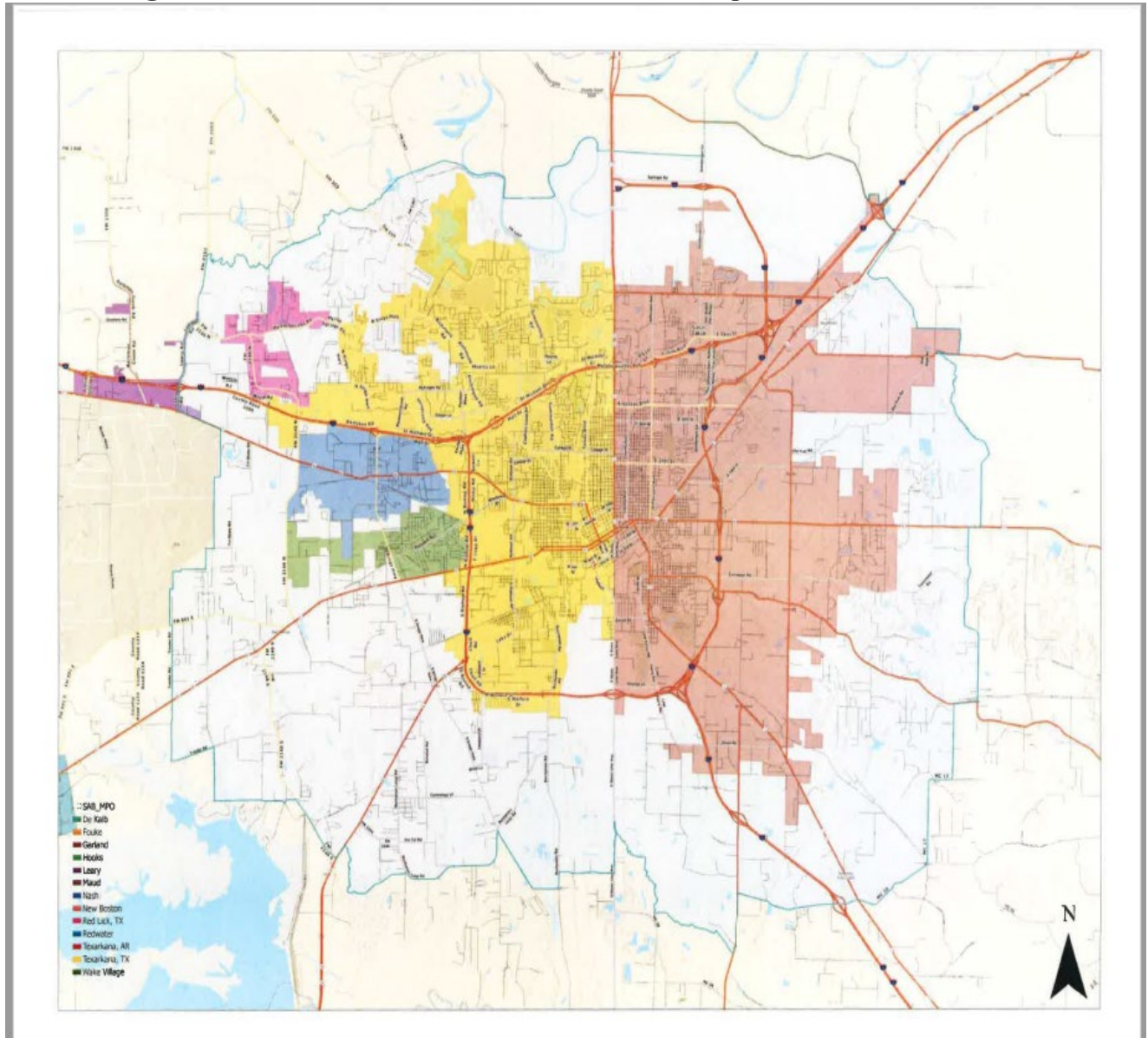
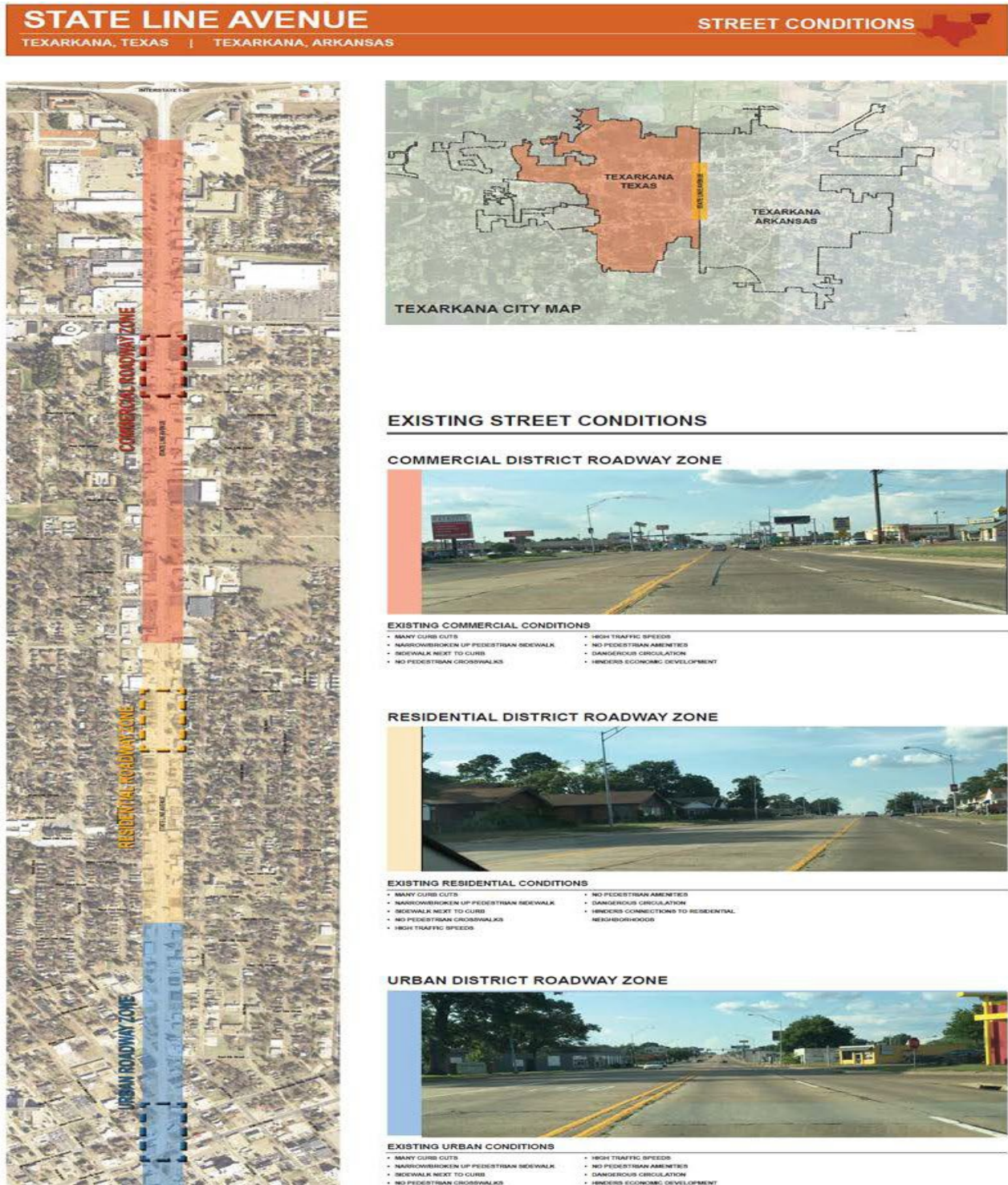


Figure 2: State Line Avenue Cultural Corridor Project Location and Overview



Below are photographs of State Line Avenue, divided by three districts – Commercial, Residential, and Urban - illustrating its current state.

**Commercial**



**Residential**



**Urban**



See the following pages. All are conceptual and subject to change to better fit state and federal regulation. These designs are from the Texarkana Metropolitan Planning Organization 2021 State Line Avenue Corridor Study.

**Figure 4: Commercial District**

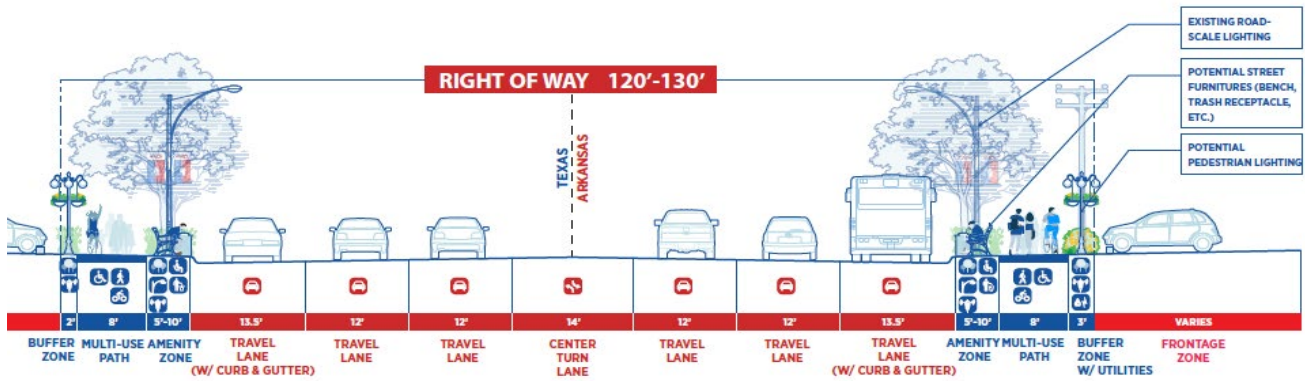


Figure 5: Business District

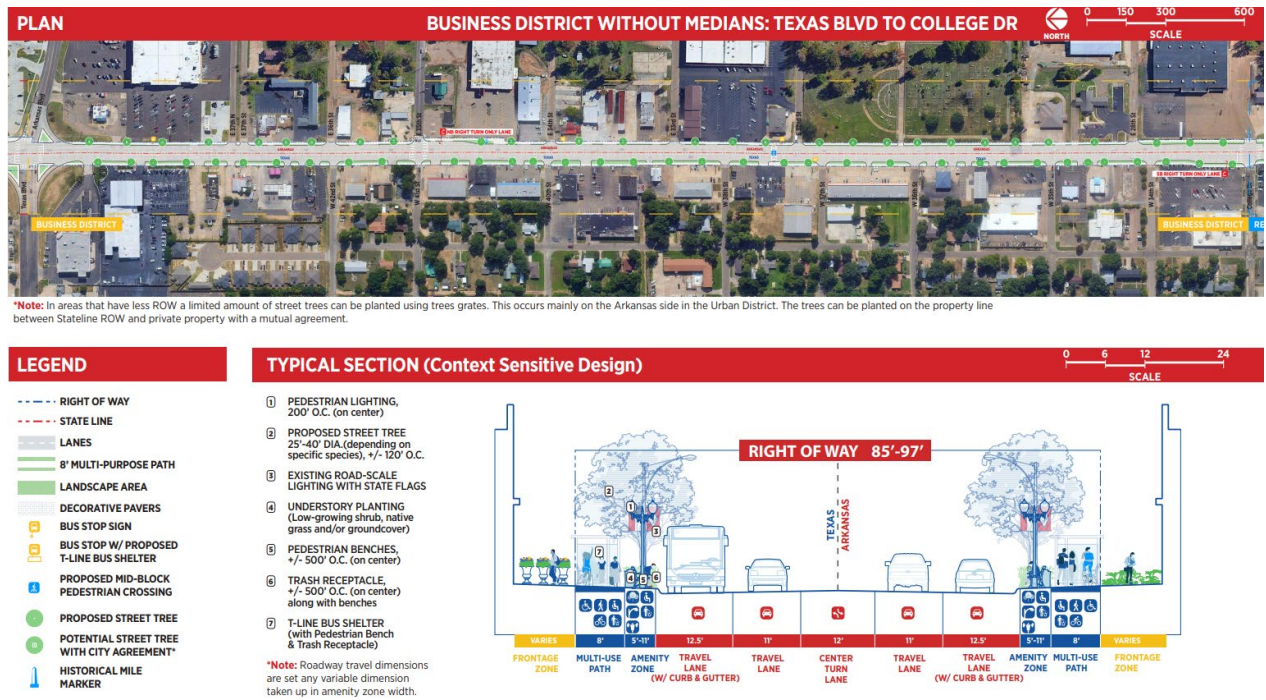


Figure 6 Residential District

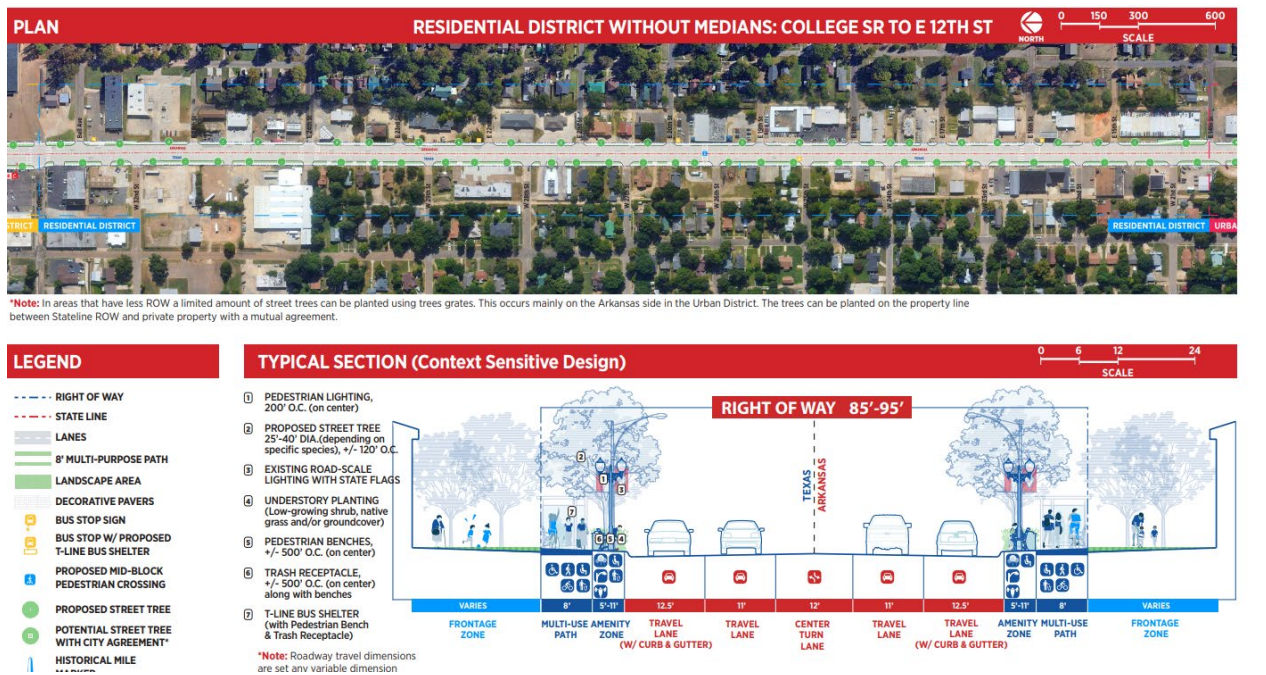
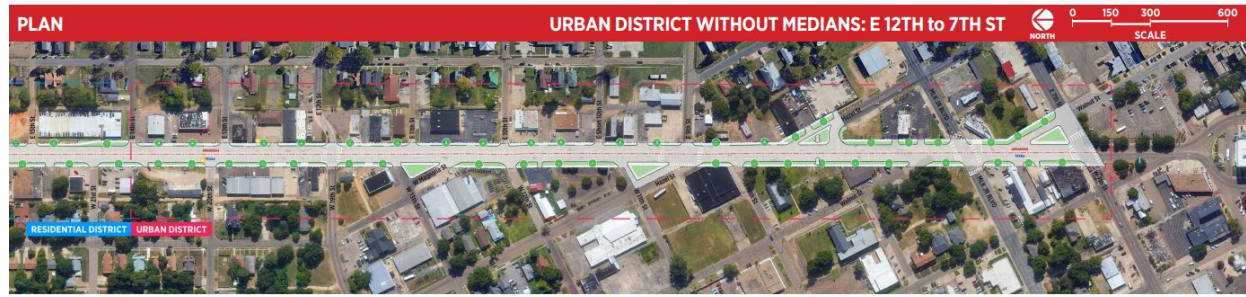
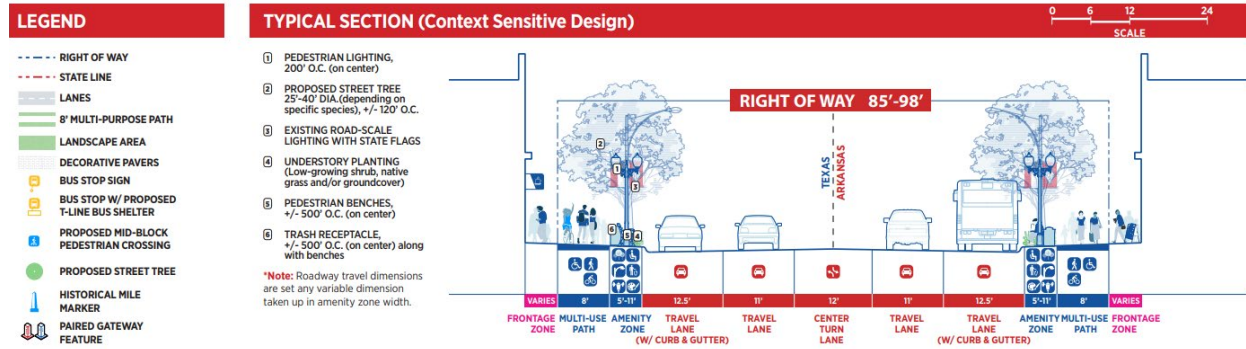


Figure 7: Urban District



\*Note: In areas that have less ROW a limited amount of street trees can be planted using trees grates. This occurs mainly on the Arkansas side in the Urban District. The trees can be planted on the property line between Stateline ROW and private property with a mutual agreement.



### Appendix 3: State Line Corridor 2021 Study Public Engagement meetings



**TEXARKANA STATELINE AVENUE PUBLIC MEETING**

METROPOLITAN PLANNING ORGANIZATION

WE NEED CITIZEN INPUT FOR THIS CORRIDOR STUDY! YOUR OPINION MATTERS!

29 JUN 2021, TUES  
 6:00 - 8:00 PM

HOLIDAY INN TEXARKANA, ARKANSAS  
 3000 CONVENTION PLAZA DRIVE, TEXARKANA, AR 71604

CANNOT MAKE THIS MEETING IN PERSON?  
 There will be an online platform that allows you to provide feedback virtually.

stateinvecorridor.com

**TEXARKANA STATELINE** This meeting is sponsored by

**STATELINE AVENUE CORRIDOR STUDY**

METROPOLITAN PLANNING ORGANIZATION

**PUBLIC MEETING**

WE NEED CITIZEN INPUT FOR THIS CORRIDOR STUDY! YOUR OPINION MATTERS!

9 SEPT 2021, THURS  
 6:00 - 8:00 PM

TEXARKANA CONVENTION CENTER  
 2815 COMPTON CREEK LOOP, TEXARKANA, TX 71603

CANNOT MAKE THIS IN PERSON?  
 Please access the online platform through the link below to provide feedback virtually.

stateinvecorridor.com

**TEXARKANA STATELINE** This meeting is sponsored by

**STATELINE AVENUE CORRIDOR STUDY**

METROPOLITAN PLANNING ORGANIZATION

**PUBLIC MEETING**

PROVIDE THE FINAL INPUT FOR THIS CORRIDOR STUDY! YOUR OPINION MATTERS!

4 NOV 2021, THURS  
 5:30 - 6:30 PM

TRANC BUILDING  
 800 MARSHALL STREET, SUITE 200, TEXARKANA, ARKANSAS 71601

CANNOT MAKE THIS IN PERSON?  
 Please access the online platform through the link below to provide feedback virtually.

stateinvecorridor.com

**Appendix 4: Cultural Enhancement Ideas**

Cultural Enhancements include all transportation related improvements such as lighting, crosswalks, signage, public transport shelters, environmental protection, and stormwater management that are sensitive to the local culture and reflect that in design. Below are examples of culturally functional designs that aim to create safer transportation environments.

**EXHIBIT A: Cultural Crosswalks**



Example from Arden Park and Recreation District in Sacramento, District

**EXHIBIT B: Downtown Avenue Lighting**



Current lamp posts in Texarkana Arts and Historic District which will create a more classic avenue feel when added further up State Line Avenue.

**EXHIBIT C: Wayfinding Signs**



Photos of current Texarkana Arts in Historic District signage which will continue up State Line denoting safety features and wayfinding suggestions.

**EXHIBIT D: Bus Shelters**



Examples from Tracy, California and Palm Beach, Florida Bus Shelters

**EXHIBIT E: Stormwater Management: Rain Garden**



Texas A&M University, College Station Texas Rain Collection garden using Texas native plants.

**EXHIBIT F: State Emblems**



Left – Example of Bristol, Tennessee/Virginia’s Metal Street Emblem

Right – Arts and Historic District Emblem Design

## Appendix 5: Mobility and Community Connectivity in detail

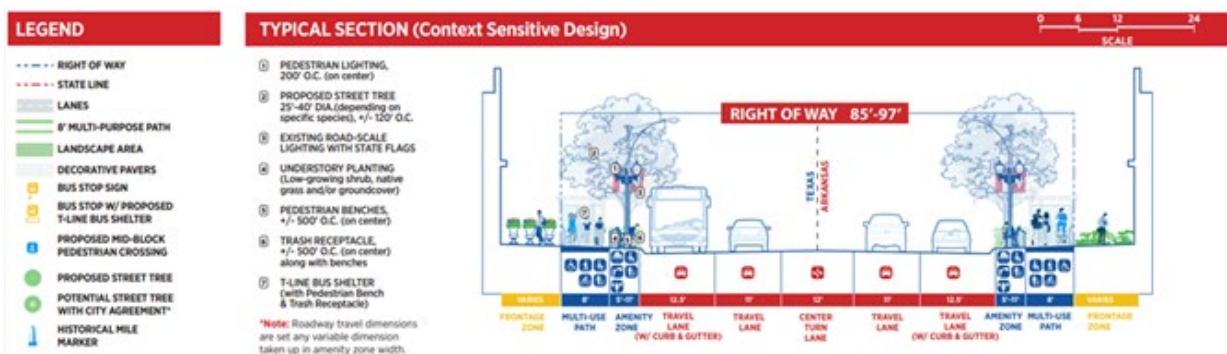
Transportation will be key to integrating land use, economic development, mobility, and environmental sustainability. As we contemplated the evolution of our community, we evaluated the impact of changing demographics and lifestyles. To accommodate the needs of our aging population and remain a desirable destination for families and younger individuals, greater efforts are needed to reduce our reliance on the automobile as the sole or primary means of mobility.

To consider how best to deliver a comprehensive transportation solution with increasingly limited funds, this proposed capital project was addressed in the Metropolitan Planning Organization (MPO) 2045 Metropolitan Transportation Plan and seeking ways to determine cost effective and beneficial improvements. New and improved roads, bicycle facilities, sidewalks, trails are required to maintain a high quality of life our citizens. These facilities should be harmonious with the character of the communities they serve and designed to foster confidence and safety.

The State Line project will improve mobility and community connectivity by allowing different modes of transportation along the Stateline corridor. It will offer a safe and inviting facility for pedestrians and cyclists. By adding multiuse pathways to State Line Avenue, this will allow the movement of pedestrians safely along the corridor. It will allow pedestrians and bikers to “move simultaneously” in a safe environment. The shared use paths will allow the community to have accessibility to our jobs, our friends and family, recreation, and daily needs. This will also, provide an easier access to transit stops by improving and providing sidewalks to bus stops along the route.

While improving the accessibility of the route along State line by providing sidewalks, bus stops, and pathways, this will also improve the mobility of goods along the corridor. Non-motorized connections enhance mobility and reduce congestion particularly in areas where new development may occur. Improvements to the corridor will provide access and interconnectivity to our communities, Special Generators that are close by like Wadley Regional Hospital, Walmart Super Store, Spring Lake Park, and surrounding neighborhoods.

These improvements (multi-use Pathways) will provide walkable and bikeable access to Schools in the immediate area such as North Heights and College Hill. This will also allow patrons to hail a cab or call for Uber in a safe and well-lit location. It will allow a variety of handicap accessible pedestrians to use the facilities as normal pedestrians.



Texarkana Urban Transit District (TUTD) provides a crucial service for commuters and residents moving in and around Texarkana, USA. The system also provides regional links. Recognizing that it fills a vital role for many residents, helping to fulfill their daily travel needs. Recognizing transit helps solve many of our transportation issues, the goal is to support the provision of

efficient, safe, and convenient bus services that helps address local and regional travel needs. The successfulness of TUTD helps offset congestion, improve air quality, and helps stimulate economic development. Improvements to transit stops, providing curbs and sidewalks may encourage more widespread acceptance of transit as a viable alternative to the automobile.

By connecting neighbors and local destinations with sidewalks and pathways reduces vehicle miles traveled, improves congestion, safety, and promotes active lifestyles.



**YEARLY RIDERSHIP 191,079**

The Mobility and Connectivity principle and goals are consistent with Texas Department of Transportation (TxDOT), Arkansas Department of Transportation (ARDOT), and Texas Transportation Institute (TTI), the mobility plan analysis determined the potential funding required for maintaining the current level of mobility through 2030. The goals identified in the plan included:

- Relieve Congestion
- Improve Safety
- Improve Air Quality
- Improve Quality of Life
- Improve Opportunities for Economic Development
- Enhance Infrastructure Maintenance
- Streamline Project Delivery
- Incorporate TxDOT & ARDOT Plans

Identified in the 2045 MTP are the following 10 factors which helped guide the design and scope of work for State line Avenue.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness.
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 accessibility and mobility of people and 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 resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation, and
  10. \*Enhance travel and tourism.
- \*New Factors introduced by the FAST Act*

Another factor in mobility and connectivity is Freight and the Economy. The movement of goods, is an important part of the economy, serving as a vital link in in regional, state, and national supply chains. Two of the top ten occupations by employment in the Texarkana area are 1) Heavy and Tractor-Trailer Truck Drivers and 2) Laborers and Freight, Stock, and Material Movers. Approximately 36% of all non-agricultural employment in the Texarkana area is in freight-dependent industries. In the Texarkana area, 22% of employment is in the Trade, Transportation, and Utilities industries, which is the largest industry sector in terms of employment in this region.

<b>Freight-Dependent Industry (NAICS Classifications)</b>	
Agriculture, Forestry, Fishing, and Hunting	Manufacturing
Mining, Quarrying, and Oil and Gas Extraction	Wholesale Trade
Utilities	Retail Trade
Construction	Transportation and Warehousing

Major freight infrastructure in the Texarkana region includes three interstates, four US Highways, two Class I railroads, and a short line railroad. The Texarkana Airport is also located within a few miles of the Stateline corridor.

Major highways that support freight truck traffic include IH30 (north begin of the project) IH 369, IH49, US 59, US 67, US71, and US 82. I H 30 experiences the highest amount of truck traffic in the area and provides key connections to major national freight hubs such as Dallas/Fort Worth, TX and Memphis, TN.

These roadways provide access to and from sites or facilities that produce relatively large amounts of freight truck traffic or are potential freight generators (e.g., the airport and surrounding area) which are important assets to the freight roadway system. Roadways such as IH 30, US 71/Stateline, Arkansas Boulevard, and Airport drive assist in providing the last mile in the network.



	Inbound			Outbound		
	2020 Cargo Tonnage	2040 Cargo Tonnage	% Change	2020 Cargo Tonnage	2040 Cargo Tonnage	% Change
Agriculture	295,951	316,271	7%	146,335	184,294	26%
Oil and Gas / Other Mining	1,752,251	2,420,248	38%	117,760	134,249	14%
Nonmetallic Minerals	1,761,209	1,866,601	6%	1,775,730	3,064,920	73%
Food	253,307	292,312	15%	296,767	282,132	-5%
Consumer Manufacturing	7,623	7,701	1%	4,646	4,415	-5%
Non-Durable Manufacturing	38,080	43,565	14%	26,273	23,604	-10%
Lumber	159,318	166,270	4%	148,217	134,882	-9%
Durable manufacturing	205,751	271,628	32%	121,846	110,833	-9%
Paper	45,869	49,199	7%	309,927	277,927	-10%
Chemicals	85,165	87,104	2%	495,396	444,168	-10%
Petroleum	591,577	556,207	-6%	37,720	30,176	-20%
Clay, concrete, glass	450,836	444,569	-1%	420,654	381,667	-9%
Primary Metal product	84,353	100,942	20%	19,850	17,905	-10%
Secondary and Misc.	278,567	326,384	17%	488,134	475,707	-3%
<b>Total</b>	<b>6,009,856</b>	<b>6,949,002</b>	<b>16%</b>	<b>4,409,255</b>	<b>5,566,879</b>	<b>26%</b>

*Inbound/Outbound Cargo Shipment: 2020-2040: TX and AR Travel Demand Models*

Figure 4: Top 5 Value Added Industry Sectors; Freight Transportation System Performance Investment Scenario; IMPLAN

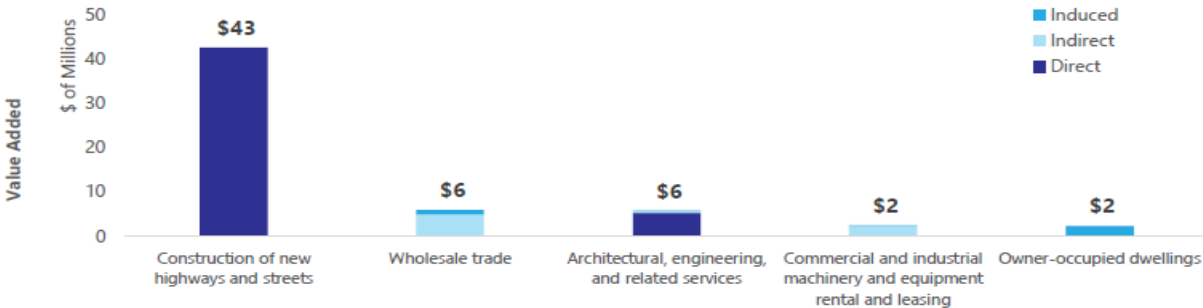
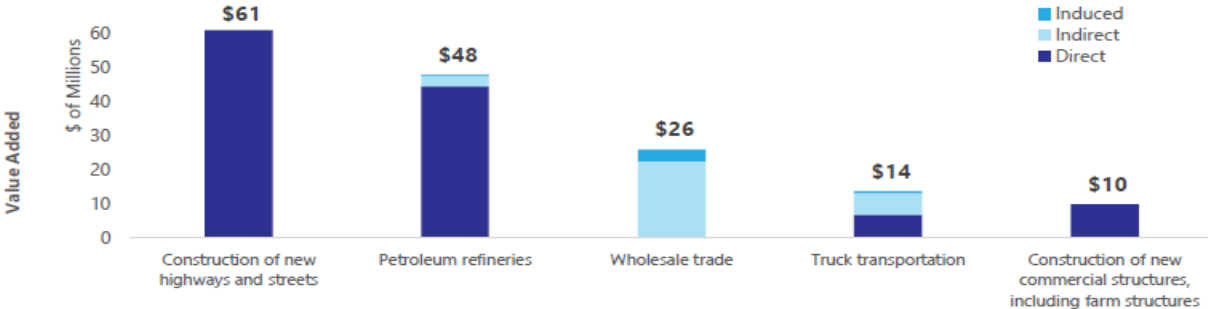
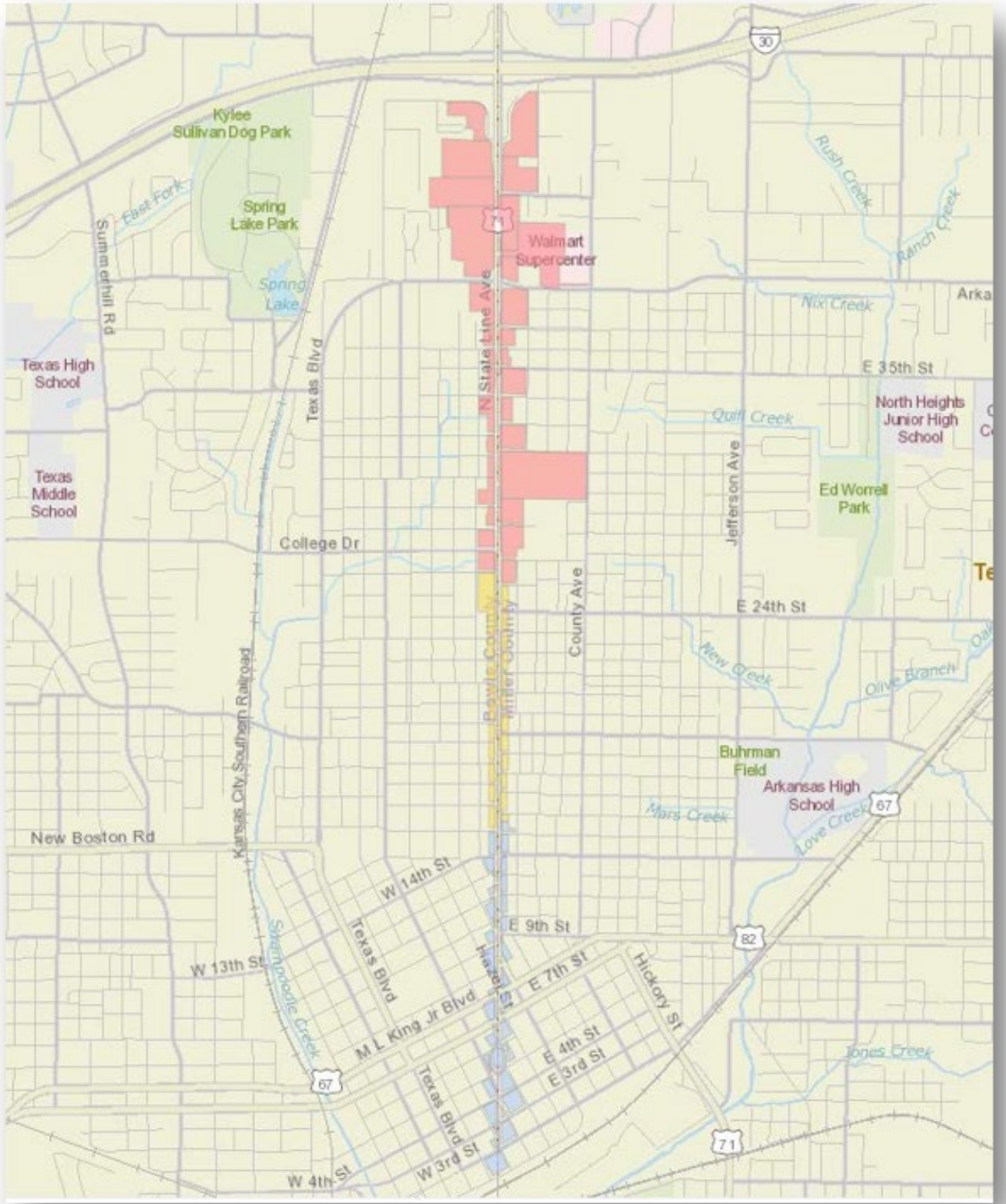


Figure 5: Top 5 Value Added Industry Sectors; Strategic Economic Growth Investment Scenario; IMPLAN



*Value Added Industry Sectors; Freight Transportation System Performance Investment Scenario; IMPLAN.*

### Appendix 6: Corridor and District Overlay and Detail Map



**Appendix 7: Letters of Support and Resolutions**