

## NARTS UNIFIED PLANNING WORK PROGRAM FISCAL YEAR 2024

This Fiscal Year (FY) 2024 Unified Planning Work Program (UPWP) outlines the planning activities of the Northwest Arkansas Regional Planning Commission (NWARPC) serving as the Northwest Arkansas Regional Transportation Study (NARTS) from July 1, 2023, through June 30, 2024.

### THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:

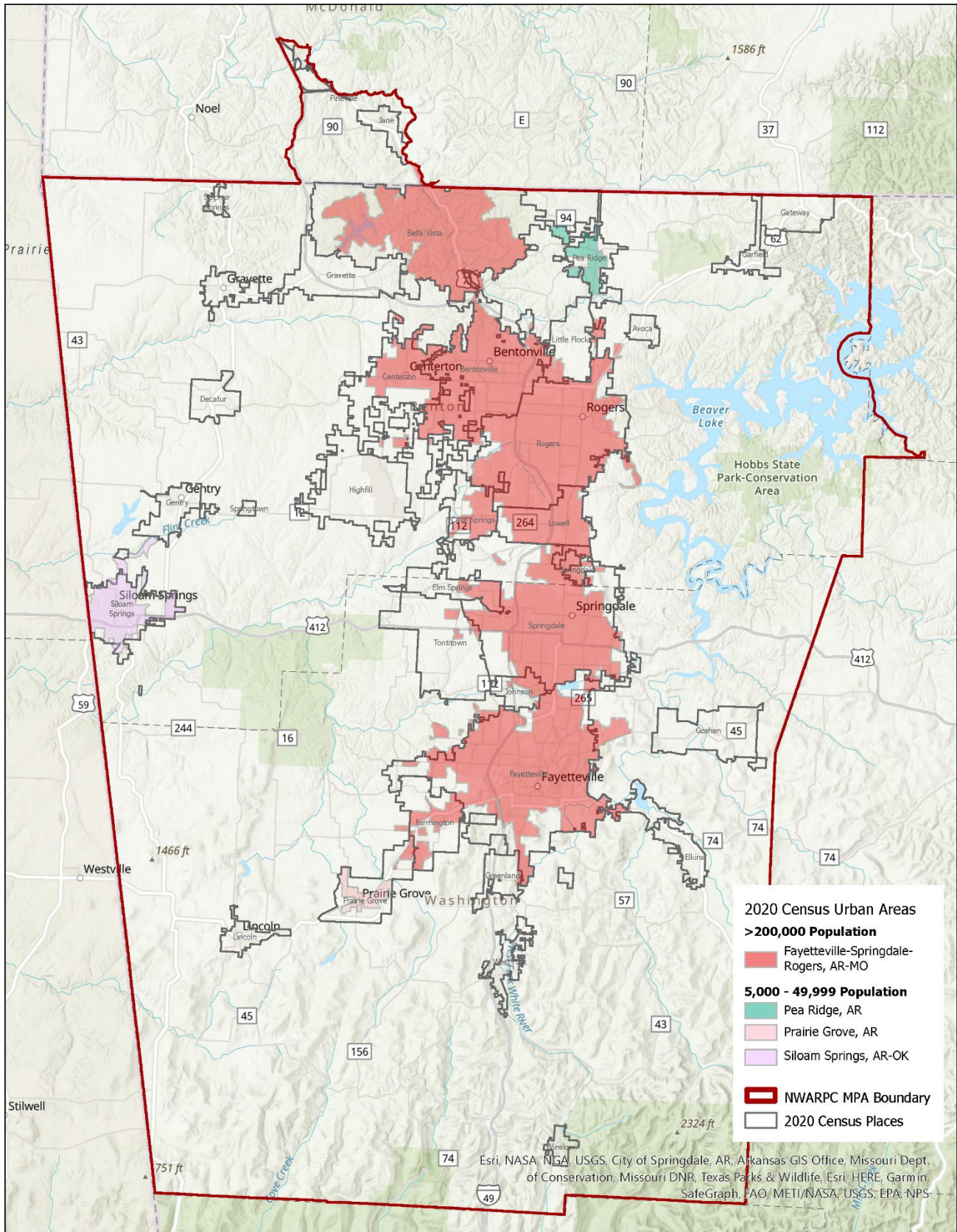
AVOCA	LITTLE FLOCK
BELLA VISTA	LOWELL
BENTON COUNTY	McDONALD COUNTY, MO
BENTONVILLE	PEA RIDGE
CAVE SPRINGS	PRAIRIE GROVE
CENTERTON	PINEVILLE, MO
DECATUR	ROGERS
ELKINS	SILOAM SPRINGS
ELM SPRINGS	SPRINGDALE
FARMINGTON	SPRINGTOWN
FAYETTEVILLE	SULPHUR SPRINGS
GARFIELD	TONTITOWN
GATEWAY	WASHINGTON COUNTY
GENTRY	WEST FORK
GOSHEN	WINSLOW
GRAVETTE	UNIVERSITY OF ARKANSAS
GREENLAND	OZARK REGIONAL TRANSIT (ORT)
HIGHFILL	RAZORBACK TRANSIT
JANE, MO	BEAVER WATER DISTRICT
JOHNSON	NWA NATIONAL AIRPORT
LINCOLN	AUTHORITY (XNA)
ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)	
MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT)	

#### IN COOPERATION WITH:

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION (FHWA)  
FEDERAL TRANSIT ADMINISTRATION (FTA)

**NWARPC DISCLAIMER:** This notice is in accordance with the NWARPC 2045 Metropolitan Transportation Plan, the Federal Transportation Act (BIL/IJA) in cooperation with local agencies, the Arkansas Department of Transportation, the Missouri Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Documents are funded in part through grant(s) from the FHWA, FTA, and/or the U.S. Department of Transportation. The views and opinions of the NWARPC expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation. **NWARPC NOTICE OF NONDISCRIMINATION POLICY:** The NWARPC complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Nicole Gibbs, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 711 or 1-800-285-1131) or ngibbs@nwarpc.org; Para llamadas en español, marque el 866-656-1842; para llamadas en inglés, marque el 711 o directamente al 800-285-1131 o ngibbs@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact NWARPC at least 48 hours before the meeting. Si se necesita información en otro idioma, comuníquese con NWARPC al menos 48 horas antes de la junta. **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PUBLIC PARTICIPATION PROCESS FOR PROGRAM OF PROJECTS (POP):** The public participation procedures outlined in the NWARPC Public Participation Plan (PPP) with respect to TIP development serve as the public participation process required for the development of transit projects as per FTA Circular 9030.1E.

NARTS METROPOLITAN PLANNING AREA (MPA)



## FEDERAL METROPOLITAN PLANNING PROGRAM

The [Infrastructure Investment and Jobs Act](#) (IIJA) was signed into law on November 15, 2021, also known as the Bipartisan Infrastructure Law (BIL). The five-year BIL, federal fiscal years 2022 to 2026, provides \$550 billion in infrastructure funding for “roads, bridges, and mass transit, water infrastructure, resilience, and broadband.”

The Metropolitan Planning Program was continued under BIL and provides for a “cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.” Oversight of the Federal Metropolitan Planning Program is jointly provided by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Notable [changes](#) to the Metropolitan Planning Program include:

### Set-aside for Increasing Safe and Accessible Transportation Options

- The BIL requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]
- A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place, and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]
- For the purpose of this requirement, the term “**Complete Streets standards or policies**” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]

### Travel Demand Data and Modeling

The BIL requires the Secretary to:

- carry out a study that gathers travel data and travel demand forecasts from a representative sample of States and MPOs and compares travel demand forecasts with observed data; and to use this information to develop best practices or guidance for States and MPOs to use in forecasting travel demand for future investments in transportation improvements; [§ 11205(b)(1)]
- seek opportunities to support States’ and MPOs’ transportation planning processes by providing data to improve the quality of transportation plans, models, and travel demand forecasts; and [§ 11205(b)(2)]
- develop, and make publicly available, a multimodal web-based tool to enable States and MPOs to evaluate the effect of highway and transit investments on the use and conditions of all transportation assets within the State or area served by the metropolitan planning organization, as applicable. [§ 11205(b)(3)]



## Housing Coordination

The BIL makes several changes to include housing considerations in the metropolitan transportation planning process, including:

- updating the policy to include, as items in the national interest, encouraging and promoting the safe and efficient management, operation, and development of surface transportation systems that will better connect housing and employment; [§ 11201(d)(1); 23 U.S.C. 134(a)(1)]
- adding officials responsible for housing as officials with whom the Secretary shall encourage each MPO to consult; [§ 11201(d)(2); 23 U.S.C. 134(g)(3)(A)]
- requiring the metropolitan transportation planning process for a metropolitan planning area to provide for consideration of projects and strategies that will promote consistency between transportation improvements and State and local housing patterns (in addition to planned growth and economic development patterns); [§ 11201(d)(3); 23 U.S.C. 134(h)(1)(E)]
- adding assumed distribution of population and housing to a list of recommended components to be included in optional scenarios developed for consideration as part of development of the metropolitan transportation plan; [§ 11201(d)(4)(A); 23 U.S.C. 134(i)(4)(B)]
- adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan; and [§ 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)]
- within a metropolitan planning area that serves a transportation management area, permitting the transportation planning process to address the integration of housing, transportation, and economic development strategies through a process that provides for effective integration, including by developing a housing coordination plan. [§ 11201(d)(5); 23 U.S.C. 134(k)]

## FEDERAL PLANNING EMPHASIS AREAS

In December 2021, FTA and FHWA issued updated [Planning Emphasis Areas \(PEAs\)](#) for use by metropolitan planning organizations, state departments of transportation, transit agencies, and federal land management agencies in their Unified Planning Work Programs and State Planning and Research Work Programs. These emphasis areas include:

- **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**  
Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.
- **Equity and Justice40 in Transportation Planning**  
FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.

- **Complete Streets**  
FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- **Public Involvement**  
FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**  
FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- **Federal Land Management Agency (FLMA) Coordination**  
FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
- **Planning and Environment Linkages (PEL)**  
FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes.
- **Data in Transportation Planning**  
To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

## FEDERAL PLANNING FACTORS BY PROGRAM ELEMENT

[Section 134 of Title 23, U.S.C.](#) reads:

- (a) Policy. – It is in the national interest –
- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
  - (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).
- (f) Coordination in Multistate Areas. —
- (1) In general. — The Secretary shall encourage each Governor with responsibility for a portion of a multistate metropolitan area and the appropriate metropolitan planning organizations to provide coordinated transportation planning for the entire metropolitan area.

- (2) Interstate compacts. — The consent of Congress is granted to any two or more States—
  - (A) to enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and
  - (B) to establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

**PLANNING FACTORS**

- (h) Scope of Planning Process. —
  - (1) In general.—The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—
    - (A) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
    - (B) Increase the safety of the transportation system for motorized and non-motorized users;
    - (C) Increase the security of the transportation system for motorized and non-motorized users;
    - (D) Increase the accessibility and mobility of people and for freight;
    - (E) 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;
    - (F) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
    - (G) Promote efficient system management and operation; and
    - (H) Emphasize the preservation of the existing transportation system.
    - (I) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
    - (J) Enhance travel and tourism.

The Planning Factors, which apply to each Element of the Unified Planning Work Program, are listed in the table below.

FEDERAL PLANNING FACTORS	A	B	C	D	E	F	G	H	I	J
<b>UPWP PROGRAM ELEMENT</b>										
44.21: Program Support and Administration	X			X	X	X	X	X	X	X
44.22: General Development and Comprehensive Planning	X			X	X	X	X	X		
44.23: Long-Range Transportation Planning	X	X	X	X	X	X	X	X	X	X
44.24: Short-Range Transportation Planning	X	X	X	X	X	X	X	X	X	X
44.25: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X

## 44.21: PROGRAM SUPPORT AND ADMINISTRATION

### WORK TASKS

- A. PROVIDE THOSE ADMINISTRATIVE, BUDGETING, BOOKKEEPING, AND CLERICAL DUTIES REQUIRED** in order to perform work tasks and comply with ARDOT, MoDOT, FHWA, and FTA requirements. Progress reports and related documentation will be prepared in conjunction with PL activities, as well as the FY 2024 Unified Planning Work Program.
- B. IMPROVE OFFICE EQUIPMENT, COMPUTER SYSTEMS, AND SOFTWARE AS NEEDED** to keep pace with state-of-the-art technology currently in use for improved communications, mapping, planning analysis and report production. Train staff on software packages. (The cost of equipment and software will be shared proportionately by all elements.)
- C. ATTEND PLANNING, TRANSPORTATION, AND TRANSIT MEETINGS.** Attend training, workshops, and conferences to maintain coordination with other agencies, staff proficiency and professional improvement. Necessary ARDOT, MoDOT, AMPO, APA, housing, stormwater, open space, EV infrastructure, climate, environmental, and local meetings, and conferences will be attended. Keep informed of ARDOT, MoDOT, FHWA, and FTA programs, as well as local issues and trends in order to provide proper assistance to local governments and agencies.
- D. ASSIST COUNTIES, CITIES, CITIZENS, AND THE MEDIA** in understanding the process of MPO transportation planning and the impact of transportation projects both short term and long term:
1. Staff will update, as necessary, a brochure and the NWARPC website outlining transportation planning procedures for the NARTS Technical Advisory Committee (TAC) and the NWARPC/Policy Committee, and the general public. The brochure and web site details how regional plans are implemented and who to contact for questions and answers.
  2. Staff will work with cities to create an understanding of the work and role of the MPO.
  3. Develop and implement a communication strategy.
- E. CONTINUE PUBLIC INVOLVEMENT PROCEDURES FOR ALL ASPECTS OF TRANSPORTATION PLANNING** as specified in the NARTS Public Participation Plan (PPP). The PPP and procedures will be reviewed and adjusted as needed to reflect changes in NARTS Bylaws, BIL Act provisions, or other transportation-related legislation. The most recent update occurred in 2020 and was adopted by the NWARPC/Policy Committee on September 23, 2020. The PPP will undergo a review by the TAC and RPC/Policy Committee occurring just prior to the regular update cycle for the Metropolitan Transportation Plan (MTP). The PPP update will begin in FY 2024.
- F. COMPLY WITH TITLE II OF THE AMERICANS WITH DISABILITIES ACT, SECTION 504 OF THE REHABILITATION ACT, AND TITLE VI OF THE CIVIL RIGHTS ACT.** The 2021 NWARPC Title VI program was updated and approved by the NWARPC/Policy Committee on December 2, 2020. It was submitted into TrAMS in January 2021 and will require updating and re-submittal into TrAMS no later than February 1, 2024.
- Update plans as needed to incorporate diversity, equity, and inclusion.
- G. WORK WITH MODOT STAFF AND PLANNING PARTNERS TO PROVIDE COORDINATED TRANSPORTATION PLANNING** for the entire metropolitan area and establish all needed agreements, maps, documents, and

procedures for cooperative efforts and mutual assistance in support of activities related to Missouri’s inclusion in the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area.

	44.21 END PRODUCTS	COMPLETION DATES
A1.	Record keeping, daily correspondence and Progress Reports	Monthly/On-going
A2.	Audit Report and Annual Performance and Expenditure Report	Yearly/On-going
A3.	Committee meetings and planning process coordination	On-going
A4.	FY 2025 UPWP	May 2024
B.	Computer and software upgrades	On-going
C.	Meeting attendance	On-going
D.	Shared Information: NWARPC website, and other pertinent data, news releases, relevant technology transfer information and informational brochure Develop and implement a communication strategy	On-going
E.	Documentation of PPP compliance will be kept on file; update and adoption by RPC/Policy Committee as part of the MTP update process	On-going
F.	Adhere to the 2021 NWARPC Title VI Program; update and submit into TrAMS no later than February 1, 2024	On-going
G.	Coordination with MoDOT	On-going

**COOPERATING AGENCIES:** NWARPC, ARDOT, MoDOT, FHWA and FTA.

**COST DATA**

Federal	\$211,209
Local (MPO)	\$ 52,802
Total	\$264,011
Element Percent	13%

**44.22: GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING**

**WORK TASKS**

- A. MAINTAIN FILES THAT PROVIDE DEMOGRAPHIC AND INFRASTRUCTURE DATA WITHIN THE NARTS AREA.** Census population, household, and employment data and other information will be utilized and incorporated into reports, thematic maps, and TAZ boundaries. Staff will assist cities as needed for Census boundary updates. These data will be utilized to develop the demographics of the forecast years for the Travel Demand Model. Collection and reporting of regional data from units of government will continue as necessary. Census 2020 data will be incorporated into planning documents as data becomes available.
- B. MAPPING/GIS:** Provide mapping and GIS assistance to participating units and maintain county and regional maps. Create data to represent information for TIP, STBGP project locations, TAP locations, etc. Update functional classification map, open space map, watershed maps and others as needed. Coordinate regional GIS efforts for data and information:



1. Vector files (roads, county boundary, annexations, contours, etc.).
2. Raster files (aerial imagery).
3. Interactive Maps.
4. File sharing and workflow strategies.

**C. OBTAIN THE MOST CURRENT TRAFFIC COUNT DATA** at locations collected by ARDOT and MoDOT.

	44.22 END PRODUCTS	COMPLETION DATES
A.	Demographic and infrastructure data for the region will be utilized for transportation planning, forecasting, and analysis	On-going
B.	Maps and digital data sets	On-going
C.	Traffic data files showing most recent traffic counts and changes relative to previous counts will be maintained in cooperation with ARDOT and MoDOT	On-going

**COOPERATING AGENCIES:** NWARPC, ARDOT, MoDOT, Ozark Transit Authority, Razorback Transit, Arkansas State Data Center, local governments.

**COST DATA**

Federal	\$321,511
Local (MPO)	<u>\$ 80,378</u>
Total	\$401,889
Element Percent	20%

**44.23: LONG-RANGE TRANSPORTATION PLANNING**

**WORK TASKS**

**A. ASSISTANCE TO PARTICIPATING JURISDICTIONS:**

1. Assist TAC, NWARPC/Policy Committee and individual jurisdictions in the development and implementation of policies and procedures regarding the selection of projects and the utilization of **SURFACE TRANSPORTATION BLOCK GRANT PROGRAM** funds for areas with a population greater than 200,000 (**STBGP > 200K**), **TRANSPORTATION ALTERNATIVES PROGRAM (TAP)** and **CARBON REDUCTION PROGRAM (CRP)** funds.
  - Engage the TAC and NWARPC/Policy Committee in an update to the policies, procedures, and application process to reflect new program priorities.
2. Assist counties and cities, as well as the Northwest Arkansas Regional Mobility Authority (RMA) and the NWA National Airport (XNA) Authority, in utilizing transportation resources by disseminating information regarding transportation programs. Staff will also assist counties and cities regarding transportation planning, updating Master Street Plans, and utilization of the Travel Demand Model.
3. Continue to collaborate with Northwest Arkansas planning partners to establish the tools, capacity and public support to address housing, economic development, infrastructure, natural infrastructure, safe streets and roads for all, complete streets, EV infrastructure, and transportation mode choices to: reduce fatal and serious injury crashes, reduce transportation costs and commute times to work, and improve access to public transportation, shopping and services, neighborhood schools, and community amenities for all ages and abilities.

**B. TRAVEL DEMAND MODELING:**

1. Update the Travel Demand Model in preparation for the 2050 MTP including land use scenarios and high-capacity transit scenarios.
2. Work with ARDOT in utilizing the forecasts for the Travel Demand Model.
3. Train staff on maintenance and use of the Travel Demand Model.
4. Utilize the Travel Demand Model to refine and prioritize the regional arterial network.
5. Assist cities and consultants working with the cities with Travel Demand Model data and scenarios.
6. Utilize the Travel Demand Model to assist both transit agencies with route optimization and scenario planning and development.
7. Utilize the Travel Demand Model to support development of a performance-based approach to transportation decision-making.
8. The recently updated model will be utilized to forecast transportation priorities and develop scenarios for forecast years 2030, 2040 and 2050.
9. The 2045-forecast year will be utilized in ongoing capacity and level of service studies and MTP project selection.

**C. ACTIVE TRANSPORTATION**

1. Performance Measures and Measurable Goals
  - NWARPC will work with ARDOT, MoDOT and local jurisdictions to identify measures and to develop methodologies to implement performance-based planning and programming for active transportation.
2. Continue the development and implementation of the NWA Regional Bicycle and Pedestrian Master Plan (adopted as part of the 2040 MTP, March, 2016; amended and adopted as part of the 2045 MTP, March, 2021) that will enhance the full connectivity of non-motorized transportation throughout Northwest Arkansas. The Plan provides for a well-planned, safe and efficient system of Complete Streets, complete local and regional networks of on-street and off-street bicycle and pedestrian infrastructure, and new and improved bridges/underpasses designed with complete and appropriate bike/ped accommodations that meet AASHTO and FHWA guidelines for pedestrians and bicyclists that connect local jurisdictions and destinations such as employment, shopping, health and education centers for all ages and abilities.
  - Update the NWA Regional Bicycle and Pedestrian Master Plan.
  - The goals of the Master Plan will be shared with the general public, cities, and consultants.
  - Continue evaluation of the region's topography and natural environment, including greenway corridors, for logical locations and connections.
  - Provide assistance to ensure and facilitate uniformity and consistency in the standards, operations, and management of the network.
  - Encourage and support implementation and updating of the individual plans and assist the cities as needed to meet the goal of implementing aspects of the 5E's: engineering, education, encouragement, equity and accessibility, and evaluation and planning.
  - Continue evaluation of individual jurisdictions' bicycle and pedestrian plans for connectivity to the regional system.
  - Continue to provide assistance to communities within the Missouri portion of the MPA in the development and implementation of a regional bicycle and pedestrian system.
  - Continue to provide assistance to communities to connect to the US Bike Route System.
  - Continue to support communities in determining the need, desire and location for bicycle and pedestrian infrastructure.

3. Review, update, and amend Complete Streets policies in adopted NWARPC plans. Encourage the adoption of Complete Streets plans and policies by member agencies, including the adopted regional Complete Streets policy in the Bicycle and Pedestrian Master Plan. Continue to support the NWA Heritage Trail Plan.
  - Offer informational assistance to citizen groups formed to promote the Heritage Trail.
  - Continue the effort to promote proper signage for the Heritage Trail and the broader system.
  - Update the Heritage Trail Plan as historical data is discovered that better represents Heritage Trail.
  - Work with State and local organizations to advance Heritage Trails designations.
4. Support Butterfield Overland National Historic Trail
  - Offer informational assistance to citizen groups formed to promote the Butterfield Overland Historic Trail
  - Support the effort to promote proper signage of the Butterfield Overland Historic Trail.
5. Provide staff assistance, as needed, to the Razorback Greenway Alliance.

**D. NWARPC 2045 METROPOLITAN TRANSPORTATION PLAN (MTP)**

1. The MTP was adopted by the NWARPC/Policy Committee on March 24, 2021, meeting federal guidelines that require MTP updates every five years. The MTP incorporated the following:
  - The NWARPC Public Participation Plan (PPP) for public participation and involvement (adopted September 23, 2020)
  - The Travel Demand Model data – Updated regional demographics to 2045
  - The 2045 MTP Transportation Opinion Survey
  - The 2019 NWA Transportation Survey (completed in fall 2019)
  - The 2018 Transit Origin and Destination Survey
  - The 2020 Connect NWA-10-year Transit Development Plan (TDP)
  - The NWA Regional Bicycle and Pedestrian Master Plan
  - Congestion Management Process update (CMP)
  - Safe and Accessible Transportation Options and Complete Streets
2. Amend the 2045 MTP to include Bipartisan Infrastructure Law (BIL) new funding programs and requirements, along with the 2021 Federal Planning Emphasis Areas (PEAs), including provisions for housing coordination, next generation transportation planning, stormwater, and carbon reduction.

**E. NWARPC 2050 METROPOLITAN TRANSPORTATION PLAN (MTP) DEVELOPMENT**

1. The MTP development will begin in FY 2024 to meet federal guidelines that require MTP updates every five years. The MTP will incorporate the following:
  - The NWARPC Public Participation Plan (PPP) for public participation and involvement (to be adopted early FY 2025)
  - The Travel Demand Model (TDM) data – updated regional demographics to 2050
  - Transportation Alternatives Analysis (to be developed with TDM)
  - Regional Growth Scenarios
  - MTP Transportation Opinion Survey
  - NWA Transportation Survey
  - Transit Origin and Destination Survey
  - Environmental Justice and Equity Analysis
  - 2020 Connect NWA-10-year Transit Development Plan (TDP)
  - 2022 Congestion Management Process (CMP)

## NARTS FY 2024 UPWP

- 2023 NWA Regional Bicycle and Pedestrian Master Plan
- 2023 Intelligent Transportation System (ITS) Architecture Plan
- 2023 Transportation Systems Management and Operations (TSMO) Plan
- 2023 Regional Comprehensive Safety Action Plan (CSAP)

2045 Metropolitan Transportation Plan - Framework - National, State, and Region						
National Goal Area	National Goals	ARDOT Goals	MoDOT Goals	NWARPC 2045 MTP Goals	2045 MTP System Performance Measures	
<b>Infrastructure Condition - State of Good Repair</b>	To maintain the highway infrastructure asset system in a state of good repair	Invest in the existing highway and bridges to maintain and preserve the existing system.	Take care of the transportation system and services we enjoy today	<b>Preserve and Maintain Infrastructure</b>	Maintain the existing and planned transportation system through ongoing maintenance, rehabilitation, reconstruction, and/or preservation.	Percentage of interstate pavements in good condition Percentage of interstate pavements in poor condition Percentage of non-interstate NHS pavements in good condition Percentage of non-interstate NHS pavements in poor condition Percent of NHS bridges by deck area classified as Good condition Percent of NHS bridges by deck area classified as Poor condition Pavement Condition on NHS Transit (PTASP) mean distance between major mechanical failure Transit (TAM) Plan transit bus/fleet age/condition
<b>Safety and Security</b>	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Improve statewide safety for all modes and all users and reduce system vulnerability and improve system resiliency to maintain essential travel during extreme events.	Keep all travelers safe, no matter the mode of transportation	<b>Improve Safety</b>	Increase transportation safety for all modes of travel	Number of fatalities Fatality rate per 100 million VMT Number of serious injuries Serious injury rate per 100 million VMT Number of non-motorized fatalities and serious injuries Transit (PTASP) Number of fatalities and injuries and rate per revenue miles traveled
<b>Congestion Reduction and System Reliability</b>	To achieve a significant reduction in congestion on the National Highway System. To improve the efficiency of the surface transportation system	Invest in the multimodal transportation system to improve mobility, connectivity, accessibility, and reliability for people and goods.	Improve reliability and reduce congestion on Missouri's transportation system	<b>Reduce Congestion Improve Reliability</b>	Maximize the capacity and reliability of existing facilities on regionally significant routes and minimize the need for new roadways.	Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS Freight Reliability Measure: Truck Travel Time Reliability Index
<b>Freight Movement and Economic Vitality</b>	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness. Partner with Metropolitan Planning Organizations, Planning and Development Districts, local governments, and other responsible modal agencies to improve intermodal transportation system safety, accessibility, and connectivity.	Invest in projects that spur economic growth and create jobs	<b>Improve Regional Mobility</b>	Increase transportation mobility and accessibility for both persons and freight, thus promoting economic vitality in the region.	Miles of Complete Streets Miles of roadways with Access Management % population served by trails within 1/4 mile % population served by public transit within 1/4 mile Unlinked Trips per revenue mile (Transit, NTD) Unlinked Trips per Revenue hour (Transit, NTD)
<b>Environmental Sustainability</b>	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Enhance the performance of the transportation system while avoiding, minimizing, and/or mitigating impacts to natural and cultural resources.	Give Missourians better transportation choices	<b>Protect the Environment</b>	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Number of Jurisdictions with drainage criteria manuals Number of jurisdictions with Karst BMP's Cave Springs Recharge Area

### F. ASSIST STATE DOTS WITH THE FOLLOWING:

- XNA Airport Access Road
- Highway 412 Study, from I-35 (west of Tulsa and running N/S through Oklahoma City) to I-49, for designation as a future interstate highway, in coordination with Oklahoma Department of Transportation (ODOT) (Cherokee Turnpike/Cimarron Turnpike in Oklahoma) and ARDOT.
- State DOT's [Complete Streets Plan/Policy](#)



- State DOT’s [EV Infrastructure Deployment Plan](#)
- State DOT’s [Alternative Fuel Corridor Designations](#)
- State DOT’s [Vision Zero / Safety Plans / Safe System Approach](#)
- State DOT’s [Carbon Reduction Plan Strategy](#)
- State DOT’s Bicycle and Pedestrian Accommodation Policy
- State DOT’s Freight Rail and Passenger Rail Plan

**G. CONTINUE ACTIVITIES TO ADVANCE THE FOLLOWING, THROUGH NWARPC/POLICY COMMITTEE, TAC, AND OTHER SUBCOMMITTEES**

1. NWARPC 2045 MTP implementation.
2. Highway 112 Access Management Regional Vision Statement and Access Management Plan Agreements. Apply for ARDOT and USDOT grants to implement the Hwy 112 Complete Streets-Connecting Communities project (TAP, RAISE, SS4A, and other grant programs as applicable).
3. Transportation System Management and Operations (TSMO) implementation.
4. Intelligent Transportation Systems (ITS) Architecture Plan implementation.
5. Congestion Management Process (CMP) implementation.
6. NWA Regional Comprehensive Safety Action Plan development and implementation.
7. Connect NWA Transit Development Plan (TDP) implementation.
8. Transportation Alternatives Analysis – Evaluation of all reasonable modal and multi-modal alternatives and general alignment options for identified transportation needs.
9. Development of a Regional Carbon Reduction Strategy.
10. Development of a Regional Corridor Vision and Strategy.
11. NWA Regional Bicycle and Pedestrian Master Plan, individual Community Plans and Heritage Trail Plan.
12. NWA Open Space Plan updates.

**H. COORDINATE WITH MODOT IN MTP IMPLEMENTATION**

Continue to work with MoDOT staff and planning partners to provide coordinated transportation planning for the entire metropolitan area, especially in cooperative efforts toward implementation of the MTP, in support of Missouri’s inclusion in the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area.

1. Update the MPA boundary for the 2020 census Fayetteville, Springdale, Rogers AR-MO Urban Area.

**I. INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) (PUBLIC LAW 117-58, ALSO KNOWN AS THE “BIPARTISAN INFRASTRUCTURE LAW) COMPLIANCE:**

1. The IIJA - BIL was signed into law on November 15, 2021.
2. The NWARPC 2045 MTP was approved by the RPC/Policy Committee on March 24, 2021, with the approval of Resolution #2021-02, and was developed to incorporate both MAP-21 and FAST Act, and updated to incorporate BIL requirements, and any additional applicable legislation.
3. Actively review BIL Notice of Funding Opportunities (NOFO’s), identify BIL funding opportunities for regional and local projects, prepare discretionary grant applications, and assist communities in completing discretionary grants.
4. Develop plans and documentation to meet Bipartisan Infrastructure Law (BIL) requirements for MPO.

**J. REGIONAL COMPREHENSIVE SAFETY ACTION PLAN:**

NWARPC will prepare a consultant-led Regional Comprehensive Safety Action Plan, as described in the FY 2022 Notice of Funding Opportunity (NOFO), Assistance Listing #20.939 for the Safe Streets and Roads for All (SS4A) Discretionary Grant Opportunity. The purpose of the Safety Action Plan is to “improve roadway

safety by significantly reducing or eliminating roadway fatalities and serious injuries through safety action plan development and implementation focused on all users, including pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micromobility users, and commercial vehicle operators.” Safety Action Plan Components will include Leadership Commitment and Goal Setting, Planning Structure, Safety Analysis, Engagement and Collaboration, Equity Considerations, Policy and Process Changes, Strategy and Project Selections, and Progress and Transparency.

	44.23 END PRODUCTS	COMPLETION DATES
A.	NARTS participation through staff assistance to local jurisdictions in STBGP GT 200K and TAP programs and by disseminating information regarding transportation programs	On-going
B.	Utilize TDM to assist transit agencies with route optimization and scenario planning and assist jurisdictions	On-going
C.	Amend the NWARPC 2045 MTP to include recent studies, Travel Demand Model data, CMP and TSMO/ITS as required.	On-going
D.	Assist ARDOT and MoDOT with various studies/projects	On-going
E.	Continue activities to advance regional plans and community involvement through the NWARPC/Policy Committee, TAC, and other committees	On-going
F.	Coordination with MoDOT on MTP implementation	On-going
G.	NWARPC 2045 MTP compliance with BIL NWARPC 2050 MTP development	On-going
H.	Adopt the updated Regional Bicycle Pedestrian Master Plan	August 2023
I.	Consultant-led Regional Comprehensive Safety Action Plan	September 2023
J.	Regional Carbon Reduction Strategy	May 2024

**COOPERATING AGENCIES:** NWARPC, ARDOT, MoDOT, ODOT, INCOG, Ozark Transit Authority, Razorback Transit, Northwest Arkansas National Airport Authority, NWA Regional Mobility Authority, and local governments.

**COST DATA**

Federal	\$ 573,932
Local (MPO and State)	\$ 143,483
Total	\$717,415
Element Percent	36%

Notes:

- Up to \$50,000 in Carbon Reduction funds, plus match, may be utilized to address climate change.
- The FY 2024 UPWP will use at least 2.5% of FHWA PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities including complete streets.
- Up to \$200,000 STBGP-A and/or SS4A Grant funds plus match will be utilized to complete the consultant-led Regional Comprehensive Safety Action Plan.

## 44.24: SHORT-RANGE TRANSPORTATION PLANNING

### WORK TASKS

- A. INTER-GOVERNMENTAL REVIEW PROCESS:** Review area FTA and FHWA funding applications.
- B. PERFORMANCE-BASED APPROACH – METROPOLITAN TRANSPORTATION PLANNING:** BIL continues MAP-21 requirements for the MPO to establish and use a “performance-based approach to transportation decision making” that supports BIL National Goals. The MPO will continue to coordinate with ARDOT and MoDOT on the establishment of a “performance-based approach” to transportation planning and the establishment of MPO “performance measures and performance targets” that will be integrated into the NWARPC 2045 MTP and the NARTS Transportation Improvement Program (TIP).
- C. EVALUATE CRASH RATE DATA:** Evaluate the available crash rate data within the metropolitan planning area. Staff will coordinate with ARDOT and MoDOT on the use of the data to meet BIL performance measures, ARDOT and MoDOT performance targets, and future MPO performance measures for the region to reduce traffic fatalities and serious injuries on public roads.
- D. OZARK TRANSIT AUTHORITY AND RAZORBACK TRANSIT:**
1. Continue to support and assist the transit agencies in their activities, including providing subrecipient oversight for FTA grant administration.
  2. Recommend continued and expanded route testing with NWA businesses and municipalities.
  3. Assist the transit agencies with route planning and scheduling through appropriate software acquisition \$19,800 (\$15,840 per year Federal and \$3,960 Local Match-split equally between ORT, Razorback, and NWARPC).
  4. Continue to coordinate and support ARDOT, ORT and Razorback Transit in implementation of their public transportation agency safety plans (PTASP).
  5. Approval by the NWARPC/Policy Committee of the PTASP, at least within 180 days after the date of transit agency approval. The NWARPC/Policy Committee approved Resolution #2020-12 on December 2, 2020, in support of ORT’s and Razorback Transit’s PTASP(s).
  6. If awarded, manage and support the FTA Areas of Persistent Poverty (AoPP) Grant Bus Stop Enhancement Plan Implementation project.
- E. TRANSIT DEVELOPMENT PLAN (TDP):**
1. The NWARPC/Policy Committee approved Resolution #2020-06 on October 28, 2020, thereby adopting the Connect NWA-10-year TDP.
  2. Continue to assist ORT, Razorback Transit and local jurisdictions with implementation of the Connect NWA TDP.
  3. The MPO coordinates with ORT and Razorback Transit for updates to the TDP in order to select projects for inclusion in the TIP.
- F. TRANSIT PERFORMANCE MEASURES:**
1. Coordinate transit performance measures with Ozark Transit Authority, Razorback Transit, and ARDOT.
  2. Coordinate with ARDOT to develop and utilize performance measures and analytical methods to measure the transportation system’s connectivity to essential services.
  3. TAM Plan Ozark Regional Transit Authority and Razorback Transit.

- a. The NWARPC MPO will monitor performance measures and set targets in coordination with Ozark Transit Authority and Razorback Transit. In order to determine progress toward achievement of targets, NWARPC MPO will conduct system performance reports with each update of the Metropolitan Transportation Plan (MTP). Additionally, NWARPC MPO will describe how implementation of the Transportation Improvement Program (TIP) is anticipated to make progress toward achievement of targets.
- b. The NWARPC MPO, in coordination with Ozark Transit Authority and Razorback Transit, will adopt State of Good Repair (SGR) performance targets for each transit asset type for each agency. NWARPC MPO will assess progress towards region-wide attainment of the transit SGR performance targets to better determine how funding decisions support transit targets for SGR.

**G. EVALUATE TRANSIT DATA**

Staff will evaluate transit data within the Metropolitan Planning Area. Staff will coordinate with Ozark Transit Authority and Razorback Transit on the use of the data to meet BIL performance targets, and future MPO performance measures for the region. The travel demand model will be utilized for scenario testing and model runs in support of the two agencies’ planning efforts.

**H. STATEWIDE PUBLIC TRANSPORTATION COORDINATION PLAN**

Staff will continue to monitor the Statewide Plan and assist public transit operators and human services providers in coordinating the delivery of transit services.

**I. CONGESTION MANAGEMENT PROCESS**

Staff will continue to implement the Congestion Management Process for the region.

	44.24 END PRODUCTS	COMPLETION DATES
A.	Application reviews	On-going
B.	Performance-based approach (Performance Measures and Measurable Goals)	On-going
C.	Analysis of crash data for performance measures and targets in coordination with ARDOT and MoDOT	Federal due dates/On-going
D.	NARTS participation in ORT and Razorback Transit activities	On-going
E.	Transit Development Plan/TAM Plan Targets/Assist in implementation of Transit Development Plan	On-going
F.	Collection and analysis of data for performance targets and measures in coordination with ARDOT	Federal due dates/On-going
G.	Collection and analysis of data for performance targets and measures in coordination with ORT and Razorback Transit	Federal due dates/On-going
H.	Coordinate with ARDOT on the Statewide Public Transportation Coordination Plan	On-going
I.	Congestion Management Process	On-going

**COOPERATING AGENCIES:** NWARPC, ARDOT, MoDOT, FHWA, FTA, various state and federal agencies, NWA Regional Mobility Authority, Ozark Transit Authority, Razorback Transit, area human service agencies and local jurisdictions.



**COST DATA:**

Federal	\$389,209
Local (MPO)	<u>\$ 97,302</u>
Total	\$486,511
Element Percent	24%

Note: If awarded the \$540,000 FTA Areas of Persistent Poverty (AoPP) Grant, the local match of \$60,000 will be split between Ozark Regional Transit Authority and Razorback Transit.

**44.25: TRANSPORTATION IMPROVEMENT PROGRAM**

**WORK TASKS**

- A. **THE FFY 2023-2026 TIP** was adopted on December 7, 2022, and will be amended or administratively modified as needed. NWARPC MPO will work with ARDOT and MoDOT to update the amendment and administrative modification criteria.
- B. **BIENNIAL TIP UPDATES** will coincide with ARDOT and MoDOT STIP updates, when possible. **The FFY 2025-2028 TIP** will be developed for adoption in FY 2025.
- C. **COORDINATE WITH MODOT** on prioritization of TIP projects for the Missouri portion of the MPA.
- D. **THE ANNUAL LISTING OF PROJECTS (ALOP)** for which federal highway and transit funds have been obligated will be published on the NWARPC website every December.
- E. **PROPOSED FFY 2024 PROGRAM OF PROJECTS (POP)**. The POP includes projects proposed for Ozark Transit Authority and Razorback Transit to be funded from the Urbanized Area’s FTA Section 5307 apportionment. POP projects must be listed in the TIP. The TIP public participation and approval processes serve to satisfy the requirements for Ozark Regional Transit and Razorback Transit for public participation under Section 5307. The POP is published on the NWARPC website after NWARPC/Policy Committee approval or December 31, whichever comes first.

	44.25 END PRODUCTS	COMPLETION
A.	FFY 2023-2026 TIP amendments and administrative modifications as needed; and amendment and administrative modification criteria update.	On-going
B.	FFY 2025-2028 TIP development	On-going
C.	Coordinate with MoDOT on TIP project prioritization	On-going
D.	2023 Annual Listing of Projects (ALOP)	NWARPC/Policy Committee approval or December 2023
E.	FFY 2024 Program of Projects (POP)	Upon NWARPC/Policy Committee approval

**COOPERATING AGENCIES:** NWARPC, ARDOT, MoDOT, FHWA, FTA, Ozark Transit Authority, Razorback Transit and local governments.

**COST DATA:**

Federal	\$105,184
Local (MPO)	<u>\$ 26,296</u>
Total	\$131,480
Element Percent	7%

**NOTES:**

- Confirmed FY 2022 PL carry-over funds may be added to the FY 2024 UPWP PL funds.
- Missouri PL funds in the amount of \$5,000 with a \$1,250 local match will be added to Element 44.21, 44.23 and 44.25 to support Missouri-based planning activities.
- All references to PL funds in this document relate to Arkansas PL funds unless noted to be Missouri funds.

DRAFT

**THE FOLLOWING ARE HIGHLIGHTS FROM THE NARTS FY 2023 WORK PROGRAM TASKS:**

- The Fayetteville–Springdale–Rogers AR-MO area transportation planning process was re-certified in November 2022 following the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) joint certification review June 7-8, 2022.
- NWARPC's Active Transportation Committee (ACT) continued to develop the NWA Regional Bicycle and Pedestrian Master Plan Update, which is anticipated to be completed in the fall of 2023.
- NWARPC adopted the Transportation Systems Management and Operations (TSMO) plan and the update to the Intelligent Transportation System (ITS) Architecture Plan for the NWA region in April 2023.
- NWARPC began to develop a Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (CSAP) and was awarded a \$300,000 USDOT SS4A Safety Action Plan Grant.
- NWARPC filed applications for a \$25 million USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant for the *Highway 112: Complete Streets. Connecting Communities*; and a \$540,000 FTA Areas of Persistent Poverty (AoPP) Grant in cooperation with Ozark Regional Transit (ORT) and Razorback Transit for the *Enhancing Equitable Transit Connections in Northwest Arkansas* bus stop improvement project.
- The RPC/Policy Committee approved Resolution #2023-02 in January 2023 supporting the Arkansas Department of Transportation (ARDOT) and the Missouri Department of Transportation (MoDOT) Established Performance Targets for Pavement and Bridge Condition (PM2) and Travel Time Reliability (PM3).
- The RPC/Policy Committee approved Resolution #2022-14 in October 2022 Supporting the ARDOT and the MoDOT Established Performance Targets for Safety (PM1).
- NWARPC assisted UA Razorback Transit in the development of their Transit Asset Management (TAM) Plan and in October 2022, passed Resolution #2022-15 approving the Razorback Transit 2022-2026 Transit Asset Management (TAM) Plan State of Good Repair (SGR) Performance Targets.
- NWARPC completed the review process for the Subrecipient Oversight for FTA Section 5339 and final FY 2022 Compliance Review Report for UA Razorback Transit.
- NWARPC developed focus areas and application templates for the new Carbon Reduction Program (CRP) and awarded over \$2 million in FFY 2022 and 2023 CRP funding to the region.
- NWARPC tracked and coordinated project design and cost items for existing projects and approved FFY 2023 STBGP-A and TAP projects on August 24, 2022; the first round of CRP projects on December 7, 2022; and the second round of CRP projects on March 22, 2023.
- NWARPC published the 2022 ALOP and POP.
- NWARPC continued to collect, develop, and update data for the Transportation Analysis Zones (TAZ) utilized by the Northwest Arkansas Travel Demand Model, and continues to review and improve the model as more information becomes available from the Census 2020 or from local sources.
- NWARPC continued to follow requirements for public participation developed in the NWARPC Public Participation Plan (PPP).
- NWARPC continued to work with ARDOT on the XNA Airport Access Road; and Highway 112 Improvements from Fayetteville to Bentonville.
- NWARPC continued to work with MoDOT and its planning partners to provide coordinated transportation planning for the entire metropolitan area. NWARPC also continues to work with Pineville, Jane, and McDonald County, Missouri regarding alternative transportation planning efforts.
- NWARPC continued to assist member jurisdictions with mapping and other planning activities and aid in the public dissemination of reports and maps relevant to transportation planning.
- NWARPC continued to collaborate with Northwest Arkansas planning partners to establish the tools, capacity, and public support to address housing, infrastructure, and transportation mode choices to reduce transportation costs and commute times to work and improve access to public transportation, shopping and services, neighborhood schools, and community amenities.

NARTS FY 2024 UPWP

FY 2024 UPWP MULTIPLE SOURCE FINANCIAL SUMMARY

2024 UPWP Multiple Source Financial Summary				
	Federal	Local Match	Total	Percent
PL Funds (Arkansas)	\$1,046,046	\$ 261,511	\$ 1,307,557	65.34%
STBGP-A Funds	\$ 200,000	\$ 50,000	\$ 250,000	12.49%
USDOT SS4A Funds awarded to NWARPC - Comprehensive Safety Action Plan	\$ 200,000	\$ 50,000	\$ 250,000	12.49%
FTA 5307	\$ 100,000	\$ 25,000	\$ 125,000	6.25%
Carbon Reduction Strategy	\$ 50,000	\$ 12,500	\$ 62,500	3.12%
PL Funds (Missouri)	\$ 5,000	\$ 1,250	\$ 6,250	0.31%
<b>Total</b>	<b>\$1,601,046</b>	<b>\$ 400,261</b>	<b>\$ 2,001,307</b>	<b>100.00%</b>
2024 UPWP Financial Summary (PL-AR)				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 209,209	\$ 52,302	\$ 261,511	20.00%
44.22-General Development and Comprehensive Planning	\$ 261,511	\$ 65,378	\$ 326,889	25.00%
44.23-Long Range Transportation Planning	\$ 282,432	\$ 70,608	\$ 353,040	27.00%
44.24-Short-Range Transportation Planning	\$ 209,209	\$ 52,302	\$ 261,511	20.00%
44.25-Transportation Improvement Program	\$ 83,684	\$ 20,921	\$ 104,605	8.00%
<b>Total</b>	<b>\$1,046,046</b>	<b>\$261,511</b>	<b>\$1,307,557</b>	<b>100.00%</b>
2024 UPWP Financial Summary (PL-MO)				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 2,000	\$ 500	\$ 2,500	40.00%
44.22-General Development and Comprehensive Planning		\$ -	\$ -	
44.23-Long Range Transportation Planning	\$ 1,500	\$ 375	\$ 1,875	30.00%
44.24-Short-Range Transportation Planning		\$ -	\$ -	
44.25-Transportation Improvement Program	\$ 1,500	\$ 375	\$ 1,875	30.00%
<b>Total</b>	<b>\$ 5,000</b>	<b>\$ 1,250</b>	<b>\$ 6,250</b>	<b>100%</b>
2024 UPWP STBGP-A Program Element AR and SS4A Grants Funds				
	Federal	Match*	Total	Percent
44.21-Program Support and Administration	\$ -	\$ -	\$ -	
44.22-General Development and Comprehensive Planning	\$ 60,000	\$ 15,000.00	\$ 75,000	15.00%
44.23-Long Range Transportation Planning (STBGP-A or SS4A Grant with local funding match)	\$ 240,000	\$ 60,000.00	\$ 300,000	60.00%
44.24-Short-Range Transportation Planning	\$ 80,000	\$ 20,000.00	\$ 100,000	20.00%
44.25-Transportation Improvement Program	\$ 20,000	\$ 5,000.00	\$ 25,000	5.00%
<b>Total</b>	<b>\$ 400,000</b>	<b>\$ 100,000</b>	<b>\$ 500,000</b>	<b>100%</b>
2024 UPWP FTA 5307 Program Element AR				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ -	\$ -	\$ -	0.00%
44.22-General Development and Comprehensive Planning	\$ -	\$ -	\$ -	0.00%
44.23-Long Range Transportation Planning	\$ -	\$ -	\$ -	0.00%
44.24-Short-Range Transportation Planning	\$ 100,000	\$ 25,000	\$ 125,000	100.00%
44.25-Transportation Improvement Program	\$ -	\$ -	\$ -	0.00%
<b>Total</b>	<b>\$ 100,000</b>	<b>\$ 25,000</b>	<b>\$ 125,000</b>	<b>100%</b>
2024 UPWP Carbon Reduction Program				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ -	\$ -	\$ -	0.00%
44.22-General Development and Comprehensive Planning	\$ -	\$ -	\$ -	0.00%
44.23-Long Range Transportation Planning	\$ 50,000	\$ 12,500	\$ 62,500	100.00%
44.24-Short-Range Transportation Planning	\$ -	\$ -	\$ -	0.00%
44.25-Transportation Improvement Program	\$ -	\$ -	\$ -	0.00%
<b>Total</b>	<b>\$ 50,000</b>	<b>\$ 12,500</b>	<b>\$ 62,500</b>	<b>100%</b>
2024 UPWP Total by Elements				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 211,209	\$ 52,802	\$ 264,011	13%
44.22-General Development and Comprehensive Planning	\$ 321,511	\$ 80,378	\$ 401,889	20%
44.23-Long Range Transportation Planning (Includes Comprehensive Safety Action Plan Funding)	\$ 573,932	\$ 143,483	\$ 717,415	36%
44.24-Short-Range Transportation Planning	\$ 389,209	\$ 97,302	\$ 486,511	24%
44.25-Transportation Improvement Program	\$ 105,184	\$ 26,296	\$ 131,480	7%
<b>Total</b>	<b>\$1,601,046</b>	<b>\$ 400,261</b>	<b>\$ 2,001,307</b>	<b>100%</b>

\* Match is proposed to be provided from local and state sources



**ADOPTION:**

**This Unified Planning Work Program (UPWP)** was prepared as a part of the Northwest Arkansas Regional Transportation Study (NARTS).

- The TAC reviewed the Draft FY 2024 UPWP on April 20, 2023, and voted to send the Draft to a two-week public comment period.
- Public Notice of a TAC meeting to review the Draft FY 2024 UPWP and a two-week public comment period:
  - Published in the April 30, 2023, Sunday edition of the Democrat Gazette newspaper.
  - Published in the May 4, 2023, Thursday editions of the La Prensa and the McDonald County Press newspapers.
  - Published on the NWARPC website.
- A two-week public comment period began Wednesday, May 3, 2023, and run through, Wednesday, May 17, 2023.
- The TAC will meet on May 18, 2023, and recommend the Draft FY 2024 UPWP to the NWARPC/Policy Committee for consideration.
- The NWARPC/Policy Committee will review and approve Resolution #2023-XX Approving the FY 2024 UPWP on May 24, 2023.

I hereby certify the adoption of this UPWP for State Fiscal Year 2024 by the NWARPC/Policy Committee on this \_\_\_\_ day of \_\_\_\_\_ **2023** by **Resolution #2023-XX**.

\_\_\_\_\_  
Judge Barry Moehring, Chair  
Northwest Arkansas Regional Planning Commission/Policy Committee

AMENDMENTS

DRAFT

# NARTS FY 2024 UPWP - DRAFT

## ESTIMATED TIMELINE FOR WORK PRODUCTS

	2023				2024				2025				2026				2027				2028				2029				2030				2031				2032			
	Qrt	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Work Products	MTP																																							
	TDM																																							
	PPP																																							
	Title VI																																							
	Title VI Empl. Training																																							
	STIP/TIP																																							
	TAM																																							
	ALOP																																							
	POP																																							
	UPWP																																							
	APER																																							
Annual Report																																								
Sub-Area Plans/Studies	TDP																																							
	Bike-Ped																																							
	TSMO																																							
	ITS																																							
	CMP																																							
	TAA																																							
	Scientific Survey																																							
	Safety Plan																																							
	Carbon																																							
	Open Space																																							
	Stormwater																																							
Reviews	Sec. 5339 Monit.																																							
	FTA Tri. Review																																							
	FHWA Cert. Rev.																																							
Agreements	FY Funding Auth+NTP																																							
	3C Agreement																																							
	PM Agreement																																							
	Data Sharing																																							
	Grant Assist																																							

WORK PRODUCT NOTES:	Update Cycle	Last Completed	Next Due
Metropolitan Transportation Plan (MTP)	5 years	Mar-2021	Mar-2026
Travel Demand Model (TDM)	5 years	May-2020	Dec-2024
Public Participation Plan (PPP)	5 years	Mar-2021	Sep-2024
Title VI Program (Title VI)	3 years	Jan-2021	Feb-2024
Transportation Improvement Program (TIP)	2 years	Dec-2022	Dec-2024
Transit Asset Management (TAM) Plan	4 Years	Oct-2018	Oct-2022
Annual Listing of Projects (ALOP)	Annual	Dec-2021	Dec-2022
Program of Projects (POP)	Annual	May-2021	Aug-2022

**NARTS FY 2024 UPWP - DRAFT**

Unified Planning Work Program (UPWP)	<i>Annual</i>	<i>May-2021</i>	<b><i>May-2022</i></b>
Annual Performance and Expenditure Report (APER)	<i>Annual</i>	<i>Sep-2021</i>	<b><i>Aug-2022</i></b>
Annual Report	<i>Annual</i>	<i>May-2021</i>	<b><i>May-2022</i></b>
<b>SUB-AREA PLAN/STUDIES NOTES:</b>	<b><i>Update Cycle</i></b>	<b><i>Last Completed</i></b>	<b><i>Next Due</i></b>
Transit Development Plan (TDP)	<i>5-10 years</i>	<i>2020</i>	<i>2030</i>
Bicycle & Pedestrian Master Plan (Bike-Ped)	<i>5-10 years</i>	<i>2015</i>	<i>2023</i>
Transportation Systems Management and Operations (TSMO)	<i>5-10 years</i>	<i>N/A</i>	<i>2023</i>
Intelligent Transportation Systems (ITS)	<i>5-10 years</i>	<i>2007</i>	<i>2023</i>
Congestion Management Plan (CMP)	<i>5-10 years</i>	<i>2022</i>	<i>2030</i>
Transportation Alternatives Analysis (TAA)	<i>5-10 years</i>	<i>Sep-2014</i>	<i>2024</i>
Regional Comprehensive Safety Action Plan (Safety) - TBD	<i>TBD</i>	<i>N/A</i>	<i>2023</i>
Carbon Reduction Strategy (Carbon)	<i>4 years</i>	<i>N/A</i>	<i>2024</i>
Open Space Plan	<i>5-10 years</i>	<i>2016</i>	<i>2024</i>
NWA Regional Assessment of Stormwater Management (Stormwater)	<i>TBD</i>	<i>N/A</i>	<i>2023</i>
<b>REVIEW NOTES:</b>	<b><i>Review Cycle</i></b>	<b><i>Last Completed</i></b>	<b><i>Next Due</i></b>
FTA Section 5339 Subrecipient Monitoring	<i>Annual</i>	<i>Jan-2022</i>	<b><i>Oct-2022</i></b>
FTA Triennial Review	<i>3 years</i>	<i>Oct-2021</i>	<b><i>May-2024</i></b>
FHWA Review + Certification	<i>4 years</i>	<i>May-2018</i>	<b><i>Jun-2022</i></b>
<b>AGREEMENT NOTES:</b>	<b><i>Review Cycle</i></b>	<b><i>Last Completed</i></b>	<b><i>Next Due</i></b>
Consolidated Planning Grant Agreement (MoDOT) & STBGP GT 200K Letter of Agreement (ARDOT)	<i>Annual</i>	<i>Jun-2022</i>	<b><i>Jun-2023</i></b>
3C Planning Process Agreement (NWARPC, ARDOT, MoDOT, ORT, and Razorback Transit)	<i>5-10 years</i>	<i>Jun-2018</i>	<b><i>Jun-2028</i></b>
Transportation Performance Management (PM) Planning Agreements (NWARPC, ARDOT, ORT, and Razorback Transit) and (NWARPC and MoDOT)	<i>5-10 years</i>	<i>May-2018</i>	<b><i>May-2028</i></b>
Data Sharing Agreement (NARTS and ARDOT)	<i>5-10 years</i>	<i>Nov-2017</i>	<b><i>Nov-2027</i></b>
Public Transportation Grant Assistance Agreement (NARTS and ARDOT)	<i>5-10 years</i>	<i>Oct-2017</i>	<b><i>Oct-2017</i></b>