

UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR 2015

This Fiscal Year (FY) 2015 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, 2014 through June 30, 2015.

PARTICIPATING AGENCIES

Avoca	Highfill
Bella Vista	Johnson
Benton County	Lincoln
Bentonville	Little Flock
Bethel Heights	Lowell
Cave Springs	McDonald County, MO
Centerton	Pea Ridge
Decatur	Prairie Grove
Elkins	Pineville, MO
Elm Springs	Rogers
Farmington	Siloam Springs
Fayetteville	Springdale
Garfield	Springtown
Gateway	Sulphur Springs
Gentry	Tontitown
Goshen	Washington County
Gravette	West Fork
Greenland	University of Arkansas
Razorback Transit, Inc.	Ozark Regional Transit, Inc.

Arkansas State Highway and Transportation Department
Missouri Department of Transportation
Northwest Arkansas Regional Planning Commission

IN COOPERATION WITH:
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION

This document was funded in part through grant(s) from the Federal Highway Administration, the Federal Transit Administration, and/or the United States Department of Transportation. The views and opinions of the NWARPC expressed herein do not necessarily state or reflect those of the United States Department of Transportation.

NWARPC Notice of Nondiscrimination

The Northwest Arkansas Regional Planning Commission 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 Celia Scott-Silkwood, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479-751-7125, (Voice/TTY 7-1-1 or 1-800-285-1131) or the following email address: cscott-silkwood@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille.

MAP-21 FACTORS CONSIDERED BY PROGRAM ELEMENT

On July 6, 2012, the President signed the Moving Ahead for Progress in the 21st Century Act (MAP-21) into law (P.L. 112-141). The effective date of MAP-21 is October 1, 2012.

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).”

PLANNING FACTORS

In general, the metropolitan transportation planning process for a metropolitan 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.

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

MAP-21 PLANNING FACTORS	A	B	C	D	E	F	G	H
100: Data Collection/Analysis	X			X	X	X	X	X
200: Short Term Planning and Technical Support	X	X	X	X	X	X	X	X
300: Long Range Planning	X	X	X	X	X	X	X	X
400: Transportation Improvement	X	X	X	X	X	X	X	X
500: Administration					X			X

100: DATA COLLECTION/ANALYSIS

WORK TASKS

- A. Staff will maintain files that indicate demographic and infrastructure elements within the NARTS Area. Census data and other information will be utilized and incorporated into reports, thematic maps, and TAZ boundaries. Examples of data to be maintained include: changes in population, population shifts within the region, socio-economic characteristics, land use developments, changes in political and economic structures, master street plans, and capital improvement projects.

These data will be utilized to develop the demographics of the forecast years for the Travel Demand Model. Collection and reporting of regional development data from units of government will continue. Staff will assist cities as needed for census boundary updates.

- B. Staff will maintain files for traffic count data at locations determined by AHTD. Traffic counts will be supplied by AHTD.
- C. Staff will evaluate the available crash rate data within the metropolitan planning area. Staff will coordinate with AHTD on the use of the data to meet MAP-21 performance goals, AHTD performance measures, and future MPO performance targets for the region to reduce traffic fatalities and serious injuries on public roads.

END PRODUCTS

COMPLETION DATES

A. Demographic and Development Data for the NARTS area will be published in NWARPC's publication "Regional Development Annual Summary" maintained on the NWARPC website. Products will also include thematic maps by Census boundaries and data outputs by TAZ boundaries for transportation planning, forecasting, and analysis.	On-going
B. Traffic data files showing most recent traffic counts and changes relative to previous counts will be maintained in cooperation with AHTD.	On-going
C. Collection and analysis of data on performance targets in coordination with AHTD.	On-going

COOPERATING AGENCIES: NWARPC, AHTD, MoDOT, Arkansas State Data Center, local governments.

PL COST DATA

Federal	\$ 100,000
Local (MPO)	\$ 25,000
Total	\$ 125,000
Element Percent	19.01%

Additional Funding – STP-A: \$25,000 in federal funds plus 20% match will be utilized for Data Collection/Analysis activities.

200: SHORT TERM PLANNING and TECHNICAL SUPPORT

WORK TASKS

- A. Staff will 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 web site outlining transportation planning procedures for the NARTS Technical Advisory Committee (TAC) and the NWARPC/Policy Committee, and the general public. This brochure and web site will detail 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. Staff will attend transportation planning sessions hosted by AHTD, MoDOT, cities, other agencies, and professional organizations.

- B. INTER-GOVERNMENTAL REVIEW PROCESS: Review area FTA and FHWA funding applications.

- C. OZARK REGIONAL TRANSIT, INC: Staff will continue to support and assist ORT in their activities.

- D. RAZORBACK TRANSIT: Staff will continue to monitor and respond to the needs of Razorback Transit and support their activities.

- E. TRANSIT PERFORMANCE MEASURES:
 - 1. Staff will monitor and review performance measures rule-making.
 - 2. Staff will assist local transit agencies in the development of performance targets for the region.
 - 3. Staff will coordinate performance measures with AHTD.
 - 4. Staff will coordinate with AHTD to develop and utilize performance measures and analytical methods to measure the transportation system's connectivity to essential services.

- F. STATEWIDE PUBLIC TRANSPORTATION COORDINATION PLAN:
 - 1. Staff will continue to monitor the Statewide Plan and assist public transit operators and human services providers in coordinating the delivery of transit services.

- G. MAPPING/GIS: Provide mapping and GIS assistance to participating units and maintain county and regional maps. Coordinate regional GIS efforts in three primary types of data and information:
 - 1. Vector files (roads, county boundary, annexations, contours, etc.).
 - 2. Raster files (aerial imagery).
 - 3. File sharing and workflow strategies.

- H. PLANNING ASSISTANCE: Staff will assist counties and cities, as well as the Northwest Arkansas Regional Mobility 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.

- I. SURFACE TRANSPORTATION PROGRAM – ATTRIBUTABLE (STP-A) AND TRANSPORTATION ALTERNATIVES PROGRAM (TAP) POLICIES AND PROCEDURES:
 - 1. Staff will assist TAC and NWARPC/Policy Committee in the development of policies and procedures regarding the selection of projects through a competitive process, and the utilization of STP-A and TAP funds.
 - 2. Staff will assist individual local jurisdictions in the procedural aspect of the STP-A and TAP programs.

- J. CONGESTION MANAGEMENT PROCESS:
 - 1. Staff will continue to develop the Congestion Management Process for the region.
 - 2. The CMP Committee will utilize data sources and software to monitor and perform analysis on the CMP network, including consultant services to assist in the development of the process.

- K. CAVE SPRINGS AREA KARST RESOURCE CONSERVATION STUDY: Staff will oversee the 24-month environmental study for the Cave Springs Area. Participants will include NWARPC, AHTD, state and federal agencies and others with scientific expertise.

- L. PERFORMANCE-BASED APPROACH - METROPOLITAN TRANSPORTATION PLANNING: MAP-21 establishes and requires the MPO to use a “performance-based approach to transportation decision making” that supports MAP-21 National Goals. The MPO will coordinate with AHTD 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 2035 NWA Regional Transportation Plan and the NWARPC FY 2013 -2016 Transportation Improvement Program. Staff, in coordination with AHTD, will address performance monitoring and reporting based on MAP-21 guidance and requirements.

The seven National Performance goals as established by MAP-21 are listed below:

GOAL AREA	NATIONAL GOAL
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair.
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System.
System reliability	To improve the efficiency of the surface transportation System.
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

- M. COORDINATION WITH MISSOURI DEPARTMENT OF TRANSPORTATION: Staff will work in coordination with Missouri Department of Transportation (MoDOT) staff and partners to establish all needed agreements, maps, documents, and procedures involved in incorporating MoDOT and partners into

the NARTS planning process related to Missouri's inclusion in the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area.

END PRODUCTS	COMPLETION DATES
A. Shared Information: NWARPC website, and other pertinent data, news releases, relevant technology transfer information and informational brochure.	On-going
B. Application Reviews	On-going
C. NARTS participation	On-going
D. NARTS participation	On-going
E. NARTS participation	On-going
F. Coordination with AHTD	On-going
G. Maps and digital data sets	On-going
H. Informational memos and assistance	On-going
I. STP-A and TAP Procedures and Policies	On-going
J. Congestion Management Process	On-going
K. Cave Springs Area Karst Resource Conservation Study	On-going
L. Performance-based approach	On-going
M. Planning Documents and Agreements	On-going

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

PL COST DATA

Federal	\$ 135,000
Local (MPO)	\$ 33,750
Total	\$ 168,750
Element Percent	25.66%

Note: \$66,400 in FY 2014 PL funds plus a local match of \$16,600 will be used for CMP consulting services, data purchase, software, and/or training. \$20,000 in FY 2015 PL funds plus local match may be used for CMP consulting services, data purchase, software, and/or training.

Additional Funding:

FTA 5307: \$100,000 in federal funds plus 20% match will be utilized for Short Term Transit Planning activities including a consultant-led model upgrade and possibly a consultant-led update to the Transit Development Plan.

STP-A: \$50,000 in federal funds plus 20% match will be utilized for Short Term Planning activities.

STP-A: \$500,000 in FFY 2013 STP-A and \$125,000 in matching funds from AHTD will be used for the Cave Springs Area Karst Resource Conservation Study. AHTD has the option to add an additional \$375,000 if needed. Funds will be used to hire a consultant and for related staff activities.

Missouri PL Funds: Missouri planning funds in the amount of \$13,000 with a local match of \$3,250 will be added to Element 200 (Short Term Planning and Technical Support) to support Missouri based planning activities described in Element 200: Work Task M.

300: LONG RANGE PLANNING

WORK TASKS

A. ASSISTANCE TO PARTICIPATING JURISDICTIONS:

1. Work with the jurisdictions to further define project priorities and explore funding options.

B. TRANSPORTATION MODELING:

1. Work in conjunction with AHTD in developing future year forecasts for the Travel Demand Model:
 - Establish the 2010 base year using the 2010 Census Bureau data as well as 2010 employment information and CTP data.
 - Allocate improved population and employment data forecasts to the TAZ structure for 2010, 2020, 2030 and 2040.
 - Develop the 2020, 2030 and 2040 networks and forecast years.
2. Train staff on maintenance and use of the Travel Demand Model.
3. Utilize the Travel Demand Model to refine and prioritize the regional arterial network.
4. Assist cities with Travel Demand Model scenarios.
5. Upgrade of the Travel Demand Model to incorporate a transit component and source code modification utilizing FTA funds.
6. Utilize the Travel Demand Model to assist both transit agencies with route optimization.
7. Utilize the Travel Demand Model for the Congestion Management Process.
8. Utilize the Travel Demand Model to support development of a performance-based approach to transportation decision-making.

C. REGIONAL ACTIVE TRANSPORTATION NETWORK:

1. Continue the development of an on and off-road regional bicycle and pedestrian system plan that will enhance the full connectivity of non-motorized transportation throughout Northwest Arkansas and provide for a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.
 - Evaluate the region's topography and natural environment, including greenway corridors, for logical locations and connections.
 - Evaluate individual jurisdictions' bicycle and pedestrian plans for connectivity to the regional system.
 - Share the information and regional bicycle and pedestrian plans with potential consultants and the general public.
2. Continue to support the regional development of the Active Transportation Network and the NWA Heritage Trail Plan.
 - Staff will offer informational assistance to citizen groups formed to promote the Heritage Trail and the full regional bicycle and pedestrian system plan.
 - Efforts will be made to promote proper signage for the Heritage Trail and the broader system.
 - Additions to the full network and the Heritage Trail Plan will be evaluated.
3. Staff will offer assistance to participating jurisdictions in development of their respective bicycle and pedestrian plans.
4. The comprehensive bicycle and pedestrian system plan has been included in the 2035 NWA Regional Transportation Plan. The system plan, as it changes, will be updated in the Plan.

5. NWARPC is the recipient of a TIGER II grant award of \$15 million to design and construct a trail project known as the Razorback Regional Greenway. Staff time associated with this task will be charged to the Federal Grant.
 - PHASE ONE consists of Preliminary Engineering and ROW clearance for the entire project. A consultant or team of consultants has been hired to perform the design/engineering/survey work. ROW needs were established and ROW procurement procedures follow all federal guidelines. Design and Engineering services will be producing a document for the PS & E Package for all trail segments.
 - PHASE TWO involves construction procedures and oversight for trail segments 7 and 9.
 - PHASE THREE involves construction procedures and oversight for all remaining trail segments.

Staff duties include:

 - 1) Provide designated staff person assigned to the project.
 - 2) Participate on the Executive Team.
 - 3) Provide administrative duties to insure all federal requirements are met.
 - 4) Monitor construction contracts.
 - 5) Work with consultants and contractors to ensure that all construction processes meet federal guidelines.
 - 6) Process all reimbursement requests.

D. 2035 NWA REGIONAL TRANSPORTATION PLAN:

1. The NWARPC/Policy Committee adopted the 2035 Northwest Arkansas Regional Transportation Plan on April 7, 2011. The Plan has been amended 3 times: Amendment #1 May 22, 2013 to add the Transportation Alternatives Program (TAP) and the Connecting Arkansas Program (CAP); Amendment #2 October 23, 2013 to add western routes to the Heritage Trail Plan; Amendment #3 January 3, 2014 to add the FFY 2014 Surface Transportation Program-Attributable (STP-A) projects to the STP-A Constrained List. Plan recommendations call for continued efforts by the MPO including but not limited to:
 - Maintain regional unity toward funding of large regional projects.
 - Continue refinement of a regional arterial network.
 - Explore alternative funding sources.
 - Promote access management concepts.
 - Utilize ITS technologies to maximize infrastructure efficiency.
 - Encourage and explore transportation alternatives, including rail, transit and fixed guide way service.
 - Continue a regional commitment to bicycle and pedestrian facilities.
 - Adhere to the Active Transportation Plan.
 - Support development of the Razorback Regional Greenway.
2. Staff will assist AHTD in the Department-led Highway 112 corridor study.
3. Amend the 2035 NWA Regional Transportation Plan, as necessary, to include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
4. Amend the 2035 NWA Regional Transportation Plan, as necessary, to include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the established performance targets.

5. Begin the five year update to transition the 2035 NWA Regional Transportation Plan to the 2040 NWA Regional Transportation Plan.
 - September 18, 2014 – NWARPC will host a “Kick off” public forum to officially inform the TAC, NWARPC/Policy committee, state and local agencies, and the general public regarding the five year update of the NWA Regional Transportation Plan.
 - Three additional public forums, one each in Washington County, Benton County, and McDonald County will be held in the fall of 2014.
 - Staff will document all public meetings pertaining to the regional multi-modal transportation system with the objective of incorporating the public input into the development of the 2014 Plan.
 - Plan development will continue throughout the spring of 2015.

- E. CONTINUE ACTIVITIES TO ADVANCE THE FOLLOWING, THROUGH TAC, TAC WORK GROUP AND OTHER SUBCOMMITTEES:
 1. ITS Regional Architecture Deployment.
 2. Regional Active Transportation Network/Heritage Trail.
 3. Travel Demand Modeling.
 4. Long Range Plan Implementation.
 5. Regional Access Management Policy.
 6. Community Involvement.
 7. Transit Development Plan Implementation.
 8. Alternatives Analysis.
 9. Utilization of STP-A and TAP funds.
 10. Regional Arterial Network.
 11. Congestion Management Process.
 12. Performance Measures and Targets.
 13. Safety Planning Needs.

- F. ITS REGIONAL ARCHITECTURE and DEPLOYMENT PLANNING:

Staff will work with AHTD and local governments to coordinate and facilitate ITS deployment projects that meet the criteria of the adopted ITS Regional Architecture.

- G. EVALUATE PUBLIC TRANSPORTATION ALTERNATIVES FOR NW ARKANSAS:
 1. Findings of the Alternatives Analysis study will be considered as recommendations for the NWA Regional Transportation Plan update on transit alternatives.
 2. Continue integration of the Transit Development Plan into the analysis of the public transportation needs of the region.
 3. Consider and possibly initiate a consultant-led study update to the Transit Development Plan.

- H. MAP-21 COMPLIANCE:

The 2035 NWA Regional Transportation Plan is based upon SAFETEA-LU. The Plan will be evaluated and amended as needed and required by MAP-21. The 2040 NWA Regional Transportation Plan will be based on MAP-21.

END PRODUCTS**COMPLETION DATES**

A. NARTS participation	On-going
B. Transportation Model	On-going
C. A Regional Active Transportation Network Plan	On-going
D. NWA Regional Long Range Plan Implementation and Updates	On-going
E. TAC and Subcommittee Activities	On-going
F. ITS Regional Architecture	On-going
G. Public Transportation Alternatives	On-going
H. NWA Regional Long Range Plan Amendments required by MAP-21	On-going

COOPERATING AGENCIES: NWARPC, AHTD, MoDOT, Razorback Transit, Ozark Regional Transit, Inc., Northwest Arkansas Regional Airport Authority, NWA Regional Mobility Authority, and local governments.

PL COST DATA

Federal	\$ 150,000
Local (MPO)	\$ 37,500
Total	\$ 187,500
Element Percent	28.51%

Note: Up to \$15,000 of Element 300 PL funds may be spent for support and maintenance of the TransCad software, and technical support for the NWA Travel Demand Model.

Additional Funding:

FTA 5307: \$100,000 in federal funds plus 20% match will be utilized for Long Term Transit Planning activities including a consultant-led model upgrade and possibly a consultant-led update to the Transit Development Plan.

STP-A: \$25,000 in federal funds plus 20% match will be utilized for Long Range Planning activities.

Multi-cycle funding:

NWARPC will utilize up to \$240,000 of the Phase One Federal TIGER II funds for Data Collection and Distribution, GIS Activities, and Administration. These funds will be utilized over four UPWP cycles beginning with the FY 2012 UPWP.

400: TRANSPORTATION IMPROVEMENT PROGRAM**WORK TASKS**

- A. The FY 2013-2016 TIP will be amended as necessary. Amendments #1, #2, and #3, approved February 19, 2013; Amendment #4, approved May 22, 2013; Amendment #5, approved July 24, 2013; Amendments #6 through #9, approved January 3, 2014; Amendment #10, approved February 10, 2014.
- B. The FY 2016-2019 TIP will be developed in conjunction with AHTD and federal authorities.
- C. An Annual Listing of Projects for which Federal highway and transit funds have been obligated will be published. The Annual Listing of Projects is published on the NWARPC website every December.

END PRODUCTS**COMPLETION DATES**

A. FY 2013-2016 TIP Amendments	On-going
B. FY 2016-2019 TIP Development	On-going
C. Published Annual Listing of Projects	December 2014

COOPERATING AGENCIES: NWARPC, AHTD, MoDOT, FHWA, FTA, Razorback Transit, Ozark Regional Transit, Inc., and local governments.

PL COST DATA

Federal	\$ 40,000
Local (MPO)	\$ 10,000
Total	\$ 50,000
Element Percent	7.60%

500: ADMINISTRATION**WORK TASKS**

- A. Provide those administrative, budgeting, bookkeeping, and clerical duties required in order to perform work tasks and comply with AHTD, MoDOT, FHWA, and FTA requirements. Progress reports and related documentation will be prepared in conjunction with PL activities, as well as the FY 2016 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. Keep informed of AHTD, MoDOT, FHWA, and FTA programs, as well as local issues and trends in order to provide proper assistance to local governments and agencies. Information bulletins and correspondence will be reviewed. Necessary AHTD, MoDOT, AMPO, TRB meetings and conferences will be attended.
- D. NWARPC will 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 changed if needed to reflect changes in NARTS Bylaws, MAP-21 provisions, or other transportation-related legislation.
- E. NWARPC will comply with Title II of the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and Title VI of the Civil Rights Act. Staff will revisit and review plan documents as needed.

END PRODUCTS**COMPLETION DATES**

A1. Record keeping, daily correspondence and Progress Reports	Monthly, On-going
A2. Audit Report and Performance Report	August 2014
A3. Committee meetings and planning process coordination	On-going
A4. FY 2016 UPWP	May 2015
B. Computer and software upgrades	On-going
C. Meeting attendance	On-going
D. Documentation of PPP compliance will be kept on file	On-going
E. Section 504/ADA Self Evaluation/Title VI Program Plan	On-going

COOPERATING AGENCIES: NWARPC, MoDOT, AHTD, FHWA and FTA.

COST DATA

Federal	\$ 101,138
Local (MPO)	\$ 25,284.50
Total	\$ 126,422.50
Element Percent	19.22%

FY 2015 UPWP FINANCIAL SUMMARY (PL-Arkansas)

Program Element	Federal	Local Match	Total	Percent by Element
100-Data Collection/Analysis	\$100,000.00	\$25,000.00	\$125,000.00	19.01%
200-Short Term Planning/Technical Support	\$135,000.00	\$33,750.00	\$168,750.00	25.66%
300-Long Range Planning	\$150,000.00	\$37,500.00	\$187,500.00	28.51%
400-Transportation Improvement	\$40,000.00	\$10,000.00	\$50,000.00	7.60%
500-Administration	\$101,138.00	\$25,284.50	\$126,422.50	19.22%
<i>Total-All Elements</i>	\$526,138.00	\$131,534.50	\$657,672.50	100.00%

FY 2015 UPWP MULTIPLE SOURCE FINANCIAL SUMMARY

Funding Source	Federal	Local Match	Total
PL Funds (Arkansas)	\$526,138.00	\$131,534.50	\$657,672.50
TIGER Two Funds (NWARPC Admin)	\$80,000.00	\$20,000.00	\$100,000.00
STP-A Funds	\$600,000.00	\$150,000.00	\$750,000.00
FTA 5307	\$200,000.00	\$50,000.00	\$250,000.00
PL Funds (Missouri)	\$13,000.00	\$3,250.00	\$16,250.00
<i>Total-All Funds</i>	\$1,419,138.00	\$354,784.50	\$1,773,922.50

TIGER II Razorback Regional Greenway

Phase	Federal	Local	Total
Phase One - PE and ROW	\$3,228,428.00	\$807,107.00	\$4,035,535.00
Phase Two - Final Design and Construction of Segments 7 & 9	\$1,449,600.00	\$362,400.00	\$1,812,000.00
Phase Three - Final Design and Construction of remaining segments	\$10,321,972.00	\$2,580,493.00	\$12,902,465.00
<i>Total-All Phases</i>	\$15,000,000.00	\$3,750,000.00	\$18,750,000.00

Confirmed FY 2011, FY 2012, FY 2013 and FY 2014 PL carry-over funds may be added to the FY 2015 UPWP PL funds if needed.

Missouri Planning funds in the amount of \$13,000 with a \$3,250 local match will be added to Element 200 (Short Term Planning and Technical Support) to support Missouri-based planning activities described in Element 200: Work Task M.

FFY 2013 and FFY 2014 Section 5307 funds will be utilized for the consultant led Transportation Model upgrade to include adding a transit component and migrating to the 2010 base year with forecast years of 2020 or 2030, and 2040.

FFY 2014 STP-A funding will be utilized in the FY 2015 UPWP.

All references to PL funds in this document relate to Arkansas PL funds unless noted to be Missouri funds.

MULTI-CYCLE FUNDING

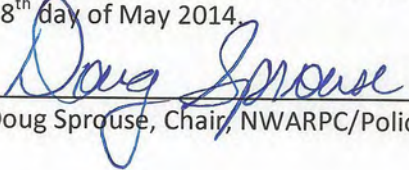
TIGER II Funding: NWARPC will utilize up to \$240,000 of the Phase One Federal TIGER II funds for Data Collection and Distribution, GIS Activities, and Administration. These funds will be utilized over four UPWP cycles starting with the FY 2012 UPWP.

Cave Springs Area Karst Resource Conservation Study: \$500,000 in FY 2013 STP-A and \$125,000 in matching funds will be used for the Cave Springs Area Study. AHTD has the option to add an additional \$375,000 if needed. Funds will be used to hire a consultant and for related staff activities.

ADOPTION

This Unified Planning Work Program (UPWP) was prepared as a part of the *Northwest Arkansas Regional Transportation Study*. Public notice concerning this Program was published in The Northwest Arkansas Newspapers on April 9, 2014, April 21, 2014, and May 14, 2014. A Public Comment period was held from April 21 through May 4, 2014. The Technical Advisory Committee recommended the Program for adoption on May 22, 2014. The NWARPC/Policy Committee reviewed and adopted the Program on May 28, 2014.

I hereby certify the adoption of this UPWP for State Fiscal Year 2015 by the NWARPC/Policy Committee on this 28th day of May 2014.



Doug Sprouse, Chair, NWARPC/Policy Committee