

NARTS

UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR 2018

This Fiscal Year (FY) 2018 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, 2017 through June 30, 2018.

THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:

AVOCA	BELLA VISTA
BENTON COUNTY	BENTONVILLE
BETHEL HEIGHTS	CAVE SPRINGS
CENTERTON	DECATUR
ELKINS	ELM SPRINGS
FARMINGTON	FAYETTEVILLE
GARFIELD	GATEWAY
GENTRY	GOSHEN
GRAVETTE	GREENLAND
HIGHFILL	JOHNSON
LINCOLN	LITTLE FLOCK
LOWELL	McDONALD COUNTY, MO
PEA RIDGE	PRAIRIE GROVE
PINEVILLE, MO	ROGERS
SILOAM SPRINGS	SPRINGDALE
SPRINGTOWN	SULPHUR SPRINGS
TONTITOWN	WASHINGTON COUNTY
WEST FORK	UNIVERSITY OF ARKANSAS
RAZORBACK TRANSIT	OZARK REGIONAL TRANSIT, INC
ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT	
MISSOURI DEPARTMENT OF TRANSPORTATION	

IN COOPERATION WITH:

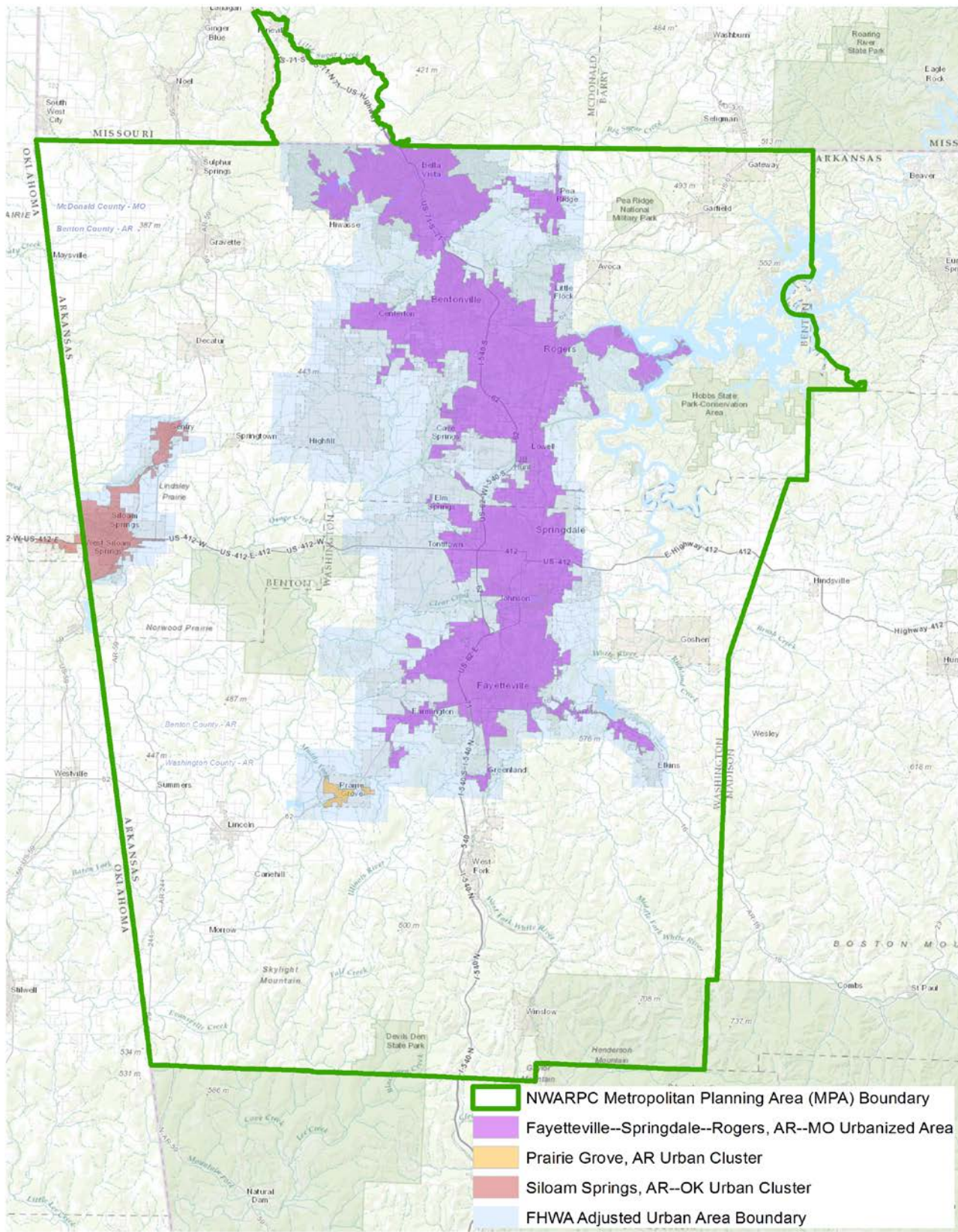
**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL TRANSIT ADMINISTRATION**

NWARPC DISCLAIMER

This notice is in accordance with the 2040 Northwest Arkansas Metropolitan Transportation Plan, the Federal Transportation Act, MAP-21, and the FAST Act in cooperation with local agencies, the Arkansas State Highway and Transportation Department, 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.

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NARTS METROPOLITAN PLANNING AREA (MPA)

FAST ACT FACTORS CONSIDERED BY PROGRAM ELEMENT

On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law (P.L. 114-94).

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.

The FAST Act inserted two additional factors:

(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.

FAST ACT PLANNING FACTORS	A	B	C	D	E	F	G	H	I	J
44.21: Program Support and Administration					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	
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 AHTD, MoDOT, FHWA, and FTA requirements. Progress reports and related documentation will be prepared in conjunction with PL activities, as well as the FY 2019 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, FAST Act provisions, or other transportation-related legislation. The PPP will undergo a review by the TAC and RPC/Policy Committee occurring as part of the regular update cycle for the Metropolitan Transportation Plan (MTP).
- 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. The Civil Rights coordinator will offer Title VI training in July 2016.

Staff will revisit and review documents as needed. The NWARPC Title VI Program will be updated and submitted to FTA for approval by March 1, 2018.

- F. Staff will work with Missouri Department of Transportation (MoDOT) staff and 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.

	END PRODUCTS	COMPLETION DATES
A1.	Record keeping, daily correspondence and Progress Reports	Monthly/On-going
A2.	Audit Report and Performance Report	On-going
A3.	Committee meetings and planning process coordination	On-going
A4.	FY 2019 UPWP	May 2018
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.	NWARPC Title VI 2018-2021 Program; staff training	March 2018/On-going
F.	Coordination with MoDOT	On-going

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

COST DATA

Federal	\$149,726
Local (MPO)	\$ 37,431
Total	\$187,157
Element Percent	14 %

44.22: GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

WORK TASKS

- A. Staff will maintain files that indicate demographic and infrastructure data within the NARTS Area. Census data and other information will be utilized and incorporated into reports, thematic maps, and TAZ boundaries. 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. Staff will assist cities as needed for Census boundary updates.
- B. Staff will obtain the most current traffic count data at locations collected by AHTD and MoDOT.
- C. Staff will evaluate the available crash rate data within the metropolitan planning area. Staff will coordinate with AHTD and MoDOT on the use of the data to meet FAST Act performance measures, AHTD and MoDOT performance targets, and future MPO performance measures for the region to reduce traffic fatalities and serious injuries on public roads.
- D. Staff will evaluate transit data within the metropolitan planning area. Staff will coordinate with Ozark Regional Transit and Razorback Transit on the use of the data to meet FAST Act 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.

	END PRODUCTS	COMPLETION DATES
A.	Demographic and infrastructure data for the region will be utilized 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 and MoDOT.	On-going
C.	Collection and analysis of data on performance targets in coordination with AHTD and MoDOT.	On-going
D.	Collection and analysis of data on performance targets and measures in coordination with Ozark Regional Transit and Razorback Transit.	On-going

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

COST DATA

Federal	\$209,751
Local (MPO)	\$ 52,438
Total	\$262,189
Element Percent	20%

Note: Up to \$15,000 of 5307 funds may be spent for technical support for the NWA Travel Demand Model.

44.23: LONG-RANGE TRANSPORTATION PLANNING

WORK TASKS

- A. ASSISTANCE TO PARTICIPATING JURISDICTIONS:
 - 1. Work with the local jurisdictions to further define project priorities and explore funding options.

- B. TRAVEL DEMAND MODELING:
 - 1. Work with AHTD in utilizing the forecasts for the Travel Demand Model.
 - 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. Utilize the Travel Demand Model to assist both transit agencies with route optimization and scenario planning and development.
 - 6. Utilize the Travel Demand Model to support development of a performance-based approach to transportation decision-making.
 - 7. Implement priority phases of the “blueprint” for the Travel Demand Model enhancement.

- C. BICYCLE AND PEDESTRIAN
 - 1. Continue the development and implementation of the NWA Regional Bicycle and Pedestrian Master Plan (adopted as part of the 2040 MTP, March 2016) 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.

- 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.
 - Encourage and support implementation of the individual plans and assist the cities as needed to meet the goal of implementing aspects of the 5E's: engineering, education, encouragement, enforcement, and evaluation.
 - Continue evaluation of individual jurisdictions' bicycle and pedestrian plans for connectivity to the regional system.
 - Assist local jurisdictions in updating and implementing their respective bicycle and pedestrian plans.
 - Include the Missouri portion of the MPA in the development of a regional bicycle and pedestrian system.
2. Performance Measures and Measurable Goals
 - NWARPC will work with AHTD, MoDOT and local jurisdictions to identify measures and to develop methodologies to implement performance-based planning and programming for alternative transportation.
 3. Continue to support 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 Heritage Trail Plan will be evaluated.
- D. 2040 NWA METROPOLITAN TRANSPORTATION PLAN (MTP)**
1. The NWARPC/Policy Committee adopted the 2040 NWA Metropolitan Transportation Plan on March 23, 2016.
 2. All amendments to the MTP will be conducted according to the Public Participation Plan and written notice of all such amendments will be made to State and Federal officials.
 3. Continue to monitor Performance Measures and Targets as identified in the MTP.
 - a. Surface Transportation Targets
 - b. Public Transit Performance Targets
 - c. Integration of other Performance-Based Plans (AHTD and MoDOT)
 - d. Amend the MTP, as necessary, to include a description of the performance measures and performance targets used in assessing the performance of the transportation system.
 4. Staff will assist AHTD with the following studies:
 - Highway 16 from Highway 265 to Elkins
 - Highway 71 in Bella Vista
 - Various interchanges along I-49
 - Highway 72 from I-49 to Pea Ridge
 - Highway 412 from Highway 112 to East of I-49 (Springdale)
 - Highway 71B from Highway 412 to Highway 264 (Springdale and Rogers)
 - Highway 102 from Highway 102B to Highway 94 (Centerton, Bentonville, and Rogers)
 - Highway 59 from Highway 72 West to Highway 72 East (Gravette)
 - Highway 94 from Highway 71B to Old Wire Road (Rogers).
- E. CONTINUE ACTIVITIES TO ADVANCE THE FOLLOWING, THROUGH NWARPC/POLICY COMMITTEE, TAC, AND OTHER SUBCOMMITTEES:**
1. NWA Regional Bicycle and Pedestrian Master Plan, Individual Community Plans and Heritage Trail Plan

2. MTP Implementation
3. Community Involvement
4. Transit Development Plan
5. Utilization of STBGP-A and TAP funds
6. Performance Measures and Targets
7. Safety Planning Needs

F. FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT COMPLIANCE:

1. The FAST Act was signed into law on December 4, 2015.
2. The 2040 NWA MTP update began under MAP-21 and was adopted under FAST Act. To the extent possible, the MTP was written to incorporate MAP-21 and FAST Act requirements. The MTP will be amended, as necessary, to incorporate FAST Act requirements.

	END PRODUCTS	COMPLETION DATES
A.	NARTS participation	On-going
B.	Utilize TDM to assist transit agencies with route optimization and scenario planning and assist jurisdictions	On-going
C.	Performance Measures and Measurable Goals	On-going
D.	2040 MTP Implementation and Updates	On-going
E.	NARTS participation through NWARPC/Policy Committee, TAC, other committees	On-going
F.	2040 MTP compliance with FAST Act	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.

COST DATA

Federal	\$198,676
Local (MPO)	\$ 49,669
Total	\$248,345
Element Percent	19%

44.24: SHORT-RANGE TRANSPORTATION PLANNING

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.

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

- C. OZARK REGIONAL TRANSIT, INC. AND RAZORBACK TRANSIT:**
1. Staff will 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 Ozark Regional Transit with their ongoing Light Bus Rapid Transit Study.
- D. TRANSIT DEVELOPMENT PLAN/TRANSIT ORIENTED DEVELOPMENT:**
1. Update the 2011 Transit Development Plan for the region. The transit development plan should include both ORT and Razorback Transit.
 2. Establish region-wide transit oriented development (TOD) best practices.
- E. TRANSIT PERFORMANCE MEASURES:**
1. Staff will monitor and review transit performance measures rule-making.
 2. Staff will assist local transit agencies in the development of performance targets for the region.
 3. Staff will coordinate transit 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:** 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.
 4. Interactive Maps
- 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. PERFORMANCE-BASED APPROACH – METROPOLITAN TRANSPORTATION PLANNING:** FAST Act continues MAP-21 requirements for the MPO to establish and use a “performance-based approach to transportation decision making” that supports FAST Act National Goals. The MPO will continue to coordinate with AHTD 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 2040 Northwest Arkansas Metropolitan Transportation Plan and the NARTS Transportation Improvement Program.

2040 Metropolitan Transportation Plan - Framework - National, State, and Region

National Goal Area	National Goals	AHTD Goals	NWARPC 2040 MTP Goals		Actual* and Potential 2040 MTP System Measures
Infrastructure Condition - State of Good Repair	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.	Preserve and Maintain Infrastructure	Maintain the existing and planned transportation system through ongoing maintenance, rehabilitation, reconstruction, and/or preservation.	Bridge Condition on NHS Pavement Condition on NHS Transit Asset Management Plan (TAM Plan)*
Safety and Security	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.	Improve safety	Increase transportation safety for all modes of travel	Number of Fatalities* Rate of Fatalities per 100M VMT* Number of Serious Injuries* Number of Serious Injuries per 100M VMT* Number of Non-motorized Fatalities and Serious Injuries*
Congestion Reduction and System Reliability	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.	Reduce Congestion Improve Reliability	Maximize the capacity and reliability of existing facilities on regionally significant routes and minimize the need for new roadways.	Volume Delay Per Mile on CMP Congestion Index on CMP Travel Time Index on CMP
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	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.	Improve Regional Mobility	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 Number of Bike and Pedestrian Catalyst Projects Miles of improved Arterial Network % population served by public transit with 1/4 mile Unlinked Trips per Passenger Mile (Transit, NTD) Unlinked Trips per Revenue Hour (Transit, NTD)
Environmental Sustainability	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.	Protect the Environment	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

Performance Measures based on FHWA Notice of Proposed Rule Making (NPRM) and also includes on-going NWARPC initiatives and implementation of plans

	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/Transit Dev. Plan/Establish TOD Best Practices	June 2018/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.	Performance-based approach	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.

COST DATA

Federal	\$426,676
Local (MPO)	\$106,669
Total	\$533,345
Element Percent	41 %

Note: \$188,000 federal, \$47,000 local, \$235,000 total. Up to \$235,000 of 5307 funds may be utilized to update the NWARPC Transit Development Plan and/or projects listed in the NWARPC Blueprint for Travel Demand Model Upgrades for Transit Modeling.

44.25: TRANSPORTATION IMPROVEMENT PROGRAM

WORK TASKS

- A. The FFY 2016-2020 TIP, developed in conjunction with AHTD, MoDOT and local authorities, was adopted March 23, 2016 and will be amended as needed. The FFY 2019-2022 TIP will be adopted and amended as needed.
- B. Annual TIP updates will coincide with AHTD and MoDOT STIP updates.
- C. Staff will assist TAC, NWARPC/Policy Committee and individual jurisdictions in the development and implementation of policies and procedures regarding the selection of projects through a competitive process, and the utilization of Surface Transportation Block Grant Program-Attributable (STBGP-A) and Transportation Alternatives Program (TAP) funds.
- D. The Annual Listing of Projects (ALOP) for which federal highway and transit funds have been obligated will be published. The ALOP is published on the NWARPC website every December.
- E. Proposed FFY 2018 Program of Projects (POP). The POP includes projects proposed for Ozark Regional Transit 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 public participation under Section 5307. The POP is published on the NWARPC website after RPC/Policy Committee approval or December 31, whichever comes first.

	END PRODUCTS	COMPLETION
A.	FFY 2016-2020 TIP and amendments	On-going until new TIP adoption
B.	FFY 2019-2022 TIP adoption, amendments and annual update	On-going
C.	STBGP-A and TAP Procedures and Polices	On-going
D.	Published Annual Listing of Projects (ALOP)	December 2017
E.	FFY 2018 Program of Projects (POP)	By December 31, 2017

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

COST DATA

Federal	\$ 58,925
Local (MPO)	\$14,731
Total	\$ 73,657
Element Percent	6 %

2018 UPWP Multiple Source Financial Summary	Federal	Local Match	Total	Percent
PL Funds (Arkansas)	\$ 648,754	\$ 162,189	\$ 810,943	62.16%
STBGP-A Funds	\$ 200,000	\$ 50,000	\$ 250,000	19.16%
FTA 5307	\$ 188,000	\$ 47,000	\$ 235,000	18.01%
PL Funds (Missouri)	\$ 7,000	\$ 1,750	\$ 8,750	0.67%
	\$ 1,043,754	\$ 260,939	\$ 1,304,693	100.00%
2018 UPWP Financial Summary (PL-AR)	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 142,726	\$ 35,681	\$ 178,407	22.00%
44.22-General Development and Comprehensive Planning	\$ 129,751	\$ 32,438	\$ 162,189	20.00%
44.23-Long Range Transportation Planning	\$ 168,676	\$ 42,169	\$ 210,845	26.00%
44.24-Short-Range Transportation Planning	\$ 168,676	\$ 42,169	\$ 210,845	26.00%
44.25-Transportation Improvement Program	\$ 38,925	\$ 9,731	\$ 48,657	6.00%
	\$648,754	\$162,189	\$810,943	100.00%
2018 UPWP Financial Summary (PL-MO)	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 7,000	\$ 1,750	\$ 8,750	100.00%
44.22-General Development and Comprehensive Planning		\$ -	\$ -	0.00%
44.23-Long Range Transportation Planning		\$ -	\$ -	0.00%
44.24-Short-Range Transportation Planning		\$ -	\$ -	0.00%
44.25-Transportation Improvement Program		\$ -	\$ -	0.00%
	\$ 7,000	\$ 1,750	\$ 8,750	100%
STBGP-A Program Element AR	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ -	\$ -	\$ -	0.00%
44.22-General Development and Comprehensive Planning	\$ 80,000	\$ 20,000	\$ 100,000	40.00%
44.23-Long Range Transportation Planning	\$ 30,000	\$ 7,500	\$ 37,500	15.00%
44.24-Short-Range Transportation Planning	\$ 70,000	\$ 17,500	\$ 87,500	35.00%
44.25-Transportation Improvement Program	\$ 20,000	\$ 5,000	\$ 25,000	10.00%
	\$ 200,000	\$ 50,000	\$ 250,000	100%
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	\$ 188,000	\$ 47,000	\$ 235,000	100.00%
44.25-Transportation Improvement Program		\$ -	\$ -	0.00%
	\$ 188,000	\$ 47,000	\$ 235,000	100%
Total by Elements	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 149,726	\$ 37,431	\$ 187,157	14%
44.22-General Development and Comprehensive Planning	\$ 209,751	\$ 52,438	\$ 262,189	20%
44.23-Long Range Transportation Planning	\$ 198,676	\$ 49,669	\$ 248,345	19%
44.24-Short-Range Transportation Planning	\$ 426,676	\$ 106,669	\$ 533,345	41%
44.25-Transportation Improvement Program	\$ 58,925	\$ 14,731	\$ 73,657	6%
	\$ 1,043,754	\$ 260,939	\$ 1,304,693	100%

NOTES:

- Confirmed FY 2016 PL carry-over funds may be added to the FY 2018 UPWP PL funds.
- Missouri PL funds in the amount of \$7,000 with a \$1,750 local match will be added to Element 44.21 to support Missouri-based planning activities.
- FFY 2017 STBGP-A carry-over funds and FFY 2018 STBGP-A funding will be utilized in the FFY 2018 UPWP.
- All references to PL funds in this document relate to Arkansas PL funds unless noted to be Missouri funds.

ADOPTION:

This Unified Planning Work Program (UPWP) was prepared as a part of the *Northwest Arkansas Regional Transportation Study (NARTS)*. Public notice concerning this Program was published in The Northwest Arkansas Democrat-Gazette newspaper and the La Prensa Libre newspaper on April 13, 2017 and May 11, 2017. A Public Comment period was held from April 21 through May 5, 2017. The Technical Advisory Committee recommended the Program for adoption on May 18, 2017. The NWARPC/Policy Committee reviewed and adopted the Program on May 24, 2017.

I hereby certify the adoption of this UPWP for State Fiscal Year 2018 by the NWARPC/Policy Committee on this 24TH day of May 2017.