

NARTS UNIFIED PLANNING WORK PROGRAM FISCAL YEAR 2021

This Fiscal Year (FY) 2021 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, 2020 through June 30, 2021.

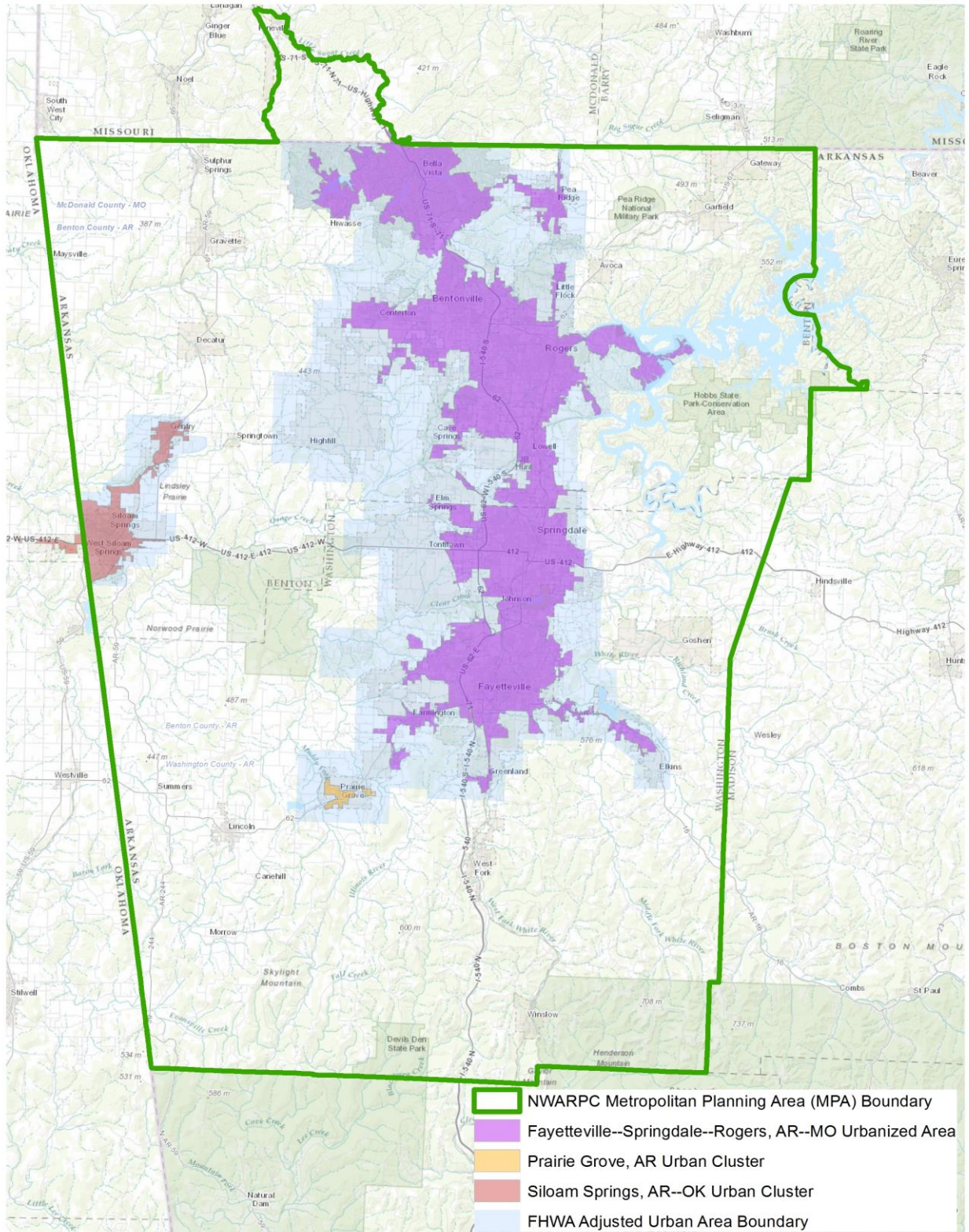
THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:

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
SILAM SPRINGS	SPRINGDALE
SPRINGTOWN	SULPHUR SPRINGS
TONTITOWN	WASHINGTON COUNTY
WEST FORK	UNIVERSITY OF ARKANSAS
RAZORBACK TRANSIT	OZARK REGIONAL TRANSIT
ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)	
MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT)	
NORTHWEST ARKANSAS REGIONAL AIRPORT AUTHORITY	
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 (FAST Act) 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.

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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 PLANNING 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.

(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
UPWP PROGRAM ELEMENT										
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	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 2022 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, 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. 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.
- E. 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 adjusted as 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). The review, update and adoption of the PPP by the RPC/Policy Committee will culminate in FY 2021.

- F. 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 NWARPC Title VI program was submitted into TrAMS on February 9, 2018 and will require updating and re-submittal into TrAMS no later than March 1, 2021.
- G. Staff will 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 2022 UPWP	May 2021
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	On-going
E.	Documentation of PPP compliance will be kept on file/Update and adoption by RPC/Policy Committee	April 1, 2021
F.	Update Title VI and submit into TrAMS	March 1, 2021
G.	Coordination with MoDOT	On-going

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

COST DATA

Federal	\$186,829
Local (MPO)	\$ 46,707
Total	\$233,536
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 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. 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

C. Staff will 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 Regional Transit, Razorback Transit, Arkansas State Data Center, local governments.

COST DATA

Federal	\$240,721
Local (MPO)	\$ 60,180
Total	\$300,901
Element Percent	18%

44.23: LONG-RANGE TRANSPORTATION PLANNING

WORK TASKS

A. ASSISTANCE TO PARTICIPATING JURISDICTIONS:

1. 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 funds for areas with a population greater than 200,000 (STBGP > 200K) and Transportation Alternatives Program (TAP) funds.
2. Staff will assist counties and cities, as well as the Northwest Arkansas Regional Mobility Authority and the NWA National Airport 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.

B. TRAVEL DEMAND MODELING:

1. Work with ARDOT 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 and consultants working with the cities with Travel Demand Model data and 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. NWARPC will update the highway and transit networks. A revised master network for base year 2018, and forecast years 2035 and 2045, with accompanying transit networks, will continue to be developed.
8. The 2045-forecast year will be utilized in ongoing capacity and level of service studies and MTP project selection.

C. BICYCLE AND PEDESTRIAN

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 alternative 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) 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 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, enforcement, and evaluation.
 - 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.
3. Continue to support the NWA Heritage Trail Plan.
 - Staff will 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.
 - Additions to the Heritage Trail Plan will be evaluated.
4. Provide staff assistance to the Razorback Greenway Alliance as it is being formed to ensure and facilitate uniformity and consistency in the standards, operations, and management of the Razorback Greenway.

D. NWA 2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

1. The NWARPC/Policy Committee adopted the NWA 2040 Metropolitan Transportation Plan on March 23, 2016. The NWA 2045 Plan will require adoption by March 2021.
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 (ARDOT 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.
 - e. Amend the MTP, as necessary, to include safety performance measures and targets including system performance report.

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

National Goal Area	National Goals	ARDOT Goals	MODOT Goals	NWARPC 2040 MTP Goals		Actual and Potential 2040 MTP System Measures
Safety and Security	To achieve a significant reduction in traffic, fatalities and serious injuries on all public roads.	Improve statewide safety funding projects reducing fatal and serious injury crashes, reducing vulnerability (in the magnitude of impact on the system due to events such as major traffic incidents, flooding, lane closures, bridge failures, and seismic activity), and improving resiliency of the system (the ability of the system to recover from these events).	Keep all travelers safe, no matter the mode of transportation.	Improve Safety	Increase transportation safety for all modes of travel.	Number of fatalities Rate of fatalities per 100M VMT Number of serious injuries Numbers of serious injuries per 100M VMT Number of non-motorized fatalities and serious injuries
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.	Take care of the transportation system and service enjoyed today.	Preserve and Maintain Infrastructure	Maintain the existing and planned transportation system through ongoing maintenance, rehabilitation,	Bridge Condition on NHS Pavement Condition on NHS Transit Asset Management Plan (TAM Plan)
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.	Improve reliability and reduce congestion on Missouri's transportation system.	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.	Multimodal Transportation System Partner with responsible modal agencies, local jurisdictions, and planning organizations working to improve safety, accessibility, and connectivity for the movement of people and goods. Economic Competitiveness Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness	Invest in projects that spur economic growth and create jobs.	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 Percent Population served by public transit within 1/4 mile Unlinked Trips per Passenger Mile Transit, NTD) Unlinked Trips per Passenger 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.	Give Missourians better transportation choices.	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 BMPs Cave Springs Recharge Area

E. NWARPC 2045 METROPOLITAN TRANSPORTATION PLAN (MTP)

The MTP will be adopted by the NWARPC/Policy Committee in or before the month of April 2021 in order to meet federal guidelines that require MTP updates every five years. The MTP will incorporate the following:

- The NWARPC Public Participation Plan for public participation and involvement.
- The Travel Demand Model data – Update regional demographics to 2045.
- The 2045 Transportation Opinion Survey, which has been open since October 2019.
- The 2019 NWA Transportation Survey, which was completed in fall 2019 and compared similar questions asked in the 2030 MTP and the 2035 MTP.
- The Transit Origin and Destination Survey.
- The 10-year Transit Development Plan (TDP) – The results of the public engagement process and the other elements of the study will assist in forecasting transit needs for the region.

- NWA Regional Bicycle and Pedestrian Master Plan.
 - Congestion Management Process update (CMP).
 - Partner with ARDOT on the ITS/TSMO Plan.
- F. ASSIST ARDOT WITH THE FOLLOWING STUDIES:**
- Western North/South Corridor Study
 - XNA Airport Access Road
 - Highway 71B from Highway 412 to Highway 264 (Springdale and Rogers).
- G. CONTINUE ACTIVITIES TO ADVANCE THE FOLLOWING, THROUGH NWARPC/POLICY COMMITTEE, TAC, AND OTHER SUBCOMMITTEES:**
1. MTP Implementation/NWARPC 2045 MTP development.
 2. Highway 112 Access Management Regional Vision Statement and access management plan agreements.
 3. Transit Development Plan implementation through periodic TDP Steering Committee meetings.
 4. Management and Operations – Transportation systems management and operations (TSMO) Intelligent Transportation Systems (ITS) encompasses a broad set of strategies that aim to optimize the safe, efficient, and reliable use of existing and planned transportation infrastructure for all modes – Assist ARDOT in study of a regional Transportation Management Center and regional Traffic Signal Coordination efforts. NWARPC is requesting to partner with ARDOT as part of the statewide TSMO plan to develop a NWA Regional TSMO/ITS plan.
 5. NWA Regional Bicycle and Pedestrian Master Plan, Individual Community Plans and Heritage Trail Plan.
- H. COORDINATE WITH MODOT IN MTP DEVELOPMENT AND IMPLEMENTATION**
Staff will work with MoDOT staff and planning partners to provide coordinated transportation planning for the entire metropolitan area, especially in cooperative efforts toward development of the MTP, in support of Missouri’s inclusion in the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area.
- I. FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT COMPLIANCE:**
1. The FAST Act was signed into law on December 4, 2015.
 2. The NWA 2040 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.
 3. The NWARPC 2045 MTP update will be developed to incorporate both MAP-21 and FAST Act requirements, and any additional legislation.

	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.	Performance Measures and Measurable Goals	On-going
D.	2040 MTP Implementation and Amendments	On-going until adoption of 2045 MTP
E.	Incorporate into the 2045 MTP recent studies, Travel Demand	April 2021

	Model data, CMP and TSMO, and PPP requirements.	
F.	Assist ARDOT and MoDOT with various studies	On-going
G.	Continue activities to advance regional plans, access management plans, community involvement and transit development plan implementation through the RPC/Policy Committee, TAC, and other committees	On-going
H.	Coordination with MoDOT on MTP development and implementation	On-going
I.	2040 and 2045 MTP compliance with FAST Act	On-going

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

COST DATA

Federal	\$502,581
Local (MPO and State)	\$125,645
Total	\$628,227
Element Percent	38%

Note: Up to \$200,000 in STBGP-A funds will be utilized to partner with ARDOT the statewide TSMO plan to develop an NWA Regional TSMO/ITS 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:** 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 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 NWA 2040 MTP, the NWARPC 2045 MTP update, and the NARTS Transportation Improvement Program (TIP).
- C. EVALUATE CRASH RATE DATA:** Staff will 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 FAST Act 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 REGIONAL TRANSIT 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 the transit agencies with route planning and scheduling through appropriate software acquisition \$18,800 (\$15,040 per year Federal and \$3,760 Local Match-split equally between ORT, Razorback, and NWARPC).

5. Coordinate with ARDOT, Ozark Regional Transit and Razorback Transit to establish a public transportation agency safety plan (PTASP) before July 20, 2020.
 6. Approval by the RPC/Policy Committee of the PTASP, at least within 180 days after the date of transit agency approval.
- E. TRANSIT DEVELOPMENT PLAN (TDP):**
1. Adopt Connect NWA 10-year TDP and present the plan to cities with fixed route transit. The adoption and presentation of the TDP in spring 2020 was delayed due to the Covid-19 pandemic.
 2. 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. Staff will coordinate transit performance measures with ARDOT.
 2. Staff will coordinate with ARDOT to develop and utilize performance measures and analytical methods to measure the transportation system’s connectivity to essential services.
 3. Staff will maintain the MPO-sponsored TAM Plan for Ozark Regional Transit and Razorback Transit.
 - a. The NWARPC MPO will monitor performance measures and set targets in coordination with Ozark Regional Transit 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. NWARPC MPO, in coordination with Ozark Regional Transit and Razorback Transit, to the maximum extent practical, has identified one region-wide State of Good Repair (SGR) performance target for each transit asset type. NWARPC MPO will assess progress towards region-wide attainment of the transit SGR performance target to better determine how funding decisions support regional targets for SGR.
- G. EVALUATE TRANSIT DATA:** 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.
- 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 develop the Congestion Management Process for the region. A consultant-led congestion management process/plan will be utilized to complete the required Congestion Management Process.

	44.24 END PRODUCTS	COMPLETION DATES
A.	Application reviews	On-going
B.	Performance-based approach	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	On-going
E.	Transit Development Plan/TAM Plan/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 Ozark Regional Transit 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 Regional Transit, Razorback Transit, area human service agencies and local jurisdictions.

COST DATA:

Federal	\$310,721
Local (MPO)	\$ 77,680
Total	\$388,401
Element Percent	24%

A consultant-led congestion management process/plan will be utilized to complete the required Congestion Management Process. (\$80,000 PL match \$20,000)

Note: Up to 12,000 of 5307 funds (Total Project cost \$15,000) may be utilized for TransCad Support.

44.25: TRANSPORTATION IMPROVEMENT PROGRAM

WORK TASKS

- A.** The FFY 2019-2022 TIP will be amended as needed; the FFY 2021-2024 TIP will be adopted when available.
- B.** Annual TIP updates will coincide with ARDOT and MoDOT STIP updates, when possible.
- 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 2021 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 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 2021-2024 TIP adoption	Unknown
B.	TIP amendments	On-going
C.	Coordinate with MoDOT on TIP project prioritization	On-going
D.	FFY 2021 Program of Projects (POP)	NWARPC/Policy Committee approval or December 2020
E.	FFY 2021 Program of Projects (POP)	NWARPC/Policy Committee approval or December 2020

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

COST DATA:

Federal	\$ 67,752
Local (MPO)	\$ 16,938
Total	\$ 84,690
Element Percent	5%

NOTES:

- Confirmed FY 2019 PL carry-over funds may be added to the FY 2021 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 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.

THE FOLLOWING ARE HIGHLIGHTS FROM THE NARTS FY 2020 WORK PROGRAM TASKS:

- Worked with Arkansas State Highway Commissioners, ARDOT and NWA National Airport officials, as well as other community leaders, toward formalizing a process to design and construct an airport access road.
- Amended the NWA Bicycle and Pedestrian Master Plan to include Highfill, AR, bicycle and pedestrian plans, to include a side path on Highway 112, and to include the NWA Bike Infrastructure Plan Targeted Bicycling Priority Network.
- Continued the process of updating the 2018 base network and master TAZ data in the Travel Demand Model, to be used in the 2045 NWARPC Metropolitan Transportation Plan (MTP).
- Began the 2045 NWARPC MTP process by holding two public input open houses, in conjunction with the Transit Development Plan. A transportation opinion survey was introduced at the open houses.
- 10-year Transit Development Plan (TDP) – This study began in January 2019 and will conclude in spring 2020. Two public input open houses were held in fall 2019, in conjunction with the 2045 MTP open houses. The results of the public engagement process and the other elements of the study will assist in forecasting transit needs for the region and will be included in the multimodal transportation system chapter in the 2045 MTP.
- Completed the 2019 NWA Regional Transportation Survey, a scientifically-based survey, to be used to inform the 2045 MTP.
- Tracked and coordinated project design and cost items for existing projects and approved FFY 2020 STBGP-A and TAP projects.
- Continued to support and assist the local transit agencies in their activities, including providing subrecipient oversight for FTA grant administration.
- Prepared for, and participated in, NWARPC's second FTA Triennial Review.
- Worked with MoDOT officials to further the I-49 Missouri-Arkansas Connector project by amending the NARTS TIP to align with MoDOT STIP.
- Worked with ARDOT officials to amend the NARTS TIP to align with ARDOT STIP.

- Published the 2019 ALOP and POP.

FY 2021 UPWP MULTIPLE SOURCE FINANCIAL SUMMARY

2021 UPWP Multiple Source Financial Summary	Federal	Local Match	Total	Percent
PL Funds (Arkansas)	\$ 803,604	\$ 200,901	\$ 1,004,505	61.41%
STBGP-A Funds	\$ 400,000	\$ 100,000	\$ 500,000	30.57%
FTA 5307	\$ 100,000	\$ 25,000	\$ 125,000	7.64%
PL Funds (Missouri)	\$ 5,000	\$ 1,250	\$ 6,250	0.38%
Total	\$1,308,604	\$ 327,151	\$ 1,635,755	100.00%
2021 UPWP Financial Summary (PL-AR)				
	Federal	Local Match		Percent
44.21-Program Support and Administration	\$ 184,829	\$ 46,207	\$ 231,036	23.00%
44.22-General Development and Comprehensive Planning	\$ 160,721	\$ 40,180	\$ 200,901	20.00%
44.23-Long Range Transportation Planning	\$ 241,081	\$ 60,270	\$ 301,352	30.00%
44.24-Short-Range Transportation Planning	\$ 160,721	\$ 40,180	\$ 200,901	20.00%
44.25-Transportation Improvement Program	\$ 56,252	\$ 14,063	\$ 70,315	7.00%
Total	\$803,604	\$200,901	\$1,004,505	100.00%
2021 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%
Total	\$ 5,000	\$ 1,250	\$ 6,250	100%
2021 UPWP STBGP-A Program Element AR				
	Federal	Match*	Total	Percent
44.21-Program Support and Administration	\$ -	\$ -	\$ -	0.00%
44.22-General Development and Comprehensive Planning	\$ 80,000	\$ 20,000.00	\$ 100,000	20.00%
44.23-Long Range Transportation Planning	\$ 260,000	\$ 65,000.00	\$ 325,000	65.00%
44.24-Short-Range Transportation Planning	\$ 50,000	\$ 12,500.00	\$ 62,500	12.50%
44.25-Transportation Improvement Program	\$ 10,000	\$ 2,500.00	\$ 12,500	2.50%
Total	\$ 400,000	\$ 100,000	\$ 440,000	100%
2021 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		\$ -	\$ -	100.00%
44.24-Short-Range Transportation Planning	\$ 100,000	\$ 25,000	\$ 125,000	0.00%
44.25-Transportation Improvement Program		\$ -	\$ -	0.00%
Total	\$ 100,000	\$ 25,000	\$ 125,000	100%
2021 UPWP Total by Elements				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 186,829	\$ 46,707	\$ 233,536	14%
44.22-General Development and Comprehensive Planning	\$ 240,721	\$ 60,180	\$ 300,901	18%
44.23-Long Range Transportation Planning	\$ 502,581	\$ 125,645	\$ 628,227	38%
44.24-Short-Range Transportation Planning	\$ 310,721	\$ 77,680	\$ 388,401	24%
44.25-Transportation Improvement Program	\$ 67,752	\$ 16,938	\$ 84,690	5%
Total	\$1,308,604	\$ 327,151	\$ 1,635,755	100%
* 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)*. Public notice concerning this Program was published in The Northwest Arkansas Democrat-Gazette newspaper on April 12, 2020 and in the La Prensa Libre and McDonald County Press newspapers on April 16, 2020. A Public Comment period was held from April 16, 2020 through April 30, 2020. No public comment was received. The Technical Advisory Committee recommended the Program for adoption on May 21, 2020. The NWARPC/Policy Committee reviewed and adopted the Program on May 27, 2020.

I hereby certify the adoption of this UPWP for State Fiscal Year 2021 by the NWARPC/Policy Committee on this 27th day of May, 2020 by Resolution #2020-02.



Chairman Mayor Bill Edwards

Northwest Arkansas Regional Planning Commission/Policy Committee