

**DRAFT**

## NARTS UNIFIED PLANNING WORK PROGRAM FISCAL YEAR 2022

**This Fiscal Year (FY) 2022 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, 2021 through June 30, 2022.**

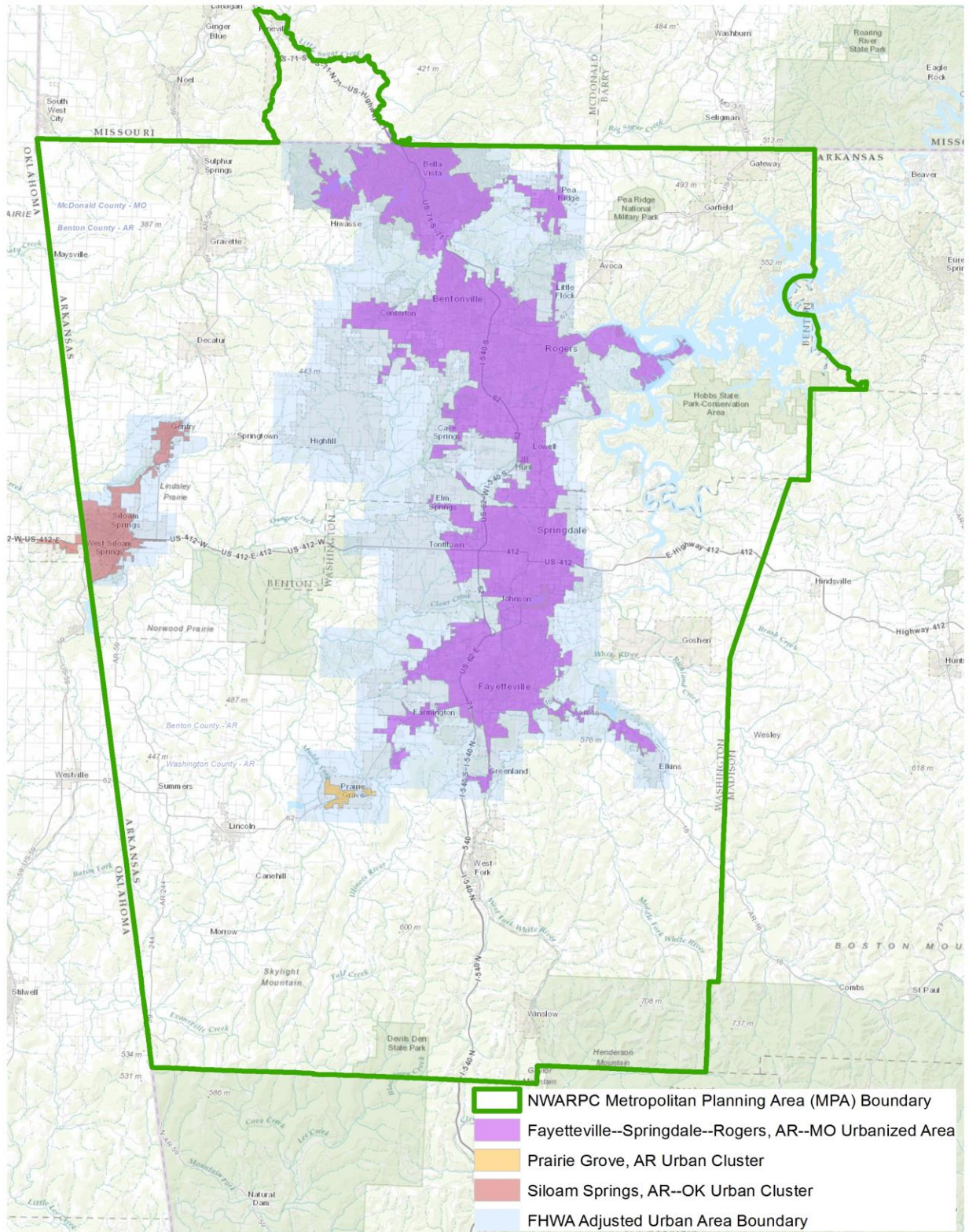
### THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:

AVOCA	BELLA VISTA
BENTON COUNTY	BENTONVILLE
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
WINSLOW	UNIVERSITY OF ARKANSAS
RAZORBACK TRANSIT	OZARK TRANSIT AUTHORITY (ORT)
ARKANSAS DEPARTMENT OF TRANSPORTATION (AR DOT)	
MISSOURI DEPARTMENT OF TRANSPORTATION (MO DOT)	
NORTHWEST ARKANSAS NATIONAL AIRPORT AUTHORITY	
IN COOPERATION WITH:	
U.S. DEPARTMENT OF TRANSPORTATION	
FEDERAL HIGHWAY ADMINISTRATION (FHWA)	
FEDERAL TRANSIT ADMINISTRATION (FTA)	

**NWARPC DISCLAIMER:** This notice is in accordance with the NWARPC 2045 Metropolitan Transportation Plan, the Federal Transportation Act (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). The FAST Act was set to expire on September 30, 2020. Congress approved a one-year extension to run through September 30, 2021.

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 2023 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 and local meetings and conferences will be attended. Keep informed of ARDOT, MoDOT, FHWA, and FTA programs, as well as local issues and trends in order to provide proper assistance to local governments and agencies.
- D. **ASSIST COUNTIES, CITIES, CITIZENS, AND THE MEDIA** in understanding the process of MPO transportation planning and the impact of transportation projects both short term and long term:
  1. Staff will update, as necessary, a brochure and the NWARPC web site outlining transportation planning procedures for the NARTS Technical Advisory Committee (TAC) and the NWARPC/Policy Committee, and the general public. The brochure and web site details how regional plans are implemented and who to contact for questions and answers.
  2. Staff will work with cities to create an understanding of the work and role of the MPO.
- E. **CONTINUE PUBLIC INVOLVEMENT PROCEDURES FOR ALL ASPECTS OF TRANSPORTATION PLANNING** as specified in the NARTS Public Participation Plan (PPP). The PPP and procedures will be reviewed and adjusted as needed to reflect changes in NARTS Bylaws, 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 most recent update occurred in 2020, and was adopted by the NWARPC/Policy Committee on September 23, 2020.

- F. COMPLY WITH TITLE II OF THE AMERICANS WITH DISABILITIES ACT, SECTION 504 OF THE REHABILITATION ACT, AND TITLE VI OF THE CIVIL RIGHTS ACT.** The 2021 NWARPC Title VI program was updated and approved by the NWARPC/Policy Committee on December 2, 2020. It was submitted into TrAMS in January 2021 and will require updating and re-submittal into TrAMS no later than February 1, 2024.
- Update plans as needed to incorporate diversity, equity, and inclusion.
- G. WORK WITH MODOT STAFF AND PLANNING PARTNERS TO PROVIDE COORDINATED TRANSPORTATION PLANNING** for the entire metropolitan area and establish all needed agreements, maps, documents, and procedures for cooperative efforts and mutual assistance in support of activities related to Missouri's inclusion in the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area.

	44.21 END PRODUCTS	COMPLETION DATES
A1.	Record keeping, daily correspondence and Progress Reports	Monthly/On-going
A2.	Audit Report and Annual Performance and Expenditure Report	Yearly/On-going
A3.	Committee meetings and planning process coordination	On-going
A4.	FY 2023 UPWP	May 2022
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 as part of the MTP update process	On-going
F.	Adhere to the 2021 NWARPC Title VI Program; update and submit into TrAMS no later than February 1, 2024	On-going
G.	Coordination with MoDOT	On-going

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

#### COST DATA

Federal	\$178,652
Local (MPO)	\$ 44,663
Total	\$223,315
Element Percent	13%

## 44.22: GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

### WORK TASKS

- A. MAINTAIN FILES THAT PROVIDE DEMOGRAPHIC AND INFRASTRUCTURE DATA WITHIN THE NARTS AREA.** Census population, household, and employment data and other information will be utilized and incorporated into reports, thematic maps, and TAZ boundaries. Staff will assist cities as needed for Census boundary updates. These data will be utilized to develop the demographics of the forecast years for the

Travel Demand Model. Collection and reporting of regional data from units of government will continue as necessary. Census 2020 data will be incorporated into planning documents as data becomes available.

- B. MAPPING/GIS:** Provide mapping and GIS assistance to participating units and maintain county and regional maps. Create data to represent information for TIP, STBGP project locations, TAP locations, etc. Update functional classification map, open space map, watershed maps and others as needed.

Coordinate regional GIS efforts for data and information:

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

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

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

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

#### COST DATA

Federal	\$318,480
Local (MPO)	\$ 79,620
Total	\$398,100
Element Percent	23%

## 44.23: LONG-RANGE TRANSPORTATION PLANNING

### WORK TASKS

#### A. ASSISTANCE TO PARTICIPATING JURISDICTIONS:

1. Assist TAC, NWARPC/Policy Committee and individual jurisdictions in the development and implementation of policies and procedures regarding the selection of projects and the utilization of **SURFACE TRANSPORTATION BLOCK GRANT PROGRAM** funds for areas with a population greater than 200,000 (STBGP > 200K) and **TRANSPORTATION ALTERNATIVES PROGRAM** (TAP) funds.
  - Engage the TAC and NWARPC/Policy Committee in an update to the policies, procedures and application process to reflect new program priorities.
2. Assist counties and cities, as well as the Northwest Arkansas Regional Mobility Authority 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.
3. Continue to collaborate with Northwest Arkansas planning partners to establish the tools, capacity and public support to address housing, infrastructure, and transportation mode choices to: reduce

transportation costs and commute times to work, and improve access to public transportation, shopping and services, neighborhood schools, and community amenities.

**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. Recently updated model will be utilized to forecast transportation priorities and develop scenarios for forecast years 2025, 2035 and 2045.
8. The 2045-forecast year will be utilized in ongoing capacity and level of service studies and MTP project selection.

**C. ACTIVE TRANSPORTATION**

1. Performance Measures and Measurable Goals
  - NWARPC will work with ARDOT, MoDOT and local jurisdictions to identify measures and to develop methodologies to implement performance-based planning and programming for active transportation.
2. Continue the development and implementation of the NWA Regional Bicycle and Pedestrian Master Plan (adopted as part of the 2040 MTP, March, 2016; amended and adopted as part of the 2045 MTP, March, 2021) that will enhance the full connectivity of non-motorized transportation throughout Northwest Arkansas 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.
  - Update the NWA Regional Bicycle and Pedestrian Master Plan.
  - The goals of the Master Plan will be shared with the general public, cities, and consultants.
  - Continue evaluation of the region's topography and natural environment, including greenway corridors, for logical locations and connections.
  - Provide assistance to ensure and facilitate uniformity and consistency in the standards, operations, and management of the network.
  - Encourage and support implementation and updating of the individual plans and assist the cities as needed to meet the goal of implementing aspects of the 5E's: engineering, education, encouragement, 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.
  - Offer informational assistance to citizen groups formed to promote the Heritage Trail.
  - Continue the effort to promote proper signage for the Heritage Trail and the broader system.
  - Update the Heritage Trail Plan as historical data is discovered that better represents Heritage Trail.
  - Work with State and local organizations to advance Heritage Trails designations.

4. Provide staff assistance, as needed, to the Razorback Greenway Alliance to ensure and facilitate uniformity and consistency in the standards, operations, and management of the Razorback Greenway.

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

The MTP was adopted by the NWARPC/Policy Committee on March 24, 2021, meeting federal guidelines that require MTP updates every five years. The MTP incorporated the following:

- The NWARPC Public Participation Plan for public participation and involvement. (Adopted September 23, 2020.)
- The Travel Demand Model data – Updated regional demographics to 2045.
- The 2045 MTP Transportation Opinion Survey.
- The 2019 NWA Transportation Survey, which was completed in fall 2019.
- The 2018 Transit Origin and Destination Survey.
- The 2020 Connect NWA-10-year Transit Development Plan (TDP) – The results of the public engagement process and the other elements of the study assisted in forecasting transit needs for the region.
- The NWA Regional Bicycle and Pedestrian Master Plan.
- Congestion Management Process update (CMP).

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



**E. ASSIST STATE DOTS WITH THE FOLLOWING:**

- Western North/South Connector Study.
- XNA Airport Access Road.
- Highway 71B from Highway 412 to Highway 264 (Springdale and Rogers).
- Indian Nation Council of Governments (INCOG) Highway 412 Study, from I-35 (west of Tulsa and running N/S through Oklahoma City) to I-49, for possible designation as an interstate highway, in coordination with Oklahoma Department of Transportation (ODOT) (Cherokee Turnpike/Cimarron Turnpike in Oklahoma) and ARDOT.

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

1. NWARPC 2045 MTP implementation.
2. Highway 112 Access Management Regional Vision Statement and Access Management Plan Agreements.
3. Implementation of the Connect NWA-10-year Transit Development Plan through attendance and participation at ORT board meetings and other transit agency meetings.
4. Management and Operations and Congestion Management. 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 will participate in the statewide TSMO/ITS Plan. NWARPC will partner with ARDOT to develop a Regional TSMO/ITS plan. NWARPC will update the 2015 Congestion Management Plan utilizing ARDOT's on-call consultant.
5. NWA Regional Bicycle and Pedestrian Master Plan, Individual Community Plans and Heritage Trail Plan.
6. NWA Open Space Plan updates.

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

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

**H. FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT COMPLIANCE:**

1. The FAST Act was signed into law on December 4, 2015.
2. The NWARPC 2045 MTP was approved by the RPC/Policy Committee on March 24, 2021 with the approval of Resolution #2021-02, and was developed to incorporate both MAP-21 and FAST Act requirements, and any additional legislation.

	<b>44.23 END PRODUCTS</b>	<b>COMPLETION DATES</b>
<b>A.</b>	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>B.</b>	Utilize TDM to assist transit agencies with route optimization and scenario planning and assist jurisdictions	On-going
<b>C.</b>	Performance Measures and Measurable Goals	On-going
<b>D.</b>	Amend the NWARPC 2045 MTP to include recent studies, Travel Demand Model data, CMP and TSMO/ITS as required.	On-going

<b>E.</b>	Assist ARDOT and MoDOT with various studies/projects, assist ODOT with interstate designation	On-going
<b>F.</b>	Continue activities to advance regional plans, access management plans, community involvement and Connect NWA-TDP implementation through the NWARPC/Policy Committee, TAC, and other committees	On-going
<b>G.</b>	Coordination with MoDOT on MTP implementation	On-going
<b>H.</b>	NWARPC 2045 MTP compliance with FAST Act	On-going

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

#### COST DATA

Federal	\$526,478
Local (MPO and State)	<u>\$131,620</u>
Total	\$658,098
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 NWARPC 2045 MTP and the NARTS Transportation Improvement Program (TIP).
- C. EVALUATE CRASH RATE DATA:** Evaluate the available crash rate data within the metropolitan planning area. Staff will coordinate with ARDOT and MoDOT on the use of the data to meet 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 TRANSIT AUTHORITY AND RAZORBACK TRANSIT:**
  1. Continue to support and assist the transit agencies in their activities, including providing subrecipient oversight for FTA grant administration.
  2. Recommend continued and expanded route testing with NWA businesses and municipalities.
  3. Assist the transit agencies with route planning and scheduling through appropriate software acquisition \$19,800 (\$15,840 per year Federal and \$3,960 Local Match-split equally between ORT, Razorback, and NWARPC).
  4. Continue to coordinate and support ARDOT, ORT and Razorback Transit in implementation of their public transportation agency safety plans (PTASP).

6. Approval by the NWARPC/Policy Committee of the PTASP, at least within 180 days after the date of transit agency approval. The NWARPC/Policy Committee approved Resolution #2020-12 on December 2, 2020 in support of ORT's and Razorback Transit's PTASP(s).

**E. TRANSIT DEVELOPMENT PLAN (TDP):**

1. The NWARPC/Policy Committee approved Resolution #2020-06 on October 28, 2020 thereby adopting the Connect NWA-10-year TDP.
2. Continue to assist ORT, Razorback Transit and local jurisdictions with implementation of the Connect NWA TDP.
3. The MPO coordinates with ORT and Razorback Transit for updates to the TDP in order to select projects for inclusion in the TIP.

**F. TRANSIT PERFORMANCE MEASURES:**

1. Coordinate transit performance measures with Ozark Transit Authority, Razorback Transit, and ARDOT.
2. Coordinate with ARDOT to develop and utilize performance measures and analytical methods to measure the transportation system's connectivity to essential services.
3. Maintain the MPO-sponsored TAM Plan for Ozark Transit Authority and Razorback Transit.
  - a. The NWARPC MPO will monitor performance measures and set targets in coordination with Ozark Transit Authority and Razorback Transit. In order to determine progress toward achievement of targets, NWARPC MPO will conduct system performance reports with each update of the Metropolitan Transportation Plan (MTP). Additionally, NWARPC MPO will describe how implementation of the Transportation Improvement Program (TIP) is anticipated to make progress toward achievement of targets.
  - b. NWARPC MPO, in coordination with Ozark Transit Authority 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 Transit Authority 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 in ORT and Razorback Transit activities	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 ORT and Razorback Transit	Federal due-dates/On-going
H.	Coordinate with ARDOT on the Statewide Public Transportation Coordination Plan	On-going
I.	Congestion Management Process	On-going

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

**COST DATA:**

Federal	\$326,652
Local (MPO)	\$ 81,663
Total	\$408,315
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 2021-2024 TIP** was adopted on December 2, 2020, and will be amended or administratively modified as needed. NWARPC MPO will work with ARDOT and MoDOT to update the administrative modification criteria.
- 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 2022 PROGRAM OF PROJECTS (POP).** The POP includes projects proposed for Ozark Transit Authority and Razorback Transit to be funded from the Urbanized Area's FTA Section 5307



apportionment. POP projects must be listed in the TIP. The TIP public participation and approval processes serve to satisfy the requirements for Ozark Regional Transit and Razorback Transit for public participation under Section 5307. The POP is published on the NWARPC website after NWARPC/Policy Committee approval or December 31, whichever comes first.

	44.25 END PRODUCTS	COMPLETION
A.	FFY 2021-2024 TIP amendments and administrative modifications as needed and administrative modification criteria update	On-going
B.	TIP amendments	On-going
C.	Coordinate with MoDOT on TIP project prioritization	On-going
D.	2021 Annual Listing of Projects (ALOP)	NWARPC/Policy Committee approval or December 2021
E.	FFY 2022 Program of Projects (POP)	Upon NWARPC/Policy Committee approval

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

**COST DATA:**

Federal	\$ 37,998
Local (MPO)	\$ 9,499
Total	\$ 47,497
Element Percent	3%

**NOTES:**

- Confirmed FY 2020 PL carry-over funds may be added to the FY 2022 UPWP PL funds.
- Missouri PL funds in the amount of \$5,000 with a \$1,250 local match will be added to Element 44.21, 44.23 and 44.25 to support Missouri-based planning activities.
- All references to PL funds in this document relate to Arkansas PL funds unless noted to be Missouri funds.

**THE FOLLOWING ARE HIGHLIGHTS FROM THE NARTS FY 2021 WORK PROGRAM TASKS:**

- The NWARPC Public Participation Plan (PPP) requires a review by the TAC and RPC/Policy Committee as part of the regular update cycle for the MTP. Staff updated the PPP, adding several new items, such as the Virtual Meeting Concept, the Interagency Consultation Process, and Performance Measures. The PPP went through the public comment process as well as state and federal officials' review. The RPC/Policy Committee approved the *NWARPC 2020 Public Participation Plan* on September 23, 2020.
- The 2018 NWARPC Title VI Program went through an update process, including public comment. The RPC/Policy Committee approved Resolution #2020-08 Adopting the *NWARPC 2021 Title VI Program* on December 2, 2020. The Program was submitted to FTA through TrAMS in January 2021.
- The 10-year Transit Development Plan (TDP) study began in January 2019 and was scheduled to conclude in spring 2020. However, due to the coronavirus health emergency and pandemic, a decision was made to postpone the final plan presentations until the fall 2020. Presentations were made virtually throughout the fall. The RPC/Policy Committee approved Resolution #2020-06 Adopting *Connect NWA-10-year Transit Development Plan*. The plan assisted in forecasting transit needs for the NWA region and was included in the NWARPC 2045 MTP.
- The *NARTS FFY 2021-2024 Transportation Improvement Plan (TIP)* went through the public input and comment process, as well as review by ARDOT and MoDOT. It was adopted by the RPC/Policy Committee on December 2, 2020 by Resolution #2020-09. The TIP was reconciled with the State STIP through Amendment

#1, approved by the RPC/Policy Committee on March 4, 2021. ARDOT and MoDOT performance measures and targets were included in the TIP.

- The *NWARPC 2045 Metropolitan Transportation Plan (MTP)* development process began in fall 2019 and continued throughout FY 2020, and into FY 2021. Some of the items the MTP has incorporated include: the PPP process for public participation and involvement; the Travel Demand Model data; the 2045 Transportation Opinion Survey; the 2019 NWA Transportation Survey; the Transit Origin and Destination Survey; the Connect NWA-TDP; the NWA Regional Bicycle and Pedestrian Master Plan; and guiding Policies – including Access Management, Complete Streets, CMP, and Performance Measures and Targets. A constrained and unconstrained project list, as well as TIP projects are also in the MTP. The RPC met virtually on January 27, 2021 and held a Final Public Open House for the Draft MTP during the meeting. Public comment was taken. A motion to approve the Draft MTP to go to a 30-day Public Comment Period was approved. A 30-day Public Comment Period ran from January 28, 2021 through February 28, 2021. The RPC/Policy Committee approved the Plan by Resolution #2021-02 on March 24, 2021.
- The RPC/Policy Committee approved Resolution #2020-11 to amend the NWA Bicycle and Pedestrian Master Plan, which is included in the NWARPC 2045 MTP, to change several catalyst projects and update cross sections.
- NWARPC staff worked with ARDOT on the Western North/South Connector Study between Hwy 612 (Hwy 412 Northern Bypass) and Hwy 549 west of I-49 (Bella Vista Bypass) (Minute Order 2019-11); the XNA Airport Access Road; Highway 71B from Highway 412 to Highway 264 (Springdale and Rogers).
- NWARPC continued the process of updating the 2018 base network and master TAZ data in the Travel Demand Model, which was used in the 2045 MTP.
- NWARPC and ARDOT officials signed an Agreement of Understanding to partner on the regional TSMO plan and update to the ITS Architecture for the NWA region. NWARPC also worked with ARDOT officials on updating the 2015 CMP Report.
- NWARPC worked with ARDOT and NWA public transit providers, Ozark Regional Transit and UA Razorback Transit, to establish public transportation agency safety plans (PTSAP). On December 11, 2020 the RPC/Policy Committee approved Resolution #2020-12 A Resolution to Support the Ozark Transit Authority and UA Razorback Transit Established Performance Measures and Targets for Safety.
- Subrecipient Oversight for FTA Section 5339 – NWARPC completed the review process and final FY 2020 Compliance Review Report for UA Razorback Transit.
- NWARPC received notification from FTA in March 2020 that, due to the pandemic, FTA made the decision to re-schedule 2020 oversight site visits for FFY 2021. NWARPC submitted all documentation requested by the FTA reviewer by January 8, 2021. A site visit has not yet been scheduled for NWARPC's second FTA Triennial Review.
- NWARPC tracked and coordinated project design and cost items for existing projects and approved FFY 2021 STBGP-A and TAP projects.
- NWARPC published the 2020 ALOP and POP.
- NWARPC continued to work with MoDOT and its planning partners to provide coordinated transportation planning for the entire metropolitan area. NWARPC also continues to work with Pineville, Jane, and McDonald County, Missouri regarding alternative transportation planning efforts.
- NWARPC continued to assist member jurisdictions with mapping and other planning activities.

## FY 2022 UPWP MULTIPLE SOURCE FINANCIAL SUMMARY

<b>2022 UPWP Multiple Source Financial Summary</b>	<b>Federal</b>	<b>Local Match</b>	<b>Total</b>	<b>Percent</b>
PL Funds (Arkansas)	\$ 883,260	\$ 220,815	\$ 1,104,075	63.62%
STBGP-A Funds	\$ 400,000	\$ 100,000	\$ 500,000	28.81%
FTA 5307	\$ 100,000	\$ 25,000	\$ 125,000	7.20%
PL Funds (Missouri)	\$ 5,000	\$ 1,250	\$ 6,250	0.36%
<b>Total</b>	<b>\$1,388,260</b>	<b>\$ 347,065</b>	<b>\$ 1,735,325</b>	<b>100.00%</b>
<b>2022 UPWP Financial Summary (PL-AR)</b>	<b>Federal</b>	<b>Local Match</b>	<b>Total</b>	<b>Percent</b>
44.21-Program Support and Administration	\$ 176,652	\$ 44,163	\$ 220,815	20.00%
44.22-General Development and Comprehensive Planning	\$ 238,480	\$ 59,620	\$ 298,100	27.00%
44.23-Long Range Transportation Planning	\$ 264,978	\$ 66,245	\$ 331,223	30.00%
44.24-Short-Range Transportation Planning	\$ 176,652	\$ 44,163	\$ 220,815	20.00%
44.25-Transportation Improvement Program	\$ 26,498	\$ 6,624	\$ 33,122	3.00%
<b>Total</b>	<b>\$883,260</b>	<b>\$220,815</b>	<b>\$1,104,075</b>	<b>100.00%</b>
<b>2022 UPWP Financial Summary (PL-MO)</b>	<b>Federal</b>	<b>Local Match</b>	<b>Total</b>	<b>Percent</b>
44.21-Program Support and Administration	\$ 2,000	\$ 500	\$ 2,500	40.00%
44.22-General Development and Comprehensive Planning		\$ -	\$ -	
44.23-Long Range Transportation Planning	\$ 1,500	\$ 375	\$ 1,875	30.00%
44.24-Short-Range Transportation Planning		\$ -	\$ -	
44.25-Transportation Improvement Program	\$ 1,500	\$ 375	\$ 1,875	30.00%
<b>Total</b>	<b>\$ 5,000</b>	<b>\$ 1,250</b>	<b>\$ 6,250</b>	<b>100%</b>
<b>2022 UPWP STBGP-A Program Element AR</b>	<b>Federal</b>	<b>Match*</b>	<b>Total</b>	<b>Percent</b>
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 (Note: \$200K for ITS-TSMO)	\$ 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%
<b>Total</b>	<b>\$ 400,000</b>	<b>\$ 100,000</b>	<b>\$ 500,000</b>	<b>100%</b>
<b>2022 UPWP FTA 5307 Program Element AR</b>	<b>Federal</b>	<b>Local Match</b>	<b>Total</b>	<b>Percent</b>
44.21-Program Support and Administration		\$ -	\$ -	0.00%
44.22-General Development and Comprehensive Planning		\$ -	\$ -	0.00%
44.23-Long Range Transportation Planning		\$ -	\$ -	0.00%
44.24-Short-Range Transportation Planning	\$ 100,000	\$ 25,000	\$ 125,000	100.00%
44.25-Transportation Improvement Program		\$ -	\$ -	0.00%
<b>Total</b>	<b>\$ 100,000</b>	<b>\$ 25,000</b>	<b>\$ 125,000</b>	<b>100%</b>
<b>2022 UPWP Total by Elements</b>	<b>Federal</b>	<b>Local Match</b>	<b>Total</b>	<b>Percent</b>
44.21-Program Support and Administration	\$ 178,652	\$ 44,663	\$ 223,315	13%
44.22-General Development and Comprehensive Planning	\$ 318,480	\$ 79,620	\$ 398,100	23%
44.23-Long Range Transportation Planning	\$ 526,478	\$ 131,620	\$ 658,098	38%
44.24-Short-Range Transportation Planning	\$ 326,652	\$ 81,663	\$ 408,315	24%
44.25-Transportation Improvement Program	\$ 37,998	\$ 9,499	\$ 47,497	3%
<b>Total</b>	<b>\$1,388,260</b>	<b>\$ 347,065</b>	<b>\$ 1,735,325</b>	<b>100%</b>
* Match is proposed to be provided from local and state sources				

**ADOPTION:**

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

- Public Notice of a TAC meeting to review the Draft FY 2022 UPWP and a two-week public comment period.
  - Published in the April 4, 2021, Sunday edition of the Democrat Gazette newspaper.
  - Published in the April 8, 2021, Thursday editions of the La Prensa and the McDonald County Press newspapers.
  - Published on the NWARPC web site.
- The TAC reviewed the Draft FY 2022 UPWP on April 15, 2021, and approved a motion to send the Draft to a two-week public comment period.
- A two-week public comment period began Monday, April 19, 2021 and ran through 5:00 pm, Monday, May 3, 2021. **XX** comments were received.
- The TAC met on May 20, 2021 and recommended the Draft FY 2022 UPWP to the NWARPC/Policy Committee for consideration.
- The NWARPC/Policy Committee reviewed and approved Resolution #2021-05 Approving the FY 2022 UPWP on May 26, 2021.

I hereby certify the adoption of this UPWP for State Fiscal Year 2022 by the NWARPC/Policy Committee on this 26<sup>th</sup> day of May, 2021 by Resolution #2021-05.

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Mayor Chris Keeney, Chair  
Northwest Arkansas Regional Planning Commission/Policy Committee