

NARTS UNIFIED PLANNING WORK PROGRAM FISCAL YEAR 2023

This Fiscal Year (FY) 2023 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, 2022 through June 30, 2023.

THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:

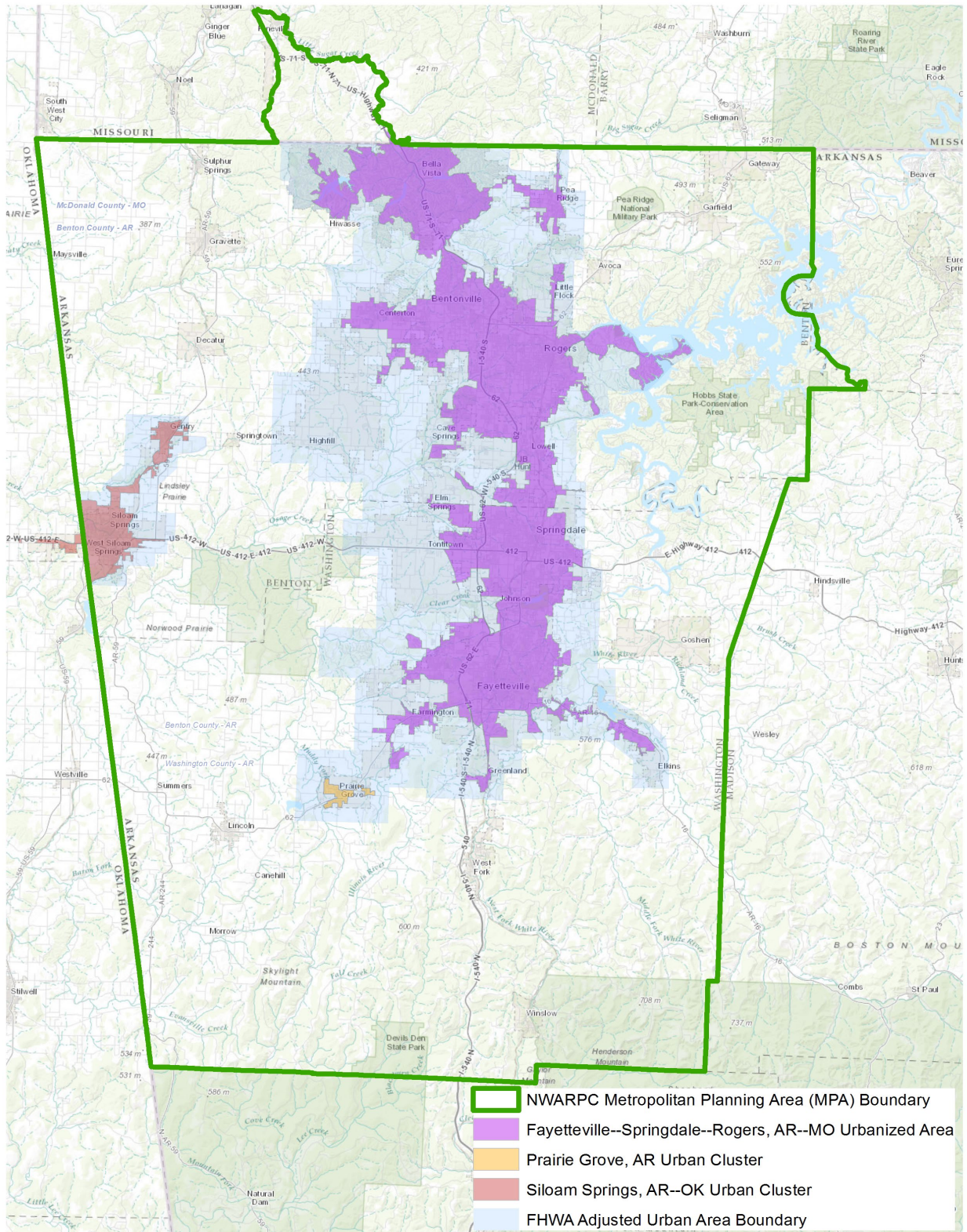
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| AVOCA BENTON COUNTY CAVE SPRINGS DECATUR ELM SPRINGS FAYETTEVILLE GATEWAY GOSHEN GREENLAND JOHNSON LITTLE FLOCK McDONALD COUNTY, MO PRAIRIE GROVE ROGERS SPRINGDALE SULPHUR SPRINGS WASHINGTON COUNTY WINSLOW OZARK TRANSIT AUTHORITY (ORT) | BELLA VISTA BENTONVILLE CENTERTON ELKINS FARMINGTON GARFIELD GENTRY GRAVETTE HIGHFILL LINCOLN LOWELL PEA RIDGE PINEVILLE, MO SILOAM SPRINGS SPRINGTOWN TONTITOWN WEST FORK UNIVERSITY OF ARKANSAS RAZORBACK TRANSIT |
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ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)
 MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT)
 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 (BIL) in cooperation with local agencies, the Arkansas Department of Transportation, the Missouri Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Documents are funded in part through grant(s) from the FHWA, FTA, and/or the U.S. Department of Transportation. The views and opinions of the NWARPC expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

NWARPC NOTICE OF NONDISCRIMINATION POLICY: The NWARPC complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Nicole Gibbs, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 7-1-1 or 1-800-285-1131); Para llamadas en español, marque el 866-656-1842; para llamadas en inglés, marque el 711 o directamente al 800-285-1131 or the following email address: ngibbs@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact Nicole Gibbs. Si necesita información en otro idioma, comuníquese Nicole Gibbs, 479-751-7125, cuando menos 48 horas antes de la junta. **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PUBLIC PARTICIPATION PROCESS FOR PROGRAM OF PROJECTS (POP):** The public participation procedures outlined in the NWARPC Public Participation Plan (PPP) with respect to TIP development serve as the public participation process required for the development of transit projects as per FTA Circular 9030.1E.

NARTS METROPOLITAN PLANNING AREA (MPA)



FEDERAL METROPOLITAN PLANNING PROGRAM

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

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

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

Set-aside for Increasing Safe and Accessible Transportation Options

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

Travel Demand Data and Modeling

The BIL requires the Secretary to:

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

Housing Coordination

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

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

FEDERAL PLANNING EMPHASIS AREAS

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

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

will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.

- **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

- **Public Involvement**

FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.

- **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

- **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes.

- **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

FEDERAL PLANNING FACTORS BY PROGRAM ELEMENT

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

(a) Policy. – It is in the national interest –

- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
- (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

(f) Coordination in Multistate Areas. —

- (1) In general. — The Secretary shall encourage each Governor with responsibility for a portion of a multistate metropolitan area and the appropriate metropolitan planning organizations to provide coordinated transportation planning for the entire metropolitan area.
- (2) Interstate compacts. — The consent of Congress is granted to any two or more States—
 - (A) to enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under this section as the activities pertain to interstate areas and localities within the States; and
 - (B) to establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

PLANNING FACTORS

(h) Scope of Planning Process. —

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

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

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

44.21: PROGRAM SUPPORT AND ADMINISTRATION

WORK TASKS

- A. **PROVIDE THOSE ADMINISTRATIVE, BUDGETING, BOOKKEEPING, AND CLERICAL DUTIES REQUIRED** in order to perform work tasks and comply with ARDOT, MoDOT, FHWA, and FTA requirements. Progress reports and related documentation will be prepared in conjunction with PL activities, as well as the FY 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, housing, stormwater, climate, environmental, and local meetings and conferences will be attended. Keep informed of ARDOT, MoDOT, FHWA, and FTA programs, as well as local issues and trends in order to provide proper assistance to local governments and agencies.
- D. **ASSIST COUNTIES, CITIES, CITIZENS, AND THE MEDIA** in understanding the process of MPO transportation planning and the impact of transportation projects both short term and long term:
 1. Staff will update, as necessary, a brochure and the NWARPC 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, BIL 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 2024 UPWP | May 2023 |
| 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 | \$161,783 |
| Local (MPO) | \$ 40,446 |
| Total | \$202,229 |
| Element Percent | 13% |

44.22: GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

WORK TASKS

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

Update functional classification map, open space map, watershed maps and others as needed.

Coordinate regional GIS efforts for data and information:

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

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

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

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

COST DATA

| | |
|-----------------|------------------|
| Federal | \$275,708 |
| Local (MPO) | \$ <u>68,927</u> |
| Total | \$344,634 |
| 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. The Plan provides for a well-planned, safe and efficient system of Complete Streets, complete local and regional networks of on-street and off-street bicycle and pedestrian infrastructure, and new and improved bridges/underpasses designed with complete and appropriate bike/ped accommodations that meet AASHTO and FHWA guidelines for pedestrians and bicyclists that connect local jurisdictions and destinations such as employment, shopping, health and education centers.
 - 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.
 - Review, update, and amend Complete Streets policies in adopted NWARPC plans. Encourage the adoption of Complete Streets plans and policies by member agencies, including the adopted regional Complete Streets policy in the Bicycle and Pedestrian Master plan.

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)

1. The MTP was adopted by the NWARPC/Policy Committee on March 24, 2021, meeting federal guidelines that require MTP updates every five years. The MTP incorporated the following:
 - The NWARPC Public Participation Plan 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).
2. Amend the 2045 MTP to include Bipartisan Infrastructure Law (BIL) new funding programs and requirements, along with the 2021 Federal Planning Emphasis Areas, including provisions for housing coordination, next generation transportation planning, stormwater, and carbon reduction.

| 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 |
| 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 services we enjoy today | Preserve and Maintain Infrastructure | 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 |
| 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. | Keep all travelers safe, no matter the mode of transportation | Improve Safety | 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 |
| 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. | 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 |
| 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. | 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 % 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) |
| 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 BMP's Cave Springs Recharge Area |

E. ASSIST STATE DOTs WITH THE FOLLOWING:

- XNA Airport Access Road
- Highway 412 Study, from I-35 (west of Tulsa and running N/S through Oklahoma City) to I-49, for designation as a future interstate highway, in coordination with Oklahoma Department of Transportation (ODOT) (Cherokee Turnpike/Cimarron Turnpike in Oklahoma) and ARDOT.
- State DOT's [Complete Streets Plan/Policy](#)
- State DOT's [EV Infrastructure Deployment Plan](#)
- State DOT's [Alternative Fuel Corridor Designations](#)
- State DOT's [Vision Zero / Safety Plans / Safe System Approach](#)
- State DOT's [Carbon Reduction Plan](#)
- State DOT's Bicycle and Pedestrian Accommodation Policy

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

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

| | 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. | Amend the NWARPC 2045 MTP to include recent studies, Travel Demand Model data, CMP and TSMO/ITS as required. | On-going |
| E. | Assist ARDOT and MoDOT with various studies/projects, assist | On-going |

| | | |
|-----------|---|----------|
| | ODOT with interstate designation | |
| F. | 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 |
| G. | Coordination with MoDOT on MTP implementation | On-going |
| H. | NWARPC 2045 MTP compliance with BIL | 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 | \$436,175 |
| Local (MPO and State) | <u>\$109,044</u> |
| Total | \$545,219 |
| Element Percent | 36% |

Notes:

- Up to \$50,000 in STBGP-A funds, plus match, may be utilized to develop FTA/FHWA discretionary grant applications including utilizing consultant services to assist in the preparation of Benefit Cost Analysis and associated transportation data required for the filing of discretionary grants.
- Up to \$50,000 in STBGP-A funds, plus match, may be utilized to address climate change.
- Up to \$100,000 in STBGP-A funds, plus \$25,000 in state match, will be utilized to partner with ARDOT to complete the NWA Regional TSMO/ITS plans.

44.24: SHORT-RANGE TRANSPORTATION PLANNING

WORK TASKS

- INTER-GOVERNMENTAL REVIEW PROCESS:** Review area FTA and FHWA funding applications.
- PERFORMANCE-BASED APPROACH – METROPOLITAN TRANSPORTATION PLANNING:** BIL continues MAP-21 requirements for the MPO to establish and use a “performance-based approach to transportation decision making” that supports BIL National Goals. The MPO will continue to coordinate with ARDOT and MoDOT on the establishment of a “performance-based approach” to transportation planning and the establishment of MPO “performance measures and performance targets” that will be integrated into the NWARPC 2045 MTP and the NARTS Transportation Improvement Program (TIP).
- EVALUATE CRASH RATE DATA:** Evaluate the available crash rate data within the metropolitan planning area. Staff will coordinate with ARDOT and MoDOT on the use of the data to meet BIL performance measures, ARDOT and MoDOT performance targets, and future MPO performance measures for the region to reduce traffic fatalities and serious injuries on public roads.

D. OZARK TRANSIT AUTHORITY AND RAZORBACK TRANSIT:

1. Continue to support and assist the transit agencies in their activities, including providing subrecipient oversight for FTA grant administration.
2. Recommend continued and expanded route testing with NWA businesses and municipalities.
3. Assist the transit agencies with route planning and scheduling through appropriate software acquisition \$19,800 (\$15,840 per year Federal and \$3,960 Local Match-split equally between ORT, Razorback, and NWARPC).
4. Continue to coordinate and support ARDOT, ORT and Razorback Transit in implementation of their public transportation agency safety plans (PTASP).
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. TAM Plan Ozark Regional Transit Authority and Razorback Transit.
 - a. The NWARPC MPO will monitor performance measures and set targets in coordination with Ozark Transit Authority and Razorback Transit. In order to determine progress toward achievement of targets, NWARPC MPO will conduct system performance reports with each update of the Metropolitan Transportation Plan (MTP). Additionally, NWARPC MPO will describe how implementation of the Transportation Improvement Program (TIP) is anticipated to make progress toward achievement of targets.
 - b. 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 BIL performance targets, and future MPO performance measures for the region. The travel demand model will be utilized for scenario testing and model runs in support of the two agencies' planning efforts.

H. STATEWIDE PUBLIC TRANSPORTATION COORDINATION PLAN

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

I. CONGESTION MANAGEMENT PROCESS

Staff will continue to 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 Targets/Assist in implementation of Transit Development Plan | On-going |
| F. | Collection and analysis of data for performance targets and measures in coordination with ARDOT | Federal due-dates/On-going |
| G. | Collection and analysis of data for performance targets and measures in coordination with ORT and Razorback Transit | Federal due-dates/On-going |
| H. | Coordinate with ARDOT on the Statewide Public Transportation Coordination Plan | On-going |
| I. | Congestion Management Process | On-going |

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

COST DATA:

| | |
|-----------------|-----------|
| Federal | \$297,283 |
| Local (MPO) | \$ 74,321 |
| Total | \$371,604 |
| Element Percent | 25% |

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.

2023-2026 TIP Development

- 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 2023 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. FFY2023-2026 TIP | On-going |
| B. | TIP amendments | On-going |
| C. | Coordinate with MoDOT on TIP project prioritization | On-going |
| D. | 2022 Annual Listing of Projects (ALOP) | NWARPC/Policy Committee approval or December 2021 |
| E. | FFY 2023 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 | \$ 32,968 |
| Local (MPO) | \$ 8,242 |
| Total | \$ 41,209 |
| Element Percent | 3% |

NOTES:

- Confirmed FY 2021PL carry-over funds may be added to the FY 2023 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 2022 WORK PROGRAM TASKS:

(TO BE ADDED)

DRAFT

NARTS FY 2023 UPWP - DRAFT

FY 2023 UPWP MULTIPLE SOURCE FINANCIAL SUMMARY

| 2023 UPWP Multiple Source Financial Summary | | | | |
|--|--------------------|-------------------|---------------------|----------------|
| | Federal | Local Match | Total | Percent |
| PL Funds (Arkansas) | \$ 798,917 | \$ 199,729 | \$ 998,646 | 66.36% |
| STBGP-A Funds | \$ 300,000 | \$ 75,000 | \$ 375,000 | 24.92% |
| FTA 5307 | \$ 100,000 | \$ 25,000 | \$ 125,000 | 8.31% |
| PL Funds (Missouri) | \$ 5,000 | \$ 1,250 | \$ 6,250 | 0.42% |
| Total | \$1,203,917 | \$ 300,979 | \$ 1,504,896 | 100.00% |
| 2023 UPWP Financial Summary (PL-AR) | | | | |
| | Federal | Local Match | Total | Percent |
| 44.21-Program Support and Administration | \$ 159,783 | \$ 39,946 | \$ 199,729 | 20.00% |
| 44.22-General Development and Comprehensive Planning | \$ 215,708 | \$ 53,927 | \$ 269,634 | 27.00% |
| 44.23-Long Range Transportation Planning | \$ 239,675 | \$ 59,919 | \$ 299,594 | 30.00% |
| 44.24-Short-Range Transportation Planning | \$ 159,783 | \$ 39,946 | \$ 199,729 | 20.00% |
| 44.25-Transportation Improvement Program | \$ 23,968 | \$ 5,992 | \$ 29,959 | 3.00% |
| Total | \$798,917 | \$199,729 | \$998,646 | 100.00% |
| 2023 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% |
| 2023 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 | \$ 60,000 | \$ 15,000.00 | \$ 75,000 | 20.00% |
| 44.23-Long Range Transportation Planning (Note: \$125K for ITS-TSMO) | \$ 195,000 | \$ 48,750.00 | \$ 243,750 | 65.00% |
| 44.24-Short-Range Transportation Planning | \$ 37,500 | \$ 9,375.00 | \$ 46,875 | 12.50% |
| 44.25-Transportation Improvement Program | \$ 7,500 | \$ 1,875.00 | \$ 9,375 | 2.50% |
| Total | \$ 300,000 | \$ 75,000 | \$ 375,000 | 100% |
| 2023 UPWP FTA 5307 Program Element AR | | | | |
| | Federal | Local Match | Total | Percent |
| 44.21-Program Support and Administration | | \$ - | \$ - | 0.00% |
| 44.22-General Development and Comprehensive Planning | | \$ - | \$ - | 0.00% |
| 44.23-Long Range Transportation Planning | | \$ - | \$ - | 0.00% |
| 44.24-Short-Range Transportation Planning | \$ 100,000 | \$ 25,000 | \$ 125,000 | 100.00% |
| 44.25-Transportation Improvement Program | | \$ - | \$ - | 0.00% |
| Total | \$ 100,000 | \$ 25,000 | \$ 125,000 | 100% |
| 2023 UPWP Total by Elements | | | | |
| | Federal | Local Match | Total | Percent |
| 44.21-Program Support and Administration | \$ 161,783 | \$ 40,446 | \$ 202,229 | 13% |
| 44.22-General Development and Comprehensive Planning | \$ 275,708 | \$ 68,927 | \$ 344,634 | 23% |
| 44.23-Long Range Transportation Planning | \$ 436,175 | \$ 109,044 | \$ 545,219 | 36% |
| 44.24-Short-Range Transportation Planning | \$ 297,283 | \$ 74,321 | \$ 371,604 | 25% |
| 44.25-Transportation Improvement Program | \$ 32,968 | \$ 8,242 | \$ 41,209 | 3% |
| Total | \$1,203,917 | \$ 300,979 | \$ 1,504,896 | 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).

- The TAC reviewed the Draft FY 2023 UPWP on **March 17, 2022**, and approved a motion to send the Draft to a two-week public comment period.
- Public Notice of a TAC meeting to review the Draft FY 2023 UPWP and a two-week public comment period. ***projected dates**
 - Published in the **April 3, 2022**, Sunday edition of the Democrat Gazette newspaper.
 - Published in the **April 7, 2022**, Thursday editions of the La Prensa and the McDonald County Press newspapers.
 - Published on the NWARPC web site.
- A two-week public comment period began Wednesday, **April 6, 2022** and ran through, Wednesday, **April 20, 2022**.
- The TAC met on **April 21, 2022** and recommended the Draft FY 2023 UPWP to the NWARPC/Policy Committee for consideration.
- The NWARPC/Policy Committee reviewed and approved **Resolution #2022-XX** Approving the FY 2023 UPWP on **April 27, 2022**.

I hereby certify the adoption of this UPWP for State Fiscal Year 2023 by the NWARPC/Policy Committee on this _____ day of _____, **2022** by **Resolution #2022-XX**.

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

NARTS FY 2023 UPWP - DRAFT

ESTIMATED TIMELINE FOR WORK PRODUCTS

| Year | | 2022 | | | | 2023 | | | | 2024 | | | | 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | | 2029 | | | | 2030 | | | |
|----------------|------------------------|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|
| Qrt | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Work Products | MTP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | PPP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Title VI | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Title VI Empl.Training | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | STIP/TIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ALOP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | POP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TAM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | UPWP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | APER | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Annual Report | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sub-Area Plans | TDP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Bike-Ped | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | TSMO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | ITS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Open Space | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Stormwater | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reviews | Sec. 5339 Monit. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FTA Tri. Review | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | FHWA Cert. Rev. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NOTES:
(TO BE ADDED)