

NARTS UNIFIED PLANNING WORK PROGRAM FISCAL YEAR 2023

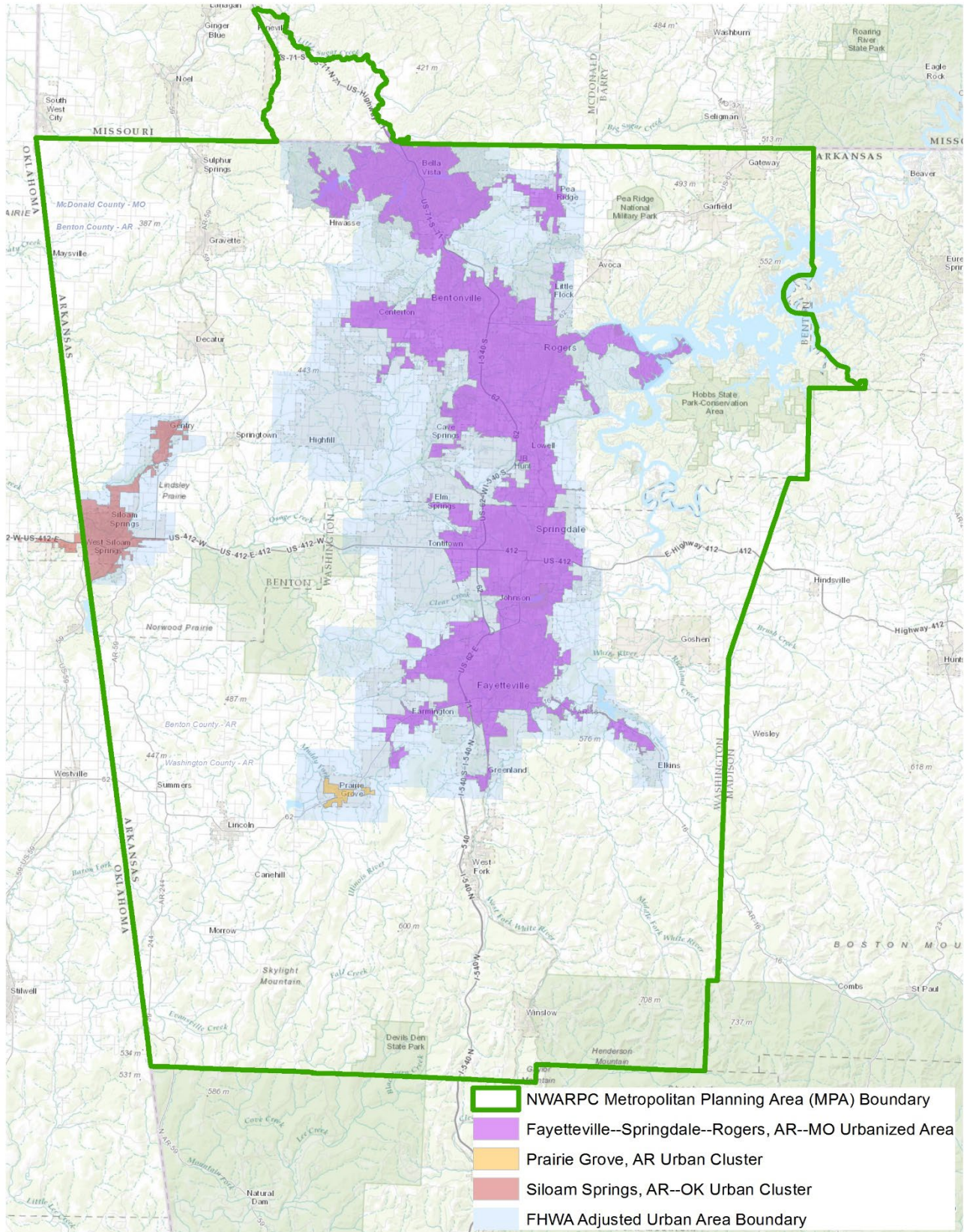
This Fiscal Year (FY) 2023 Unified Planning Work Program (UPWP) outlines the planning activities of the Northwest Arkansas Regional Planning Commission (NWARPC) serving as the Northwest Arkansas Regional Transportation Study (NARTS) from July 1, 2022 through June 30, 2023.

THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:

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	SILOAM SPRINGS
SPRINGDALE	SPRINGTOWN
SULPHUR SPRINGS	TONTITOWN
WASHINGTON COUNTY	WEST FORK
WINSLOW	UNIVERSITY OF ARKANSAS
OZARK TRANSIT AUTHORITY (ORT)	RAZORBACK TRANSIT
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 (BITL) 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 FLMAs 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	\$185,461
Local (MPO)	\$ 46,365
Total	\$231,826
Element Percent	14%

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	\$307,672
Local (MPO)	\$ 76,918
Total	\$384,590
Element Percent	22%

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, complete streets, 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 for all ages and abilities.

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 for all ages and abilities.
 - 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).
 - Safe and Accessible Transportation Options and Complete Streets.
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
- State DOT's Freight Rail and Passenger Rail Plan

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 ODOT with interstate designation	On-going
F.	Continue activities to advance regional plans, access management plans, community involvement and Connect NWA-TDP	On-going

	implementation through the NWARPC/Policy Committee, TAC, and other committees	
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	\$521,691
Local (MPO and State)	<u>\$130,423</u>
Total	\$652,114
Element Percent	38%

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 Carbon Reduction 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.
- The FY 2023 UPWP will use at least 2.5% of FHWA PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities including complete streets.

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:** 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).
- 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 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. The NWARPC MPO, in coordination with Ozark Transit Authority and Razorback Transit, will adopt State of Good Repair (SGR) performance targets for each transit asset type for each agency. NWARPC MPO will assess progress towards region-wide attainment of the transit SGR performance targets to better determine how funding decisions support transit targets for SGR.
 - c. The NWARPC MPO will update the 2018 University of Arkansas Razorback Transit - Transit Asset Management (TAM) Plan.

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	\$320,961
Local (MPO)	\$ 80,240
Total	\$401,201
Element Percent	23%

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 \$24,000 of FTA 5307 funds plus match (Total Project cost \$30,000, Razorback Transit Provides Local Match) may be utilized for the Razorback Transit - Transit Asset Management (TAM) Plan.

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. **THE FFY 2023-2026 TIP** will be developed and adopted when available.

- B. **ANNUAL TIP UPDATES** will coincide with ARDOT and MoDOT STIP updates, when possible.
- C. **COORDINATE WITH MODOT** on prioritization of TIP projects for the Missouri portion of the MPA.
- D. **THE ANNUAL LISTING OF PROJECTS (ALOP)** for which federal highway and transit funds have been obligated will be published on the NWARPC website every December.
- E. **PROPOSED FFY 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	\$ 36,519
Local (MPO)	\$ 9,130
Total	\$ 45,649
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:

- NWARPC began the process to coordinate a Regional Assessment of Stormwater Management with the US Corps of Engineers and the Arkansas Natural Resource Division.
- NWARPC the Active Transportation Committee (ACT) continued to develop the NWA Regional Bicycle and Pedestrian Master Plan Update, which is anticipated to be completed in December 2022.
- 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 approved Resolution #2021-08 supporting the designation of the US 412 corridor, from I-35 in Oklahoma to I-49 in Arkansas, as a future interstate highway, which was subsequently designated by Congress under the Bipartisan Infrastructure Law (BIL) on the National Highway System.
- 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 October 27, 2021 the RPC/Policy Committee approved Resolution #2021-12 to Support the Arkansas Department of Transportation (ARDOT) and the Missouri Department of Transportation (MoDOT) Established Performance Targets for Safety
- NWARPC completed the review process for the Subrecipient Oversight for FTA Section 5339 and final FY 2021 Compliance Review Report for UA Razorback Transit.
- NWARPC continued to work with FTA on the re-scheduled 2020 FTA Triennial Review and after addressing the deficiencies noted during the oversight process, received a closeout letter from the FTA Regional Administrator on January 21, 2022. NWARPC/Policy Committee approved Resolution #2022-02, Adopting the Revised NWARPC Procurement Procedures and Resolution #2022-03, approving an updated NWARPC Employee Handbook in response to the procurement deficiencies identified in the review on January 26, 2022.
- NWARPC continued to collect, develop, and update data for the Transportation Analysis Zones (TAZ) utilized by the Northwest Arkansas Travel Demand Model, and continues to review and improve the model as more information becomes available from the Census 2020 or from local sources.
- NWARPC continued to follow requirements for public participation developed in the NWARPC Public Participation Plan (PPP).
- NWARPC tracked and coordinated project design and cost items for existing projects and approved FFY 2022 STBGP-A and TAP projects on August 25, 2021.
- NWARPC published the 2021 ALOP and POP.
- NWARPC continued to work 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 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 and aid in the public dissemination of reports and maps relevant to transportation planning.
- NWARPC continued 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.

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)	\$ 917,303	\$ 229,326	\$ 1,146,629	66.84%
STBGP-A Funds	\$ 300,000	\$ 75,000	\$ 375,000	21.86%
FTA 5307	\$ 100,000	\$ 25,000	\$ 125,000	7.29%
Carbon Reduction Program	\$ 50,000	\$ 12,500	\$ 62,500	3.64%
PL Funds (Missouri)	\$ 5,000	\$ 1,250	\$ 6,250	0.36%
Total	\$1,372,303	\$ 343,076	\$ 1,715,379	100.00%
2023 UPWP Financial Summary (PL-AR)				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 183,461	\$ 45,865	\$ 229,326	20.00%
44.22-General Development and Comprehensive Planning	\$ 247,672	\$ 61,918	\$ 309,590	27.00%
44.23-Long Range Transportation Planning	\$ 275,191	\$ 68,798	\$ 343,989	30.00%
44.24-Short-Range Transportation Planning	\$ 183,461	\$ 45,865	\$ 229,326	20.00%
44.25-Transportation Improvement Program	\$ 27,519	\$ 6,880	\$ 34,399	3.00%
Total	\$917,303	\$229,326	\$1,146,629	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 Carbon Reduction Program				
	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	\$ 50,000	\$ 12,500	\$ 62,500	100.00%
44.24-Short-Range Transportation Planning	\$ -	\$ -	\$ -	0.00%
44.25-Transportation Improvement Program	\$ -	\$ -	\$ -	0.00%
Total	\$ 50,000	\$ 12,500	\$ 62,500	100%
2023 UPWP Total by Elements				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 185,461	\$ 46,365	\$ 231,826	14%
44.22-General Development and Comprehensive Planning	\$ 307,672	\$ 76,918	\$ 384,590	22%
44.23-Long Range Transportation Planning	\$ 521,691	\$ 130,423	\$ 652,114	38%
44.24-Short-Range Transportation Planning	\$ 320,961	\$ 80,240	\$ 401,201	23%
44.25-Transportation Improvement Program	\$ 36,519	\$ 9,130	\$ 45,649	3%
Total	\$1,372,303	\$ 343,076	\$ 1,715,379	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). *projected

- 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.
 - 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 #2022-06 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 #2022-06.

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																																				
	TAM																																				
	ALOP																																				
	POP																																				
	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.																																				

WORK PRODUCT NOTES:	Update Cycle	Last Completed	Next Due
Metropolitan Transportation Plan (MTP)	5 years	2021	2026
Public Participation Plan (PPP)	5 years	2021	2024
Title VI Program (Title VI), includes annual Employee Training	3 years	2021	2024
Transportation Improvement Program (TIP)	At least, 4 years	2020	2022
Transit Asset Management (TAM) Plan	4 Years	2018	2022
Annual Listing of Projects (ALOP)	Annual	2021	2022
Program of Projects (POP)	Annual	2021	2022
Unified Planning Work Program (UPWP)	Annual	2021	2022
Annual Performance and Expenditure Report (APER)	Annual	2021	2022
Annual Report	Annual	2021	2022

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SUB-AREA PLAN NOTES:	Update Cycle	Last Completed	Next Due
Transit Development Plan (TDP)	5-10 years	2020	2030
Bicycle & Pedestrian Master Plan (Bike-Ped)	5-10 years	2015	2022
Transportation Systems Management and Operations (TSMO)	7 years	N/A	2022
Intelligent Transportation Systems (ITS)	7 years	2007	2022
Congestion Management Plan (CMP)	7 years	2015	2022
Open Space Plan (Open Space)	5-10 years	2016	2023
NWA Regional Assessment of Stormwater Management (Stormwater)	TBD	N/A	2023
REVIEW NOTES:	Cycle	Last Completed	Next Due
FTA Section 5339 Subrecipient Monitoring	Annual	2021	2022
FTA Triennial Review	3 years	2021	2024
FHWA Review + Certification	4 years	2018	2022