

Unified Planning Work Program (UPWP)

State Fiscal Year 2021: July 1, 2020 - June 30, 2021

Tri-Lakes Metropolitan Planning Organization

Adopted: May 21, 2020

Preparation and publication of this document was financed in part by funds provided by the United States Department of Transportation's Federal Highway and Federal Transit Administrations. The provision of Federal financial assistance should not be construed as denoting U.S. Government approval of plans, policies, programs or projects contained herein.

Non-Discrimination Statement

The Tri-Lakes Metropolitan Planning Organization (MPO) 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 MPO does not discriminate on the basis of race, sex, color, age, national origin, religion, disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the MPO's programs and activities, as well as the MPO's hiring or employment practices.

This notice is available from the ADA/504/Title VI Coordinator in large print, on audio tape and Braille, upon request. Free language assistance will be provided to persons of LEP upon request. Complaints of alleged discrimination and inquiries regarding the MPO's nondiscrimination policies should be directed to:

Emmily Tiampati
MPO Study Director & ADA/504/Title VI Coordinator
Tri-Lakes Metropolitan Planning Organization
P.O. Box 6409
Hot Springs, AR 71902
501-302-5028, Voice/TTY 711
etiampati@wcapdd.org

La Organización de Planificación Metropolitana de Tri-Lakes (MPO) cumple con todas las disposiciones de derechos civiles de los estatutos federales y las autoridades relacionadas que prohíben la discriminación en programas y actividades que reciben asistencia financiera federal. Por lo tanto, la MPO no discrimina por motivos de raza, sexo, color, edad, origen nacional, religión, discapacidad, dominio limitado del inglés (LEP) o estado de bajos ingresos en la admisión, acceso y tratamiento en los programas de la MPO y actividades, así como las prácticas de contratación o empleo de la MPO.

Este aviso está disponible del Coordinador de ADA/504/Título VI en letra grande, en cinta de audio y Braille, a pedido. Se proporcionará asistencia lingüística gratuita a las personas de LEP que lo soliciten. Las quejas de supuesta discriminación y las consultas sobre las políticas de no discriminación de la MPO deben dirigirse a:

Emmily Tiampati
Directora de Estudios de MPO y ADA/504/Coordinadora del Título VI
Organización de planificación metropolitana de Tri-Lakes
P.O. Box 6409
Hot Springs, AR 71902
501-302-5028, Voz / TTY 711
etiampati@wcapdd.org

Table of Contents

<i>Non-Discrimination Statement</i>	2
<i>Introduction</i>	4
Planning Partners	4
Metropolitan Planning Area MAP	4
Planning Factors	5
National Goals	5
Planning Emphasis Areas	6
<i>SFY 2020 UPWP Accomplishments</i>	8
<i>SFY 2021 UPWP Activity Line Items</i>	9
1. Program Support & Administration	9
2. General Development and Comprehensive Planning	9
3. Long Range Transportation Planning	10
4. Short Range Transportation Planning	10
5. Transportation Improvement Program	11
<i>Financial Summary</i>	11
<i>Public Comments</i>	12
<i>Resolution</i>	13

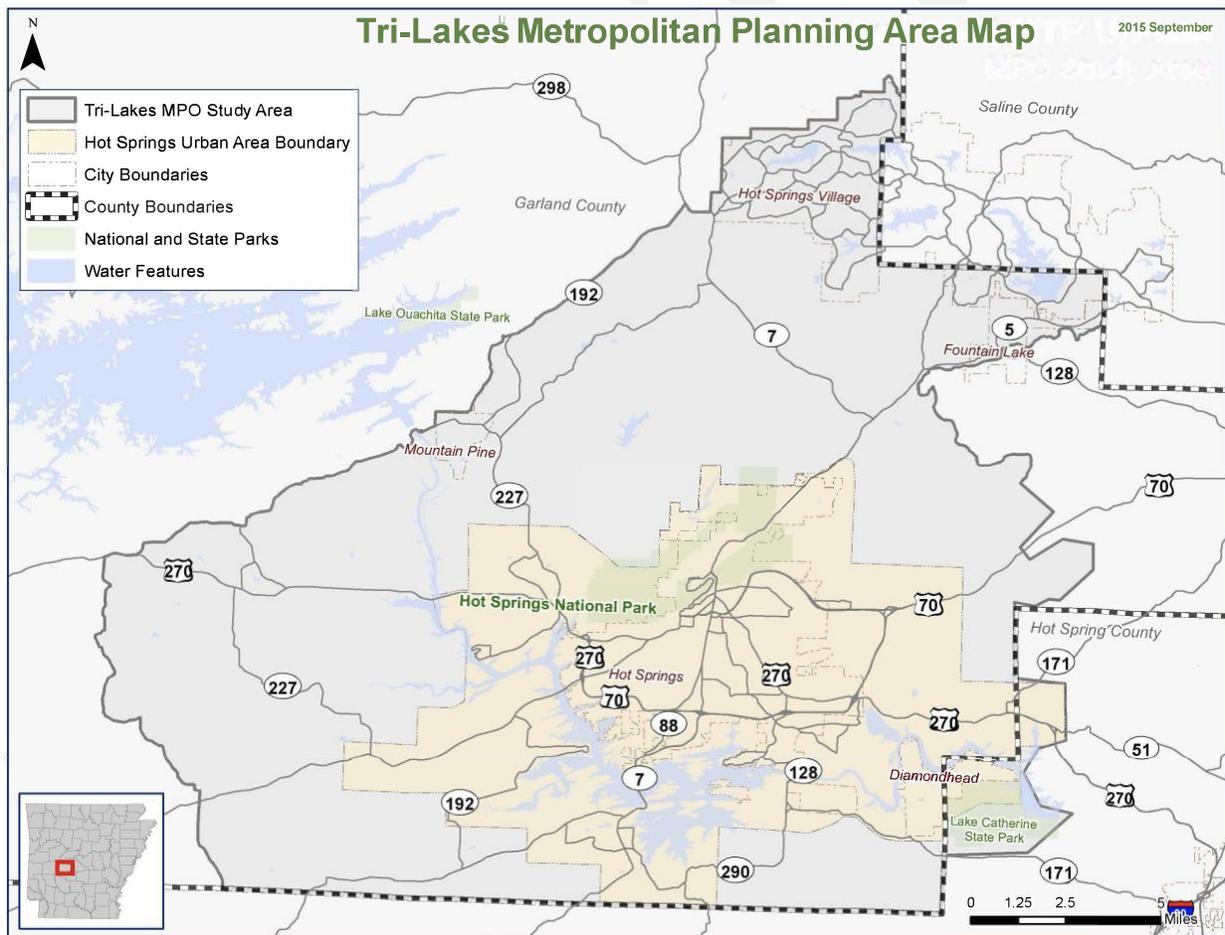
Introduction

Planning Partners

MPO's are designated by federal law to serve in urbanized areas with populations of at least 50,000 people. The Tri-Lakes Metropolitan Planning Organization (MPO) is a regional transportation planning organization that was established in 2003. The MPO serves the Hot Springs Area Transportation Study (HSATS), whose member jurisdictions and planning partners include the following agencies:

- Garland County
- City of Hot Springs, including HSIT
- Hot Springs Village
- Town of Fountain Lake
- City of Mountain Pine
- Greater Hot Springs Chamber of Commerce
- Hot Spring County
- Arkansas Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- National Park Service

Metropolitan Planning Area MAP



Planning Factors

The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following planning factors:¹

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) 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;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- (10) Enhance travel and tourism.

The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).

National Goals

It is in the interest of the United States to focus the Federal-Aid Highway Program on the following national goals:²

- (1) Safety.-To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- (2) Infrastructure condition.-To maintain the highway infrastructure asset system in a state of good repair.
- (3) Congestion reduction.-To achieve a significant reduction in congestion on the National Highway System.
- (4) System reliability.-To improve the efficiency of the surface transportation system.
- (5) Freight movement and economic vitality.-To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (6) Environmental sustainability.-To enhance the performance of the transportation system while protecting and enhancing the natural environment.

¹ 23 CFR §450.306 Scope of the metropolitan transportation planning process

² 23 USC §150 National goals and performance management measures

- (7) Reduced project delivery delays.-To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Planning Emphasis Areas

In 2014, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sent a letter to the Executive Directors of the Metropolitan Planning Organizations (MPO) and the heads of the State Departments of Transportation (State DOT) encouraging them to give priority to the following emphasis areas in their updated UPWPs and statewide planning and research programs: MAP-21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity.³

1. **MAP-21 Implementation:** Transition to Performance-based Planning and Programming - We encourage State DOTs and MPOs to further develop their performance management approach to transportation planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks could include working with local planning partners to identify how to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets. The MPOs might also explore the option to use scenario planning to develop their metropolitan transportation plan. We encourage you to use the following resources to help develop your approach: Performance Based Planning and Programming Guidebook; Model Long Range Transportation Plans Guidebook and Small Metropolitan Areas: Performance Based Planning.
2. **Regional Models of Cooperation:** Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO and State Boundaries- To improve the effectiveness of transportation decision making, we encourage State DOTs, MPOs, and providers of public transportation to think beyond traditional borders and adopt a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and rural planning organizations (RPO) can reduce project delivery times and enhance the efficient use of resources, particularly in urbanized areas that are served by multiple MPOs. The MPOs can revisit their metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication among State DOTs, MPOs, and providers of public transportation to improve collaboration, policy implementation, technology use, and performance management. State DOTs and MPOs can explore the opportunity to partner with RPOs to conduct transportation planning in non-metropolitan areas. We encourage you to visit FHWA's Regional Models of Cooperation and Every Day Counts Initiative Webpages for more information.
3. **Ladders of Opportunity:** Access to Essential Services- We encourage State DOTs, MPOs, and providers of public transportation, as part of the transportation planning process, to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, schools/education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations, with adequate access to essential services. Other effective work tasks could include: evaluating the effectiveness of public participation plans for

³ <https://www.transit.dot.gov/regulations-and-guidance/transportation-planning/fy2016-planning-emphasis-area>

engaging transportation disadvantaged communities in the transportation decision-making process; updating the Section 5310 Coordinated Human Service Public Transportation Plans; assessing the safety and condition of pedestrian and bicycle facilities; and evaluating compliance with Americans with Disabilities Act, particularly around schools, concentrations of disadvantaged populations, social services, medical, and transit facilities.

Fixing America's Surface Transportation Act (FAST Act): On December 4, 2015, President Obama signed into law Public Law 114-94, FAST Act, which funds surface transportation programs—including, but not limited to, Federal-aid highways, through FFY 2020. The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.⁴

Performance-Based Planning and Programming (PBPP): Following federal transportation laws (MAP-21 and FAST Act), grant recipients are required to transition to performance-driven, outcome-based programs. Performance management is a strategic approach that uses performance data to inform decision-making and outcomes. FTA and FHWA published the final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning on May 27, 2016. The rule establishes new requirements for States and MPOs to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. As part of this PBPP approach, recipients of federal highway and transit funds are required to link investment priorities from their Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) to achieve performance targets. In a series of rulemakings, FHWA and FTA are establishing national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement.⁵

Civil Rights: Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The use of the word “person” is important as the protections afforded under Title VI apply to anyone, regardless of whether the individual is lawfully present in the United States or a citizen of a State within the United States. In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability), Civil Rights Restoration Act of 1987, 49 CFR Part 21, 23 CFR Part 200, U.S. DOT Order 1050.2A (Standard Title VI Assurances and Non-Discrimination Provisions), Executive Order (EO) #12898 (Environmental Justice), and EO #13166 (Limited English Proficiency).⁶ Notably, the MPO complies with all federal non-discrimination laws and regulations.

3-C Process: The purposes of the provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303, as amended, are to set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive (3-C) performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development, and takes into consideration resiliency needs, while

⁴ <https://www.fhwa.dot.gov/fastact/summary.cfm>

⁵ <https://www.transit.dot.gov/performance-based-planning>

⁶ https://www.fhwa.dot.gov/civilrights/programs/title_vi/

minimizing transportation-related fuel consumption and air pollution; and to encourage the continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).⁷

Pedestrian and Bicycle Safety: Livable communities that support bicycling and walking are a high priority of the U.S. DOT. A livable community is one that provides safe and convenient transportation choices to all citizens, whether it's by walking, bicycling, transit, or driving. Pedestrian and bicyclist safety improvements depend on an integrated approach that involves the 4 E's: Engineering, Enforcement, Education, and Emergency Services.⁸

SFY 2020 UPWP Accomplishments

Below are highlights of some of the SFY 2020 UPWP accomplishments:

- Held and prepared documents for Policy Board and Technical Advisory Committee meetings;
- Updated the MPO's website and Facebook account with various information;
- Published SFY 2019 APER;
- Published FFY 2019 ALOP;
- Drafted SFY 2021 UPWP;
- Began the Public Participation Plan update;
- Reviewed crash data, traffic volumes, demographic and other data;
- Coordinated with ARDOT and other stakeholders on performance measures and targets.
- TIP Monitoring: Shared and reviewed ARDOT's reports on projects that are in the planning phase or construction phase; staff minutes; and bid letting notices.
- Continued 2045 MTP development process;
 - Drafted MTP project prioritization guidelines;
 - Drafted and prioritized projects;
 - Drafted financial plan;
 - Drafted system performance report;
 - Drafted, disseminated, analyzed, and shared survey monkey results;
 - Updated and shared MTP draft chapters and appendices;
 - Mapped draft projects on Google Earth.
- Coordinated with ARDOT and Hot Springs Intracity Transit (HSIT) on MTP Projects and triennial review requests.
- Coordinated with the City of Hot Springs, ARDOT, NPS and other stakeholders on the 061577 FLAP (Wayfinding) Project;
- Shared ARDOT's preliminary concepts on the MLK interchanges study (061555);
- Hosted a Value Capture Workshop in coordination with FHWA;
- Attended various transportation related meetings, webinars and workshops; and
- Shared various information such as grant opportunities, southwest trail updates, ARDOT's public meetings on funding options, and etc.

⁷ 23 CFR §450.300 (a) (b)

⁸ https://safety.fhwa.dot.gov/ped_bike/

SFY 2021 UPWP Activity Line Items

A UPWP is a program of identifying the planning priorities and activities to be carried out in the MPA during the next one- or two-year period.⁹ As outlined by the following activity line items, the planning priorities of the Tri-Lakes MPO and its planning partners are to carry out a continuous, comprehensive and coordinated multi-modal performance based metropolitan transportation planning process that supports the national goals, planning factors and planning emphasis areas, to the maximum extent practicable; through various transportation projects and activities.

1. Program Support & Administration

Program Support & Administration (44.21.00): Includes basic overhead, program support, and general administrative costs; examples include direct program support, administration, interagency coordination, citizen participation, public information, local assistance, and Unified Planning Work Program (UPWP) development. (If direct program administrative and support costs are included in each work or activity, do not enter them a second time in this category).

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.21.00	Program Support & Administration		
A	Prepare SFY 2020 APER.	September 2020	MPO
B	Review and Implement SFY 2021 UPWP.	Continuous	MPO/LPA/ARDOT/OTHER
C	Prepare SFY 2022 UPWP.	May 2021	MPO/LPA/ARDOT
D	Review and Implement Bylaws as needed.	Continuous	MPO
E	Update MPO Website as needed.	Continuous	MPO
F	Review and Implement Public Participation Plan as needed.	Continuous	MPO
G	Community Outreach.	Continuous	MPO/OTHER
H	Participate in various transportation related opportunities for professional development and training such as conferences, webinars, meetings, teleconferences, workshops, trainings, and etc. For example: AMPO, APA, ATA, ATPC, TRB, FHWA, FTA, and etc.	Continuous	MPO/LPA/ARDOT/OTHER
I	Perform other administrative and program support activities as needed.	Continuous	MPO

2. General Development and Comprehensive Planning

General Development and Comprehensive Planning (44.22.00): Includes only the costs of activities specifically emphasizing regional policy and system planning for non-transportation functional areas, plus the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling, and forecasting activity; examples include land use, housing, human services, environmental and natural resources, recreation and open space, public facilities, and utilities.

⁹ FTA C 8100.1C (2008-9-1)

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.22.00	General Development & Comprehensive Planning		
A	Review demographic, traffic, safety, and other transportation related data as needed.	Continuous	MPO/LPA/ARDOT
B	Mapping, graphics, and other data visualization techniques as needed.	Continuous	MPO/LPA/ARDOT
C	Interagency Coordination.	Continuous	MPO/LPA/ARDOT/OTHER
D	Perform other general development activities as needed.	Continuous	MPO

3. Long Range Transportation Planning

Long Range Transportation Planning (LRTP) (44.23.00). System Level: Includes only the costs of activities specifically emphasizing long range transportation system planning and analysis; examples include long range travel forecasting and modeling including appropriate data base development and maintenance for transportation in the entire metropolitan area or State, system analysis, sketch planning, system plan development, reappraisal or revision, and all long-range Transportation System Management (TSM) activities. **Project Level:** Examples include corridor and subarea studies, cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.23.00	Long Range Transportation Planning		
A	Update 2040 MTP as needed	Continuous	MPO/LPA/ARDOT
B	2045 MTP Draft Development	September 30, 2020	MPO/LPA/ARDOT
C	Assist with the development and implementation of the Southwest Trail as needed.	Continuous	MPO/LPA/ARDOT
D	Perform other long-range multimodal transportation planning projects and activities as needed.	Continuous	MPO/LPA/ARDOT

4. Short Range Transportation Planning

Short Range Transportation Planning (44.24.00): Includes only the costs of activities specifically emphasizing short range transportation system or project planning and analysis proposed in the next three to five years; examples include management analyses of internal operations such as management/administration, maintenance, personnel, and labor relations; service planning including appropriate data base development and maintenance; Transportation Development Plan (TDP) preparation; financial management planning, including alternative farebox policies; and all short range Transportation System Management (TSM) activities including vanpool/ridesharing, high occupancy vehicles, parking management. Performance-Based Planning and Programming (PBPP) and public transit activities are also included in this section.

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.24.00	Short Range Transportation Planning		
A	Performance Based Planning & Programming (PBPP) activities.	Continuous	ARDOT/HSIT/MPO
B	Assist with the 061577 FLAP (Wayfinding) Project.	Continuous	MPO/LPA/ARDOT/OTHER
C	Assist with the 061555 Study (MLK Interchanges) development & implementation as needed.	Continuous	MPO/LPA/ARDOT
D	Assist with the R60140 (MLK Expressway Extension) project as needed.	Continuous	MPO/LPA/ARDOT
E	Coordinate with HSIT on the Public Transportation Agency Safety Plan, PBPP, and other transit activities.	Continuous	HSIT/MPO/ARDOT
F	Perform other short-range, multi-modal, transportation planning projects and activities as needed.	Continuous	MPO/LPA/ARDOT

5. Transportation Improvement Program

Transportation Improvement Program (TIP) (44.25.00): Includes only the costs of activities specifically emphasizing TIP development and monitoring.

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.25.00	Transportation Improvement Program		
A	TIP Monitoring	Continuous	MPO/LPA/ARDOT
B	Publish FFY 2020 ALOP	December 2020	ARDOT/MPO/LPA
C	TIP Development/Adoption	TBD	MPO/LPA/ARDOT
D	Perform other TIP related projects and activities as needed.	Continuous	MPO/LPA/ARDOT

Financial Summary

Financial Summary					
ALI Code	Activity Line Item (ALI)	State Fiscal Year (SFY) 2021 UPWP			
		Federal Share (FHWA/FTA) 80%	Local Match 20%	Total	Percent by ALI
44.21.00	Program Support & Administration	\$28,384.75	\$7,096.19	\$35,480.94	25%
44.22.00	General Development & Comprehensive Planning	\$17,030.85	\$4,257.71	\$21,288.56	15%
44.23.00	Long-Range Planning	\$28,384.75	\$7,096.19	\$35,480.94	25%
44.24.00	Short-Range Planning	\$22,707.80	\$5,676.95	\$28,384.75	20%
44.25.00	Transportation Improvement Program	\$17,030.85	\$4,257.71	\$21,288.56	15%
TOTAL		\$113,539.00	\$28,384.75	\$141,923.75	100%

** Like most MPO planning documents, please note that the entire UPWP is an estimate, and therefore it is subject to change.**

Public Comments

The MPO made public announcements in regard to the SFY 2021 UPWP development in a general circulation newspaper, MPO's website and Facebook page. **The following is a summary of the public comments.**

DRAFT

Resolution

Resolution 2020-01

UPWP SFY 2021: July 1, 2020 – June 30, 2021

WHEREAS, the Tri-Lakes MPO is the designated Metropolitan Planning Organization (MPO) for the Hot Springs Area Transportation Study (HSATS); and

WHEREAS, according to 23 CFR §450.308: Funding for transportation planning and unified planning work programs, funds provided under 23 U.S.C. 104(d), 49 U.S.C. 5305(d), and 49 U.S.C. 5307, are available to MPOs to accomplish activities described in this subpart; and

WHEREAS, the regulation also stipulates that an MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a Unified Planning Work Program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420; and

WHEREAS, except as provided in paragraph (d) of 23 CFR §450.308, each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPA. The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task (including activities that address the planning factors in 23 CFR §450.306(b)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds; and

WHEREAS, administrative requirements for UPWPs are contained in 23 CFR part 420 and FTA Circular C8100, as amended (Program Guidance for Metropolitan Planning and State Planning and Research Program Grants); and

WHEREAS, the UPWP documents the activities to be performed by the MPO and its planning partners in the 2021 State Fiscal Year (SFY) from July 1, 2020 to June 30, 2021; and

NOW THEREFORE, BE IT RESOLVED THAT, on this 21st day of May 2020, the Policy Board of the Tri-Lakes MPO hereby adopts the SFY 2021 UPWP.

Approve:

Attest:

Ray Owen

Emmily Tiampati

Policy Board Chairman

MPO Study Director

2020-5-21

2020-5-21