



Frontier Metropolitan Planning Organization

Your way of taking an active part in the future
of your region's transportation framework

FISCAL YEAR 2024 UNIFIED PLANNING WORK PROGRAM

FRONTIER METROPOLITAN PLANNING ORGANIZATION

Transportation Planning Activities

DRAFT



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Complaints of alleged discrimination and inquiries regarding the Frontier MPO's nondiscrimination policies may be directed to:

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This document was prepared as a cooperative effort of the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), Arkansas Department of Transportation (ARDOT), Oklahoma Department of Transportation (ODOT) and local governments as a requirement of 23 USC 134 and 135 as amended by MAP-21 Sections 1201 and 1202, July 2012 and is compliant with the Infrastructure Investment and Jobs Act, signed into law on November 15, 2021. This document does not necessarily reflect the official views or policies of the US Department of Transportation.



CONTENTS

COMMITMENT TO NONDISCRIMINATION2

INTRODUCTION4

In addition, under the new infrastructure act there is a required set-aside for Increasing Safe and Accessible Transportation Options; which is specific to Complete Streets.5

FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING6

FRONTIER MPO OVERVIEW 10

ORGANIZATION 10

ACCOMPLISHMENTS..... 11

LOOKING FORWARD 11

FEDERALLY REQUIRED PRODUCTS..... 12

PROJECT #44.21.00 PROGRAM SUPPORT & ADMINISTRATION..... 14

PROJECT #44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING 18

PROJECT #44.23.00 LONG-RANGE TRANSPORTATION PLANNING..... 20

PROJECT #44.24.00 SHORT-RANGE PLANNING 22

PROJECT #44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM 26

PROJECT #44.27.00 OTHER ACTIVITIES, FTA 5307 METROPOLITAN PLANNING (CONTRACTUAL PROJECT) 27

TABLES/FINANCIAL BUDGET SUMMARY – **To be updated**..... 29

Table 1 Arkansas PL Funding Sources..... 29

Table 2 FTA 5307 Metropolitan Planning Transit Funds (Non-PL Funding) 30

Table 3 Oklahoma PL Funding Sources **TO BE UPDATED**..... 30

Table 5 Arkansas & Oklahoma PL Funding Sources Grand Total Including FTA 5307 Funding 31

APPENDIX A: ACRONYMS 32

APPENDIX B: POLICY & TECHNICAL ADVISORY COMMITTEE MEMBERS..... 33

APPENDIX C: METROPOLITAN AREA BOUNDARY MAP 38

APPENDIX D: UPDATING THE UPWP 39

APPENDIX E: RESOLUTION – 23-X..... 40

INTRODUCTION

The Unified Planning Work Program (UPWP) is developed annually, documenting all metropolitan transportation planning activities performed with federal transportation funds. The UPWP is developed by Frontier Metropolitan Planning Organization (MPO) in cooperation with Federal and State agencies, local governments, and the City of Fort Smith Transit (FST).

Frontier Metropolitan Planning Organization (FRONTIER MPO) is the MPO for the urbanized area as designated by the Governors of Arkansas and Oklahoma in 2011 and in agreement with local governments. It is FRONTIER MPO's responsibility to meet the requirements of the Infrastructure Investment and Jobs Act and continuing to carry forward the mandates of the [Fixing America's Surface Transportation \(FAST\) Act](#) for the Metropolitan Planning Area (MPA). Elements of the FAST Act calls for improved multimodal transportation systems that integrates with land use plans and meets Federal and State planning requirements. In fall 2021, Congress passed the Infrastructure Investment and Jobs Act. This bill addresses provisions related to federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs of the Department of Transportation (DOT).

Among other provisions, the bill

- Extended enacted levels for federal-aid highway, transit, and safety programs;
- Reauthorizes for FY2023-FY2026 several surface transportation programs, including the federal-aid highway program, transit programs, highway safety, motor carrier safety, and rail programs;
- Addresses climate change, including strategies to reduce the climate change impacts of the surface transportation system and a vulnerability assessment to identify opportunities to enhance the resilience of the surface transportation system and ensure the efficient use of federal resources;
- Revises Buy America procurement requirements for highways, mass transit, and rail;
- Establishes a rebuild rural bridges program to improve the safety and state of good repair of bridges in rural communities;
- Implements new safety requirements across all transportation modes; and
- Directs DOT to establish a pilot program to demonstrate a national motor vehicle per-mile user fee to restore and maintain the long-term solvency of the Highway Trust Fund and achieve and maintain a state of good repair in the surface transportation system.

In late 2021, Congress passed the Infrastructure Investment Jobs Act (IIJA). IIJA addresses the nation's core infrastructure priorities— including roads and bridges, rail, transit, ports, airports, the electric grid, water systems, and broadband. Also, the bill includes:

- Drinking Water and Wastewater Infrastructure Act
- Surface Transportation Reauthorization Act and Surface Transportation Investment Act
- Energy Infrastructure Act
- Improves permitting by including enhanced FAST-41 program
- Needed infrastructure needed a low-carbon economy
- Includes rural infrastructure development and dedicated new funds for major projects.
- Long-term spending for capital assets that will improve economic efficiency, productivity, GDP and revenue, and will not increase inflation.

New spending paid for according to Congressional Budget Office (CBO)/Joint Committee on Taxation scores, CBO estimates and Office of Management and Budget estimates. \$550 Billion In New Spending Over 5 Years Roads, Bridges, & major projects:

- \$110B - Includes the Surface Transportation Reauthorization Act and Surface Transportation Investment Act. Funds new, dedicated grant program to replace and repair bridges and increases funding for the major project competitive grant programs. At the same time, the package preserves the 90/10 split of federal highway aid to states.
- Passenger and Freight Rail: \$66B - Provides funding for the Amtrak National Network for new service and dedicated funding to the Northeast Corridor, which has incurred a severe repair backlog after Hurricane Sandy. Increases funding for freight rail and safety.
- Safety: \$11B - Funds highway & pedestrian safety programs, as well as pipeline safety and repair.
- Public Transit: \$39.2B - Funds nation's transit system repair backlog, which DOT estimates is more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems. Expands transit systems, supports clean transit options, and increases accessibility for seniors and persons with disabilities. Broadband: \$65B - Grants to states for broadband deployment, makes broadband access more affordable for low-income families, expands eligible private activity bond projects to include broadband infrastructure, and supports middle-mile deployment efforts.
- Ports and Waterways: \$16.6B - Funding for waterway and coastal infrastructure, inland waterway improvements, port infrastructure, and land ports of entry through the Army Corps of Engineers, Department of Transportation, Coast Guard, General Services Administration, and Department of Homeland Security. Airports: \$25B - Increases funds for Airport Improvement grant program for runways, gates, & taxiways as well as a new Airport Terminal Improvement program for terminals, concessions, and multimodal connections. Improves Air Traffic Control infrastructure.
- Water Infrastructure: \$55B - Includes \$23.4 billion for the bipartisan Drinking Water and Wastewater Infrastructure Act of 2021. Provides a historic \$15 billion for lead service line replacement and \$10 billion to address Per- and Polyfluoroalkyl Substances (PFAS). Supports water infrastructure in Tribal communities by providing \$3.5 billion (\$1.8 billion under Water Infrastructure and \$1.7 billion under Resiliency) for the Indian Health Service Sanitation Facilities Construction program
- Power and Grid: \$65B - Includes the bipartisan, ENR-passed Energy Infrastructure Act, which includes funds for grid reliability and resiliency and support for a Grid Deployment Authority; critical minerals and supply chains for clean energy technology; key technologies like carbon capture, hydrogen, direct air capture, and energy efficiency; and energy demonstration projects from the bipartisan
- Energy Act of 2020. Resiliency: \$47.2B - Funding for cybersecurity to address critical infrastructure needs, waste management, flood and wildfire mitigation, drought, and coastal resiliency, ecosystem restoration, heat stress, and weatherization.
- Clean School Buses & Ferries: \$7.5B - Includes historic \$5 billion for the replacement of existing school buses with zero emission and clean school buses, with a priority on low income, rural and Tribal schools.
- Provides \$2.5 billion for the replacement of existing ferries with low carbon ferries and to assist states with operational costs for essential rural ferries.
- Electric Vehicle Charging: \$7.5B – Funds for alternative fuel corridors and to build out a national network of electric vehicle charging infrastructure to facilitate long-distance travel and to provide convenient charging where people live, work, and shop.
- Reconnecting Communities: \$1B – Total of \$1 billion between contract authority and new appropriations.

In addition, under the new infrastructure act there is a required set-aside for Increasing Safe and Accessible Transportation Options; which is specific to Complete Streets.

- 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)].

It is Frontier MPO’s intent to program plans, policies, and projects in accordance with federal regulations and requirements. Over the course of each fiscal year (July 1 to June 30), the UPWP references how FRONTIER MPO will coordinate and conduct federally funded transportation planning activities. Detailed descriptions of the transportation planning tasks, activities to complete the tasks, and a summary of the funds identified for each planning activity are contained in the UPWP. The UPWP is developed by FRONTIER MPO with input from local government, Fort Smith Transit, the Arkansas Department of Transportation (ARDOT), the Oklahoma Department of Transportation (ODOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA), and members of the FRONTIER MPO.

The Western Arkansas Planning and Development District (WAPDD) is the designated fiscal and administrative agent for the FRONTIER MPO.

FEDERAL REQUIREMENTS FOR TRANSPORTATION PLANNING

The FAST Act along with the Clean Air Act (as amended), calls for an integrated multimodal transportation system that enables safe, reliable, and efficient movement of people and goods which protects the built and natural environments. Through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process, a long-range plan and short-range program of projects permits additional federal, state, local, and public participation to incorporate and implement a range of multimodal choices. The responsibility of FRONTIER MPO is to ensure a 3-C approach for transportation planning is followed. Effective coordination is conducted by FRONTIER MPO among:

- Local government, transit operators, and regional agencies;
- State agencies, including ARDOT, ODOT, and may include Arkansas Department of Environmental Quality (ADEQ), Oklahoma Department of Environmental Quality (ODEQ); and
- Federal agencies, including FHWA and FTA of the United States Department of Transportation (U.S. DOT), and the U.S. Environmental Protection Agency (EPA).

Major components of the long-range plan and the short-range program are listed below.

METROPOLITAN PLANNING FACTORS

The ten federal planning factors ensure the efficient investment of federal transportation funds, increase accountability and transparency, and improve investment decision-making. Requirements call for MPOs to conduct planning that considers the ten planning factors as defined in federal legislation. FRONTIER MPO will integrate these ten planning factors within this UPWP. The ten planning factors are:

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 the accessibility and mobility of people and for 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 stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

PLANNING EMPHASIS AREAS

The planning emphasis areas are as follows: Tackling the Climate Crisis – Transition to a Clean, Resilient Future, Equity and Justice⁴⁰ in Transportation Planning, Complete Streets, Public Involvement, Strategic Highway Network (STRAHNET/U.S. Department of Defense [DOD]) Coordination, Federal Land Management Agency (FLMA) Coordination, Planning and Environmental Linkages (PEL), and Data in Transportation Planning.

Tackling Climate Change – Transitioning to a Clean, 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. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

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 impartiality and support for diverse, 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. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors;

(4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

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. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Public Involvement: Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. 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. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET/U.S. Department of Defense) Coordination: 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. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war.

Federal Land Management Agency (FMLA) 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. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning & Environmental 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. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

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. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.



FRONTIER MPO OVERVIEW

FRONTIER MPO is a bi-state MPO with the boundary extending into eastern Oklahoma and western Arkansas. Federal and state law requires several metropolitan planning boundaries be defined in the region for different purposes. These boundaries include: MPO Planning Area Boundary (MPA) and the Urbanized Area Boundary (UZA). The FRONTIER MPO boundary map can be found in the Appendix C.

Based on the 2020 U.S. Census Bureau estimate, the Metropolitan Statistical Area (MSA) has a population of 299,208 in a total land area of nearly 3,400 square miles, which includes the City of Fort Smith, Van Buren, Alma, Barling, Bonanza, Central City, Greenwood and Van Buren within the counties of Sebastian and Crawford in Arkansas and the counties of Leflore and Sequoyah in Oklahoma. FRONTIER MPO also serves the Western Arkansas Intermodal Authority, the Fort Smith Transit Department, the Fort Smith Regional Airport, Western Arkansas Planning and Development District and the Fort Chaffee Redevelopment Authority. Frontier MPO's boundary does not include all of the MSA.

ORGANIZATION

FRONTIER MPO's transportation planning process maintains two basic organizational units: Policy and Technical. Both use a committee structure to provide a cooperative process for planning.

POLICY BOARD:

The Policy Board (PB) consists of twenty-one equal voting members and three non-voting members. The PB is authorized to act on all matters relating to the continuing, comprehensive, and cooperative transportation planning process for the area. The Board:

1. Provides overall direction to Technical Advisory Committee and FRONTIER MPO staff;
2. ensures adequate public involvement throughout the planning process; and
3. directs the preparation of transportation plans, programs, and studies.

TECHNICAL COMMITTEE:

The Technical Committee (TC) consists of twenty-two equal voting members. The TC reports to the PB on transportation planning matters. The TC:

1. Prepares and maintains all FRONTIER MPO plans, technical studies, and programs for the area;
2. provides recommendations to the PB regarding effects of transportation and programs on the plans of other agencies; and
3. provides recommendations to the PB in its review of federal and state funded transportation projects and programs.

FRONTIER MPO STAFF:

Principal staff for FRONTIER MPO is the WAPDD Executive Director, FRONTIER MPO Director, and FRONTIER MPO Transportation Planner.

CONSULTANT SERVICES:

FRONTIER MPO plans to perform most of the 2024 UPWP tasks using staff and some assistance from partner entities. However, depending on local resources and federal funding FRONTIER MPO may hire professional services to perform specialized work, such as website development, or assist with planning efforts.

ACCOMPLISHMENTS

Since the last UPWP, Frontier MPO's accomplishments primarily focused on innovation, integration, and communication. Highlights of staff efforts includes:

- Federal Highway Administration 2022 Environmental Excellence Award.
- Association of Metropolitan Planning Organizations (AMPO) 2022 Best Overall Achievement for a Non-Transportation Management Area MPO Award.
- Completion of the annual Transit Ridership Survey
- National Science Foundation Smart Cities Stage 2 supplemental grant award of \$97K – partners with the University of Arkansas Civil Engineering College and the City of Fort Smith to deploy shared micromobility options near low-income housing in North Fort Smith.
- Completed Local Roads Safety Plan FHWA assistance for Frontier MPO and the Western Arkansas Planning & Development District.
- TAP Grant for the City of Barling.
- Assisted the City of Fort Smith with Safe Streets for All and SMART grant applications.
- Assisted the University of Arkansas Fort Smith with their successful Transportation Research and Workforce Development grant from ArDOT.
- Adoption & Approval of Performance Measures & Targets
- Staff attended National Science Foundation Conference and AMPO trainings.

LOOKING FORWARD

In response to the FAST ACT, FRONTIER MPO will continue to apply performance-based planning, take action to establish opportunities for local, regional, and statewide coordination, and advance efforts for transportation connectivity, equity, and accessibility for underserved populations. Key activities to accomplish goals are as the B.I. L goals are as follows:

- [2045 Metropolitan Transportation Plan Update](#): Amend the MTP as required and track activities and tasks.
- [Bicycle and Pedestrian Plans](#): FRONTIER MPO recognizes the importance of investing in the River Valley by providing safe, convenient travel options for residents and visitors. FRONTIER MPO will work to provide bicycle and pedestrian education through public outreach, training opportunities, and partnerships with federal, state, and local agencies. FRONTIER MPO will continue to provide assistance to our jurisdictions with completion of bicycle and pedestrian plans for each community, as well as making amendments and updating the current Regional Pedestrian Bicycle Plan as needed. Active Mobility, Bike and pedestrian planning efforts will begin and continue in Fort Smith, Arkansas and Arkoma, Oklahoma.
- [Monitor Safety Needs and Initiatives](#): FRONTIER MPO will coordinate with ARDOT, ODOT, FST, and the Toward Zero Deaths program along with other safety initiatives to reduce traffic deaths and improve the safety of FRONTIER MPO area streets.
- [Coordinating Land Use and Transportation](#): Coordinating land use and transportation improvements are important given the future regional development patterns. FRONTIER MPO will continue to work closely with local governments to integrate land use practices with upcoming transportation projects to protect not only the investment in transportation projects, but also to increase mobility and access to residential, retail, commercial, industrial, and other developments.





- [Complete Street Design Preliminary Review & Analysis](#): Ensure that future street design (including intersections, sidewalks, and transit stops) reflect adjacent land uses and accommodate all modes of users.
- [Demographics and Future Projections](#): FRONTIER MPO will continue to analyze socio-economic data, such as population, employment, household, and growth projections for use in updating and improving not only transportation planning decision making.
- [Crash Data](#): FRONTIER MPO will evaluate crash data within the metropolitan planning area and coordinate on the use of the data to meet MAP-21 performances measures with ARDOT and ODOT.
- [Performance Standards as Part of MAP-21 Compliance](#): FRONTIER MPO recognizes that an important part of MAP-21 compliance is to implement performance measures. FRONTIER MPO, ARDOT, and ODOT continue to engage in productive dialogue about the development of federal and state guidance and its application at the local level by FRONTIER MPO. Performance measures will enable FRONTIER MPO to evaluate the impact and cumulative progress of projects in terms of system operations, efficiency, and community benefit. Ten interrelated factors, USDOT Implementation of MAP-21 Performance Provisions, are anticipated to be delivered at various times throughout the life of this document (See pages 5, 6).
- [Public Involvement and Outreach](#): FRONTIER MPO is always looking for ways to provide for a proactive two-way public involvement process by ensuring complete and accurate information and documentation, timely public notice, equal and full public access to public information and decision-making. During the 2024 UPWP, Staff will begin and continue work to update the Public Participation Plan.
- [Transit Annual Ridership Satisfaction Survey & Transit Tools](#): FRONTIER MPO will continue to undertake transit ridership surveys for FST. A strong transit system is essential to the economic and quality of life for the community. FRONTIER MPO will work with the University of Arkansas Fort Smith's study on transit
- [Inclusion & Transportation Equity](#): FRONTIER MPO will ensure all planning efforts and public outreach considers and addresses inclusion of all system users and transportation equity. Further, Frontier MPO will seek opportunities to promote and coordinate inclusive transportation mobility options for the region.
- [Local, Regional, and Statewide Coordination](#): FRONTIER MPO staff will continue to coordinate with local, regional, and statewide planners on topics of mutual interest.

FEDERALLY REQUIRED PRODUCTS

As the MPO, FRONTIER MPO is responsible for managing the following deliverables: Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), Memorandums of Understanding (MOUs), Memorandums of Agreement (MOAs), and the Public Participation Plan (PPP).

Within the FY 2024 UPWP, the following icons indicate a federally required product and any activities associated with the required products. Each icon corresponds to the applicable deliverable or activity.



-  Federally required product or activity
-  Activity identified in the MTP
-  Activity identified in the PPP
-  Activity identified in the TIP

PROJECT #44.21.00 PROGRAM SUPPORT & ADMINISTRATION

OBJECTIVE: To assist, support, and facilitate an open, comprehensive, cooperative, and continuing (3-C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines, as described in the 3-C Memorandum of Understanding. The development of all planning documents will be in accordance with the metropolitan planning requirements set forth in MAP-21, and as further established through the USDOT metropolitan planning regulations. End products produced and completed will include the Title II and Title VI Reports, APER, FY 2025 UPWP. Ongoing products will include the maintenance of FRONTIER MPO bylaws, to continue to present transportation information to community and regional organizations, as well as administrative support and duties.

PROGRAM SUPPORT & ADMINISTRATION SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.

#44.21.00 PROGRAM SUPPORT & ADMINISTRATION	Lead Agency	Partner Agencies
Task 1 General Administration	FRONTIER MPO	ARDOT, ODOT, FHWA, FTA, & WAPDD
Task 2 Financial Management	FRONTIER MPO	ARDOT, ODOT, FHWA, FTA, & WAPDD
Task 3 Program Documents	FRONTIER MPO	ARDOT, ODOT, FHWA, FTA, & WAPDD
Task 4 Preparation & Maintenance of Records	FRONTIER MPO	ARDOT, ODOT, FHWA, FTA, & WAPDD
Task 5 FY 2025 UPWP Preparation	FRONTIER MPO	ARDOT, ODOT, FHWA, FTA, & WAPDD
Task 6 Training & Conferences	FRONTIER MPO	ARDOT, ODOT, FHWA, FTA, & WAPDD
Task 7 Title II & Title VI Compliance	FRONTIER MPO	ARDOT, ODOT, FHWA, FTA, & WAPDD
Task 8 Public Participation & Citizen Involvement	FRONTIER MPO	ARDOT, ODOT, FHWA, FTA, WAPDD, & local jurisdictions

R TASK 1 GENERAL ADMINISTRATION

OBJECTIVE: Staff will prepare agendas for the FRONTIER MPO Technical Committee and Policy Board meetings. Staff will respond to individual committee requests, facilitate and/or administer any MPO subcommittees formed during the fiscal year. Staff will assist member jurisdictions with Transportation Alternatives Program (TAP) Grant applications and/or BUILD grant applications.

EXPECTED PRODUCTS & SCHEDULE

Ongoing:

- Meeting Preparation for Technical Committee and Policy Board meetings

As required:

- Assist member jurisdictions with TAP Grant applications
- Assist member jurisdictions with BUILD Grant applications
- Assist member jurisdictions with other grant opportunities

R TASK 2 FINANCIAL MANAGEMENT

OBJECTIVE: Staff will prepare monthly progress reports, payment requests, and year-end reports to ARDOT and ODOT. Staff will maintain accounts, monitor the budget, and report to the FRONTIER MPO Policy Board.

EXPECTED PRODUCTS & SCHEDULE:

As required:

- Prepare monthly progress reports

- Prepare payment requests
- Prepare year-end reports to ARDOT and ODOT
- Maintain accounts
- Monitor the budget

R *TASK 3 PROGRAM DOCUMENTS*

OBJECTIVE: Staff will monitor and revise through the appropriate process the required program documents as needed. These documents include: Public Participation Plan (PPP), FY 2024 Unified Planning Work Program (UPWP), and Memorandums of Understandings (MOUs).

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Maintain bylaws for FRONTIER MPO
- Memorandums of Understandings (MOUs)

December 2024:

- Review, update, and administer the PPP to reflect changing social marketing and community-based organizations for public outreach
- Develop and maintain agency and public outreach contact list

R *TASK 4 PREPARATION & MAINTENANCE OF RECORDS*

OBJECTIVE: The following activities include: Meeting Minutes, Resolutions, Agreements, Rosters of Membership of Committees, ARDOT and ODOT Claims [Progress Reports – Payment Requests], Annual Performance and Expenditure Report (P&E Report) and Audited Financial Statements.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Review, assemble, endorse and keep record of meeting minutes
- Review, assemble, endorse and keep record of resolutions and agreements
- Review, assemble and maintain rosters of membership of committees
- Prepare, review, submit and keep record of ARDOT and ODOT Claims (including progress reports and payment requests)
- Prepare, review and submit audited financial statements to ARDOT, and ODOT

December 31, 2023:

- Prepare, review, and submit P & E Report to ARDOT and ODOT for approval

2024 Winter/Spring:

- Review Bylaws of Policy Board and Technical Committee and existing membership structure and fees.

R *TASK 5 FY2024 UNIFIED PLANNING WORK PROGRAM PREPARATION (UPWP)*

OBJECTIVE: Staff will prepare the FY2024 Unified Planning Work Program (UPWP), which identifies and details the transportation planning and programming activities to be undertaken within the FRONTIER MPO study area to include a performance-based approach to transportation decision making and establishing performance targets as defined under FAST Act.

EXPECTED PRODUCTS & SCHEDULE:

June 1, 2023:

- FY2024 UPWP Adopted

R *TASK 6 TRAINING, PEER EXCHANGES, CAPACITY BUILDING PROGRAMS, & CONFERENCES*

OBJECTIVE: Staff and MPO members will participate in various training, conferences, and educational programs that are relevant to the development of MPO transportation work. Staff will also include training and research regarding performance measures that are being developed by the US DOT, States, and other MPO's. Training may include, but not be limited to, the following: Active Transportation Academy, Arkansas Transportation Planning Conference, American Planning Association Conference (APA), TRB Small to Mid-Size Communities Planning Tools Conference, TRB Annual Conference, Association of Metropolitan Planning Organizations (AMPO) Annual and Planning Conferences, Statewide MPO Coalitions, National Association of Development Organizations, Geographic Information Systems (GIS) training, and Arkansas Chapter of the American Planning Association (AR APA) Conferences, USDOT training, FHWA & FTA training, National Association of City Officials (NACTO), etc. Further, staff may elect to bring selected training opportunities to the region for our member jurisdictions and may also request that Policy Board and/or Technical Committee members, if appropriate, have the opportunity to attend these training opportunities. In addition, some virtual conferences and training are anticipated.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Webinars, teleconferences as needed or scheduled by FHWA, FTA, ARDOT, ODOT, or other transportation related agencies or associations
- Research, attend, or host relevant training and conferences
- Other scheduled and approved training related to capacity building, statewide coalitions, and transportation planning

As required:

- In-person conferences scheduled by ARDOT and ODOT

2023 & 2024:

- Attend National Association of City Transportation Officials Conference
- Attend Association of Metropolitan Planning Organizations Conference
- Attend GIS-Transportation Conference

R *TASK 7 TITLE II & TITLE VI COMPLIANCE*

OBJECTIVE: Staff will process complaint forms and review projects for Title VI compliance, meeting federal and state reporting requirements. Staff will provide Title VI materials and documentation as requested by ARDOT and ODOT.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Update Title II and Title VI documents
- Conduct FRONTIER MPO activities in conformance with the adopted Title VI policy statement and assurances contained in the plan
- Conduct research and outreach to agencies and organizations
- Identify, investigate, and eliminate discrimination when found to exist in connection with MPO program areas
- Incorporate Title VI policy statement in all documents
- Work closely with ARDOT and ODOT Title VI Specialist to identify new resources to support Title VI outreach

As required:

- Process, investigate, and attempt to resolve Title VI complaints regarding FRONTIER MPO and its sub-recipients, consultants or contractors
- Prepare the Annual Title VI Summary and Self-Certification along with any required reports to ARDOT and ODOT
- Administer and ensure compliance for Title VI, Limited English Proficiency (LEP), Disadvantaged/Women-Owned Business Enterprise (DBE/WBE), Affirmative Action, Americans with Disabilities Act (ADA), and other federal requirements.

2023 Summer:

- Implement strategies and mitigation measures identified in the FRONTIER MPO Title VI Non-Discrimination Plan and Public Participation Plan
- Conduct annual evaluation assessments of the Title VI Program



TASK 8 PUBLIC PARTICIPATION & CITIZEN INVOLVEMENT

OBJECTIVE: In accordance with applicable federal requirements and adopted public participation procedures, FRONTIER MPO provides the public with opportunities to participate in the metropolitan planning process by providing information through a variety of channels. FRONTIER MPO has developed the [Public Participation Plan \(PPP\)](#) to identify specific stakeholders and methods to gather and disseminate project-specific or plan-specific information. This element includes public education regarding the FRONTIER MPO process, thus informed decision-making occurs at the appropriate times in the process. FRONTIER MPO must ensure that its programs, plans, and policies are carried out in a manner that is not discriminatory, regardless of race, color, national origin, or sex (gender) and in that regard has approved a Title VI Implementation Plan.

Ongoing:

- Continue to prepare for future impacts from potential pandemics, so individuals can access meeting minutes and other public documents, and assess how public comments are managed to meet the needs of the public.
- Maintain comprehensive contact databases of potential stakeholders to be used to disseminate information on FRONTIER MPO's activities and projects
- Provide information to the public through the website, meetings, social media, and other media
- Facilitate and encourage information-sharing between partner agencies
- Coordination with local governments, state agencies, community groups, military, and other stakeholders in reestablishing regional priorities, implementing projects, and identifying funding sources

As required:

- Update, amend public involvement plan as needed; ensure equity in planning processes
- Participate in and/or host open houses, public meetings, or joint meetings with other agencies to encourage discussion between the agency and members of the public and to solicit public comment
- Alternate methods of communication for those who do not have access to the internet
- Purchase brand related items to help promote FRONTIER MPO plans, programs, and activities at outreach events
- Use the Public Input platform and Equity Tool for public engagement.

2024 Fall/Winter

- Continue to produce a FRONTIER MPO Facebook page, use Public Input website, blog/newsletter as needed to highlight events and meetings
- Consider the development of an ad-hoc or ex-officio citizen involvement committee

PROJECT #44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING

OBJECTIVE: This element concentrates on analysis, trends, and changes that guide and influence policies, programs, and projects. Equally, the graphic presentation of these data, whether on a map, a website, or in a plan, assists the public and decision makers to understand current issues and plan for future solutions.

GENERAL DEVELOPMENT TASKS & FUNDING SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.

#44.22.00 GENERAL DEVELOPMENT & COMPREHENSIVE PLANNING	Lead Agency	Partner Agencies
Task 10 Demographics & Future Projections	FRONTIER MPO	ArDOT, ODOT, FHWA, FTA, & WAPDD
Task 11 Geographic Information Systems	FRONTIER MPO	ArDOT, ODOT, FHWA, FTA, & WAPDD
Task 12 Website Development & Maintenance for MPO Operations	FRONTIER MPO	ArDOT, ODOT, FHWA, FTA, & WAPDD
Task 13 Mapping & Graphics Support	FRONTIER MPO	ArDOT, ODOT, FHWA, FTA, & WAPDD
Task 14 Complete Streets/Greenway Corridor Planning & Strategy	FRONTIER MPO	ArDOT, ODOT, FHWA, FTA, FST & WAPDD

MTP TASK 10 DEMOGRAPHICS & FUTURE PROJECTIONS

OBJECTIVE: Staff will continue to analyze population, household, and employment data and make growth projections for use in transportation decision making at the local and regional level.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Provide estimates of socio-economic data for use in planning, policy formation, and decision making
- Analyze the accuracy of existing housing and employment data and update where needed
- Update existing housing and employment data
- Update housing and employment projections based on latest regional projections

As required:

- Monitor and amend forecasts as necessary, to meet changing needs of the community and to remain consistent with other planning documents

2024 Winter/Spring:

- Incorporate American Community Survey data and other related federal, state, and local data bases into scenario development and planning documents
- Monitor US Census data collection effort and the potential effect on the urbanized planning area

MTP TASK 11 GEOGRAPHIC INFORMATION SYSTEMS (GIS)

OBJECTIVE: Staff will continue to develop the Geographic Information System (GIS) and work on inputting transportation data into the system. New interactive and embedded maps will be placed on Frontier MPO's website. Coordinate with GIS division at WAPDD.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Input and format transportation data (traffic counts, volumes, road geometrics, etc.) to create a robust GIS database

As required:

- Monitor and amend maps, as necessary, to reflect census data and boundaries

2023 Fall/Winter:

- Develop maps for local and regional projects
- Develop maps for the Arkoma Bike plans and other plans as requested
- Continue to monitor and update adopted plan maps



TASK 12 WEBSITE DEVELOPMENT & MAINTENANCE FOR MPO OPERATIONS

OBJECTIVE: Staff will maintain the FRONTIER MPO website and enhance the website content.

This will include posting meeting notices, agendas, minutes, the Transportation Improvement Program, and Metropolitan Transportation Plan on the website as well as the UPWP and other relevant documents.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Update and maintain an attractive, easy-to-use, and up-to-date website that allows members of the public to view final FRONTIER MPO projects and documents and informs users of upcoming meetings, public comment periods, and other FRONTIER MPO activities
- Develop an informative social media presence and use social media sites such as Facebook, Twitter, Instagram pages, online ads, and any other technology or social media options to reach members of the public
- Update the FRONTIER MPO website and social media sites for ease of use and available information
- Evaluate website and social media insights

As required:

- Add content, press releases, meeting notices, agendas, minutes, meeting packets and documents
- Utilize Public Input Platform

2024 Spring/Summer:

- Update webpage for ease of public engagement and access to information
- Create educational videos on planning process and public engagement
- Update MPO data fact sheets, brochures



TASK 13 MAPPING & GRAPHICS SUPPORT

OBJECTIVE: Staff will use visualization techniques to communicate to MPO members and the public.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Develop maps and visualization graphics as needed for public meetings, plans, and updates
- Update the Functional Classification Map on a regular basis

As required:

- Monitor and amend maps, as necessary, to reflect census data and boundaries
- Work with the City of Fort Smith and the selected consultant on Active Mobility recommendations and mapping

2023 Fall/Winter:

- Develop maps for local and regional projects
- Develop maps for the Arkoma Bike and Pedestrian plans
- Support efforts for the Fort Smith Active Mobility plan



TASK 14 COMPLETE STREETS/GREENWAY COORIDOR PLANNING & STRATEGY

OBJECTIVE: Ensure that future street design (including intersections, sidewalks, and transit stops) reflects adjacent land uses, incorporates health into transportation design, and accommodate all modes of users.

EXPECTED PRODUCTS & SCHEDULE:

2023 Fall/Winter:

- Review planned and programmed transportation projects, transportation and land use development, transportation strategies, community health priorities, and provide an evaluation process to encompass diverse viewpoints
- Consider potential Greenway Corridors that could link active transportation and moveability users to community centers and services
- Apply for and locate appropriate grant opportunities for active mobility corridors and planning such as the Butterfield Overland Experience Route and the USBR 51 route.

PROJECT #44.23.00 LONG-RANGE TRANSPORTATION PLANNING

OBJECTIVE: These tasks support long-range transportation planning at the local and regional level to create an integrated multi-modal transportation system that promotes livability and economic development opportunities. Update and amend the Metropolitan Transportation Plan as needed.

LONG-RANGE TRANSPORTATION TASKS & FUNDING SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.

#44.23.00 LONG-RANGE TRANSPORTATION PLANNING	Lead Agency	Partner Agencies
Task 20 Planning Emphasis Areas	FRONTIER MPO	ArDOT, ODOT, FST, WAIA, WAPDD, Fort Smith Regional Airport, local jurisdictions
Task 21 Assistance to Participating Jurisdictions	FRONTIER MPO	ArDOT, ODOT, FST, WAIA, WAPDD, Fort Smith Regional Airport, local jurisdictions
Task 22 Major Transportation Investment Planning	FRONTIER MPO	ArDOT, ODOT, FST, WAIA, WAPDD, Fort Smith Regional Airport, local jurisdictions
Task 23 MTP Long-Range Transportation Plan	FRONTIER MPO	ArDOT, ODOT, FST, WAIA, WAPDD, Fort Smith Regional Airport, local jurisdiction
Task 24 Update to Regional ITS Architecture & Implementation Plan	FRONTIER MPO	ArDOT, ODOT, FST, WAIA, WAPDD, Fort Smith Regional Airport, local jurisdiction



TASK 20 PLANNING EMPHASIS AREAS

OBJECTIVE: Planning Emphasis Areas (PEAs) are policy, procedural, and technical topics that should be considered by FRONTIER MPO when preparing work programs. Emphasis areas set planning priorities for the region.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Consider PEAs for inclusion in plans, programs, and projects, such as civil rights, safety initiatives, transportation performance management, transportation equity, mobility, and access among others. Further, FRONTIER MPO will promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning

As required:

- Evaluate and review current PEAs for relevance and possible revision

2023 Summer:

- Incorporate Ladders of Opportunity into public outreach and events, as appropriate
- Identify connectivity issues and promote access to essential services
- Research regional MPO coalitions, tasks, and activities

MTP **R** *TASK 21 ASSISTANCE TO PARTICIPATING JURISDICTIONS*
OBJECTIVE: Work with jurisdictions to further define project priorities and explore funding options.

EXPECTED PRODUCTS & SCHEDULE:

As required:

- Assist jurisdictions with staff support, funding research, and project priorities
- Work with participating jurisdictions on the need for bike and pedestrian plans
- Continue assistance with wayfinding signage and efforts to participating communities

2024 Spring:

- Provide planning assistance to communities as requested
- Offer educational opportunities to participating jurisdictions on transportation related priorities and needs
- Continue efforts to support and engage participating jurisdictions

MTP **R** *TASK 22 MAJOR TRANSPORTATION INVESTMENT PLANNING*
OBJECTIVE: Work with jurisdictions to further define and research conduct corridor studies.

- Determine and research need for Corridor Studies; Hazard Mitigation/Emergency plans; Advanced Technology plans (i.e. Flood Sensors, Pandemic impacts).
- Coordinate with other corridor efforts, such as I-49, Greenwood Bypass, Stateline Road, and other interchange studies
- Research Traffic Operations Centers, Virtual Traffic Management Centers, and seek funding opportunities.

2023 Fall/Winter:

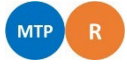
- Nominate facilities for future Corridor Study consideration (such as Midland Blvd, Midland Bridge, Stateline Road)
- Coordinate with FST, local, state, and federal agencies on Corridor Studies
- Coordinate with the City of Fort Smith to determine the feasibility of a Virtual Traffic Management & Operations Center.

MTP **R** *TASK 23 METROPOLITAN TRANSPORTATION PLAN*
OBJECTIVE: Assess and update long- and short-term strategies that will lead to the creation of an intermodal metropolitan transportation system.

- Amend and revise MTP as needed
- Recommend and update performance measures
- Monitor and track performance measures

2023 Fall/Winter

- Coordinate with FST, local, state, and federal agencies



TASK 24

REGIONAL ITS ARCHITECTURE & IMPLEMENTATION PLAN UPDATE

OBJECTIVE: Assess and update long- and short-term ITS strategies that will lead to the creation of a Virtual/Hybrid Transportation Management Center (TMC). ITS architectures provides framework for implementing ITS projects, encourages interoperability and resource sharing among agencies, identifies applicable standards to apply to projects, and allows for cohesive long-range planning among regional stakeholders.

- Update and identify regional stakeholders
- Update 2006 Regional Architecture & Implementation Plan
- Recommend ITS projects
- Prepare and update architecture as needed

2024 Spring

- Work with FHWA to initiate and finalize Draft Regional ITS Architecture & Implementation Plan and public involvement strategy
- Coordinate with FST, local, state, and federal agencies

PROJECT #44.24.00 **SHORT-RANGE PLANNING**

OBJECTIVE: Coordinate and collaborate with ArDOT, ODOT, local governments, and FST to implement transportation improvements that are consistent with the fiscally constrained Metropolitan Transportation Plan.

SHORT-RANGE TASKS & FUNDING SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.

SHORT-RANGE PLANNING	Lead Agency	Partner Agencies
Task 30 Development of Performance Measures	FRONTIER MPO	FST, ODOT, ArDOT, FHWA, FTA, WAPDD, & local jurisdictions
Task 31 Crash Data	FRONTIER MPO	ArDOT, ODOT, FHWA, FTA, WAPDD
Task 32 Public Input Equity Analysis Platform	FRONTIER MPO	FST, ODOT, ArDOT, FHWA, FTA, WAPDD, & (ACHE), local jurisdictions
Task 33 Transit	FST, FRONTIER MPO	FST, ODOT, ArDOT, FHWA, FTA, WAPDD, & local jurisdictions
Task 34 Planning Assistance	FRONTIER MPO	FST, ODOT, ArDOT, FHWA, FTA, WAPDD, & local jurisdictions
Task 35 Local Pedestrian & Bicycle Plans	FRONTIER MPO, CITIES	FST, ODOT, ArDOT, FHWA, FTA, WAPDD, & local jurisdictions
Task 36 Freight Data & Intermodal Planning	FRONTIER MPO	FST, ODOT, ArDOT, FHWA, FTA, WAIA, WAPDD, & local jurisdictions



TASK 30

DEVELOPMENT & MONITORING OF PERFORMANCE MEASURES

OBJECTIVE: Define and document the development of performance measures. Monitor transportation performance management system that uses goals, measures, and data to show results and better inform the public and decision makers on transportation funding and investment. Collection and analysis of basic data, such as traffic counts and trends, and specific issues (i.e., intersection delays, crash data).

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Evaluate and review performance measures and targets as developed by ARDOT and ODOT
- Document the process, research, and analysis to draft and review performance measures
- Keep updated on regulatory updates and changes
- Monitor performances measures and targets

As required:

- Evaluate and review performance measures and targets as developed by ARDOT and ODOT
- Adopt or establish separate targets for performance measures
- Updates to the MTP or the TIP must be developed according to the performance-based provisions of 23 CFR Part 450 and safety performance measure requirements
- As required or needed FRONTIER MPO adopts or adjusts ARDOT and ODOT’s targets for Highway Safety Performance Measures

R **MTP** *TASK 31* *CRASH_DATA*

OBJECTIVE: Staff will evaluate crash data within the metropolitan planning area. Coordinate with ARDOT and ODOT on the use of data to meet MAP-21 and FAST ACT performance goals, measures, and targets to reduce traffic fatalities and serious injuries by both motorized and active transportation users.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Monitor data as it applies to MAP-21 performance measures and targets

As required:

- Report on safety targets, performance measures

Winter/Spring 2024:

- In conjunction with FHWA and ArDOT develop a local roads safety plan
- Continue to monitor and provide interpretation of the adopted plan maps

MTP *TASK 32* *Public Input Equity Analysis Platform*

OBJECTIVE: Staff will work to expand the Public Input platform for use throughout the region. The Public Input equity analysis platform will help in analysis of transportation equity, especially for low-income and diverse populations, along with pedestrian, bicyclist, and transportation infrastructure barriers and will assist in informing the MTP.

EXPECTED PRODUCTS & SCHEDULE:

Winter/Spring 2024:

- Use the Public Input Equity Analysis platform to assist with public outreach and work with local entities, partners, and parties to inform decision-making
- Assist with obtaining data for the MTP; especially data showing impacts from transportation and health inequity.

MTP **R** *TASK 33* *TRANSIT*

OBJECTIVE: Support and provide technical assistance to Fort Smith Transit as they seek to improve transit services in the Fort Smith urbanized area. FRONTIER MPO will monitor and assist public and human service providers in the coordination of transit services.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Encourage transportation options, telecommuting, cooperation of large employers, and creative solutions that will provide choice and reduce traffic
- Survey local employers, provide employer data, number of employees, shift times, and relevant data
- Coordinate with FST, housing providers, healthcare, senior services, and agencies who serve vulnerable populations

As required:

- Provide necessary analysis involving demographic and employment characteristics, land use, housing, human services, environmental and natural resources, public facilities and utilities, as well as transportation-related data, and ensure consistency with the Future Fort Smith Comprehensive Plan
- Collect necessary and related data as requested/required to support transit planning efforts and studies
- Coordinate with Fort Smith Transit to implement their Transit Asset Management Plan and their Safety Plan.

2024 Winter/Spring:

- Provide transit data and relevant information
- Partner to highlight transit options
- Research and consider other data resources for capturing bus stop/ridership data (sensors, surveys)
- Integrate Geographic Information System (GIS) into the transit planning function; update location of bus shelters
- Support coordination with rural transit opportunities and linkages, such as the recommendations provided by the Western Institute for Transportation’s findings.



TASK 34

PLANNING ASSISTANCE

OBJECTIVE: Assist ARDOT, ODOT, counties, and cities using transportation resources by providing information on transportation programs. FRONTIER MPO will also help these entities with transportation planning, updating Master Street Plans, and transportation studies including various agency transportation planning studies, and continue to support the I-49 project.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Provide staff support for planning assistance and expertise to member jurisdictions and entities
- Offer member communities and agencies technical assistance to address transportation concerns such as traffic operations, bicycle and pedestrian access, livability, and transit service

As required:

- Provide data, maps, and other datasets to local agencies
- Schedule workshops, events with local organizers, facilitate community discussions on transportation design and community livability
- Update Master Street Plans, transportation studies, and other feasibility studies, and review I-49 documents

2024 Winter/Spring:

- Provide summary findings and analysis of transit ridership survey and operations survey to FST
- Apply for appropriate grants.



TASK 35

LOCAL PEDESTRIAN & BICYCLE PLANS

OBJECTIVE: Assist the City of Fort Smith, the City of Barling, and the City of Arkoma with completion of bicycle and pedestrian plans for each community.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Coordinate with state, Municipal, and local agencies on bicycle infrastructure needs during road design plan set reviews
- Coordinate with the ARDOT and ODOT Vision Zero program to seek continued solutions to transportation safety related concerns

As required:

- Determine the appropriate schedule for completion
- Inventory existing facilities
- Identify bicycle and infrastructure needs
- Schedule open houses, public meetings to gain community input on plans

2024 Spring/Summer:

- Complete community bicycle plan(s)
- Select and obtain consultant for the City of Fort Smith Bicycle and Pedestrian Plan utilizing carry-over funds from previous years allotments.
- Continue efforts toward implementing a bicycle and pedestrian safety campaign and educational materials to meet FHWA outreach safety initiatives
- Establish a Bicycle, Pedestrian, and Moveability Ad-Hoc Committee
- Select Bicycle and Pedestrian Infrastructure projects for possible TIP nomination
- Convene and host regional bicycle and pedestrian educational events
- Apply for appropriate federal grants, such as Transportation Alternatives Program (TAP), [People4Bikes](#) grants, etc.

MTP
TIP
TASK 36
FREIGHT DATA & INTERMODAL PLANNING

OBJECTIVE: Obtain freight data for the FRONTIER MPO area. Assist the Western Arkansas Intermodal Authority in the development of the intermodal facility and utilities. Also, ensure consistency between ARDOT and ODOT State Freight Plans, and the City of Fort Smith Downtown Truck and Traffic Study. Incorporate applicable recommendations of the adopted 2040 Metropolitan Plan.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Monitor freight activities; conduct industry surveys
- Develop data procedures and collection efforts required for freight performance measures
- Evaluate feasibility of freight corridors and routes
- Continue public outreach and education efforts
- Apply for appropriate federal grants

As required:

- Develop outreach programs, schedule intersection/access tours, encourage freight industry input and involvement in transportation policy and funding, attend and present information at local industry and agency meetings in order to gain input from the freight community
- Identify problem freight intersections, level of service, access issues, and other concerns

2024 Spring

- Coordinate with state, municipal, Western Arkansas Intermodal Authority (WAIA), and local agencies on freight needs during design and site plan development reviews
- Select and obtain a consultant to assist the WAIA in the development of the intermodal facility and utilities utilizing carry-over funds from previous years allotments.

- Select Freight Infrastructure projects for possible TIP nomination

PROJECT #44.25.00 TRANSPORTATION IMPROVEMENT PROGRAM

OBJECTIVE: Develop, monitor, and update the Transportation Improvement Program (TIP) for FRONTIER MPO. The TIP is a list of upcoming transportation projects that must cover a period of at least four years. The TIP process is used to satisfy the public participation process of the Program of Projects (POP) that is required in U.S.C. Section 5307 and is required under 49 U.S.C. 5303 j.

TASKS & FUNDING SUMMARY: The following tasks will be performed to achieve the objectives of this element. The objectives of each task are listed in detail with individual descriptions on the following pages.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)	Lead Agency	Partner Agencies
Task 40 2024-2026 TIP, 2024-2027 ODOT TIP, & 2027-2029 TIP	FRONTIER MPO	ARDOT, ODOT, WAPDD, FST, & local jurisdictions
Task 41 2024-2027 ODOT TIP	FRONTIER MPO	ODOT, WAPDD, & local jurisdictions
Task 42 Annual Listing of Obligated Projects (ALOP)	FRONTIER MPO	ARDOT, ODOT, WAPDD, FST, & local jurisdictions

R **TIP** *TASK 40 2024-2026 TIP, 2024-2027 ODOT TIP, & 2027-2029 TIP*

OBJECTIVE: The purpose of this task is to monitor the 2024-2026 TIP, 2024-2027 ODOT TIP, and develop the 2027-2029 TIP. FRONTIER MPO will coordinate and collaborate with the public, ARDOT, ODOT, FST, and other community stakeholders.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Continuing coordination with other transportation agencies, including, but not limited to ARDOT, ODOT, FST, the Western Arkansas Intermodal Authority, Fort Smith Regional Airport, ports, railroads, local governments, cities, and others to share and exchange information.

As required:

- Update, amend, monitor, and develop TIP in accordance with ARDOT and ODOT schedules

2023/2024:

- Draft TIP
- Convene study session to review drafts (ARDOT & ODOT TIPS)
- Provide public notice 10 days prior for amendments and drafts for public comment
- Amend and finalize draft documents (ARDOT & ODOT TIPS)
- Seek TIP final approval from ARDOT, ODOT, FHWA, and FTA

R **TIP** *TASK 41 2024- 2027 ODOT TIP*

OBJECTIVE: The purpose of this task is to monitor and develop the ODOT 2024- 2027 TIP. FRONTIER MPO will coordinate and collaborate with the public, ODOT, and other community stakeholders.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Continuing coordination with other transportation agencies, including, but not limited to ODOT, FST, the Western Arkansas Intermodal Authority, Fort Smith Regional Airport, ports, railroads, local governments, cities, and others to share and exchange information

As required:

- Update, amend, monitor, and develop TIP in accordance with ARDOT and ODOT schedules

2024 Winter/Spring:

- Draft TIP
- Convene study session to review drafts (ARDOT & ODOT TIPS)
- Provide public notice 10 days prior for amendments and drafts for public comment
- Amend and finalize draft documents (ARDOT & ODOT TIPS)

June 2024

- Seek TIP final approval from ARDOT, ODOT, FHWA, and FTA



TASK 42 *ALOP*

OBJECTIVE: On an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and FRONTIER MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which Federal Highway and Federal Transit funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year. The listing shall be prepared in accordance with § 450.314(a). The ALOP will be published on FRONTIER MPO's website.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Continuing coordination with ARDOT, ODOT, FHWA, FTA, and FTS

As required:

- Update and amend ALOP as needed

December 2023:

- ALOP posted on FRONTIER MPO website

PROJECT #44.27.00 **OTHER ACTIVITIES, FTA 5307 METROPOLITAN PLANNING**
(CONTRACTUAL PROJECT)

OBJECTIVE: FST receives funding for planning activities from the FTA; this is used to conduct performance-based planning activities related to the operation and development of transit services, facilities, and equipment.

TASK FUNDING SUMMARY:

OTHER ACTIVITIES, FTA 5307, (CONTRACTUAL PROJECT)	Lead Agency	Partner Agencies
Task 50 Transit Performance Measures – Transit Asset Management	TRANSIT, FRONTIER MPO	WAPDD, ArDOT, FTA, local jurisdictions
Task 51 Transit Performance - Ridership Surveys	TRANSIT, FRONTIER MPO	WAPDD, ArDOT, FTA, local jurisdictions
Task 52 Transit Performance Measures – Safety and Security Management Plan	TRANSIT, FRONTIER MPO	WAPDD, ArDOT, FTA, local jurisdictions
Task 53 Strategic Plan	TRANSIT, FRONTIER MPO	WAPDD, ArDOT, FTA, local jurisdictions

TASK 50 TRANSIT PERFORMANCE MEASURES (TAM)

OBJECTIVE: Provide support of transit asset management planning and performance measures. Implementation of MAP-21 performance-based planning and programming to implement the state and transit agencies performance targets after they have been developed.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Provide staff support to FST
- Provide interagency coordination
- Staff coordination with FST
- Provide any updates or amendments to the Memorandum of Agreement for Performance Measures and Data Sharing
- Perform TAM assessments on facilities, equipment, and revenue vehicles

TASK 51 RIDERSHIP SURVEYS

OBJECTIVE: Provide support in the measurement of ridership satisfaction. Implementation of FAST ACT performance-based planning and programming to implement the state and transit agencies performance targets after they have been developed.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Provide staff support to FST
- Staff coordination with FST

2023 Winter/2024 Spring:

- Develop survey questions
- Conduct annual transit ridership survey
- Provide summary findings and analysis of transit ridership survey to FST
- Update transit shelter locations for transit users



TASK 52 SAFETY AND SECURITY MANAGEMENT PLAN

OBJECTIVE: Provide support of the Safety and Security Management Plan and performance measures. Implementation of MAP-21 performance-based planning and programming to implement the state and transit agencies performance targets after they have been developed.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Provide staff support to FST
- Staff coordination with FST
- Assist in the Safety Plan assessment
- Coordinate and provide assistance on a public transportation agency plan, including transit safety performance targets.

TASK 53 STRATEGIC PLAN

OBJECTIVE: Provide support to improve ridership; and continue to optimize CARES Act implementation.

EXPECTED PRODUCTS & SCHEDULE:

Ongoing:

- Develop Strategic Vision
- Coordinate with transit on Strategic plan goals
- Provide status report of Strategic plan to the Technical Committee and Policy Board

TABLES/FINANCIAL BUDGET SUMMARY – To be updated

Table 1 Arkansas PL Funding Sources

Table 1 FY 2024 UPWP: Arkansas Funding Sources					
Project	DESCRIPTION	PL FUNDS	LOCAL FUNDS	TOTAL FUNDS	% PER TASK
44.21.00	Program Support and Administration	\$86,489	\$21,622	\$108,111	17%
44.22.00	General Development and Comprehensive Planning	\$55,600	\$13,900	\$69,500	11%
44.23.00	Long-Range Transportation Planning	\$55,600	\$13,900	\$69,500	11%
44.24.00	Short-Range Planning	\$270,154	\$67,539	\$337,693	54%
44.25.00	Transportation Improvement Program	\$33,978	\$8,495	\$42,473	7%
Total PL and Local Funds		\$501,821	\$125,456	\$627,277	100%



Table 2 FTA 5307 Metropolitan Planning Transit Funds (Non-PL Funding)

Table 2 FY 2024: Arkansas Funding Sources Non-PL FUNDING FTA 5307- Metropolitan Planning Contractual Project					
DESCRIPTION	FTA 5307 FUNDS	PL FUNDS	LOCAL FUNDS	TOTAL FUNDS	% PER TASK
44.27.00 Transit - 5307 Metropolitan Planning	\$40,000	\$0	\$10,000	\$50,000	N/A

Table 3 Oklahoma PL Funding Sources TO BE UPDATED

The FY 2024 PL apportionment will be updated when received. The FY 2023 amounts have been utilized.

Table 3 FY 2024 UPWP: Oklahoma Funding Sources					
Project	DESCRIPTION	PL FUNDS	LOCAL FUNDS	TOTAL FUNDS	% PER TASK
44.21.00	Program Support and Administration	\$9,523	\$2,381	\$11,904	28%
44.22.00	General Development and Comprehensive Planning	\$6,122	\$1,530	\$7,652	18%
44.23.00	Long-Range Transportation Planning	\$6,122	\$1,530	\$7,652	18%
44.24.00	Short-Range Planning	\$8,503	\$2,126	\$10,629	25%
44.25.00	Transportation Improvement Program	\$3,740	\$936	\$4,676	11%
Total PL and Local Funds		\$34,010	\$8,503	\$42,513	100%

Table 4 Arkansas & Oklahoma PL Funding Sources TO BE UPDATED

Table 4 FY 2024 UPWP: Arkansas and Oklahoma PL Funding Sources					
Project	DESCRIPTION	PL FUNDS	LOCAL FUNDS	TOTAL FUNDS	% PER TASK
44.21.00	Program Support and Administration	\$96,012	\$24,003	\$120,015	17%
44.22.00	General Development and Comprehensive Planning	\$61,722	\$15,430	\$77,152	12%
44.23.00	Long-Range Transportation Planning	\$61,722	\$15,430	\$77,152	12%
44.24.00	Short-Range Planning	\$278,657	\$69,665	\$348,322	52%
44.25.00	Transportation Improvement Program	\$37,718	\$9,431	\$47,149	7%
Total PL and Local Funds		\$535,831	\$133,959	\$669,790	100%

Table 5 Arkansas & Oklahoma PL Funding Sources Grand Total Including FTA 5307 Funding

To be updated when FY 2024 appropriations are available.

Table 5 FY 2024 UPWP: Arkansas and Oklahoma PL Funding Sources Grand Total Including: FTA 5307 Funding Sources Budget Estimate for July 1, 2023 to June 30, 2024						
DESCRIPTION	PL AHTD	PL ODOT	PL LOCAL	PL TOTAL	FTA-5307 TOTAL	GRAND TOTAL
Personnel-Direct Labor	\$104,442	\$8,781	\$28,306	\$141,529	\$14,744	\$156,273
Release Time & Fringe-Provisional Rate Base (65.49%)	\$68,399	\$5,750	\$18,538	\$92,687	\$9,656	\$102,343
Travel & Meeting Expense	\$12,000	\$4,800	\$4,200	\$21,000	\$6,500	\$27,500
Contractual Services	\$252,000	\$4,000	\$64,000	\$320,000	\$4,000	\$324,000
Equipment	\$8,000	\$1,200	\$2,300	\$11,500	\$3,500	\$15,000
Supplies (Expendible Items) Cellphone, Postage, Printing and Other Direct Costs	\$3,140	\$4,953	\$2,023	\$10,116	\$4,000	\$14,116
Indirect Costs-Provisional Rate Base (31.15%)	\$53,840	\$4,526	\$14,592	\$72,958	\$7,600	\$80,558
Total PL, FTA, and Local Funds	\$501,821	\$34,010	\$133,959	\$669,790	\$50,000	\$719,790

Frontier MPO plans to utilize \$192,931 of previous year's PL funding availability to select and obtain consultants for Bicycle/Pedestrian planning project and for strategic planning and development of an Intermodal facility and utilities project.

APPENDIX A: ACRONYMS

ACRONYMS

3C	<u>Continuing, Comprehensive & Cooperative Planning Process</u>
ADA	<u>Americans with Disabilities Act</u>
ARDOT	<u>Arkansas Department of Transportation</u>
FHWA	<u>Federal Highway Administration</u>
FST	<u>Fort Smith Transit</u>
FTA	<u>Federal Transit Administration</u>
GIS	<u>Geographic Information System</u>
GPS	<u>Global Positioning System</u>
MAP-21	<u>Moving Ahead for Progress in the 21st Century Act</u>
MOA	<u>Memorandum of Agreement</u>
MOU	<u>Memorandum of Understanding</u>
MPA	<u>Metropolitan Planning Area</u>
MPO	<u>Metropolitan Planning Organization</u>
MSA	<u>Metropolitan Statistical Area</u>
MTP	<u>Metropolitan Transportation Plan</u>
ODOT	<u>Oklahoma Department of Transportation</u>
PB	<u>Policy Board</u>
PL	<u>Planning Funds</u>
PPP	<u>Public Participation Plan</u>
SAFETEA-LU	<u>Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users</u>
STP	<u>Surface Transportation Program</u>
STIP	<u>State Transportation Improvement Program</u>
TC	<u>Technical Committee</u>
TAM	<u>Transit Asset Management Plan</u>
TAP	<u>Transportation Alternative Program</u>
TIP	<u>Transportation Improvement Program</u>
USDOT	<u>United States Department of Transportation</u>
UPWP	<u>Unified Planning Work Program</u>
WAIA	<u>Western Arkansas Intermodal Authority</u>
WAPDD	<u>Western Arkansas Planning & Development District</u>



APPENDIX B: POLICY & TECHNICAL ADVISORY COMMITTEE MEMBERS

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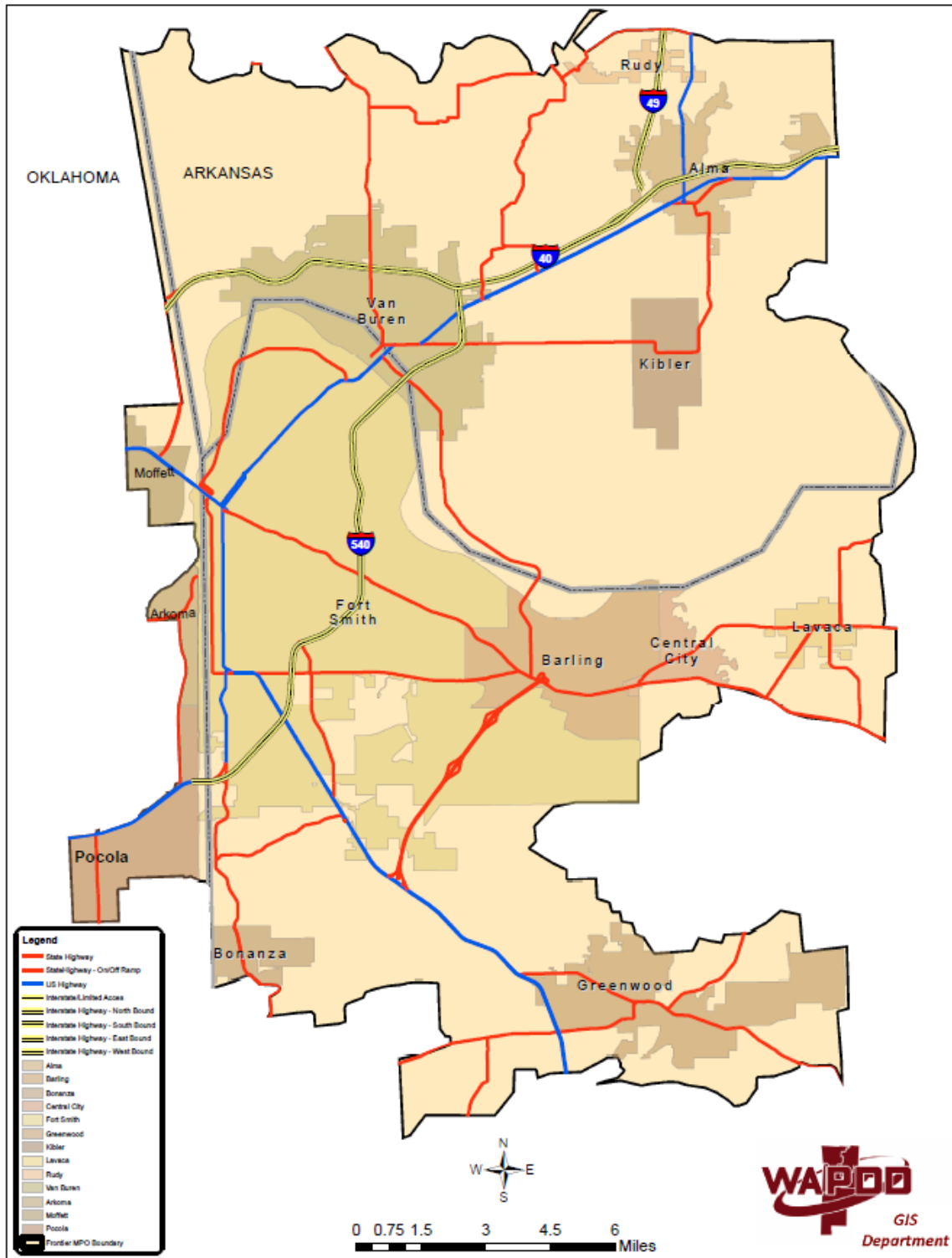
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APPENDIX C: METROPOLITAN AREA BOUNDARY MAP



APPENDIX D: UPDATING THE UPWP

UPDATING THE UPWP

Unified Planning Work Program Update

The UPWP is developed annually and is amended as needed. The UPWP budget is updated annually. The UPWP update is reviewed by the Technical Committee, the Policy Board, ARDOT, and ODOT. The UPWP update is approved by the Policy Board, FHWA, and the FTA (program and budget).

The public review and comment period for the program is a minimum of 10 days.

Unified Planning Work Program Major Amendments

A major amendment includes cumulative budget adjustments at the element level, when amounts exceed 20% of original element budgets, or changes of \$5,000 or more to element budgets, or significant changes to the scope of individual tasks. UPWP major amendments are approved by the Technical Committee, the Policy Board, ARDOT, ODOT, FHWA and the FTA.

The public review and comment period for the program is a minimum of 10 days.

Unified Planning Work Program Minor Amendments

A minor amendment includes a cumulative budget adjustment when the estimate is less than 20 percent of the original budget. UPWP minor amendments are approved by the Technical Committee only. A notice of the UPWP minor amendment is distributed to the Policy Board, ARDOT, ODOT, FHWA, and FTA.

There is no public comment period for UPWP minor amendments.

APPENDIX E: RESOLUTION – 23-X



RESOLUTION 23-X

FRONTIER METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTING THE FISCAL YEAR 2023 UNIFIED PLANNING WORK PROGRAM

WHEREAS, the Infrastructure Investment and Jobs Act, the Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America’s Surface Transportation (FAST) Act requires transportation plans and programs for metropolitan areas be developed through a continuing, cooperative, and comprehensive transportation planning process carried out by the metropolitan planning organization in concert with the state and transit operators; and

WHEREAS, The Frontier Metropolitan Planning Organization is the officially designated metropolitan planning organization (MPO) for the Fort Smith/Van Buren metropolitan area in Arkansas and Oklahoma; and

WHEREAS, the Frontier MPO Fiscal Year (FY) 2023 Unified Planning Work Program (UPWP) identifies the transportation planning activities to be undertaken in the Fort Smith metropolitan area during the FY 2024UPWP beginning July 1, 2023 and ending June 30, 2024; and

WHEREAS, the Frontier MPO Technical Committee has reviewed the FY 2024 UPWP and recommends approval and adoption of the document by the Frontier MPO Policy Board; and

WHEREAS, copies of the Frontier MPO FY 2024 UPWP have been made available for public comment on the MPO’s website and offices in accordance with the Frontier MPO Public Participation Plan;

WHEREAS, the FY 2024 UPWP was prepared with FY 2023 and FY 2024 funding levels provided by the Arkansas Department of Transportation and the Oklahoma Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED, that the Frontier Metropolitan Planning Organization Policy Board hereby approves and adopts the FY 2024 Unified Planning Work Program.

Adopted: X, XX, 2023

Mayor Doug Kinslow, City of Greenwood
Chairman, FMPO

Attest:

Reese M. Brewer, CTL
FMPO Transportation Director