



Unified Planning Work Program (UPWP)

Fiscal Year: 2026

Prepared By: **Tri-Lakes MPO Staff**

Initial Technical Committee Approval: **May 4th, 2025**

Initial Policy Board Approval: **May 15th, 2025**

Public Comment Period: **May 25th – June 8th, 2025**

Final Approval: June 9th, 2025

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Resolution 2025-04

UPWP FY 2026: July 1, 2025 – June 30, 2026

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 2026 Fiscal Year (FY) from July 1, 2025 to June 30, 2026; and

NOW THEREFORE, BE IT RESOLVED THAT, on this 9th day of June 2025, the Policy Board of the Tri-Lakes MPO hereby adopts the FY 2026 UPWP.

Approve:



Mike Lipton
Policy Board Chairman

Attest:



Derrick Harris
MPO Study Director



LOCAL PROGRAMS DIVISON

10324 Interstate 30 | P.O. Box 2261, Little Rock, AR 72203-2261
Phone: (501) 435-3255

May 20, 2025

Mr. Derrick Harris
MPO Study Director
Tri-Lakes Metropolitan Planning Organization
1000 Central Avenue
Hot Springs, AR 71901

Dear Mr. Harris:

The U.S. Department of Transportation's (U.S. DOT) Fiscal Year 2025 apportionments have been released for the period of October 1, 2025 through September 30, 2026. Shown below are the Federal Metropolitan Planning Funds available for the period of July 1, 2025 through June 30, 2026 for developing Tri-Lakes's Unified Planning Work Program (UPWP). A copy of your approved State Fiscal Year 2026 UPWP must be received no later than June 1, 2025.

State Fiscal Year 2026 Metropolitan Planning Funds	\$ 111,935	FHWA
	<u>\$ 30,652</u>	<u>FTA</u>
	\$ 142,587	Total

As in previous years, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Metropolitan Planning Funds have been consolidated, and the matching ratio of federal to local funds remains 80% to 20%, respectively. If additional information is needed, please contact Sunny Farmahan at (501) 435-3252 or Sunny.Farmahan@ardot.gov.

Sincerely,

David Siskowski, P.E.
Division Head – Local Programs

c: Chief Engineer – Preconstruction
Assistant Chief Engineer – Program Delivery
District 6
Dwayne Pratt, WCAPDD
John Spears, FHWA
Gail Lyssy, FTA
Ronisha Hodge, FTA

Ouachita National Forest

Saline County

MPO Boundary Map

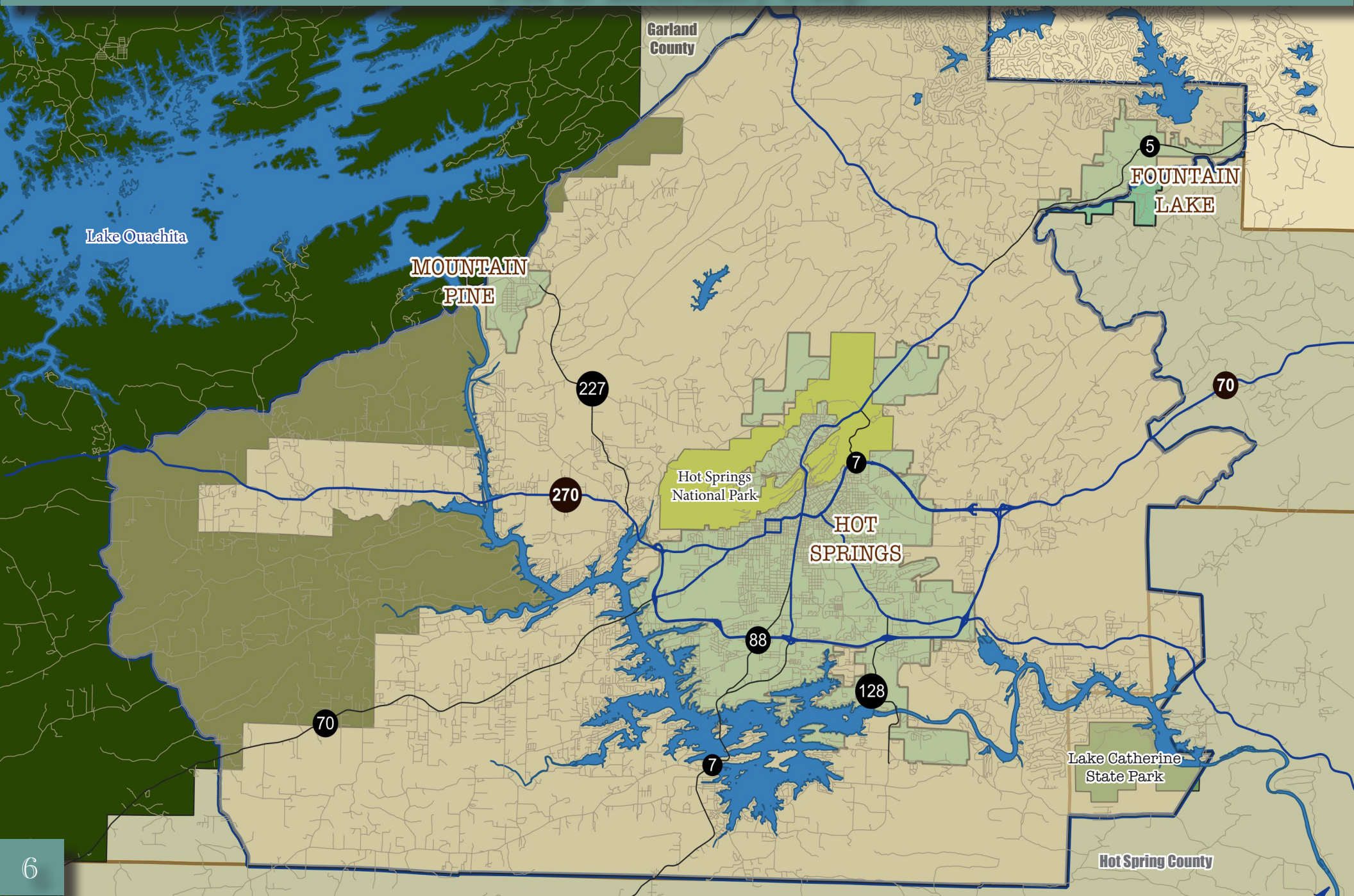


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Notice of Non-Discrimination

The Tri-Lakes Metropolitan Planning Organization (MPO) complies with all 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, 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 upon request. Complaints of alleged discrimination and inquiries regarding the MPO's nondiscrimination policies should be directed to:

Derrick Harris MPO Study Director ADA/504/Title VI Coordinator Tri-Lakes Metropolitan Planning Organization P.O. Box 6409 Hot Springs, AR 71902 501-525-7577, Voice/TTY 711
dharris@wcapdd.org

Aviso de no discriminación

El Organismo Metropolitano de Planificación Tri-Lakes (MPO) cumple con todas las disposiciones de de estatutos federales y autoridades relacionadas que prohíben la discriminación en programas y actividades que reciben asistencia financiera federal.

Por lo tanto, el MPO no discrimina por motivos de raza, sexo, color, edad, origen nacional, religión, discapacidad, o estatus de bajos ingresos en la admisión, acceso y tratamiento en los programas y actividades del MPO, así como en las prácticas de contratación o empleo del MPO.

Este aviso está disponible del Coordinador de ADA / 504 / Título VI en letra grande, en cinta de audio y Braille, a petición. Se proporcionará asistencia lingüística gratuita a las personas a petición. Las quejas de supuesta discriminación e inquietudes con respecto a las políticas de no discriminación del MPO deben dirigirse a:

Derrick Harris Director de Estudio MPO Coordinador de ADA/504/Título VI Organización Metropolitana de Planificación Tri-Lakes P.O. Box 6409 Hot Springs, AR 71902 501-525-7577, Voz/TTY 711 dharris@wcapdd.org

Introduction

What is the Tri-Lakes Metropolitan Planning Organization

A Metropolitan Planning Organization (MPO) is a transportation policy-making agency made up of representatives from local government and transportation authorities. MPO's are designated by federal law to serve in urbanized areas with populations of at least 50,000 people. An MPO was established for the Hot Springs Urbanized Area in 2003 by the governor of Arkansas. Through this designation of the Hot Springs Area Transportation Study (HSATS) the MPO exists today as the Tri-Lakes (TLMPO). The MPO is supported by an 11 member Policy Board and a 15 member Technical Advisory Committee (TAC), as well as MPO staff. The Policy Board relies on the TAC and staff for analysis and recommendations regarding transportation policy options, but reserves the right to make the final determination.

Planning Process

The United States Department of Transportation (USDOT) relies on Metropolitan Planning Organization (MPO's) to ensure that existing and future federal expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive (3-C) planning process. The 3-C process is the foundation for regional transportation planning and includes input and direction from participating cities, counties, community agencies, elected officials and the public. The TLMPO is the agency responsible for coordinating the transportation planning activities for the Hot Springs Urbanized Area (UA). Additionally, the TLMPO must produce and update plans, projects, and programs that are required by the USDOT and the Arkansas Department of Transportation (ARDOT). However, those plans, projects, and programs must be approved by the executive branch of the TLMPO, the Policy Board.

Planning Partners

The TLMPO 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
- Hot Spring County
- City of Hot Springs
- Hot Springs Village
- Town of Fountain Lake
- City of Mountain Pine
- Hot Springs Intracity Transit (IT)
- Greater Hot Springs Chamber of Commerce
- Hot Springs Metro Partnership



- Arkansas Department of Transportation
- Federal Highway Administration
- Federal Transit Administration
- National Park Service

Hot Springs Region

The Hot Springs area is the eastern gateway to the Ouachita Mountains in Central Arkansas. The regional topography is hilly and mountainous, resulting in some steep and winding roadways. This topography creates numerous creeks, natural drainages, and flood plains, many suitable for alternative transportation uses, such as pedestrian and bicycle paths.

Additionally, this topography presents some unique challenges for roadway improvements, especially when considering new capital projects or roadway expansion. The downtown Hot Springs street layout is one of a radial grid pattern. The downtown area streets were originally developed in a round radial pattern instead of a block grid type pattern as dictated by the topography. The TLMPO Study Area contains Lake Hamilton and Catherine, which is adjacent to Lake Ouachita on the eastern edge of the Ouachita Mountains. These three (3) lakes provide the basis for the name Tri-Lakes.



What is the Purpose of an MPO?

The MPO has some key responsibilities as required by federal law. There are five core functions and four main planning documents that must be continually updated and evaluated. Those are as follows:

- Establish and manage a fair and impartial setting for effective regional transportation decision-making
- Evaluate available transportation alternatives given the size, complexity and nature of the region's transportation system
- Involve the general public in the functions listed above and the core planning documents listed below

The key documents produced by the MPO are:

- **The Unified Planning Work Program (UPWP)** is the activity and budget document for the MPO staff and lists the transportation studies and tasks to be performed
- **The Metropolitan Transportation Plan (MTP)** is the strategic planning document that identifies future investments to be made in the region's transportation system. It's also known as **the Long-Range Transportation Plan (LRTP)** *(Currently Being Updated – September 2025)*
- **The Transportation Improvement Program (TIP)** is a four-year funding program implementing the transportation projects and strategies identified in the MTP.
- **The Public Participation Plan (PPP)** is an informational document which highlights the main strategies and techniques the MPO will utilize to inform and involve citizens in the transportation planning process. *(Currently Being Updated – May 2025)*

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:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- 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;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- 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:

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 & 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.
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.

Civil Rights:

The Tri-Lakes Metropolitan Planning Organization (MPO) complies with all applicable federal nondiscrimination laws and regulations to ensure that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance.

In accordance with **Title VI of the Civil Rights Act of 1964**, the MPO prohibits discrimination on the basis of race, color, or national origin. Specifically, 42 U.S.C. § 2000d states: *"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."*

In addition to Title VI, the MPO adheres to the following nondiscrimination statutes and regulatory requirements:

- **Section 162(a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. § 324)** – prohibits discrimination based on sex;
- **Age Discrimination Act of 1975** – prohibits discrimination based on age;
- **Section 504 of the Rehabilitation Act of 1973** and the **Americans with Disabilities Act of 1990 (ADA)** – prohibit discrimination based on disability;
- **Civil Rights Restoration Act of 1987** – clarifies that nondiscrimination provisions apply to all programs and activities of federal aid recipients;
- **49 CFR Part 21** and **23 CFR Part 200** – implement Title VI compliance requirements for transportation programs;
- **U.S. DOT Order 1050.2A** – establishes the Standard Title VI Assurances and Nondiscrimination Provisions.

The Tri-Lakes MPO is committed to ensuring full compliance with these civil rights requirements in all aspects of its transportation planning activities.

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 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).

FY 2025 UPWP Accomplishments

Below are highlights of some of the FY 2025 UPWP accomplishments:

- Held and prepared documents for Policy Board and Technical Advisory Committee meetings;
- Updated and revamped the MPO's website.
- Published FY 2024 Annual Performance Expenditure Report.
- Published FY 2024 Annual Listing of Obligated Projects.
- Drafted & Adopted FY 2025 Unified Planning Work Program.
- Published Safety Map, as well as reviewing crash data, traffic volumes, demographic and other data.
- Coordinated with ARDOT and other stakeholders on performance measures and targets.
- Drafted, edited, and adopted FY 2025 – 2028 Transportation Improvement Program (TIP)
- 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.





- Updated the 2045 Metropolitan Transportation Plan as needed.
- Began Update to the 2050 Metropolitan Transportation Plan
- Coordinated with ARDOT and Hot Springs Intracity Transit (HSIT) on Metropolitan Transportation Plan Projects, Transportation Improvement Projects, and Triennial Review Requests.
- Attended various transportation related meetings, webinars and workshops, and conferences.

FY 2026 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. 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.

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			
A	Prepared FY 2025 APER	September 2025	MPO
B	Implement FY 2026 UPWP	Continuous	MPO/LPA/ARDOT/OTHER
C	Prepare FY 2027 UPWP	May 2026	MPO/LPA/ARDOT
D	Review and Implement Bylaws as needed	Continuous	MPO
E	Update MPO website as needed	Continuous	MPO

F	Community Outreach as appropriate	Continuous	MPO/OTHER
G	Participate in professional development opportunities such as conferences, webinars, trainings, etc. For example: AMPO, APA, ATA, ATPC, TRB, FHWA, FTA, NADO, NARC, etc.	Continuous	MPO/LPA/ARDOT/OTHER
H	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.

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.22.00			
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 database 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			
A	Update 2050 MTP as needed	Continuous	MPO/LPA/ARDOT
B	Assist with the development and implementation of the Southwest Trail as needed	Continuous	MPO/LPA/ARDOT
C	Perform other long-range multimodal transportation planning projects and activities as needed	Continuous	MPO/LPA/ARDOT

D	Update Long-Range Project List	Continuous	MPO/LPA/ARDOT
E	Finalize 2050 MTP or Long-Range Transportation Plan	September 2026	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; Performance-Based Planning and Programming (PBPP), public transit, complete streets, trail and sidewalk projects including bicycle/pedestrian activities.

ALI Code	Expected Deliverables	Estimated Completion Schedule	Lead Agency(s)
44.24.00			
A	Performance Based Planning & Programming (PBPP) activities	Continuous	ARDOT/HSIT/MPO
B	Share Bicycle/Pedestrian Trends and Potential Opportunities	Continuous	MPO/LPA/ARDOT
C	Coordinate with Hot Springs Intracity Transit on performance measures as needed	Continuous	HSIT/MPO/ARDOT
D	Participation in the City of Hot Springs Complete Street Team	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			
A	TIP Monitoring	Continuous	MPO/LPA/ARDOT
B	Publish FY 2025 ALOP	December 2024	MPO/LPA/ARDOT
C	TIP Development/Adoption	Continuous	MPO/LPA/ARDOT
D	Perform other TIP related projects and activities as needed	Continuous	MPO/LPA/ARDOT
E	Submit TIP Projects for inclusion into next TIP cycle (27-30)	Summer/Fall 2025	MPO/LPA/ARDOT
F	Draft, Edit, and Publish FY 2027-2030 TIP	September 2026	MPO/LPA/ARDOT

Public Comments

This was presented to the Technical Advisory Committee on May 5th, 2025, and the Policy Board on May 15th, 2025. After initial approval, a two-week public comment period was held. The public comment period was from **May 25th** – **June 8th**, and no significant public comments were submitted. Therefore, the final document was approved the following day on June 9th, 2025.

Financial Summary

ALI Code	Activity Line Item (ALI)	Fiscal Year (FY) 2026 UPWP			
		Federal Share (FHWA/FTA) 80%	Local Match 20%	Total	Percent by ALI
44.21.00	Program Support & Administration	\$ 35,647	\$ 8,912	\$ 44,558	25%
44.22.00	General Development & Comprehensive Planning	\$ 28,517	\$ 7,129	\$ 35,647	20%
44.23.00	Long-Range Planning	\$ 28,517	\$ 7,129	\$ 35,647	20%
44.24.00	Short-Range Planning	\$ 14,259	\$ 3,565	\$ 17,823	10%
44.25.00	Transportation Improvement Program	\$ 35,647	\$ 8,912	\$ 44,558	25%
Total:		\$ 142,587	\$ 35,647	\$ 178,234	100%