



Tri-Lakes Metropolitan Planning Organization

Unified Planning Work Program (UPWP)



State Fiscal Year 2027: July 1st, 2026 - June 30th, 2027

Adopted: May 21st, 2026

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

Table of Contents

Non-Discrimination Statement	3
Acronyms	4
Introduction	5
National Goals	5
Planning Factors	5
Performance Based Planning and Programming	6
Planning Emphasis Areas	7
Metropolitan Planning Area	9
Planning Partners	9
Organizational Structure.....	11
Policy Board Members.....	11
Technical Advisory Committee (TAC) Members.....	12
Unified Planning Work Program	13
Federal UPWP Guidance	13
2026 SFY UPWP Accomplishments	14
2027 SFY UPWP Activity Line Items	15
1. Program Support and Administration	15
2. Long-Range Transportation Planning (LRTP) - Metropolitan & Statewide	15
3. Transportation Improvement Program (TIP)	16
4. Short-Range Transportation Planning (SRTP)	17
5. General Development and Comprehensive Planning	17
Financial Summary	18
Public Comments	18

Non-Discrimination Statement

The Tri-Lakes Metropolitan Planning Organization (MPO) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the MPO does not discriminate on the basis of race, sex, color, age, national origin, religion, disability, Limited English Proficiency (LEP), or low-income status in the admission, access to and treatment in the MPO's programs and activities, as well as the MPO's hiring or employment practices.

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

Emmily Tiampati
MPO and ADA/504/Title VI Coordinator
Tri-Lakes Metropolitan Planning Organization
P.O. Box 6409
Hot Springs, AR 71902
501-525-7577, Voice/TTY 711
etiampati@wcapdd.org

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

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

Emmily Tiampati
Coordinadora de MPO y ADA / 504 / Título VI
Organización de Planificación Metropolitana de Tri-Lakes
P.O. Box 6409
Hot Springs, AR 71902
501-525-7577, Voz / TTY 711
etiampati@wcapdd.org

Acronyms

The following are some of the most commonly used acronyms and abbreviations, in the metropolitan transportation planning process. Visit the MPO's website for an extensive list.

3-C	Continuing, Cooperative, and Comprehensive
ADA	Americans With Disabilities Act
ALOP	Annual Listing of Obligated Projects
APER	Annual Performance and Expenditure Report
ARDOT	Arkansas Department of Transportation
CFR	Code of Federal Regulations
CHS	City of Hot Springs
FFY	Federal Fiscal Year (October 1 - September 30)
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
HSATS	Hot Springs Area Transportation Study
HSIT	Hot Springs Intracity Transit
HSV	Hot Springs Village
LPA	Local Public Agency
L RTP	Long Range Transportation Plan
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
PM	Performance Measures
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
SFY	State Fiscal Year, July 1 - June 30
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads For All
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
TLMPO	Tri-Lakes Metropolitan Planning Organization
UPWP	Unified Planning Work Program
WCAPDD	West Central Arkansas Planning & Development District

Introduction

Federal policy requires that a Metropolitan Planning Organization (MPO) shall be designated for each urbanized area with a population of more than 50,000 individuals; to carry out a continuing, cooperative, and comprehensive (3-C) performance-based multimodal transportation planning process.¹ The Tri-Lakes MPO (TLMPO) was designated in the year 2003.² Further, federal policy encourages the metropolitan transportation planning and programming process to be guided by the following national goals³ and planning factors.⁴

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 and economic vitality - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Planning Factors

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;

¹ 23 USC §134 (d) and 23 CFR § 450.300 (a)

² <https://www.planning.dot.gov/mpo/>

³ 23 USC §150 (b)

⁴ 23 USC §134 (h) and 23 CFR § 450.300 (b)

3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Performance Based Planning and Programming

Performance-based planning and programming (PBPP) is a system-level, data-driven process to identify strategies and investments.⁵ Per Federal regulations, 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\(c\)](#).⁶

Each MPO shall establish the performance targets not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.⁷ More info can be found in the FHWA Transportation Performance Management (TPM)⁸ website and the FTA Performance Management website.⁹

An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under [49 U.S.C. chapter 53](#) by providers of public transportation, required as part of a performance-based program including:¹⁰

⁵ https://ops.fhwa.dot.gov/plan4ops/performance_based.htm

⁶ 23 CFR § 450.306 (d) (1)

⁷ 23 CFR § 450.306 (d) (3)

⁸ <https://www.fhwa.dot.gov/tpm/>

⁹ <https://www.transit.dot.gov/PerformanceManagement>

¹⁰ 23 CFR § 450.306 (d) (4)

- I. The State asset management plan for the NHS, as defined in [23 U.S.C. 119\(e\)](#) and the Transit Asset Management Plan, as discussed in [49 U.S.C. 5326](#);
- II. Applicable portions of the HSIP, including the SHSP, as specified in [23 U.S.C. 148](#);
- III. The Public Transportation Agency Safety Plan in [49 U.S.C. 5329\(d\)](#);
- IV. Other safety and security planning and review processes, plans, and programs, as appropriate;
- V. The Congestion Mitigation and Air Quality Improvement Program performance plan in [23 U.S.C. 149\(l\)](#), as applicable;
- VI. Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
- VII. The congestion management process, as defined in [23 CFR 450.322](#), if applicable; and
- VIII. Other State transportation plans and transportation processes required as part of a performance-based program.

Planning Emphasis Areas

In December of 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly emphasized the use of the following updated Planning Emphasis Areas (PEA's) by Federal Land Management Agencies, State Departments of Transportation, Metropolitan Planning Organizations, and Public Transportation Agencies in regard to tasks associated with the Statewide Planning and Research Programs and Unified Planning Work Programs, as summarized below.¹¹

1. Tackling the Climate Crisis - Transition to a Clean Energy, Resilient Future

Appropriate UPWP 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.

2. Equity and Justice⁴⁰ in Transportation Planning

Encourage the use of strategies that: (a) Improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (b) Plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (c) Reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (d) Offer reduced public transportation fares as appropriate; (e) Target demand-response service towards communities with higher concentrations of older adults and those with poor access to

¹¹ <https://ci.lubbock.tx.us/storage/images/UD6yQz3SG5FXk1YZnUX46EBbDcR50Af2lvq308r3.pdf>

essential services; and (f) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

3. Complete Streets

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.

4. Public Involvement

State DOT's, MPO's and public transportation providers are encouraged to conduct early, effective, continuous, meaningful, convenient, affordable, accessible, and transparent public involvement process; which includes virtual public involvement (VPI).

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

MPOs and State DOTs are encouraged 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. DOD facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security.

6. Federal Land Management Agency (FLMA) Coordination

MPOs and State DOTs are encouraged to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan (MTP) and the Transportation Improvement Program (TIP).

7. Planning and Environment Linkages (PEL)

PEL is a collaborative and integrated approach to transportation decision making 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

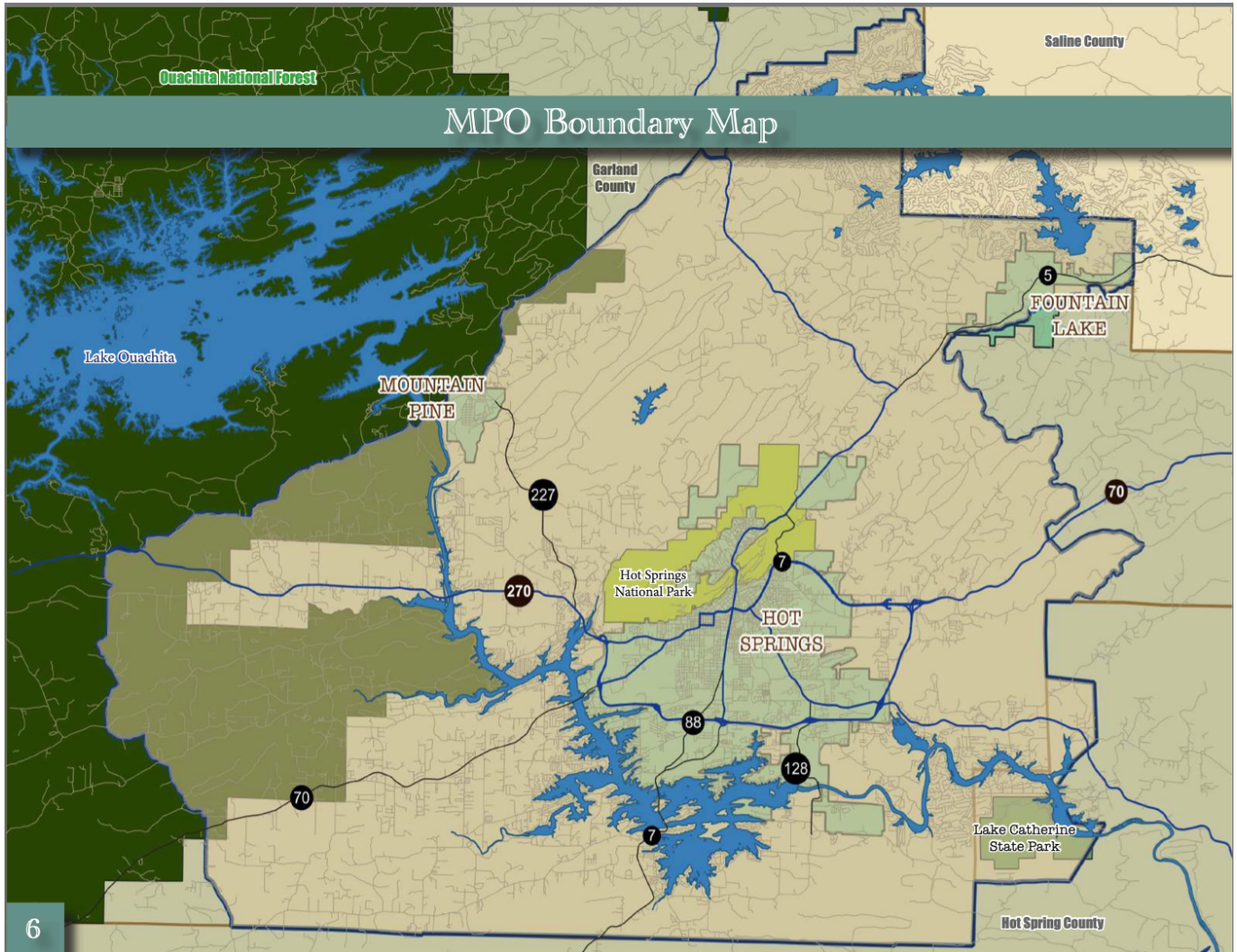
8. Data in Transportation Planning

State DOT's, MPO's and providers of public transportation are encouraged to incorporate data sharing and analytics principles in the transportation planning process; including but not limited to freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety.

Metropolitan Planning Area

A Metropolitan Planning Area (MPA) means the geographic area determined by agreement between the MPO for the area and the Governor, in which the metropolitan transportation planning process is carried out. A Metropolitan Planning Organization (MPO) means the policy board of an organization created and designated to carry out the metropolitan transportation planning process.¹²

Below is a map of the Tri-Lakes MPO (TLMPO) MPA.



PLANNING PARTNERS

The Hot Springs Area Transportation Study (HSATS) planning partners include members of the public and various agencies, including but not limited to the following:

¹² 23 CFR § 450.104

Garland County

Town of Fountain Lake

Hot Springs National Park Service

Hot Spring County

City of Mountain Pine

Federal Transit Administration

City of Hot Springs

Hot Springs Intracity Transit

Federal Highway Administration

Hot Springs Village

Hot Springs Metro Partnership

City of Malvern

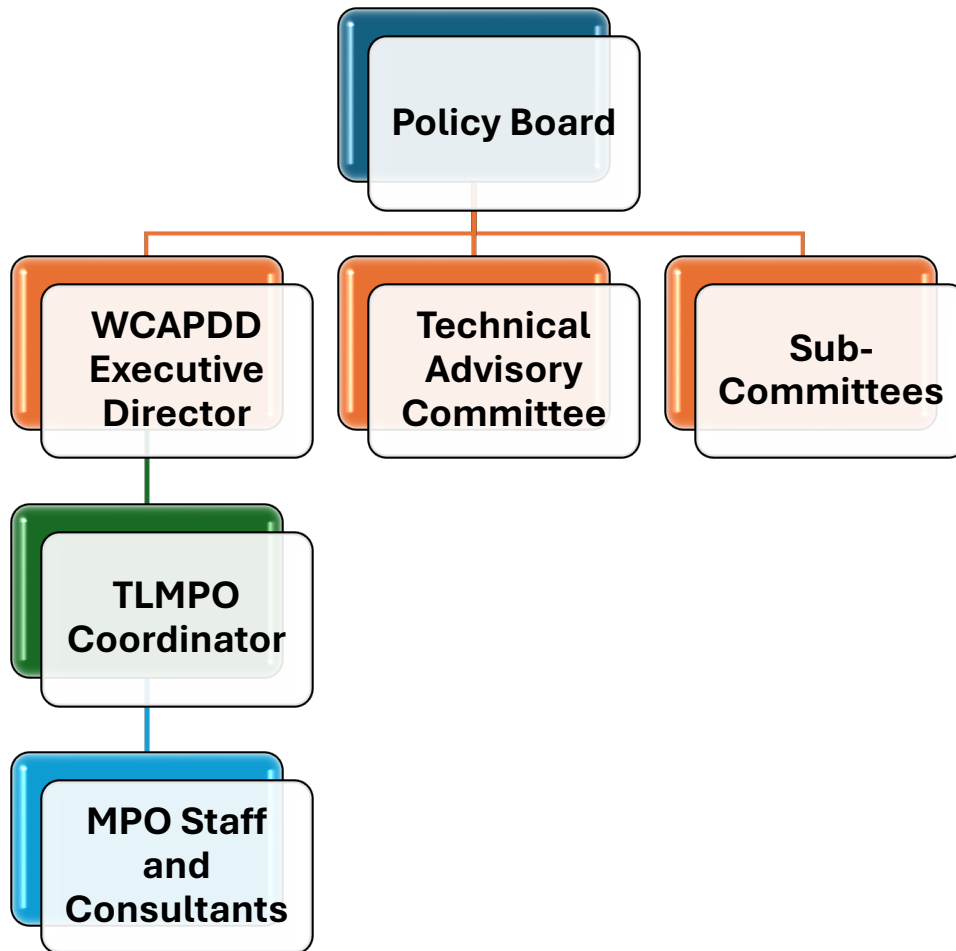
Arkansas Department of Transportation



GARLAND COUNTY
A R K A N S A S



ORGANIZATIONAL STRUCTURE



POLICY BOARD MEMBERS

	Name	Agency	Title	MPO Role
1	Bruce Caverly	Hot Springs Village	Board Director	Policy Board Voting Member
2	Darryl Mahoney	Garland County	County Judge	Policy Board Voting Member
3	Dennis Thornton	Hot Spring County	County Judge	Policy Board Voting Member
4	Hunter Lake	Arkansas Department of Transportation	Engineer, District 6	Policy Board Voting Member

5	Jack Fields	Town of Fountain Lake	Mayor	Policy Board Voting Member
6	Jeremy Brown	Garland County	Justice of the Peace	<i>Policy Board Vice-Chairperson</i>
7	Karen Garcia	City of Hot Springs	Director, District 5	Policy Board Voting Member
8	Malinda Henson	City of Mountain Pine	Mayor	Policy Board Voting Member
9	Mike Lipton	Hot Springs Metro Partnership	Transportation Committee Chair	<i>Policy Board Chairperson</i>
10	Pat McCabe	City of Hot Springs	Mayor	Policy Board Voting Member
11	Sunny Farmahan	Arkansas Department of Transportation	Local Support Section Head	Policy Board Voting Member

TECHNICAL ADVISORY COMMITTEE (TAC) MEMBERS

	Name	Agency	Title	MPO Role
1	Anthony Hunter	Arkansas Department of Transportation	Transportation Planner	TAC Voting Member
2	Chris Polychron	Chamber of Commerce	Member	TAC Voting Member
3	Dennis Thornton	Hot Spring County	County Judge	TAC Voting Member
4	Donald Rowlett	City of Hot Springs	Airport Director	TAC Voting Member
5	Gary Carnahan	City of Hot Springs	City Engineer	TAC Voting Member
6	Gary Troutman	Hot Springs Metro Partnership	CEO	TAC Voting Member
7	James Patton	Hot Springs Village	Board Member	TAC Voting Member
8	Jefferey Carr	Garland County	Resident of Garland County	TAC Voting Member
9	Jesse Konstanzer	Arkansas Department of Transportation	Resident Engineer	TAC Voting Member
10	John Rogers	Garland County	Resident of Garland County	TAC Voting Member
11	Karl Lowry	Town of Fountain Lake	Alderman	TAC Voting Member

12	Kathy Sellman	City of Hot Springs	Planning Director	TAC Voting Member
13	Keith Jones	Hot Springs Intracity Transit	Resident Advisor	TAC Voting Member
14	Ron Sievwright	City of Hot Springs	Public Works Director	TAC Voting Member
15	Ryan Richardson	Arkansas Midland Railroad (Genesee & Wyoming)	General Manager	TAC Voting Member

Unified Planning Work Program

Federal UPWP Guidance

A Unified Planning Work Program (UPWP) means a statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. At a minimum, a UPWP includes a description of the planning work and resulting products, who will perform the work, time frames for completing the work, the cost of the work, and the source(s) of funds.¹³

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 420.¹⁴ Except as provided in [paragraph \(d\)](#) of this section, 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 [§ 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.¹⁵

Proposed use of FHWA planning and research funds must be documented by the State DOTs and subrecipients in a work program, or other document that describes the work to be accomplished, that is acceptable to the FHWA Division Administrator.¹⁶ A work program(s) for transportation planning activities must include a description of work to be accomplished and cost estimates by activity or task. In addition, each work program must include a summary that shows: Federal share by type of fund; Matching rate by type of fund; State and/or local matching share; and Other State or local funds.¹⁷ In areas not designated as TMAs, a simplified statement of work that describes who will perform the work and the work that will be accomplished using Federal funds may be used

¹³ 23 CFR § 450.104

¹⁴ 23 CFR § 450.308 (b)

¹⁵ 23 CFR § 450.308 (c)

¹⁶ 23 CFR § 420.111 (a)

¹⁷ 23 CFR § 420.111 (b)(1)

in lieu of a work program. If a simplified statement of work is used, it may be submitted separately or as part of the Statewide planning work program.¹⁸

In accordance with [49 CFR 18.40](#), the State DOT shall monitor all activities performed by its staff or by subrecipients with FHWA planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met.¹⁹

Further, a UPWP should include a discussion of previous work, and the following Activity Line Items (ALI)²⁰

2026 SFY UPWP Accomplishments

The SFY 2026 (July 1, 2025 – June 30, 2026) UPWP accomplishments included, but were not limited to the following:

- Drafted, publicized, adopted, and implemented the SFY 2026 UPWP.
- Drafted, publicized, and adopted the SFY 2027 UPWP.
- Reviewed, updated, and adopted the revised Bylaws.
- Drafted and disseminated documents for TAC and Policy Board meetings.
- Reviewed and updated the 2045 Metropolitan Transportation Plan (MTP) as needed.
- Drafted, publicized, and adopted the 2050 MTP.
- Revised the FFY 2025-2028 TIP as needed.
- Published the FFY 2025 Annual Listing of Obligated Projects (ALOP).
- Coordinated with HSIT, Local Public Agencies (LPA's), ARDOT, and other planning partners on various transportation related projects and activities.
- Shared various Federal, State, and other grant opportunities with LPA's.
- Updated the MPO's website with various information.
- Attended and participated in various transportation related professional development meetings, webinars, workshops, and other similar activities.

¹⁸ 23 CFR § 420.111 (c)

¹⁹ 23 CFR § 420.117 (a)

²⁰ FTA Circular 8100.1D <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/program-guidance-metropolitan-planning-and-state-planning-a-0>

2027 SFY UPWP Activity Line Items

1. PROGRAM SUPPORT AND ADMINISTRATION

Activities under this ALI include basic overhead, program support, and general administrative costs. Examples include direct program support, administration, interagency coordination, citizen participation, public information, local assistance, and UPWP development.

Program Support and Administration			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	UPWP SFY 2027 implementation	July 1, 2026 - June 30, 2027	MPO and Planning Partners
2	APER SFY 2026 publication	July 2026 - September 2026	MPO and Planning Partners
3	UPWP SFY 2028 drafting, publicizing, and adoption	March 2027 - May 2027	MPO and Planning Partners
4	Bylaws implementation and revision as needed	Continuous	MPO and Planning Partners
5	Public Participation Plan implementation and revision as needed	Continuous	MPO and Planning Partners
6	Community engagement	Continuous	MPO and Planning Partners
7	Interagency coordination	Continuous	MPO and Planning Partners
8	Other applicable program support and administration activities	Continuous	MPO and Planning Partners

2. LONG-RANGE TRANSPORTATION PLANNING (LRTP) - METROPOLITAN & STATEWIDE

This ALI pertains to long-range transportation system planning and analysis activities. Examples include long-range travel forecasting and modeling, including appropriate data base development and maintenance for transportation in the entire metropolitan area or State; system analysis; sketch planning; system plan development; reappraisal or revision; and all long-range Transportation System Management (TSM) activities. This ALI also includes project level long-range planning activities such as corridor and subarea studies, cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

Long-Range Transportation Planning			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	2050 MTP review, implementation, and revision as needed	Continuous	MPO and Planning Partners
2	Participate in LPA and Statewide long-range transportation planning activities, as needed	Continuous	Planning Partners
3	Other applicable long-range transportation planning activities	Continuous	MPO and Planning Partners

3. TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

This ALI only includes activities specifically emphasizing TIP development and monitoring.

Transportation Improvement Program			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	FFY 2025 - 2028 TIP review, implementation, and revision as needed	Continuous	MPO and Planning Partners
2	ALOP FFY 2026 publication	October 2026 - December 2026	MPO and Planning Partners
3	FFY 2027-2030 TIP/STIP development, adoption, and revisions	Continuous	MPO and Planning Partners
4	Other applicable transportation improvement program activities	Continuous	MPO and Planning Partners

4. SHORT-RANGE TRANSPORTATION PLANNING (SRTP)

This ALI includes activities emphasizing short-range transportation system or project planning and analysis proposed in the next three to five years; such as public transit related activities, and multi-modal performance-based planning and programming activities.

Short Range Transportation Planning			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	Coordinate with HSIT and ARDOT in performance-based planning and programming activities, as needed	Continuous	MPO and Planning Partners
2	Review demographic, traffic volumes, crash, and other transportation related data and mapping, as needed	Continuous	MPO and Planning Partners
3	Assist with dissemination, and application of various transportation related grants and opportunities, as needed	Continuous	MPO and Planning Partners
4	Other applicable short-range planning activities	Continuous	MPO and Planning Partners

5. GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

Include 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.

General Development and Comprehensive Planning			
ALI	Anticipated Deliverables	Anticipated Completion Schedule	Lead Agency
1	Participate in transportation related activities such as land-use, housing, environmental, and similar planning activities	Continuous	Planning Partners & Interested Parties
2	Other relevant activities not applicable to the other ALI's above	Continuous	MPO and Planning Partners

Financial Summary

Financial Summary Estimates - SFY 2027 UPWP					
Activity Line Items		ALI %	Federal Share (FHWA/FTA) 80%	Local Match 20%	Total
1	Program Support and Administration	30%	\$43,681.50	\$10,920.30	\$54,601.80
2	Long-Range Transportation Planning	20%	\$29,121.00	\$7,280.20	\$36,401.20
3	Transportation Improvement Program	20%	\$29,121.00	\$7,280.20	\$36,401.20
4	Short Range Transportation Planning	20%	\$29,121.00	\$7,280.20	\$36,401.20
5	General Development and Comprehensive Planning	10%	\$14,560.50	\$3,640.10	\$18,200.60
Total		100%	\$145,605.00	\$36,401.00	\$182,006.00

Public Comments

The SFY 2027 UPWP public comment period was open from April 20th, 2026, to May 10th, 2026.

No public comments were received during this period.

Resolution 2026 - 02

UPWP SFY 2027: July 1, 2026 - June 30, 2027

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(a): 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, 23 CFR §450.308(b) requires 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, per 23 CFR §450.308 (c), 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 §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

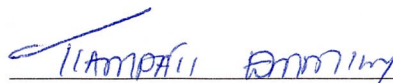
WHEREAS, per 23 CFR §450.308 (f), administrative requirements for UPWPs are contained in 23 CFR part 420 and FTA Circular C8100, as amended (Program Guidance for Metropolitan Planning and State Planning and Research Program Grants); and

WHEREAS, this TLMPO UPWP documents the activities to be performed by the MPO and its planning partners in the 2027 State Fiscal Year (SFY) from July 1, 2026, to June 30, 2027; and

NOW THEREFORE, BE IT RESOLVED THAT, on this **21st** day of **May 2026**, the Policy Board of the Tri-Lakes MPO hereby adopts the SFY 2027 UPWP.

Approve:

Attest:



Mr. Mike Lipton
MPO Policy Board Chairman

Ms. Emmily Tiampati
MPO Coordinator

Date: _____

5-21-26

Date: _____

2026-05-21