

**NARTS TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES
10:30 AM, THURSDAY, NOVEMBER 20, 2014 (APPROVED 3-19-15)**

ENTITIES	MEMBER	PROXY
BELLA VISTA	CHRIS SUNESON	JENNIFER BONNER
BENTON COUNTY	JEFF CLARK	AARON WOGOMAN
BENTONVILLE	MIKE CHURCHWELL BEN PETERS BEAU THOMPSON	
BETHEL HEIGHTS		
CAVE SPRINGS		
CENTERTON		
ELKINS		
ELM SPRINGS		
FARMINGTON	MELISSA McCARVILLE	
FAYETTEVILLE	JESSE FULCHER	
GENTRY		
GREENLAND	BILL GROOM	
HIGHFILL		
JOHNSON		
LINCOLN		
LITTLE FLOCK		
LOWELL	ELDON LONG	
PEA RIDGE		
PRAIRIE GROVE	SONNY HUDSON	
ROGERS	STEVE GLASS DARREL SMITH LANCE JOBE NATHAN BECKNELL	
SILOAM SPRINGS	BEN RHOADS	
SPRINGDALE	PATSY CHRISTIE	STEVE GLASS
TONTITOWN		
WASHINGTON CO.		
WEST FORK		
NWARPC	JEFF HAWKINS	
BEAVER H2O DISTRICT	RAY AVERY	
OZARK REG. TRANSIT	JOEL GARDNER	
RAZORBACK TRANSIT	GARY SMITH ADAM WADDELL	
U OF A	MIKE JOHNSON	GARY SMITH
MoDOT	FRANK MILLER	
McDONALD COUNTY		
PINEVILLE		
AHTD PLANNING	PAUL SIMMS	
AHTD TRANSIT		
AHTD DISTRICT 9	MITCHELL ARCHER	

NWARPC STAFF: John McLarty; Tim Conklin, AICP; Donna Lange; Cristina Scarlet; Celia Scott-Silkwood, AICP

CONSULTANTS: Steve Taylor, CoPlan; Shawn Turner, Texas Transportation Institute

OTHERS: Kathryn Gough, Senator Boozman's office; Jason Ray, Harry S Truman Coordinating Council; Nola Hintzel, Benton County; Matt Mihalevich, Fayetteville Trail Coordinator; Jason Hughey, District 4 AHTD; Ron Wood, NWA Newspapers;

1. CALL TO ORDER/INTRODUCTIONS

Vice Chair Steve Glass called the meeting to order in the absence of Chair Patsy Christie. Introductions were made.

2. APPROVE TAC MEETING MINUTES – SEPTEMBER 18, 2014

MOTION

Vice Chair Steve Glass asked for a motion to approve the TAC September 18, 2014 Meeting Minutes as distributed. Sonny Hudson made the motion. Mike Churchwell provided the second. Motion passes unanimously.

3. FFY 2013-2016 TIP PROPOSED AMENDMENTS #13 & #14

• **#13 – REQUEST BY FAYETTEVILLE TO USE FFY 2015 TAP FUNDING ON GORDON LONG PARK TRAILHEAD**

Tim Conklin explained that this amendment is necessary so that Fayetteville can use the previously allocated FFY 2015 TAP funding on a different project than it was originally planned for. Fayetteville wants to use the funding on the Gordon Long Park Trailhead instead of the Drake Street cycle track project. The \$325,000 total funding will remain the same. The Gordon Long Park Trailhead is a project that is currently on-going, and the cycle track project has had nothing done on it.

MOTION

Vice Chair Steve Glass asked for a motion to recommend to the RPC/Policy Committee approval of proposed amendment #13, allowing Fayetteville to use FFY 2015 TAP funds on Gordon Long Park Trailhead, and removing the Drake Street cycle track project from any and all funding. Nathan Becknell made the motion. Bill Groom provided the second. Motion passes unanimously.

• **#14 – REQUEST BY MoDOT TO ADD TWO PROJECTS: ON-CALL GUARDRAIL AND GUARD CABLE REPAIR, AND ITS OPERATIONS AND MANAGEMENT**

Frank Miller explained the proposed amendment today was to take care of "just-in-case" contingencies, such as a guardrail being hit and needing replacement. He also said that MoDOT plans to roll in all SW District projects into the NARTS TIP next spring (when an update will occur to the TIP).

MOTION

Vice Chair Steve Glass asked for a motion to recommend to the RPC/Policy Committee approval of proposed Amendment #14, adding two Missouri projects to FFY 2015. Sonny Hudson made the motion. Paul Simms provided the second. Motion passes unanimously.

4. **CONGESTION MANAGEMENT PROCESS (CMP) UPDATE**

Tim Conklin told the TAC that a workshop attended by the CMP Committee had been held directly before this TAC meeting and he introduced Steve Taylor, CoPlan and Shawn Turner, Texas A&M Texas Transportation Institute (TTI) as the team hired to begin the NWARPC/NARTS CMP. Mr. Taylor and Mr. Turner together gave the following presentation:

1. **CMP Refresher**

Steve Taylor reminded the group that the eight components of an integrated CMP, as defined by FHWA, are:

- 1) Develop Regional Objectives
 - Don't want to use funding on roads that don't warrant it – Are the primary roads appropriate?
 - 2) Define CMP Network
 - 3) Develop Multimodal Performance Measures
 - 4) Collect Data/Monitor System Performance
 - Staying with 2013 as the evaluation period – completed infrastructure improvement projects may have addressed some of the problems that were evident in 2013.
 - 5) Analyze Congestion Problems and Needs
 - 6) Identify and Assess Strategies
 - 7) Program and Implement Strategies
 - 8) Evaluate Strategy Effectiveness
- Today – want to define “congestion”
 - The federal regulations did not define congestion; they wanted it defined at the local level, along with the Performance Measures.
 - Ideally the definition should be the same at the state, regional, and local level; this would make using and comparing data much easier (apples to apples).
 - Updates – the process needs to be updated, but it will be up to the MPO to decide when and how extensive an update will be undertaken.
 - The more integrated the data is, the more valuable it is – the GOAL is to use it as part of the REGIONAL PLANNING PROCESS
 - Numbers 7 and 8 (in the components) will be a continuation – work with the Policy Committee to create a procedure to rank the local transportation projects and associate funding with those projects – The CMP is striving to get to: MANAGE WHAT YOU HAVE FIRST BEFORE YOU MAKE THE DECISION TO ADD LANES.

2. **Data Sources and Content**

Shawn Turner covered the PRIVATE SECTOR TRAVEL TIME DATA COVERAGE.

- The cell phone – private companies are gathering this GPS location data – aggregating it – and turning it into real-time speed data.
- Then all this data is put into a big data base and over a period time a pattern emerges of the type of traffic and/or congestion in the region.
- INRIX – Urban Mobility Report (produced by TTI, with data from Inrix)
 - The consultants and TTI have confidence in the reliability of Inrix data and also know the limitations of the data.
- FHWA has licensed a company, HERE North America (formerly known as NAVTEQ) in anticipation of states using data for performance measures, and to test the National Performance Management Research Data Set (NPMRDS).

- Benefits –
 - More temporal coverage for less money.
 - Ability to standardize data sets with other MPOs.
 - Consistent with TTI research with the National Urban Mobility Report.

3. Conflation 101

Shawn Turner explained that conflation means integration, or gluing things together.

- Traffic (volumes)
 - Roadway segments defined by physical changes along the road (volumes, pavement, structural, ramps, etc.).
 - Directional or cross-sectional.
- Speed
 - Roadway segments defined by travelers (often tied to things that effect travel, decision-making, ramps, etc.)
 - Directional
- **Taking Inrix speed (15 minute estimates) data – glue together with AHTD traffic volumes – to give Average Annual Daily Traffic Volume.**
- Segmenting Roadway for Analysis
 - Using Inrix XD.
 - Determine base network – agency network or speed network.
 - Split the base network into logical segments.
- Conflation Process
 - Conflation process combines the two networks in GIS.
 - Private data – a limitation is that there are not enough samples in some rural segments.
 - Objective is to get speed and volume to each identified segment – to then view the overall pattern.

4. Performance Measures

- **Will be based on MPO Plan goals and objectives**
- CMP focus is Congestion
- Goal may not be zero delay, but to MANAGE the delay
 - Maintain higher performance levels on key interregional routes
 - Accept lower highway SOV performance where multimodal is the goal
- CONGESTION MEASURES – 4 Dimensions
 - Extent
 - Intensity – how severe?
 - Average speed or travel time
 - Congestion index
 - Travel time index
 - Duration – average daily congestion duration
 - Reliability/Variability
 - How much does congestion vary day to day?
 - Planning time index
 - Multi-dimensional
 - Combines one or more of above
 - Delay per mile

- Congestion Measures – deeper dive
 - Selection of threshold – MPOs define “unacceptable congestion”

5. Preliminary Results

- 1) Definition of Peak Period
 - 2) Preliminary Results
 - 3) Determination of Performance Measures
 - 4) Identification of Thresholds
- 1) Definition of Peak Period – Committee discussion:
 - NWARPC Travel Demand Model uses 6:00 to 9:00 – which is probably too long
 - Wal-Mart headquarters – 7:00 am to 9:00 am – is peak, and consistent 5:30 pm to 6:30 pm – traffic is stopped
 - Don Tyson Blvd – since the new interchange has opened there is a lot more traffic – When Tyson headquarters lets out at 5:00 pm can take several cycles to get through the signal at Hwy 71/DT Blvd
 - All over – school time congestion – congestion in the morning and afternoon around the University
 - Congestion – should it be defined as:
 - Only if there is congestion in both the am and pm
 - If there is congestion only in the morning or only in the evening
 - OR, if there is congestion at different locations – Location A in the morning, but not in the evening; Location B in the evening, but not in the morning
 - Should any segment receive special attention?
 - **CMP COMMITTEE DECISION – Peak Period will be defined as:**
 - 7:00 AM to 9:00 AM – Monday through Friday**
 - 4:30 PM to 6:30 PM – Monday through Friday**
 - The consultants will look for local patterns.**

OTHER DISCUSSION:

- OUTSTANDING DATA NEEDS
 - “Preserved” corridors – identify these (corridors where there may be congestion, but it’s acceptable)
 - Construction activity – 2013
 - TIP or programed projects in the next 3 – 5 years
- Allow the consultant to move to the next step:
 - Will identify performance measures on the segments
 - Factor in volume on delay
 - Prepare a Draft Report
 - Committee review of the Draft Report/Comment
 - Final Report
 - Technical Committee and Policy Committee action

5. AHTD REPORT

Paul Simms, AHTD, reported:

- Job 040024 – the White River Bridge on Hwy 74 near Elkins – Bid opening on November 5, 2014, with a low bid of \$3.8M accepted.
- Bids are still scheduled to be opened soon on the following –
 - Job CA0907 – Hwy 412 (Northern Bypass) from Hwy 112 to I-49
 - Job BB0902 – Hwy 264 Interchange Improvements in Lowell
- TIP project status –
 - TIP amendments were approved in spring 2014 for 9 STP-A projects and 5 TAP projects – all are under development.
 - A TIP amendment was approved a few weeks ago for 10 additional STP-A projects this year. Tim Conklin has notified all the cities that were awarded funds by the Policy Committee and told them what their next steps are in getting the projects underway.
- FFY 2016-2019 STIP development schedule – The Department should provide the MPOs with a list of highway projects shortly. The MPOs will need to adopt their TIPs by July 13, 2015.

6. FFY 2015 STP-A & TAP PROJECTS STATUS

Tim Conklin reminded the group of the approved STP-A projects, as well as reminded them that the number one ranked project, Bentonville 8th Street, is the “default” STP-A project for FFY 2015.

STP-A projects as ranked:

- 1 Bentonville 8th Street
- 2 Fayetteville Ruppel Road
- 3 Fayetteville Sain Street
- 4 Farmington Hwy 170
- 5 Rogers AR94/RR/Easy Street
- 6 Rogers Hwy 62 Study
- 7 Bella Vista Mercy Way
- 8 Rogers Dixieland/RR
- 9 Razorback/ORT Rolling Stock

On November 4, 2014, Tim Conklin emailed the following information to the project sponsors:

All:

*AHTD has requested each jurisdiction with an approved FY 2015 STP-A or TAP project to provide a **letter signed by the Mayor** requesting AHTD to initiate action on the project.*

The Mayor's letter to AHTD will need to be addressed to:

***Ms. Lorie H. Tudor
Assistant Chief Engineer - Planning
Arkansas State Highway and Transportation Department
P.O. Box 2261
Little Rock, Arkansas 72203***

STEP 1. SEND LETTER TO AHTD

Send sample letter below to AHTD – This needs to be sent to AHTD to begin project development and prepare an Agreement of Understanding for this Federal-aid project – FFY2015 Projects.

November ____, 2014

Ms. Lorie H. Tudor
Assistant Chief Engineer - Planning
Arkansas State Highway and Transportation Department
P.O. Box 2261
Little Rock, Arkansas 72203

Dear Ms. Tudor:

(The City of ____ / ____ County) has recently been awarded with \$_____ of FFY2015 (STP-A or TAP) funds by the Northwest Arkansas Regional Planning Commission. These Federal-aid funds are for the (____NAME OF PROJECT____) project that was programmed in the FY 2013 - 2016 Northwest Arkansas Regional Transportation Study (NARTS) Transportation Improvement Program (TIP) on October 27, 2014. The (City/County) now requests that the Arkansas State Highway and Transportation Department begin project development and prepare an Agreement of Understanding for this Federal-aid project.

Please call or e-mail if you have any questions regarding this project at _____ email, _____ Phone.

Sincerely,

Mayor / ____ County Judge
City of _____

STEP 2. RECEIVE LETTER FROM AHTD WITH SAMPLE RESOLUTION AND AGREEMENT OF UNDERSTANDING - CITY COUNCIL ACTION REQUESTED

- 1. Pass the Resolution expressing the willingness of the (City/County) to Utilize Federal Aid Funds (Sample resolution to be provided by AHTD). The Resolution outlines the federal participating ratios for each phases of work that are allowed for federal and local. Please do not include any monetary cap in your resolutions.*
- 2. Agreement of Understanding will need to be signed and sent back to AHTD.*
- 3. AHTD will send back a letter to the City assigning State and Federal Job numbers, a copy of the executed Agreement of Understanding, and will request a \$1,000 check to be matched with \$4,000 STP-A funds for administrative costs.*

STEP 3. READ AND FOLLOW YOUR EXECUTED AGREEMENT OF UNDERSTANDING - MUST FOLLOW THE AHTD LOCAL AGENCY CONSULTANT SELECTION PROCEDURES

http://www.arkansashighways.com/consultant_services/local%20agency%20select%20process%206-23-10.pdf

Tim Conklin said that Ms. Tudor had recently received a promotion, but the above address is still valid. Additionally, he reminded Bentonville and Fayetteville that the 8th Street project and the Ruppel Road project already have AHTD job numbers.

7. ACTIVE TRANSPORTATION UPDATE

John McLarty reported on the Draft NWA Regional Bicycle and Pedestrian Master Plan:

- The Draft Master Plan has been released and can be viewed at <http://www.nwabikepedplan>
- Staff will work with the local communities toward getting the plans adopted by the end of March 2015. After the individual plans are adopted by their respective communities, these plans will become part of the NWA Regional Bicycle and Pedestrian Master Plan.
- Staff has prepared an adoption checklist and sample resolution, as well as a PowerPoint presentation to aid individual communities in the adoption process.
- At the December 3, 2014 meeting of the RPC/Policy Committee the NWA Regional Bicycle and Pedestrian Master Plan will be accepted to become part of the components of the 2040 NWA MTP.
- The individual cities are required to implement one of the 5Es Performance Measures by the end of 2015. This could be as simple or complex as the city wants.

John McLarty reported on the Razorback Regional Greenway:

- All the Razorback Regional Greenway contracts have been let and all sections are either complete or underway.
- The trail, from Lake Bella Vista to south Fayetteville, is not complete yet due to bridge delays.
- March/April 2015 – a grand opening will be held at the Springdale Shiloh Square, with bikers meeting there after pedaling from the south and the north.

8. OPEN SPACE PLAN

John McLarty explained that NWARPC had received a grant from the WFF to develop an open space plan. He said that Alta was hired as the consultant, after going through the required procurement process.

- Project Purpose
 - To develop a coordinated, voluntary program for stewardship of the regions' natural heritage.
 - To improve quality of life in NWA for residents and to capitalize on the economic benefits of open space.
- Scope Overview
 1. Project Initiation (Oct 2014 – Jan 2015)
 2. Inventory, Assessment, Mapping (Oct 2014 – April 2015)
 3. Steering Committee Meetings (Dec 2014 – Nov 2015)
 4. Public Involvement (Dec 2014 – Nov 2015)

5. Map Creation, Analysis, and Recommendations (Mar 2015 – Dec 2015)
6. Implementation Program (Jul 2015 – Sept 2015)
7. Draft Master Plan (Apr 2015 – Jan 2015)
8. Final Master Plan (Oct 2015 – Mar 2016)

The RPC/Policy Committee will meet on Wednesday, December 3, 2014 and Alta will give a presentation on the Open Space Plan.

9. OTHER BUSINESS

There was no Other Business.

10. FUTURE MEETING DATES

- RPC/Policy Committee – Wednesday, December 3, 2014 at 1:30 pm

11. ADJOURN

A motion was made and seconded to adjourn. Motion passes.