

NWARPC/POLICY COMMITTEE MEETING DRAFT MINUTES
WEDNESDAY, JANUARY 27, 2021, @ 1:30 PM

ENTITY	MEMBER	ATTENDING	PROXY
AVOCA	ROBERT WHITEHORN		
BELLA VISTA	PETER CHRISTIE (VICE CHAIR)		
BENTON COUNTY	JUDGE BARRY MOEHRING JOSH BEAM JAY FRASIER/DEAN KLINGMON	X X	
BENTONVILLE	MAYOR STEPHANIE ORMAN SHELLI KERR	X X	
CAVE SPRINGS	MAYOR RANDALL NOBLETT		
CENTERTON	MAYOR BILL EDWARDS	X	
ELKINS	MAYOR BRUCE LEDFORD		
ELM SPRINGS	MAYOR HAROLD DOUTHIT		
FARMINGTON	ERNIE PENN MELISSA McCARVILLE	X X	
FAYETTEVILLE	LIONELD JORDAN CHRIS BROWN		X PAUL LIBERTINI
GARFIELD	MAYOR GARY L BLACKBURN		X ELIZABETH BOWEN
GATEWAY	MAYOR ANDREW TILLMAN		
GENTRY	MAYOR KEVIN JOHNSTON		
GOSHEN	MAYOR MAX POYE ALBERT SKILES	X	
GRAVETTE	MAYOR KURT MADDOX		
GREENLAND	MAYOR BILL GROOM		
HIGHFILL	MAYOR MICHELLE RIEFF/ROB HOLLAND JC BRENAMAN		
JOHNSON	MAYOR CHRIS KEENEY (CHAIR)	X	
LINCOLN	MAYOR DOUG HUTCHENS		
LITTLE FLOCK	MAYOR TRACY ENGLEBRECHT		
LOWELL	MAYOR CHRIS MOORE RICK STONE		X
PEA RIDGE	MAYOR JACKIE CRABTREE (TREASURER)	X	
PRAIRIE GROVE	MAYOR SONNY HUDSON (SECRETARY)	X	
ROGERS	LANCE JOBE JOHN McCURDY BOB CRAFTON	X X	
SILOAM SPRINGS	PHILLIP PATTERSON	X	
SPRINGDALE	DOUG SPROUSE PATSY CHRISTIE JIM ULMER	X X	X TIM CONKLIN
SPRINGTOWN	TERRI GLENN		
SULPHUR SPRINGS	GREG BARBER		
TONTITOWN	PAUL COLVIN/ANTHONY APPLE		
WASHINGTON CO.	JUDGE JOSEPH WOOD CARL GALES NATHAN CROUCH		
WEST FORK	MAYOR HEITH CAUDLE		
BEAVER H2O DISTRICT	LANE CRIDER	X	
OZARK REG. TRANSIT	JOEL GARDNER		
RAZORBACK TRANSIT	GARY K. SMITH ADAM WADDELL	X	
U OF A	MIKE JOHNSON SCOTT TURLEY	X X	
REG. AIRPORT AUTH.	AARON BURKES		
MoDOT	DAVE TAYLOR BRITNI O'CONNOR		X ZEKE HALL
McDONALD COUNTY	BILL LANT		
PINEVILLE	MAYOR GREG SWEETEN		
ARDOT PLANNING	STEVE FRISBEE	X	
ARDOT DISTRICTS	CHAD ADAMS (DISTRICT 4)	X	
ARDOT TRANSIT	GREG NATION	(NON-VOTING)	
HWY COMMISSION	PHILLIP TALDO	(NON-VOTING)	

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NWARPC STAFF: Jeff Hawkins; Tim Conklin, AICP; Celia Scott-Silkwood, AICP, Cristina Scarlet, Elizabeth Bowen

OTHERS: Amy Heflin (FHWA); Sunny Farmahan, Chris Dillaha and Travis Brooks (ARDOT); Ron Wood (NWADG); Kelsey Kelton (AR Economic Development Commission); Chris Hoover (Sen. Cotton); Aaron Boehmler (Burns & McDonnell); Hanna Henderson; Lucky McMahon

NOTE: THIS MEETING WAS HELD VIRTUALLY DUE TO CORONAVIRUS PANDEMIC.

1. CALL TO ORDER/INTRODUCTIONS

Chair Mayor Chris Keeney called the meeting to order and re-introduced the officers for 2021: himself as Chair, Mayor Peter Christie as Vice Chair, Mayor Sonny Hudson as Secretary, and Mayor Jackie Crabtree as Treasurer. He also explained that a poll would appear on attendees' screens and that would be the way voting would be held on the items that required a vote. Celia Scott-Silkwood called the roll and members were counted. A quorum was reached.

2. APPROVE RPC/POLICY COMMITTEE MEETING MINUTES FOR DECEMBER 2, 2020

MOTION

Chair Edwards asked for a motion to approve the December 2, 2020 RPC/Policy Committee Minutes. Doug Sprouse made the motion to approve the Minutes as distributed. Jackie Crabtree provided the second. Motion passes unanimously.

3. DIRECTOR'S REPORT

Jeff Hawkins, Executive Director, gave the following report:

- Clearinghouse Project Notification and Review January 26, 2021
 - The Clearinghouse Review was distributed to the RPC/Policy Committee via email. Any questions can be directed to Jeff Hawkins or to the contact person at the bottom of the project summaries.
 - The Arkansas Highway Commission had bid lettings on January 13, 2021.
 - The biggest project to be awarded was to reconstruct the Wedington/I-49 interchange in Fayetteville for just over \$37.6 million.
 - Awarded \$2.36 million to overlay Hwy 279 from Hwy 102 to the Missouri line.
 - Approved a project awarded by Fayetteville to construct an extension of Sain Street, east of the Hwy 71 flyover, near the NWA mall. NWARPC has provided about \$5.74 million in STBGP-A federal funds for the project.
 - ARDOT is also working on plans for a possible February 24, 2021 letting for various projects.
 - A \$300,000 City/State-Aid overlay projects in Goshen and in West Fork.
 - A \$1.6 million overlay of Hwy 72, from Hwy 59 in Gravette, to the Hwy 549 (the Bella Vista Bypass).
 - The Environmental Assessment for the Access Road to XNA was approved last Thursday, January 21, 2021. The next step is a location public hearing that should occur in February, 2021.
 - Received notice from the FHWA that Highway Infrastructure Program supplemental funds had been approved under the 2021 Coronavirus Response and Relief Supplemental Appropriation Act (CRRSAA). Arkansas will receive \$128,383,820. Of that, \$8,431,224 is suballocated for Urbanized Areas (UZA) over 200,000 population and the remaining \$119,952,596 is for use in any area of the State. NWA UZA's share is \$3,244,773 (see Other Business for additional discussion).

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- Received notice from FTA that FFY 2021 funds had been approved. The UZA's amount for Sec. 5307 for operating, capital, and planning assistance, is \$2,697,096; \$230,988 was approved for Sec. 5310, which is for Enhanced Mobility of Seniors and Individuals with Disabilities; and \$283,926 was approved for Sec. 5339 Bus and Bus Facilities. As the Designated Recipient for FTA funds for the UZA, NWARPC determines how the funds are to be split. That's shown every year in what's called the POP—the FTA Program of Projects.
 - When the first Covid-19 Stimulus bill was approved last March, NWARPC approved ORT and Razorback Transit to split over \$7.7 million—which was over and above the annual fiscal year funding amounts.
 - Another Coronavirus bill was approved on December 27, 2020, but resulted in no additional capital and operating funding. However, additional Sec. 5310 funds in the amount of \$38,531 were appropriated as the Enhanced Mobility of Seniors & Individuals with Disabilities program. Currently, ARDOT administers Sec. 5310 funds for NWARPC, however, staff is considering administering those funds in the future. This action will be discussed further with ARDOT and the RPC/Policy Committee.
- Arkansas State Parks Outdoor Recreation Grants Program.
 - Two cities were awarded 50-50 Matching Grants for park improvements – Gravette is receiving \$51,823 and Tontitown will receive \$112,213.
 - Under the Fun Park Grant category, a joint application by Huntsville & Madison Co. was approved for \$75,000.
- Census 2020
 - Because of delays associated with Covid-19, the State totals were not released on December 31, 2020 as originally planned. That information will determine the apportionment of House seats for each State. A possible release date of March 6, 2021 has been mentioned.
 - City and county information will come out in what's called the PL 94-171 data. It comes out in two parts—the geographic support data and the demographic data. Arkansas' geographic map data was released January 21, 2021, but the demographic data (population numbers) might not be out until April, 2021, and even that is uncertain.
 - For the 2010 Census, NWARPC received the numbers on February 10, 2011.
 - The Census Bureau is correcting anomalies and errors discovered during data processing—particularly regarding where college students were counted. How that affects Fayetteville's numbers remains to be seen.
 - A list was sent to the RPC/Policy Committee via email showing population information by jurisdiction in the 2-county area. It shows Pre-Decennial Census Estimates and the Actual Census numbers. Staff thought the two middle columns might be of particular interest – the Census Bureau's last official population estimate before the 2010 Census, and the 2010 actual numbers that came in. The Committee will note that several of the estimates were off considerably. It'll be interesting to see how close the last column—the official 2019 estimates—are to the actual 2020 Census numbers.
 - Another item of interest is that a Notice and Request for Comment was published last week in the Federal Register for changing how Metropolitan Statistical Areas (MSA) are delineated. It would increase the population threshold from 50,000 to 100,000 population. That could affect 4 current UZA's in Arkansas, but not NWA. The next MSA delineations are scheduled for 2023.

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**Jurisdictional Population Distribution
Actual vs. Pre-Decennial Census Estimates**

<u>Jurisdiction</u>	<u>2000 Census</u>	<u>7/1/2009* Estimates</u>	<u>2010 Census</u>	<u>7/1/2019* Estimates</u>
Avoca	423	465	488	517
Bella Vista	15,632	25,480	26,526	28,872
Bentonville	19,730	36,857	35,301	54,909
Bethel Heights	714	1,598	2,372	2,771
Cave Springs	1,103	1,797	1,931	5,276
Centerton	2,146	8,637	9,515	16,244
Decatur	1,314	2,064	1,699	1,790
Elkins	1,251	2,522	2,648	3,487
Elm Springs	1,044	1,309	1,893	2,472
Benton Co. Pt.	(13)	(19)	(137)	(179)
Washington Co. Pt.	(1,031)	(1,290)	(1,756)	(2,203)
Farmington	3,605	4,681	5,974	7,400
Fayetteville	58,047	77,143	73,580	87,590
Garfield	490	485	502	578
Gateway	494	545	405	477
Gentry	2,436	3,129	3,425	4,023
Goshen	752	1,149	1,071	1,941
Gravette	1,892	2,660	3,113	3,516
Greenland	907	1,237	1,294	1,403
Highfill	654	848	583	635
Johnson	2,319	3,318	3,354	3,742
Lincoln	1,804	2,083	2,249	2,481
Little Flock	2,585	3,251	2,585	2,786
Lowell	5,382	7,421	7,327	9,544
Pea Ridge	2,346	4,778	4,794	6,211
Prairie Grove	2,540	3,909	4,426	6,740
Rogers	39,596	59,017	55,964	68,669
Siloam Springs	10,843	14,872	15,039	17,101
Springdale	45,798	68,490	70,747	81,125
Benton Co. Pt.	(2,011)	(4,864)	(6,552)	(7,323)
Washington Co. Pt.	(43,787)	(63,626)	(64,195)	(73,802)
Springtown	114	127	87	97
Sulphur Springs	671	719	511	529
Tontitown	2,030	2,057	2,460	4,358
West Fork	2,042	2,337	2,317	2,655
Winslow	399	395	391	424
Benton County	153,406	225,504	221,339	279,141
Unincorporated	42,817	45,871	42,483	47,094
Washington County	157,715	200,181	203,065	239,187
Unincorporated	37,201	34,434	37,350	40,871

*Final Official Census Bureau Estimates Prior to the 2010 Census and the 2020 Census.

- Winslow has joined the NWARPC.
- NWARPC representatives retiring:
 - Garner Stoll – Fayetteville
 - Mike Johnson – University of Arkansas
- NWARPC staff retiring – Celia Scott-Silkwood will be retiring on the last day in June, 2021. An advertisement for a senior planner will go out soon.

4. FINAL PUBLIC OPEN HOUSE FOR THE DRAFT NWARPC 2045 METROPOLITAN TRANSPORTATION PLAN (MTP)

Tim Conklin said that at the January 21, 2021 TAC meeting staff presented a summary of the draft MTP chapters and other information on the MTP web landing page. This presentation is intended as an overview for the Final Public Open House for the Draft MTP. Ordinarily, NWARPC would hold an in-person open house, but due to Covid-19 NWARPC meetings and events are being held online. The public is encouraged to comment, via written correspondence, concerning the information presented at this open house.

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- The draft MTP chapters, as well as other information, is available on the NWARPC web site at: <https://www.nwarpc.org/transportation/metropolitan-transportation-plan/>
- Major Themes/Assumptions
 - Significant projected population increase
 - Significant projected employment increase
 - Significant projected traffic increase – as shown by the NWA Travel Demand Model
 - Growing “up” versus “out” – increased density – shown in local Future Land Use Plans
 - Complete Streets and Complete Networks are desired – NWA Regional Bicycle and Pedestrian Master Plan, Connect NWA-TDP, Targeted Bicycle Network, City bond projects
 - Implementation of FHWA Proven Safety Counter Measures – use of Access Management and Roundabouts
 - Land Use and Transportation connection – Housing plus Transportation – walkable, bikeable, and transit ready – allowing Mode choice
- The MTP covers the Metropolitan Planning Area and all Federal-aid transportation projects are programmed in the Transportation Improvement Program (TIP)
- Draft Chapters

DRAFT CHAPTERS IN THE NWARPC 2045 MTP

NWARPC invites the public to view and comment on the following draft chapters:

Chapter 1 – INTRODUCTION

Chapter 2 – VISION, GOALS, AND 2045 MTP FRAMEWORK

Chapter 3 – POPULATION AND LANDUSE

Chapter 4 – PUBLIC INVOLVEMENT AND INPUT

Chapter 5 – ENVIRONMENTAL JUSTICE

Chapter 6 – ENVIRONMENT

Chapter 7 – TRAVEL PATTERNS AND TRAVEL FORECASTING

Chapter 8 – FACILITY DESIGN, MANAGEMENT AND OPERATIONS, AND SYSTEM PERFORMANCE

Chapter 9 – TRANSPORTATION PROJECTS AND FUNDING

Chapter 10 – BICYCLE AND PEDESTRIAN FACILITIES

Chapter 11 – PUBLIC TRANSPORTATION

Chapter 12 – MULTIMODAL FREIGHT

**A PUBLIC COMMENT PERIOD WILL BE HELD FROM
JANUARY 28, 2021 THROUGH FEBRUARY 28, 2021. TO
SEND A WRITTEN COMMENT:**



CONTACT US

Your input is key to planning a regional transportation systems that meets your needs and wants. Send us your thoughts, concerns, and questions.

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CHAPTER 1. INTRODUCTION

OVERVIEW OF TRANSPORTATION LEGISLATION

The Moving Ahead for Progress in the 21st Century (MAP-21) Transportation Bill was signed into law on July 6, 2012, and was the first long-term highway authorization enacted since 2005. A key feature of MAP-21 was the establishment of a performance and outcome based program. The objective of this program was for the metropolitan transportation planning process to provide for the establishment and use of a performance-based approach for transportation decision-making.

President Obama signed the Fixing America's Surface Transportation (FAST) Act on December 8, 2015, building upon MAP-21. The FAST Act reauthorized Metropolitan Transportation Plan (MTP) and developed under MAP-21 FAST Act guidance.




Introduction



CHAPTER 2. VISION, GOALS AND MTP FRAMEWORK

2045 MTP VISION

In order to create a framework for the 2045 Metropolitan Transportation Plan (MTP), a vision statement was drafted by the Vision/Goals Committee and presented to the TAC/Policy Committee and the public. As is evident in the following vision statement, this region understands the need to provide a safe, secure, and efficient transportation system.

The Northwest Arkansas region will develop and maintain a safe, reliable, and efficient transportation system for the movement of people and goods throughout the area. The system will include a safe, secure, well-integrated and connected roadways, transit, freight, pedestrian and bicycle network. The system will enhance and sustain a high level of economic vitality, community livability and quality of life by providing movement of goods, services, information, convenience and energy efficiency.

GOALS, OBJECTIVES AND MTP FRAMEWORK

In order to create a plan to implement the aforementioned vision, five goals and supporting objectives were adopted. The Goals and Objectives were derived from the extensive public input gathered throughout MTP development, and approved by the TAC and Policy Committee. The MTP Goals and Objectives create the groundwork for future policies to ensure that Northwest Arkansas is able to meet the demands of the transportation system in the most economical manner. Additionally, they challenge the region to look beyond strictly transportation and begin to make the connection between transportation and the broader society.

2045 MTP FRAMEWORK

To gain decision-making and comply with the federal transportation legislation, MAP-21/FAST Act, the 2045 MTP Framework was developed around national goals, ADOT and MACT goals, and MTP goals. The table below illustrates how federal and state DOT transportation goals align with MTP 2045 goals. The 2045 MTP Framework also establishes general MTP System Performance Measures for each of the national, State and MTP goals with the opportunity to track progress towards these goals.

Vision, Goals and MTP Framework 2-1



CHAPTER 3. POPULATION, HOUSING AND LANDUSE

OVERVIEW OF EXISTING SOCIO-ECONOMIC CONDITIONS

The NWARP's the federally designated Metropolitan Planning Organization (MPO) for Benton and Washington Counties, Arkansas, and a portion of McDonald County, Missouri.

The Unincorporated Area for this region, as identified by the U.S. Census Bureau includes Benton and Washington Counties and a portion of McDonald County.

The U.S. Census Bureau designated Fayetteville-Springdale-Rogers Metropolitan Statistical Area (MSA) includes Benton County, Washington County and Madison County, Arkansas (three-county area).

For the purpose of this Region, "Northwest Arkansas" will refer to the two-county area of Benton and Washington Counties in Arkansas, and, when specified, will include the portion of McDonald County, Missouri.



Fayetteville-Springdale-Rogers, AR MSA Area

Geographic Profile

The Fayetteville-Springdale-Rogers Metropolitan Statistical Area currently encompasses three counties including Benton, Madison and Washington Counties in Arkansas. The Northwest Arkansas Transportation Study Area (NATSA) consists of Benton and Washington County and a small portion of McDonald County in Missouri.

Population, Housing and Land Use 3-1



CHAPTER 4. PUBLIC INVOLVEMENT AND INPUT

The NWARP has established a proactive public involvement process in the planning of regional transportation projects through the Public Participation Plan (PPP). The PPP was adopted in 2017, with an update approved in September 2014 and October 2020, as part of the 2045 MTP update. The full document can be viewed at: <https://www.nwarpc.org/wp-content/uploads/2020/09/NWARP-2045-PUBLIC-PARTICIPATION-PLAN-3-21-2020.pdf>

The PPP sets out the process by which the MTP, and other documents, will accomplish public outreach throughout the development process. The PPP outlines procedures that are designed to promote and encourage public participation and involvement in the transportation planning process.

The MTP update officially began in the fall 2018. However, public engagement and involvement began in fall 2017 with the first of a series of educational public events. Events, newspaper articles, surveys, newsletters, fliers, and other forms of public notification and involvement continued up to the adoption of the NWARP 2045 MTP in March 2021.

The year 2020 brought a halt to all in-person public meetings, events, etc., due to the coronavirus and COVID-19 pandemic and health emergency. NWARP continued to keep the public of all ages engaged through virtual meetings and events. A virtual development plan update was held in tandem with the MTP update. Numerous public events were held that helped gather public opinions and input.

The TAC was actively involved in the many community outreach events that took place during the development of the MTP. The TAC met in advance of input sessions to understand what information would be shared, attended the public input sessions to hear the issues and opinions of the citizens first hand and, finally, met after the events to make technical recommendations, which reflected the input of the meeting participants. All TAC recommendations were forwarded to the Policy Committee for formal approval or adoption.

Community involvement, input, and engagement is necessary as a way to gain public sentiment and to meet and inform the development of MTP goals and recommendations.

Public Involvement 4-1



CHAPTER 5. ENVIRONMENTAL JUSTICE

INTRODUCTION

Environmental justice (EJ) is a process that ensures that the minority and low-income populations are not excluded from policy setting or decision-making processes with regards to transportation and are also not negatively impacted by environmental burdens.

The framework for the approach to environmental justice is found in Title VI of the 1964 Civil Rights Act. The Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations, was signed on February 11, 1994. The Presidential memorandum accompanying EO 12898 identified Title VI of the Civil Rights Act of 1964 as one of several federal laws that should be applied to prevent minority communities and low-income communities from being subjected to disproportionate high and adverse environmental effects. According to the U.S. Department of Justice, "the core tenet of environmental justice - that development and urban renewal benefiting a community are a whole that is disproportionately purchased through the disproportionate allocation of its adverse environmental and health burdens to the community's minority - flows directly from the underlying premise of Title VI itself."

The Executive Order identifies minority populations as belonging to any of the following groups:

- Black - a person having origins from any of the black racial groups of Africa.
- Hispanic or Latino - a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- Asian American - a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- American Indian and Alaska Native - a person having origins from any of the original people of North America, South America (including Central America) and who maintain cultural identification through tribal affiliation or community recognition or
- Native Hawaiian and Other Pacific Islander - people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- Minority population means any readily identifiable group of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed DOT program, policy or activity.

Environmental Justice 5-1



CHAPTER 6. ENVIRONMENT

The natural environment has become increasingly important in the transportation planning process. Environmental assessment studies are often required for transportation projects in order to ensure that projects on wildlife habitats and natural resources would be integrated as much as possible. The Northwest Arkansas region faces significant environmental challenges such as soil erosion during road construction or impact on water quality and, as a result, there is an increasing need to protect the habitats of unique wildlife, such as the threatened Clark Sparrow (Junco oreganus) and to protect ground water recharge areas as the region approaches its growth. Important mitigation factors to consider for transportation planning purposes include expanding urban land area, the widening and building of new roadways, and the choice of road routes.

Transportation and the environment are linked through runoff from roadways and pollution through vehicle emissions. Transportation is one of the largest factors related to energy and emissions. Energy conservation can help reduce total daily pollution output. Solutions such as promoting public transportation can help cut down on emissions released into the air. Environmentally friendly pre-construction and construction considerations will also assist our transportation environmental impact. Technology considerations such as telework and telecommuting, and drone delivery will likely have favorable impacts on our environment.

The FAST Act, which was signed into law on December 4, 2015 is a transportation bill that includes Planning Factor B to improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation and Planning Factor 10 to enhance travel and tourism. These elements have always been a consideration in the transportation process in NWARP.

Northwest Arkansas has a rich cultural history. Transportation plans must also take historic and cultural factors into consideration as well as wildlife, historic and cultural environmental factors of Northwest Arkansas include the Cherokee Trail of Tears, the Civil War Trail and the Old Missouri Road/Civil War Road/Butcherfield Coach Trail historic buildings, historic sites, archeological sites, and cemeteries are additional examples of historic and cultural factors. It is important that these factors be considered when road alignments, the type of roadways, and the scale of roadways are chosen. For example, a limited access boulevard with a greenway median may be more appropriate than a four-lane highway through a historic scenic area.

A series of studies and initiatives have been undertaken to address the environmental and cultural factors for preservation or mitigation in the region. Protecting and preserving our environment and promoting our rich natural resources, our cultural resources enhance the travel and tourism and the quality of life of the region. Working with federal, state, local governments, non-profits, and organizations is necessary to determine what and how the environment is being impacted and what are the best ways to mitigate impact.

Environment 6-1

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CHAPTER 7. TRAVEL PATTERNS AND TRAVEL FORECASTING

TRAVEL PATTERNS

Northwest Arkansas has experienced unprecedented growth in population and employment in the past 25 years. The economic vitality and diversity of population have been strong catalysts for the growth of the region.

In Northwest Arkansas, the majority of the population uses an automobile for work related trips. According to the American Community Survey (ACS) 5-year estimates of 2015, the state reports that 90 percent of workers 16 years and over, in Benton and Washington Counties in Arkansas use the County in Missouri, committed to work by car, truck, or van.

Figure 7.1 and Figure 7.2 illustrate the percentages for each mode of transportation that workers 16 years and over used to commute to work for two five-year estimates (2009-2013 and 2015-2019). In Benton County, the percent of workers who drive alone increased from 82.4 percent in 2013 to 84.8 percent in 2019. In Washington County, this group increased from 78.8 percent in 2013 to 78.8 in 2019. McDonald County experienced an increase from 76.8 to 79.5 percent for the public transportation mode, in Washington County which decreased from 1 percent to 0.7 percent in 2019. In the same category, Benton and McDonald County percent stayed at 0.1 percent.

Travel Patterns and Travel Forecasting 7-1

CHAPTER 8. FACILITY DESIGN, MANAGEMENT AND OPERATIONS, AND SYSTEM PERFORMANCE

TRANSPORTATION DESIGN

Roadway facilities are classified as Freeway/Expressway, Major Arterial, Minor Arterial, Major Collector, Minor Collector and Local Street. These classifications reflect the utility of the various facilities as illustrated below, with the higher classifications more responsible for moving traffic long distances while the lower functional classes are primarily responsible for access to land. It is necessary for roadways to all the State's functionally classified system to qualify for State and Federal funding. Map 8.1 on the next page shows the functional classification system.

Of particular importance to the rapidly growing area of Northwest Arkansas is adequate protection of right of way and certainty adjacent to completed and proposed roads. A primary tool for this protection is the advanced clear zone plan of the cities and road plan of the counties.

The area's cities and counties are urged to consider the existing functionally classified system as well as the proposed 2045 network to protect the necessary rights of way through their adopted plan and ordinances.

It should also be noted that the cross section designs in the 2045 MTP reflect recommended designs and that some areas of commercial or industrial development will require cross-section design greater than the typical cross-section of the designated functional class of the roadway. Cities should identify these areas and preserve the necessary right-of-way for the higher design.

Facility Design, Management and Operations, and System Performance 8-1

CHAPTER 9. TRANSPORTATION PROJECTS AND FUNDING

INTRODUCTION

The 2045 Proposed Network and the Constrained and Unconstrained Road Project Lists represent potential roadway and highway improvements in the region. The individual cities and counties also have important projects that will utilize a combination of Federal, State, and local funding. A major component of the 2045 MTP is to take the estimated available funds through the year 2045 and provide the potential projects within the limits of the estimated funds. The purpose of developing the Constrained List is to Approximate Total Constraint as part of the transportation planning process.

The Constrained List consists of projects that can reasonably be expected to be funded with Federal and State funds during the 20-year planning period. This is determined by estimating Federal and State funds that can reasonably be expected to come to the area given the State's highway network, Unfunded needs, population, etc. These estimates are provided by AADOT and MDOT and are not intended to be a guarantee of funding. They are conservative, reasonable estimates of future funding to guide development of the 2045 MTP. The types of transportation projects in the MTP have been selected to represent future anticipated construction costs at a rate of 2.0 percent annually.

The Unconstrained List of projects in the 2045 MTP necessarily starts with the adopted FY 2021-2024 TIP which shows the projects that already have Federal, State, and local commitments. The list of TIP projects is included in Appendix E (FY 2021-2024 Transportation Implementation Program (TIP)) and many of the projects are also represented on various reports and maps throughout the Report.

SUMMARY OF FEDERAL AID PROGRAMS AND FUNDING

AADOT has provided Federal Funding estimates for transportation projects in the Missouri Planning Area (MPA). The estimated funds by period (2020-2020, 2021-2025, and 2026-2045) reflect the estimated Federal funds and required matching funds and have been inflated by 2.0 percent per year to 2045. Federal aid Programs include:

Transportation Projects and Funding 9-1

CHAPTER 10. BICYCLE AND PEDESTRIAN FACILITIES

Northwest Arkansas' population is growing rapidly. Public support and advocacy for improved conditions for bicycling and walking have grown over time, as evidenced by community input and opportunities leading towards facilities. This emphasis on non-motorized transportation reflects a desire by the region's population for livable, walkable communities, in which young and old alike are able to move about.

Almost every transportation improvement is an opportunity to enhance the safety and experience of walking and bicycling. Bicycle and pedestrian needs must be given "first consideration" under Federal surface transportation law (23 U.S.C. 217(a)(2)). This consideration should include, at a minimum, a presumption that bicyclists and pedestrians, including persons with disabilities, will be accommodated in the design of state and municipal transportation facilities.

The benefits of non-motorized transportation include health and environmental as well as economic. Businesses are increasingly concerned about locating in livable communities in order to attract and retain employees.

Bicycling and walking are important elements of an integrated, intermodal transportation system. Constructing sidewalks, including bicycle parking at transit, teaching children to ride and walk safely, installing curb cuts and ramps for wheelchairs, striping bike lanes and building trails, all contribute to our transportation goals of safety, mobility, economic growth and trade, and to the enhancement of communities and the natural environment, and security.

NORTHWEST ARKANSAS REGIONAL BICYCLE AND PEDESTRIAN MASTERPLAN

The Northwest Arkansas Regional Bicycle and Pedestrian Master Plan, adopted by the NWAP/Policy Committee on December 1, 2015 and a considered part of the 2045 MTP. The purpose of the Plan is to build upon previous regional bicycle and pedestrian initiatives, including the 11-mile Razorback Regional Greenway, in setting a clear path for Northwest Arkansas to link its communities and regional destinations with a regional cycling transportation network.

This Plan is a regional network of bicycle and pedestrian on-road and off-road trail facilities and routes within 34 communities of Northwest Arkansas and Southwest Missouri in Benton, Washington and McDonald Counties. <http://www.thetrailnetwork.org> and <http://www.nwarc.org>.

The Plan recommendations provide both a long-term vision and short-term steps that most communities quickly identify projects on the ground and Walk/Bike Friendly Community (WBFC) designations. Short-term recommendations address bicycle and pedestrian safety issues, provide bicycle and pedestrian connectivity to important destinations, connect to the Razorback Regional Greenway system, and include programmatic recommendations covering the Five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation.

The Plan is also built around the integration of a "5x5" for Equity, ensuring that a balanced approach is provided for people of all ages, abilities and backgrounds. The Plan also includes a Resource Appendix with design guidelines, sample complete street visualizations, a needs analysis, program recommendations, a complete project list and much more. There have been multiple amendments since the Plan adopted in 2015.

Bicycle and Pedestrian Facilities 10-1

CHAPTER 11. PUBLIC TRANSPORTATION

INTRODUCTION

Public transportation is an important transportation mode within the region. Public and private transit systems and facilities make the region more accessible. This includes the aging, elderly, disabled, low-income and all others without means of personal transportation, or simply those who do not wish to drive a personal vehicle and desire public transportation as a choice. Transit can serve most people while causing little environmental impact and traffic congestion. Transit reduces dependence upon the automobile, reduces overall household transportation costs and increases access to job opportunities for those without automobiles. Used in conjunction with shared transportation choices, transit systems can provide safe routes to work, school, medical appointments and shopping.

PUBLIC TRANSIT PROVIDERS

Northwest Arkansas has two public transit providers that currently operate in the urban and rural areas of the region and include Clark Transit Authority (CTA) and University of Arkansas Razorback Transit. Approximately 1.3 million unlinked trips were provided in 2019 between the two public transportation systems, with average daily unlinked trips of 4,000 on CTA and 4,500 unlinked trips on Razorback Transit (Table 11.1). Over the last five years, both systems have engaged in significant growth for increased ridership year over year. Both CTA and Razorback Transit coordinate their efforts to avoid duplication of service and provide key connections/transfers between the two systems within Fayetteville and University of Arkansas.

Year	Clark Transit Authority					University of Arkansas				
	Unlinked Trips	Person	Revenue	Revenue	Revenue	Unlinked Trips	Person	Revenue	Revenue	Revenue
2015	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000
2016	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000
2017	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000
2018	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000
2019	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000	1,125,000	1,125,000	\$1,125,000	\$1,125,000	\$1,125,000

Public Transportation 11-1

CHAPTER 12. MULTIMODAL FREIGHT

INTRODUCTION

Multimodal freight or shipping, with regards to the MTP, refers to intermodal, trucking, rail and air shipment modes. Several MTP goals and objectives support investment in multimodal freight - investment strategies that help reduce freight and various injury crash rates for all modes, increase transportation reliability and accountability for both persons and freight, thus promoting economic vitality in the region, support an integrated system with efficient connections between transportation modes, enhance connectivity, and promote investments that facilitate the efficient movement of freight and enhance regional and global competitiveness.

NATIONAL MULTIMODAL FREIGHT POLICY

The U.S. DOT developed the National Freight Policy Plan (NFPP) with vision and goals for the nation's multimodal freight system and to define strategies to achieve those goals. The NFPP is used to guide national freight policy, programs, initiatives, and investments. The Plan also is used to inform state freight plans and identify freight data and research needs.

According to the NFPP website, <https://www.transportation.gov/national-freight-policy>, Strategic Goals include:

- SAFETY: improve the safety, security, and confidence of the national freight system.
- INFRASTRUCTURE: modernize freight infrastructure and operations to grow the economy, increase competitiveness, and improve quality of life.
- INNOVATION: prepare for the future by supporting the development of data, technologies, and workforce capabilities that improve freight system performance.

INTERMODAL TRANSPORT

Intermodal transportation is the transfer of products involving multiple modes of transportation - truck, railroad or ocean carrier. Intermodal freight, rail and air transportation are all modes of transportation that deserve continued and expanded investment in terms of Federal, State and local resources.

- The trucking industry is facing increasing and significant road congestion, which has prompted some carriers to offer intermodal services.
- Shifting traffic from the highway to the railway may be a solution to the enormous cost of adding highway capacity.
- Shipper demands for capacity and tractor productivity and cost issues have combined to move most of the larger trucking fleets towards offering an intermodal service.
- Intermodal trucks and rails are offering dozens of new "combinations" running into shorter and shorter lengths of haul.

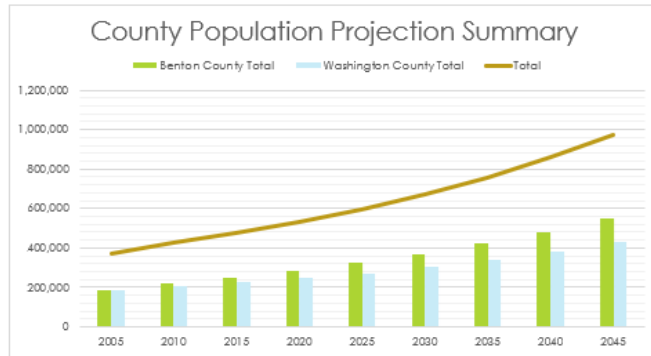
Intermodal, Freight, Rail and Air 12-1

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- Significant Population Increase

City Name	2020 Population Estimate NWARPC	2045 Population Projection NWARPC	2020 to 2045 Difference	Percent Change 2020 to 2045	Annual Average Growth Rate 2020 to 2045
Aroca	520	740	220	42.3%	1.4%
Bella Vista	25,145	48,089	18,944	65.0%	2.0%
Bentonville	57,671	113,658	55,987	97.1%	2.8%
Cave Springs	3,899	14,668	8,769	148.0%	3.7%
Centerton	17,238	38,412	23,173	122.8%	3.3%
Decatur	1,800	2,681	881	48.9%	1.6%
Bikins	3,595	7,431	3,836	106.7%	2.9%
Bm Springs	2,546	6,365	3,819	150.0%	3.7%
Farmington	7,578	15,531	7,953	104.9%	2.9%
Fayetteville	89,303	150,977	61,674	69.1%	2.1%
Garfield	587	790	203	34.5%	1.2%
Gateway	486	987	501	103.2%	2.9%
Gentry	4,093	9,126	5,033	123.0%	3.3%
Goshen	2,074	3,569	1,495	72.1%	2.2%
Gravette	3,564	8,331	4,767	133.8%	3.5%
Greenland	1,416	5,522	4,106	290.1%	5.6%
High Hill	641	3,228	2,587	403.6%	6.7%
Johnson	3,788	6,254	2,466	65.1%	2.0%
Lincoln	2,508	4,007	1,499	59.8%	1.9%
Little Rock	2,809	7,072	4,263	151.7%	3.8%
Lowell	9,828	24,646	14,818	150.8%	3.7%
Pea Ridge	6,392	13,284	6,892	107.8%	3.0%
Prairie Grove	7,062	10,668	3,606	51.1%	1.7%
Rogers	70,246	124,307	54,059	77.0%	2.3%
Silvan Springs	17,347	24,788	7,441	42.9%	1.4%
Springdale*	85,187	154,352	69,165	81.2%	2.4%
Springtown	98	211	113	114.9%	3.1%
Sulphur Springs	531	847	316	59.6%	1.9%
Tontitown	4,644	15,548	10,904	234.8%	5.0%
West Fork	2,695	6,867	4,172	154.8%	3.8%
Winslow	428	565	137	32.1%	1.1%
Benton County Population	278,141	545,893	266,752	95.6%	2.7%
Washington County Population	238,187	428,382	189,195	79.1%	2.4%
Unincorporated Areas Population 2045 MTP	76,603	150,753	74,150	96.8%	2.7%
Total Two Counties Population	516,328	974,275	457,947	88.0%	2.6%

County Population Control Totals from AEDI:

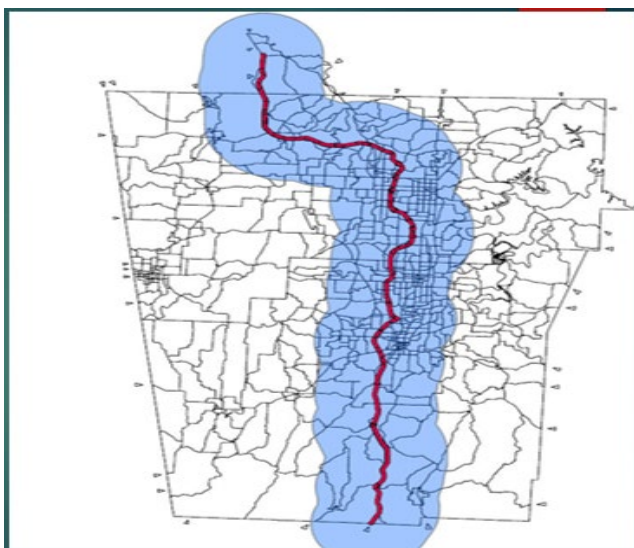


Data Sources: Arkansas Economic Development Institute [AEDI], 2019 – County Total Population

Assumptions: (1) 2020 Population Estimates – 2010 Census Population to July 1, 2019 Population Estimate – Calculated Annual Average Growth Rate and Applied to 2019 July 1st Estimate (2) Ratio of population inside cities and outside of cities in unincorporated areas held close to same ratios in future years.

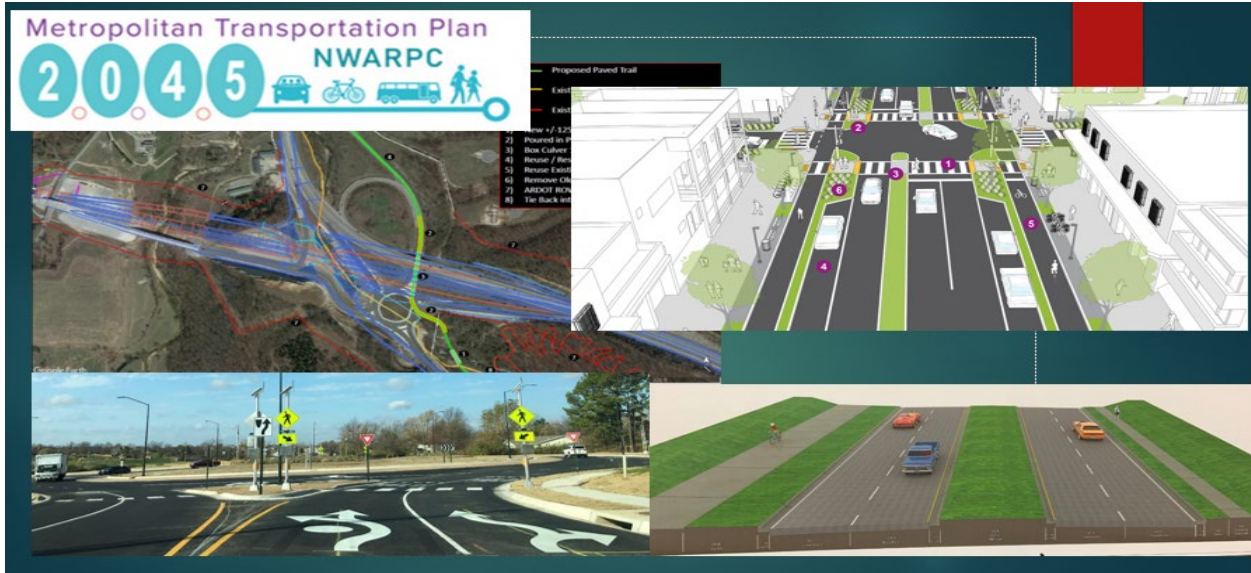


- Land Use and Transportation Plans – Based on city land use and transportation plans (with bond projects), significant increases in residential and employment densities will occur in:
 - Urban Centers
 - 71B Corridor
 - Downtown Centers
 - Regional Centers
 - Commerce Corridor
 - Infill Zones
 - Employment Centers
- Increased Density/Households and Employment – 10-mile-wide corridor (5 miles each side of I-49)

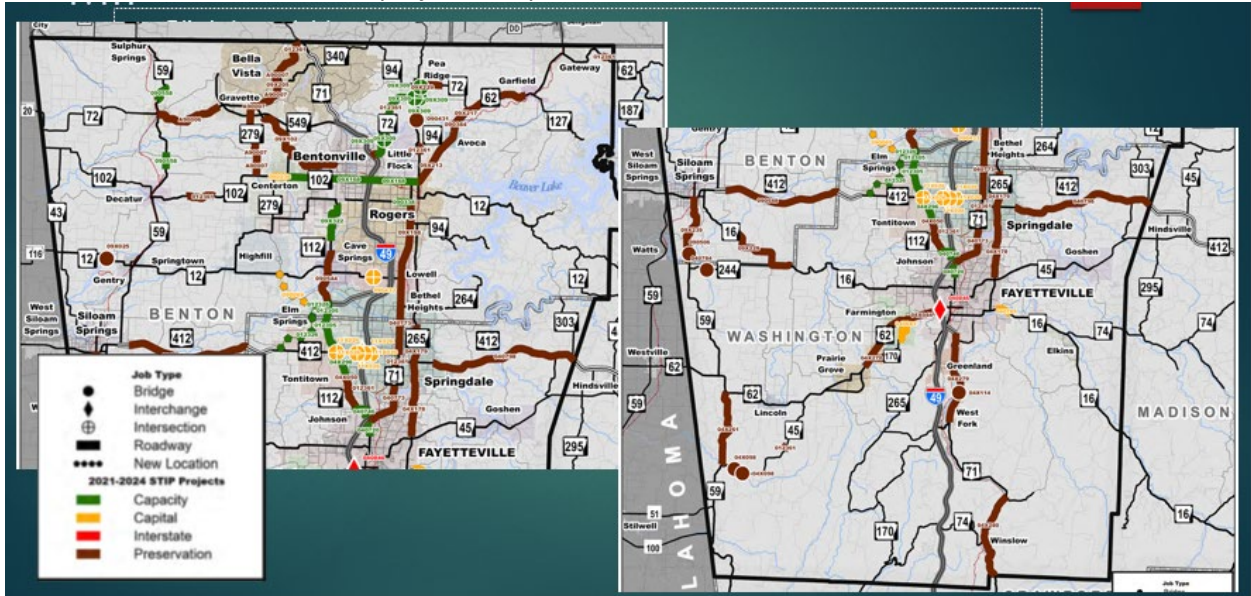


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- Complete Streets/Safety Counter Measures



- The FFY 2021-2024 TIP projects are part of the MTP



MoDOT Projects include various:

- Asset Management**
 - Interstate Pavement
 - Major Routes Pavement
 - Minor Routes Pavement
 - Bridges
 - ADA
 - ITS/Mobility
- System Improvement and Safety**
 - Safety Projects
 - U.S. 71 Intersection improvements between I-49 and Bear Hollow Road
- LPA and other Modes**
 - 8th Street bridge over Dog Hollow, Pineville
 - City of Pineville TAP projects.
 - Razorback Greenway Extension Phase I
 - Razorback Greenway Extension Phase II

NWARPC/POLICY COMMITTEE MEETING DRAFT MINUTES
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- The draft 2045 Fiscally Constrained Project List process:

1. Start With Adopted 2040 MTP Selected Projects

- Significant work went into past long range transportation plans to identify and program future projects and many of these projects remain regional priorities and are carried forward.

2. Adjust Project Estimates for Inflation and Remove Completed Projects

- In developing the 2045 MTP Constrained List, NWARPC adjusted projects for inflation and removed projects that are already completed.

3. Demonstrate “Fiscal Constraint” - Financially Constrained Projects

- The project listing provides a planning estimate of how much Federal and State/local match may be available, identified roadway improvement costs, and the time period in which the project may be constructed/completed –year of expenditure of funds.

- Looking Back – 2040 MTP had 2016-2020 Projects:
 - 17 projects completed
 - 7 projects remained – programmed into the new FFY 2021-2024 TIP
 - FFY 2021-2024 TIP becomes the first 4 years of constrained projects in the 2045 MTP
 - In the table below, all remaining projects are highlighted in orange, and are listed in the FFY 2021-2024 TIP

ARDOT#	State Hwy	County	Project	From	Dir.	To	Miles	Est. Cost	Year	Status (Assume
090338	Hwy 71B	Benton	Add Center Left Turn Lane	Dixieland Rd.	East	8th St.		1 \$ 10,000,000	2021-2030	Programmed
012007	Hwy 265	Benton-Wash.	Widen to 5 Lanes -New	Randall Wobbe Rd.	North	Hwy 264	2.28	\$ 20,000,000	2016-2020	Complete
837E	Hwy 112	Benton	Beaver Lake Str. and Appra					\$ 10,500,000	2016-2020	Project Postpo
090434	Hwy 59	Benton	Wolf Creek and Spring					\$ 1,800,000	2016-2020	Under Constru
090431	Hwy 94	Benton	Little Sugar Creek Str. and					\$ 2,100,000	2016-2020	Programmed
C/7	Hwy 112	Benton-Wash.	Hwy 112 Corridor	Fayetteville	North	Bentonville	17.93	\$ 13,000,000	2016-2020	Programmed
090433	Hwy 264	Benton	Hwy 264/North					\$ 2,200,000	2021-2030	Programmed
090402	Hwy 264	Benton	Little Osage Creek Str. and					\$ 2,600,000	2016-2020	Under Constru
C/8	Hwy 340	Benton	Little Sugar & Tanyard					\$ 3,900,000	2021-2030	Under Constru
040X016	Hwy 71B	Washington	Hwy 71B System	Hwy 16	North	Fulbright Expre	5.3	\$ 2,600,000	2021-2030	Complete
040720	Hwy 112	Washington	4-Lane Divided	Poplar St.	North	Drake Street	1.7	\$ 7,800,000	2021-2030	Programmed
040579	Hwy 16	Washington	Widen to 4 Lanes (Sel.)	College Ave.	East	Huntsville Road	0.9	\$ 5,500,000	2016-2020	Under Constru
040683	Hwy 170	Washington	Widen to 3 Lanes	US 62	South	Clyde Carnes R	1.9	\$ 8,000,000	2016-2020	Programmed
090443	Hwy 12	Benton	Springtown - Hwy 279	Springtown		Hwy 279	8.32	\$ 1,400,000	2016-2020	Complete
P233	Hwy 16	Washington	Benton Co Line - East	Benton Co. Line		East	5.1	\$ 1,200,000	2016-2020	Complete
P195	Hwy 16	Washington	Hwy 71 B - Co Rd 49 (System	Hwy 71 B		Co Road 49	13	\$ 3,600,000	2016-2020	Complete
P560	Hwy 43	Benton	North Siloam Springs (System	Hwy 264		N. Siloam Sprit	2.46	\$ 400,000	2016-2020	Complete
090441	Hwy 59	Benton	Sulphur Springs -	Sulphur Springs		Spavinaw Cree	6.4	\$ 1,100,000	2016-2020	Programmed
P576	Hwy 71	Washington	County Rd 3115 -	County Rd. 3115		Hutchens Cree	2.1	\$ 500,000	2016-2020	Complete
P526	Hwy 94	Benton	Hwy 71B - North of Hwy	Hwy 71B		Hwy 62	2.2	\$ 900,000	2016-2020	Complete
P658A	Hwy 102	Benton	Decatur - Centerion	Decatur		Centerion	6.7	\$ 1,600,000	2016-2020	Complete
S20902	Hwy 94/264	Benton	Hwys 94 and 264 (Sel.)				4.46	\$ 1,200,000	2016-2020	Complete
P15	Hwy 265	Washington	Hwy 412 - North (System	Hwy 412		North	2.63	\$ 2,600,000	2016-2020	Complete
090408	Hwy 264	Benton	Goad Springs Road -	Goad Springs Road		Dixieland	0.6	\$ 1,400,000	2016-2020	Complete
						Total	84.98	\$ 105,900,000		

**NWARPC/POLICY COMMITTEE MEETING DRAFT MINUTES
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- 2045 Projects and ARDOT Connecting Arkansas Program II (CAP-2):
 - Complete US 412 Bypass from Hwy 265 to Sonora – funded in years 2040 to 2045 (assuming additional CAP/Federal funding 2040-2045)
 - Complete Hwy 112 improvements
 - Complete the XNA Connector
- Draft 2045 Constrained Project List (Arkansas)

State Highway	County	Project	From	Dir.	To	Miles	est. Cost	Year of Expenditure	Funding Source
Hwy 12	Benton	Widen 4-lane Divided	Shell Rd.	South	Regional Dr.	5	\$38,000,000	2025	Fed_State
Hwy 12	Benton	Widen 4-lane divided (pre Eng, ROW, Const Eng)	2nd St.	East	City Limits (Rog)	1.89	\$2,600,000	2025	Fed_State
US 412 Bypass (612)	Benton/Wash.	New Freeway (4 Lanes)	Hwy 112	West	US 412 (Tontitow)	6.2	\$128,700,000	2025	CAP II
XNA Airport Access Road	Benton	New Freeway	Hwy 112	North	XNA	4	\$86,000,000	2025	CAP II
I-49	Washington	Widen to 6 lanes	Hwy 265	North	US62	1.4	\$9,500,000	2026	Fed_State
Hwy 112	Washington	Widen 4-lane Divided	Howard Nickell	North	Don Tyson Parkv	2.7	\$21,000,000	2026	CAP II
Hwy 72	Benton	Widen 4-lane Divided	I-49	East	Little Sugar Cree	1.87	\$14,000,000	2026	Fed_State
Hwy 72	Benton	Widen 4-lane Divided (pre Eng, ROW, Const Eng)	Little Sugar Creek	East	Curtis Ave	6.24	\$16,000,000	2026	Fed_State
Hwy 72	Benton	Widen 4-lane Divided (Const Only)	Little Sugar Creek	East	Curtis Ave	6.24	\$48,500,000	2027	Fed_State
Hwy 112*	Benton	Widen 4-lane Divided	US 612	North	Pleasant Grove Road		\$37,000,000	2027	CAP II
Hwy 265	Benton	Widen 4-lane Divided (3 to 4)	1st Street/Pleasant Grove	North	Hwy 94/New Ho	2	\$21,000,000	2028	Fed_State
Hwy 12	Benton	Widen 4-lane Divided (Const Only)	2nd St.	East	City Limits (Rog)	1.89	\$8,000,000	2028	Fed_State
US 71	Benton	Various Imps. per Study Rec.	US 71B	North	AR-MO State Line		\$5,000,000	2028	Fed_State
Hwy 264	Benton	Widen 4-lane Divided	Good Springs Rd.	West	Bellview Rd.	0.91	\$9,000,000	2028	Fed_State
Hwy 102-62 Centerton	Benton	Widen 4-lane Divided (3 to 4)	Hwy 102B	East	2nd Street	9.47	\$20,000,000	2029	Fed_State
Hwy 102B	Benton	Widen 4-lane Divided	Hwy 102	North	Hwy 72	1.76	\$17,500,000	2029	Fed_State
Hwy 102	Benton	Widen 4-lane Divided	Hwy. 279 N	East	Hwy 279 S	1.26	\$9,000,000	2030	Fed_State
Hwy 94	Benton	Widen 4-lane Divided	U.S. 71	East	1st Street	0.66	\$2,800,000	2030	Fed_State
US 412 Bypass (612)	Benton	New Freeway (4 Lanes)	I-49	East	Hwy 265		\$127,300,000	2030	CAP II
Hwy 45	Washington	Widen to 3 Lanes	Lisa Lane	East	Starr Rd.	1.07	\$15,000,000	2030	Fed_State
Hwy 45	Washington	Widen to 3 Lanes	Starr Rd.	East	Oakland Zion Rd	0.76	\$11,000,000	2030	Fed_State
Hwy 265	Benton	Widen 4-lane Divided (3 to 4) Ph. 2	Hwy 264	North	1st Street/Pleas	4	\$41,000,000	2031	Fed_State
Hwy 45	Washington	Safety and Capacity Improvements	Oakland Zion Rd.	East	White River	5.37	\$32,400,000	2032	Fed_State
US 412	Benton	Widen to 6 lanes	Siloam Springs City Limits	West	Existing 6 lanes	3.1	\$18,700,000	2033	Fed_State
Hwy 279	Benton	Widen 4-lane Divided	Hwy. 102	South	Hwy 12	2.96	\$30,000,000	2033	Fed_State
Hwy 264	Benton	Widen to 3 Lanes	Bellview Rd.	West	Hwy 112	3.25	\$24,000,000	2034	Fed_State
Hwy 265	Washington	Widen to 5 Lanes (4 to 5)	Hwy 412	North	Mountain St.	1.25	\$10,000,000	2034	Fed_State
Hwy 43	Benton	Widen 4-lane Divided	Cheri Whitlock Parkway	West	Dawn Hill Rd.	0.21	\$1,500,000	2035	Fed_State
Hwy 43	Benton	Widen 4-lane Divided	Dawn Hill Rd	West	Sycamore Heligh	0.92	\$9,000,000	2035	Fed_State
Hwy 16	Washington	Widen 4-lane Divided	E. Roberts Road	East	Middle Fork -Wh	3	\$27,000,000	2035	Fed_State
Hwy 72	Benton	Widen 4-lane Divided	US 71B	West	Hwy 102B	3.7	\$43,100,000	2036	Fed_State
Hwy 279	Benton	Widen 4-lane Divided	Hwy. 102	North	Hwy 549 (Future)	5.39	\$48,000,000	2037	Fed_State
Hwy 72	Benton	Widen 4-lane Divided	Hwy 59	East	Hwy 549	5.27	\$52,000,000	2038	Fed_State
US 62	Benton	Widen 4-lane Divided	S. Wimpy Jones	East	Hwy 37	4.5	\$26,100,000	2039	Fed_State
Hwy 16	Washington	Widen to 4 Lanes	Middle Fork -Wh	East	Hwy 74	3.04	\$21,000,000	2039	Fed_State
US 412 Bypass (612)	Benton	New Freeway (4 Lanes)	I-49	East	412 East (Sonora)	6.7	\$252,200,000	2040	CAP II
I-49	Benton	Widen to 6 lanes	Hwy 72	North	US 71 North Wal	3.62	\$24,000,000	2041	Fed_State
AR 59	Benton	Widen 2-5 Lanes	3rd St/Gentry	North	Y City Rd	3.33	\$46,800,000	2042	Fed_State
AR 59	Benton	Widen 2-5 Lanes	Y City Rd	North	Hwy 102/Decatu	2.4	\$27,000,000	2043	Fed_State
AR 59	Benton	Widen 2-5 Lanes	102/Decatur	North	Bethlehem Rd	2.11	\$23,700,000	2043	Fed_State
AR 59	Benton	Widen 2-5 Lanes	Hodge Rd/Eldred	North	AR 72	3.05	\$35,000,000	2044	Fed_State
AR 59	Benton	Widen 3-5 Lanes	Bethlehem Rd	North	Hodge Rd/Eldred	1.21	\$13,400,000	2044	Fed_State
AR 72	Benton	Widen 4 Lanes Divided	71B	West	102B	3.73	\$39,000,000	2045	Fed_State
						Total	\$1,491,800,000		

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- Draft 2045 Constrained Project List (Missouri)

Asset Management Summary							
Amounts in current year dollars							
Year	Interstates	Majors	Minors	Bridges	ADA	ITS/Mobility ¹	Total
2022	\$ -	\$ -	\$ 775,000	\$ -	\$ -	\$ 210,000	\$ 985,000
2023	\$ -	\$ 3,362,940	\$ 93,840	\$ -	\$ -	\$ 210,000	\$ 3,666,780
2024	\$ -	\$ -	\$ -	\$ 457,697	\$ 200,000	\$ 210,000	\$ 867,697
2025	\$ 2,416,380	\$ -	\$ -	\$ 536,875	\$ -	\$ 210,000	\$ 3,163,255
2026	\$ -	\$ -	\$ -	\$ 694,200	\$ -	\$ 210,000	\$ 904,200
2027	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ 210,000
2028	\$ -	\$ -	\$ -	\$ 1,455,007	\$ -	\$ 210,000	\$ 1,665,007
2029	\$ 2,157,300	\$ 3,755,000	\$ -	\$ 343,239	\$ -	\$ 210,000	\$ 6,465,539
2030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ 210,000
2031	\$ -	\$ -	\$ -	\$ 712,416	\$ -	\$ 210,000	\$ 922,416
Total	\$ 4,573,680	\$ 7,117,940	\$ 868,840	\$ 4,199,434	\$ 200,000	\$ 2,100,000	\$ 19,059,894
10-Year Average	\$ 457,368	\$ 711,794	\$ 86,884	\$ 419,943	\$ 20,000	\$ 210,000	\$ 1,905,989

¹ Estimate is for entire Southwest Rural District

System Improvement Projects		
Year	Description	Total
2023	US 71 Intersection Improvements from I-49 to Arkansas ²	\$ 1,035,000

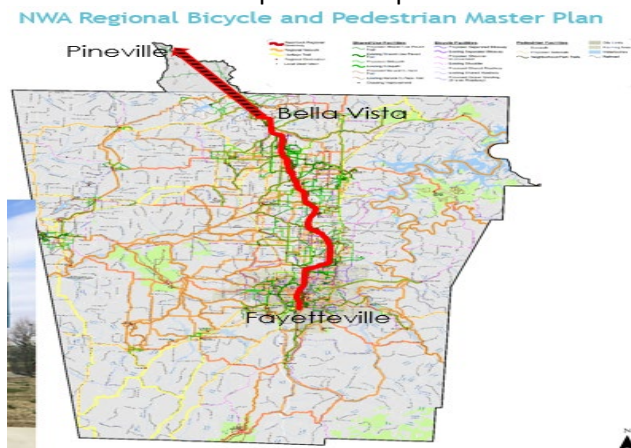
²Funding availability depends on outcome of STIP programming process.

- As many projects as possible were funded. Because not all projects could be funded, the MTP includes an Unconstrained Project List.

- Draft 2045 Unconstrained Project List

State Highway	County	Project	From	Dir.	To	Miles		Unconstrained
Hwy 62	Washington	Widen to 5 Lanes	City - Prairie Grove East	West	City - Lincoln	9.73	\$ 95,000,000	Unconstrained
Hwy 12	Benton	Widen to 5 Lanes	Regional Dr.	West	Hwy 264	4.84	\$ 50,000,000	Unconstrained
Hwy 16	Washington	Safety and Capacity Improvements	Double Springs Rd.	West	Weddington Woods	2.87	\$ 30,000,000	Unconstrained
I-49	Benton and Washington	Widen to 8 lanes	US 62/MLK	North	Hwy 72	25.83	\$ 176,000,000	Unconstrained
MO Hwy 90	McDonald	Replace/Expand One Lane Bridge	Little Sugar Creek				\$ 2,000,000	Unconstrained

- If any project on the Unconstrained List came up for funding, the MTP would have to be amended to show it on the Constrained List.
- Programmed money for improving N/S and E/W roads, instead of for widening I-49 to 8 lanes, in an effort to relieve pressure on I-49 by encouraging travel on these upgraded roads.
- Since the last MTP update, the Razorback Greenway has been shown to extend to the state line, and Pineville has adopted a trail plan that shows the extension of the Greenway up to the city.



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Chair Chris Keeney asked if there was any public comment on the Draft MTP. No public comment was offered.

MOTION: Chair Chris Keeney asked for a motion to approve the Draft NWARPC 2045 MTP to go to a 30-day Public comment Period. Sonny Hudson made the motion and Doug Sprouse provided the second. Motion passes unanimously.

5. ARDOT HIGHWAY 112 SIDE PATH COST DISCUSSION

Tim Conklin said that ARDOT recently held two public hearings on the design for Hwy 112 improvements. He said that the Department received many comments from citizens and the affected cities along the corridor. He said that the discussion today revolves around the current ARDOT Bicycle Facility Accommodation Policy and how that affects the improvements to Hwy 112 as recommended by the NWA Regional Bicycle and Pedestrian Master Plan and the Hwy 112 Regional Vision (adopted by the RPC/Policy Committee by Resolution #2019-02). The Bike/Ped Plan was recently amended to show a side path on Hwy 112, and to classify the side path as a catalyst project.

- Current ARDOT Policy

1. Accommodation of bicycles will be given due consideration when a proposed highway project is on a route that has been designated as a bicycle route by a locally adopted bicycle plan or master street plan and the Department concurs that the route should be a designated bicycle route. Coordination with local jurisdictions may be necessary to determine the recommended accommodations.
2. Bicycle accommodations on routes that have not been designated as bicycle routes by a locally adopted bicycle plan or a master street plan will be considered if the local jurisdiction will provide the required additional funds.
3. When bicycle accommodations are to be made on routes with an open shoulder section, the paved shoulder will be used to accommodate bicycles. Shoulder widths shall conform to the widths recommended in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.
4. When bicycle accommodations are to be made on routes with a curb and gutter section, the bicycle lane will be in accordance with recommendations in the AASHTO Guide for the Development of Bicycle Facilities. Generally, a bicycle lane width of 4 feet (measured from the lane edge to the edge of the gutter) will be considered.
5. If local or regional design standards specify bicycle facility widths greater than the standards noted above, the additional right-of-way and construction costs associated with the greater width shall be funded by the local jurisdiction that adopted the higher design standards.
6. Shared use paths (joint pedestrian/bicycle facilities separated from the roadway) are used primarily for recreational purposes, and as such will not normally be considered for bicycle accommodation on the state highway system. Exceptions will be considered when the local jurisdiction specifically requests the shared use path. In such cases, the minimum shared use path width shall be 10 feet and the local jurisdiction shall bear any additional right-of-way and construction costs required for the shared use path and shall assume all future maintenance of the facility.

- Numbers 4 and 6 are important to today's discussion.

- #4 – references a bicycle lane, with a width of 4'. This is not an ideal facility, since many people will not ride a bike in a lane with vehicles moving 50-60 mph only several feet away.
 - #6 – says that shared use paths will not normally be constructed; if a local jurisdiction wants one, it will be the jurisdiction's responsibility to bear any additional R/W and construction cost.
- Tim introduced Travis Brooks, Staff Transportation Planning Engineer – Multimodal Planning.

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Travis Brooks shared a slide and gave commentary:

- There are five jobs in NWA – for a distance of 16 ½ miles.
- The table shows construction cost for side paths (paths) under the current ARDOT policy and the jurisdictions that would be responsible for extra design feature construction costs.
- The alignment is not yet finalized for the Hwy 112 corridor.
 - One issue is that the current road IS the boundary between two jurisdictions.
 - This causes a challenge in coming up with a good cost estimate.

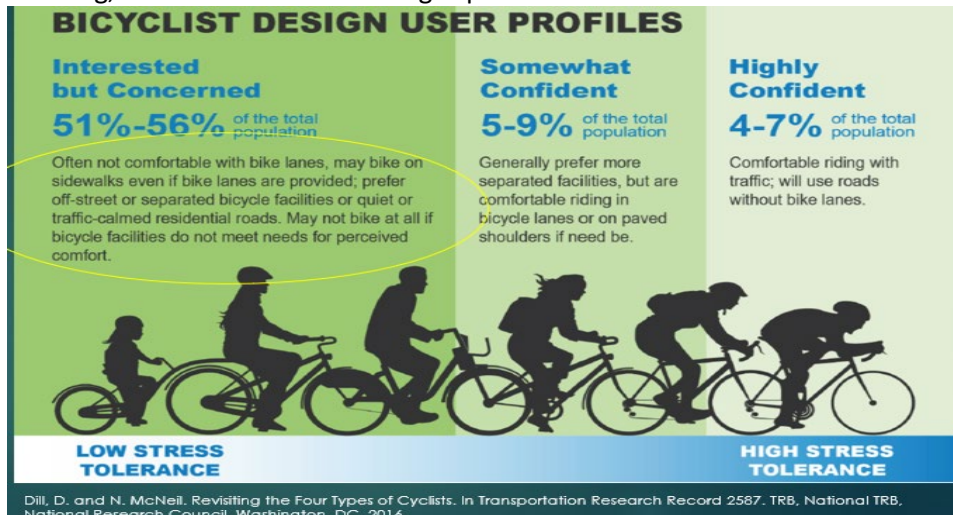
Highway 112 Shared-Use Path
Approximate Lengths and Construction-Only Cost Estimates by Job

Job Termini	Approximate Length (mi)	Construction-Only Cost Estimate	Jurisdictions
040752 Howard Nickell Rd. - Greathouse Springs Rd.	1.37	\$ 740,000	Fayetteville
			Johnson
			Tontitown
			Washington Co.
040758 Greathouse Springs Rd. - Hwy. 412	2.96	\$ 670,000	Springdale
			Tontitown
012305 Hwy. 412 - Springdale Bypass	3.93	\$ 1,210,000	Elm Springs
			Springdale
			Tontitown
090513 Springdale Bypass - W. Wallis Rd.	3.88	\$ 1,340,000	Cave Springs
			Springdale
090514 W. Wallis Rd. - Hwy. 12	4.33	\$ 1,580,000	Benton Co.
			Bentonville
			Cave Springs
			Rogers
TOTAL	16.47	\$ 5,540,000	

Notes:

1. Construction-only cost estimates represent differential construction costs from typical 3' berm and 5' sidewalk versus 5' berm and 10' shared-used path. Additional berm or shared-use path width (e.g., 6' berm and 12' path), barrier walls, or other added design features would increase construction costs. Refined construction cost estimates pending final alignment, design development, etc.
2. Cost estimates include a planning-level construction cost of \$225,000 per mile for additional path width, plus a separate planning-level cost estimate for additional bridge width. Additional costs would be incurred for other phases, such as right-of-way acquisition and utility relocation.
3. Lengths based on original job limits. Job limits may change or overlap as jobs develop.

- NWARPC is advocating for side paths because a large percentage of the population is interested in biking, but not on a road with high speeds.



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- A letter was sent to ARDOT on January 11, 2021. It outlined what NWARPC and the cities that Hwy 112 passes through would like the Department to consider:

NWA Regional Vision and Adopted Plan: Shared Use Path

NWARPC Letter to ARDOT

Bicycle/Pedestrian Accommodation – Design and Cost:

- Construct a 12-foot sidewalk/side path with a 6-foot greenspace, where feasible. The proposed Hwy 112 side path is shown in the adopted NWA Bicycle and Pedestrian Master Plan and is also listed as a catalyst project (Resolution #2020-11). It is understood that constrained locations will require less greenspace and/or trail width. Continue the 12-foot Sidewalk/Side Path through the bridges and overpasses.
- AASHTO Guide for the Development of Bicycle Facilities (2012) recommends a greater greenspace separation than 5 feet "...When a side path is placed along a high-speed highway, a separation greater than 5 ft (1.5 m) is desirable for path user comfort..." (See page 5-11)
- Calculate the cost difference of constructing a five-lane roadway with paved center-turn lane and two 5-foot bike lanes (four-foot asphalt + 1-foot gutter pan) on each side of the road to the region's preferred alternative of constructing a four-lane boulevard, with a 15-foot raised median and a 12-foot sidewalk/trail with a six-foot greenspace, where feasible.

NWA Regional Vision and Adopted Plan: Shared Use Path

Bicycle/Pedestrian Accommodation – Design and Cost:

- Design the project(s) to meet Federal-aid requirements to allow ARDOT and NWARPC TAP and STBGP-A federal funds to be added/utilized on the project(s).
- Request that ARDOT agree to match ARDOT and NWARPC TAP and STBGP-A federal funds similar to the NWARPC STBGP-A federal funds that were placed on Hwy 265 (no local match was required from local jurisdictions) to pay for costs that are determined to be beyond constructing a five-lane road with 5-foot bike lanes to a four-lane raised median Blvd. with a 12-foot side path.

NWA Regional Vision and Adopted Plan: Shared Use Path

Pedestrian Accommodation – Design and Cost:

- Request ARDOT Policy Update - Amend the ARDOT Bicycle and Pedestrian Accommodation Policy to reflect updated recommended best practices, the latest version of AASHTO, and construct and pay for the locally preferred bicycle and pedestrian transportation facilities as part of ARDOT's Transportation projects. A revised ARDOT accommodation policy should be flexible, context sensitive, and responsive to changing standards.
- Arkansas Bicycle and Pedestrian Transportation Plan (2017) – "...Specific strategies which have been identified are listed with the entity most likely to affect a change. AHTD: Reviewing and considering updating the Bicycle and Pedestrian Accommodation Guidelines upon adoption of this plan"
- Consideration of a revised ARDOT Bicycle/Pedestrian Accommodation Policy – The region understands that side paths vs bike lanes should be considered by ARDOT on corridors that agree to adopt access management and implement ARDOT's "Access Control and Median Opening Criteria" with partial control criteria applied to each project to limit and reduce the number of intersections and curb cuts that intersect the side path.

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Potential STBGP-A and TAP Federal Funding Options
(Remove the costs to cities)

- ▶ Set-aside STBGP-A Funds for the Highway 112 Side path catalyst project in the year the project is let
- ▶ Have ARDOT agree to match NWARPC federal funds
- ▶ Change NWARPC TAP project criteria to give more points to Highway 112 side path catalyst projects in the "competitive" selection process
- ▶ Have each city apply annually for ARDOT TAP funds for Highway 112 side path catalyst projects

- DISCUSSION:

- ▶ Are there any active plans to update the policy at this time? Travis Brooks said that he did not know the status of any update at this time.
- ▶ ARDOT senior officials acknowledged they received the letter sent by NWARPC, but has not made a formal comment on the suggestions.
- ▶ Has there been an effort on ARDOT's part to calculate the cost difference of construction a 5-lane roadway with paved center-turn lane and two 5-foot bike lanes on each side of the road, to the region's preferred alternative of constructing a four-lane boulevard, with a 15-foot raised median and a 12-foot sidewalk/trail (path) with a six-foot greenspace, where feasible? Travis Brooks said that there are no numbers available to his knowledge at this time.
- ▶ NWARPC will be coming back to the individual cities along the corridor to sign an access management tri-party agreement with NWARPC, ARDOT, and the city.
- ▶ An important fact is that 8 jurisdictions joined together as a region to accept and advocate the Hwy 112 Regional Vision for access management and access control.
- ▶ If the region decides to use STBGP-A and/or TAP funding on some of the improvements in the corridor, it needs assurance from ARDOT that the policy will be changed, and that it reflects the vision and commitment to access management and safe facilities for bicyclists and pedestrians.

6. AMENDMENT TO THE HERITAGE TRAIL PLAN – RESOLUTION #2021-01

- A MOTION WAS MADE AND PASSED AT THE TAC DECEMBER 17, 2020 TO RECOMMEND APPROVAL OF THE PROPOSED AMENDMENT
- Elizabeth Bowen explained:
 - ▶ An amendment to the Heritage Trail Plan was necessary to:
 - Bring the Plan up to Version V, approved in 2021
 - Added wording in the Bicycle and Pedestrian Facility Cross Sections chapter:

Under Bicycle and Pedestrian Facility Cross Sections: Added wording" The most efficient time to add bicycle and pedestrian facilities is when additional major road improvements are being made. According to the 2045 Metropolitan Transportation Plan: "All jurisdictions making major improvements to roads shown in the NWA Regional Bicycle and Pedestrian Master Plan should make every effort to include bicycle and pedestrian facilities." and "When major road improvements are made to Heritage Trail routes where the Northwest Arkansas Bicycle/ Pedestrian Master Plan calls for a paved side path, and where other major road improvements have the potential to connect to the region's existing and future paved multi-use trail network, the preferred cross section from the Heritage Trail Plan would be a 10 to 12-foot multiuse side path along one side of the route with a six-foot sidewalk on the other side."

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- Removed points of interest that were closed or on bicycle loops on the old plan
- Modified the Map to remove trails outside of the MPO area and make trail changes correcting mapping errors and incorporation of historical information discovered since the last map update and add on-line map link.

MOTION: Chair Chris Keeney asked for a motion to approve Resolution #2021-01 to amend the Heritage Trail Plan and amending the NWA Regional Bicycle and Pedestrian Master Plan. Patsy Christie made the motion, and Sonny Hudson provided the second. Motion passes unanimously.

7. PUBLIC COMMENT

Chair Chris Keeney asked if there was any public comment. None was offered.

8. OTHER BUSINESS

• STBGP-A AND TAP PROJECTS UPDATE

➤ ADDITIONAL FUNDING FOR THE REGION FOR FFY 2021 – Tim Conklin reported:

- On December 27, 2020, the President signed into law the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSA Act).
- The following table shows what Arkansas will receive as a total, and how much the UZA of Little Rock, West Memphis, and NWA will receive as a total:

CORONAVIRUS RESPONSE AND RELIEF SUPPLEMENTAL APPROPRIATIONS ACT (CRRSAA), 2021

State	Any Area	Urbanized Areas With a Population Over 200,000	Total
Alabama	171,518,228	16,585,539	188,103,767
Alaska	113,107,702	11,294,342	124,402,044
Arizona	150,237,181	31,347,697	181,584,878
Arkansas	119,952,596	8,431,224	128,383,820
California	728,850,247	182,972,971	911,823,218

- The following table shows what Little Rock, Memphis and NWA will each receive:

STATE	URBANIZED AREA	HIGHWAY INFRASTRUCTURE PROGRAM SUBALLOCATION
Alabama	Birmingham	7,338,958
	Columbus	599,889
	Huntsville	2,807,251
	Mobile	3,193,942
	Montgomery	2,584,143
	Pensacola	61,356
	Total	
Alaska	Anchorage	11,294,342
	Total	11,294,342
Arizona	Phoenix--Mesa	25,437,655
	Tucson	5,910,042
	Total	31,347,697
Arkansas	Fayetteville--Springdale--Rogers	3,244,773
	Little Rock	4,743,634
	Memphis	442,817
	Total	8,431,224

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- NWA will receive \$3, 244,773 from the Arkansas side, and \$19 from the Missouri side.
- The RPC/Policy Committee, at its July 22, 2020 meeting voted on the following motion:

To approve the Recommended Funding Allocation Table and, in the event that NWARPC receives additional funding for FFY 2021, through a stimulus package or other funding, the under-funded and non-funded projects shown in the Recommended Funding Allocation Table will be eligible to receive potential stimulus funding split proportional to each project. These projects will become, in effect, the “fallback” projects. Doug Sprouse made the motion, and Phillip Patterson provided the second. Motion passes unanimously.

- This motion was used to allocate the CRRSAA funding.
- The following table shows the Recommended Funding Allocation (mentioned in the motion) and the projects that were funded, underfunded, or not funded:

Existing Projects =		Federal Fiscal Year 2021 - STBGP-A & TAP Project Applications						
Year	County	Job No.	Jurisdiction	Project	Phase	TAP-FEDERAL	STBGP-A-FEDERAL	RECOMMENDATION
2021	Benton	090486	Bella Vista	Mercy Way Bridge and Road Imps - Razorback Greenway Ext.	Construction + All Phases		\$ 2,509,710	\$ 2,509,710
2021	Benton	090524	Benton County	Wagon Wheel Rd Bridge Replacement - Spring Creek	Construction		\$ 1,500,000	\$ 1,200,000
2021	Benton	CA0903	Bentonville	Razorback Greenway Relocation - I-49 CA0903	Construction	\$ 250,000		\$ 250,000
2021	Benton	090xxx	Bentonville-Centerton	Greenhouse Road Improvements - Hwy 12 to Hwy 102	Design and Environmental		\$ 1,120,000	\$ 850,000
2021	Washington	040688	Farmington	Hwy 170 (Hwy. 62 to Clyde Carnes Road)	Construction + All Phases		\$ 1,930,000	\$ 1,930,000
2021	Washington	040746	Fayetteville	Highway 112 Side path Trail	Construction	\$ 470,000		
2021	Washington	040688	Fayetteville	Sain Street Ext. (N. Front St. to Vantage Blvd.)	Construction + All Phases		\$ 2,500,000	\$ 2,500,000
2021	Benton	090xxx	Lowell	Hwy 264/Be lview Road Intersection Imps. Roundabout	ROW- Utilities-Const.-CENG		\$ 750,000	\$ 750,000
2021	Benton	090xxx	Siloam Springs	Lake Francis Dr./Washington St. Sidewalks	Construction	\$ 272,000		\$ 125,000
2021	Washington	040xxx	Springdale	Watkins Ave. Bike-Ped Bridge over I-49	Construction	\$ 500,000		\$ 125,000
2021	Washington	040680	Springdale/Johnson	Gene George Blvd. Phase II	ROW and Utilities		\$ 3,200,000	\$ 1,036,970
2021	Washington	040717	Springdale	Don Tyson Parkway Ext. (S. 56th St. to Hwy. 112)	ROW and Utilities		\$ 2,500,000	
2021	Washington	090xxx	Tontitown	US 412 and Klenc Rd Signalization	All Phases		\$ 360,000	\$ 360,000
2021	Washington	040xxx	U of A	Razorback Road -ADSB to Hotz -Widening	Construction + All Phases		\$ 680,000	
						\$ 1,492,000	\$ 17,049,710	\$ 11,636,680

- The following table explains the FFY 2021 STBGP-A and TAP funding requests and how the CRRSAA funding was proportionally awarded to projects that were underfunded and non-funded. (Staff confirmed that TAP projects were also eligible for funding.)

Coronavirus Response and Relief Supplemental Appropriations Act, 2021						CRRSAA 2021	\$ 3,244,773	CRRSAA 2021	\$ 3,244,773	
NWARPC FY 2021 STBGP-A+HIP Projects + NWARPC FY 2021 TAP Projects - Underfunded and Unfunded Using CRRSAA HIP						FY 2021 STBGP-A + Highway Infrastructure Program (HIP) Requests + FY 2021 TAP Requests	July 22, 2020 Amount Awarded by NWARPC Policy Committee	Projects Underfunded or Unfunded	% of Total Underfunded and Unfunded	Total CRRSAA HIP Award Based on July 22, 2020 Policy Committee Motion
<i>Note: In the past, the NWARPC Policy Committee has combined STBGP-A Funding with HIP Funding for project selection of complete street STBGP-A projects. Projects generally include a 8 to 12 foot shared use paved trail on one side of the road (Mercy Way Bridge and Razorback Greenway Ext (Bella Vista) Ruppel Road (Fayetteville), Gene George Project Blvd (Springdale), Dixieland Road (Lowell), Hwy 170 (Farmington)</i>										
2021	Benton	090xxx	Bentonville-Centerton	Greenhouse Road Improvements - Hwy 12 to Hwy 102	Design and Environmental	\$ 1,120,000	\$ 850,000	\$ 270,000	4.08779%	\$ 132,640
2021	Washington	040680	Springdale/Johnson	Gene George Blvd. Phase II	ROW and Utilities	\$ 3,200,000	\$ 1,036,970	\$ 2,163,030	32.74822%	\$ 1,062,605
2021	Washington	040717	Springdale	Don Tyson Parkway Ext. (S. 56th St. to Hwy. 112)	ROW and Utilities	\$ 2,500,000	\$ -	\$ 2,500,000	37.84994%	\$ 1,228,145
2021	Washington	040xxx	U of A	Razorback Road -ADSB to Hotz -Widening	Construction + All Phases	\$ 680,000	\$ -	\$ 680,000	10.29518%	\$ 334,055
2021	Washington	040746	Fayetteville	Highway 112 Side path Trail (TAP)	Construction	\$ 470,000	\$ -	\$ 470,000	7.11579%	\$ 230,891
2021	Benton	090xxx	Siloam Springs	Lake Francis Dr./Washington St. Sidewalks (TAP)	Construction	\$ 272,000	\$ 125,000	\$ 147,000	2.22558%	\$ 72,215
2021	Washington	040xxx	Springdale	Watkins Ave. Bike-Ped Bridge over I-49 (TAP)	Construction	\$ 500,000	\$ 125,000	\$ 375,000	5.67749%	\$ 184,222
Total						\$ 8,742,000	\$ 2,136,970	\$ 6,605,030	100.00000%	\$ 3,244,773

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- REGIONAL TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO PLAN) AND THE INTELLIGENT TRANSPORTATION SYSTEMS (ITS) ARCHITECTURE AND THE CONGESTION MANAGEMENT PROCESS (CMP)
 - Elizabeth Bowen said:
 - NWARPC is partnering with ARDOT and Cambridge Systematics (ARDOT’s consultant) on a TSMO/ITS contract and may use ARDOT On-Call consulting services for the CMP.
 - A committee met on January 26, 2021 to review TSMO/ITS Draft II Scope of Work and the CMP Draft II.
 - ARDOT will be finalizing the Master Agreement, revising the TSMO/ITS Scope of Work, finalizing the Fee estimate for the TSMO/ITS and the CMP.
- FUTURE MEETING DATES:
 - TAC VIRTUAL MEETING – THURSDAY, FEBRUARY 18, 2021 @ 10:30 AM
 - RPC/POLICY COMMITTEE – WEDNESDAY, FEBRUARY 24, 2021 @ 1:30 PM
 - NOTE: These meetings were cancelled in early February. The next meeting will be in March 2021.

9. ADJOURN

With no other business, Chair Chris Keeney adjourned the meeting.

PASSED AND APPROVED THIS ____ DAY OF _____, 2021: (Note: Signed electronically due to COVID health emergency.)

MAYOR CHRIS KEENEY, CHAIR, OR
MAYOR PETER CHRISTIE, VICE CHAIR

ATTEST:

MAYOR PETER CHRISTIE, VICE CHAIR, OR
MAYOR SONNY HUDSON, SECRETARY, OR
JEFF HAWKINS, EXECUTIVE DIRECTOR, NWARPC