

**NWARPC/POLICY COMMITTEE VIRTUAL MEETING MINUTES  
WEDNESDAY, MARCH 24, 2021, @ 1:30 PM**

ENTITY	MEMBER	ATTENDING	PROXY
AVOCA	ROBERT WHITEHORN		
BELLA VISTA	<b>PETER CHRISTIE (VICE CHAIR)</b>		
BENTON COUNTY	JUDGE BARRY MOEHRING JOSH BEAM JAY FRASIER/DEAN KLINGMON	X X	
BENTONVILLE	MAYOR STEPHANIE ORMAN SHELLI KERR	X	X SHELLI KERR
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	
FAYETTEVILLE	LIONELD JORDAN CHRIS BROWN JONATHAN CURTH		X PAUL LIBERTINI
GARFIELD	MAYOR GARY L BLACKBURN		
GATEWAY	MAYOR ANDREW TILLMAN		
GENTRY	MAYOR KEVIN JOHNSTON	X	
GOSHEN	MAYOR MAX POYE ALBERT SKILES		
GRAVETTE	MAYOR KURT MADDOX		
GREENLAND	MAYOR BILL GROOM		
HIGHFILL	MAYOR MICHELLE RIEFF/ROB HOLLAND JC BRENAMAN		
JOHNSON	<b>MAYOR CHRIS KEENEY (CHAIR)</b>	X	
LINCOLN	MAYOR DOUG HUTCHENS		
LITTLE FLOCK	MAYOR TRACY ENGLEBRECHT		
LOWELL	MAYOR CHRIS MOORE RICK STONE	X	
PEA RIDGE	<b>MAYOR JACKIE CRABTREE (TREASURER)</b>	X	
PRAIRIE GROVE	<b>MAYOR SONNY HUDSON (SECRETARY)</b>		
ROGERS	LANCE JOBE JOHN McCURDY BOB CRAFTON	X	
SILOAM SPRINGS	PHILLIP PATTERSON	X	
SPRINGDALE	DOUG SPROUSE PATSY CHRISTIE JIM ULMER	X X X	
SPRINGTOWN	TERRI GLENN		
SULPHUR SPRINGS	GREG BARBER		
TONTITOWN	PAUL COLVIN/ANTHONY APPLE		
WASHINGTON CO.	JUDGE JOSEPH WOOD CARL GALES NATHAN CROUCH	X	
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	SCOTT TURLEY	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 Scarlat, Elizabeth Bowen

**OTHERS:** Sunny Farmahan, Chris Dillaha (ARDOT); Ron Wood (NWADG); Kelsey Kelton (AR Economic Development Commission); Rob Smith (NWA Council); Greg Weeks (ch2m)

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

**1. CALL TO ORDER/INTRODUCTIONS**

Chair Mayor Chris Keeney called the meeting to order. He said that some members will be attending a webinar for local governments on the American Rescue Act of 2021 that begins at 2:00 pm, so the presentations will be shortened in order to consider all agenda items that require a vote at this meeting. 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 JANUARY 27, 2021**

**MOTION**

Chair Keeney asked for a motion to approve the January 27, 2021 RPC/Policy Committee Minutes. Doug Sprouse made the motion to approve the Minutes as distributed. Phillip Patterson provided the second. Motion passes unanimously.

**3. DIRECTOR'S REPORT**

Jeff Hawkins, Executive Director, said that in the interest of time, he would email a written report to the group.

**4. RESOLUTION #2021-02 – APPROVAL OF 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. The TAC voted unanimously to recommend that the RPC/Policy Committee consider and approve the Draft NWARPC 2045 MTP. He said that the RPC/Policy Committee is being asked to approve Resolution #2021-02 which will approve the 2045 MTP.

- The Arkansas Highway Commission approved the State Transportation Improvement Program (STIP) on March 7, 2021.
- 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
- Studies and tools used in the preparation of the MTP:

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- ETC Institute – Conducted two scientific, random surveys
  - 2018 Transit System-wide Origin and Destination Survey
  - 2019 NWA Regional Transportation Survey
- Alliance Transportation Group – Connect NWA – a 10-year Transit Development Plan
- TranSystems – Transit Asset Management Plan(s) (TAMP) for ORT and Razorback Transit
- WSP – NWARPC Travel Demand Model Update
- Tool Design Group – NACTO Training and Targeted Infrastructure Plan
- The MTP covers the Metropolitan Planning Area and all Federal-aid transportation projects are programmed in the Transportation Improvement Program (TIP)
- Draft Chapters Overview:

**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 since 2005. It introduced a MAP-21 program to establish a performance-based infrastructure program. The objective of this program was to establish a transportation planning process to prepare for the establishment and use of a performance-based approach to transportation planning.

**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, MPO/Policy Committee and the public. As is evident in the following vision statement, the region understands the rapid growth rate of the area and the need for a multilateral (bilateral, innovative, inclusive, non-partisan) transportation solution.

**CHAPTER 3. POPULATION, HOUSING AND LANDUSE**  
OVERVIEW OF EXISTING SOCIO-ECONOMIC CONDITIONS  
The NWARPC is the federally designated Metropolitan Planning Organization (MPO) for Benton and Washington Counties, Arkansas, and a portion of McDowell County, Missouri.

**CHAPTER 4. PUBLIC INVOLVEMENT AND INPUT**  
The NWARPC 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 2007, 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/2020/10/PPP-2020-PUBLIC-PARTICIPATION-PLAN-2020.pdf>

**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-making or decision-making processes with regards to transportation and are also not negatively impacted by environmental burdens.

**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 impacts on wildlife habitats and natural resources would be mitigated as much as possible. The Northwest Arkansas region faces natural environmental challenges such as soil erosion during road construction or impact on water quality and, as a result, there is a growing need to protect the habitat of unique species such as the threatened Ozark White Salamander (Desmarestia) and to protect ground-water recharge areas in the region (primarily in the immediate environmental factors to consider for transportation planning purposes include: the widening and building of new roadways, and the choice of travel modes).

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### CHAPTER 7. TRAVEL PATTERNS AND TRAVEL FORECASTING

#### TRAVEL PATTERNS

Northwest Arkansas has experienced unprecedented growth in production 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 estimate of 2015, the data reports a total 94 percent of workers 16 years and over, in Benton and Washington Counties in Arkansas and McDowell County in Missouri, commuted to work by car, truck, or van.

Figure 7.1 and Figure 7.2 illustrate the percentage for each mode of transportation that workers 16 years and over used to commute to work for each year intervals (2000-2005 and 2010-2015), in Benton County, the percent of workers who drive alone increased from 82.4 percent in 2005 to 88.8 percent in 2015. In Washington County this group increased from 78.8 percent in 2005 to 76.8 in 2015. McDowell County experienced an increase from 76.8 to 79.3 percent for the public transportation mode, in Washington County which increased from 1 percent to 0.7 percent by 2015, in the same category Benton and McDowell County showed a total of 3 percent.

### 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 described below, with the higher classifications more responsible for moving traffic long distances while the lower functional classes are primarily responsible for access to local areas necessary for neighborhoods to utilize the roadway functionally classified system to quality for Motor and Federal funding. MoDOT 8.3 on the next page shows the functionally classified system.

Of particular importance to the rapidly growing area of Northwest Arkansas is the appropriate provision of right of way and services adjacent to current and proposed roads. A primary goal for this application is the associated design and plan of the city 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 2035 network to protect the necessary right of way through their adopted plan and ordinances.

### CHAPTER 9. TRANSPORTATION PROJECTS AND FUNDING

#### INTRODUCTION

The 2035 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 2035 MTP is to take the estimated available funds through the year 2035 and provide the potential projects within the limits of the estimated funds. The purpose of developing the Constrained List is to demonstrate fiscal constraint as part of the transportation planning process.

The Constrained list consists of projects that are reasonably expected to be funded with Federal aid funds during the 25 year planning period. This is determined by estimates of Federal aid funds that can reasonably be expected to come to the area given the state's highway network, Unimproved Area, population, etc. These estimates are provided by ARDOT and ARMOCT and are not fixed, nor are they guaranteed funding. They are conservative, reasonable estimates of future funding to guide development of the 2035 MTP. The goal of the transportation projects in the MTP have been allocated to represent future highway construction costs at a rate of 2 percent annually.

The Unconstrained List of projects in the 2035 MTP necessarily starts with the adopted FY 2021-2024 TIP which shows the projects that already have Federal, State, and local funding. The list of TIP projects is included in Appendix D: [FY 2021-2024 Transportation Improvement Program \(TIP\)](#), and many of the projects are also represented on various maps and maps throughout the report.

#### SUMMARY OF FEDERAL AID PROGRAMS AND FUNDING

ARMOCT has provided Federal funding estimates for transportation projects in the Metropolitan Planning Area (MPA). The estimated totals by period (2025-2030, 2030-2035, and 2035-2040) reflect the estimated Federal programs and required matching funds and have been inflated by 2 percent per year to 2045. Federal and Programs include:

### CHAPTER 10. BICYCLE AND PEDESTRIAN FACILITIES

Northwest Arkansas' population is growing rapidly. Public safety and enhancing the improved conditions for bicycling and walking from green even faster, an endeavor to community input and opportunities for building towards facilities. This investment in non-motorized transportation reflects a desire by the region's population for livable walkable communities, in which strong and safe and able to move about.

Almost every transportation improvement is an opportunity to enhance the safety and convenience of walking and bicycling. Bicycle and pedestrian needs must be given "first consideration" under Federal surface transportation law (23 U.S.C. 217(d)(3)). This consideration should include, at a minimum, a commitment that bicyclists and pedestrians, including persons with disabilities, will be accommodated in the design of new and existing transportation facilities.

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

Bicycling and walking are important elements of an integrated, inter-modal transportation system. Constructing sidewalks, installing bicycle parking at transit, teaching elementary school and high school, installing bicycle racks and ramps for wheelchair, using bike lanes and building trails, all contribute to our transportation goals of safety, mobility, economic growth and trade, and to the advancement of equities and the natural environment, and equity.

#### NORTHWEST ARKANSAS REGIONAL BICYCLE AND PEDESTRIAN MASTERPLAN

The Northwest Arkansas Regional Bicycle and Pedestrian Master Plan was adopted by the MPO Policy Committee on December 1, 2015 and is a component part of the 2035 MTP. The purpose of this Plan is to build upon previous regional bicycle and pedestrian initiatives, including the 35-mile Razorback Regional Greenway, in setting a clear path for Northwest Arkansas to take its communities and regional destinations with a regional bicycle 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 McDowell/Monticell in Benton, Washington and McDowell Counties. <http://www.thewalkbikemasterplan.org/> and <http://nwarc.org>

The Plan recommendations provide both a long-term vision and short-term steps that move communities quickly towards 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 route, and include programmatic recommendations covering all five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation.

The Plan is also built around the integration of a "50/1" 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 recommendations, a needs analysis, program recommendations, a complete project list and much more. There have been multiple amendments since the Plan adoption in 2015.

### CHAPTER 11. PUBLIC TRANSPORTATION

#### INTRODUCTION

Public Transportation is an important transportation mode within the region. Public transit systems and facilities make the region more accessible. This includes the existing, existing, disabled, new routes and all other means of general transportation, or simply those who do not wish to drive a personal vehicle and drive public transportation as a choice. Transit can serve more people while causing less 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 and/or households with limited transportation choices. Transit options 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 1.5 million combined trips were provided in 2019 between the two public transportation systems, with average daily combined fare of \$200,000 and 4,500 vehicles on Northwest Transit State 11.1. Over the last five years, both systems have struggled to maintain and/or increase their ridership year over year. Both CTA and Razorback Transit contribute their ridership to avoid duplication of services and provide key connections/transfers between the two systems within Fayetteville and University of Arkansas.

Year	Clark Transit Authority					University of Arkansas				
	Trips	Revenue	Operating	Capital	Reserve	Trips	Revenue	Operating	Capital	Reserve
2014	1,100,000	\$1,100,000	\$1,100,000	\$0	\$0	1,100,000	\$1,100,000	\$1,100,000	\$0	\$0
2015	1,200,000	\$1,200,000	\$1,200,000	\$0	\$0	1,200,000	\$1,200,000	\$1,200,000	\$0	\$0
2016	1,300,000	\$1,300,000	\$1,300,000	\$0	\$0	1,300,000	\$1,300,000	\$1,300,000	\$0	\$0
2017	1,400,000	\$1,400,000	\$1,400,000	\$0	\$0	1,400,000	\$1,400,000	\$1,400,000	\$0	\$0
2018	1,500,000	\$1,500,000	\$1,500,000	\$0	\$0	1,500,000	\$1,500,000	\$1,500,000	\$0	\$0
2019	1,600,000	\$1,600,000	\$1,600,000	\$0	\$0	1,600,000	\$1,600,000	\$1,600,000	\$0	\$0
2020	1,700,000	\$1,700,000	\$1,700,000	\$0	\$0	1,700,000	\$1,700,000	\$1,700,000	\$0	\$0
2021	1,800,000	\$1,800,000	\$1,800,000	\$0	\$0	1,800,000	\$1,800,000	\$1,800,000	\$0	\$0

### CHAPTER 12. MULTIMODAL FREIGHT

#### NATIONAL MULTIMODAL FREIGHT POLICY

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

According to the NFSP website <https://www.transportation.gov/nfsr/nfsr-subpages>, strategic goals include:

- SAFETY: Improve the safety, security, and resilience of the national freight system.
- INFRASTRUCTURE: Invest in 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, technology, 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 service.
- Shifting traffic from the highway to the railway may be a solution to the enormous cost of adding highway capacity.
- Shaper demands for capacity and faster productivity and cost issues have combined to move more of the larger trucking fleets towards offering an intermodal service.
- Intermodal trucks and rails are offering dozens of new "combinos" running into shorter and shorter lengths of haul.

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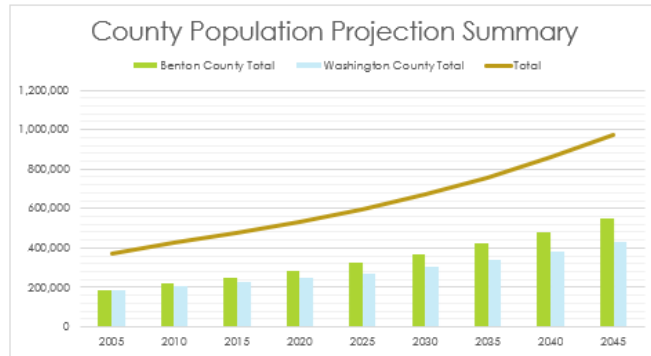


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- Significant Population Increase

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
Avoca	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	248.6%	3.7%
Conitton	17,239	38,412	21,173	122.8%	3.3%
Decatur	1,800	2,681	881	48.9%	1.6%
Blkins	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%
Prarie Grove	7,062	10,668	3,606	51.1%	1.7%
Rogers	70,148	114,307	44,059	77.0%	2.3%
Slipam 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%
<b>Benton County Population</b>	<b>278,141</b>	<b>545,893</b>	<b>266,752</b>	<b>95.6%</b>	<b>2.7%</b>
<b>Washington County Population</b>	<b>239,187</b>	<b>428,382</b>	<b>189,195</b>	<b>79.1%</b>	<b>2.4%</b>
<b>Unincorporated Areas Population 2045 MTP</b>	<b>75,603</b>	<b>150,753</b>	<b>74,150</b>	<b>96.8%</b>	<b>2.7%</b>
<b>Total Two Counties Population</b>	<b>518,328</b>	<b>974,275</b>	<b>455,947</b>	<b>88.0%</b>	<b>2.6%</b>

County Population Control Totals from AEDI:

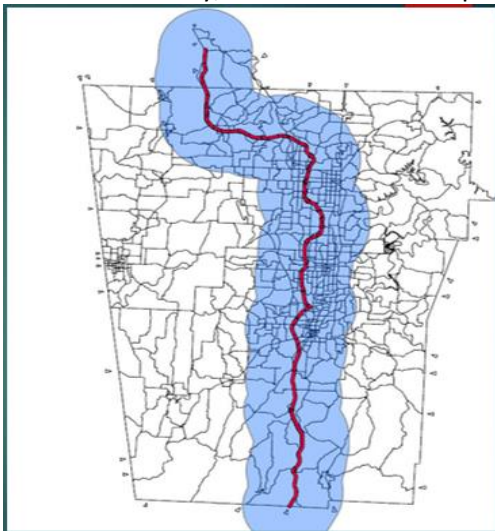


Data Sources: Arkansas Economic Development Institute (AEDI), 2019 – County Total Population

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

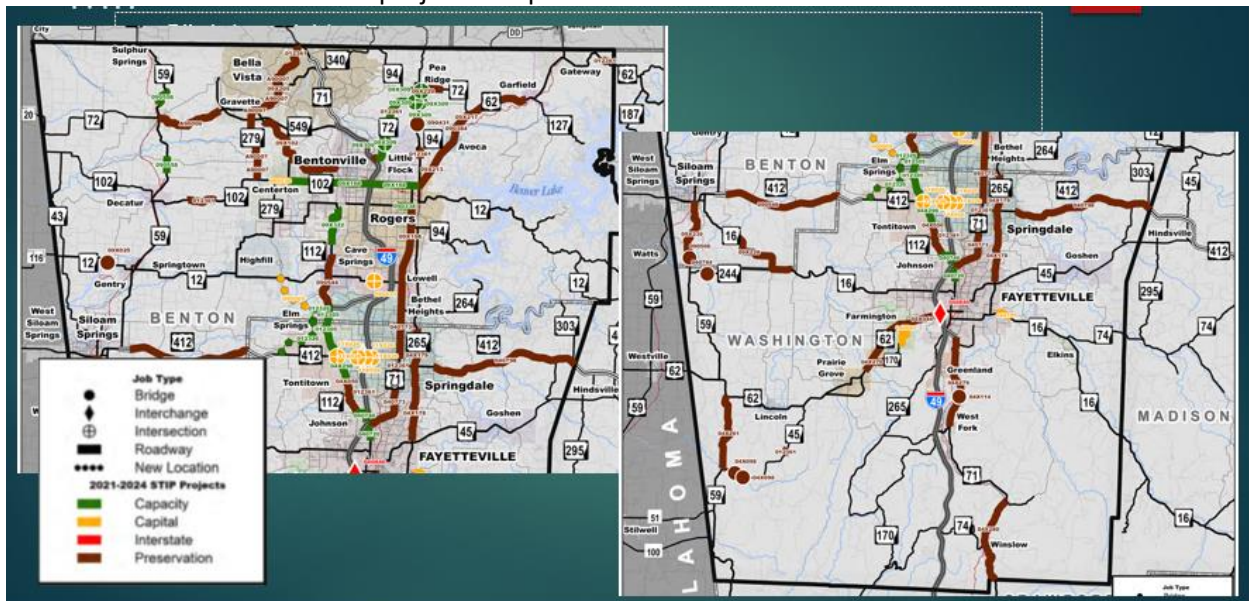


- Land Use and Transportation Plans – Staff met with city officials to understand how they were allocating density in the future. Based on city land use and transportation plans (with bond projects), significant increases in residential and employment densities will occur in:
  - Urban Centers
  - 71B 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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- 2045 Population = 755,207 (in 10-mile corridor) or 77.51% of total population
- 2045 Employment = 424,284 (in 10-mile corridor) or 90.93% of total work force
- Travel Demand Model Update
  - NWARPC executed an amendment to the contract with WSP to add the following to the model:
    - Mode choice calculation by city and county
      - ◇ The Travel Demand Model creates mode-choice summaries, which are Production based and Production/Attraction based. The reports are available for Bella Vista; Bentonville; Centerton; Rogers; Lowell; Springdale; Siloam Springs; Fayetteville; Benton and Washington Counties; McDonald County, MO.
    - Level of Service (LOS) calculation tool
      - ◇ LOS Maps
        - Post-processing tool builds LOS maps on the fly as scenarios are produced
        - LOS definition methodology was compiled based on the FHWA tables
          - ✓ Many of the streets and highways, including I-49, are projected to be in Level F-Forced Flow in 2045 – very low speeds, volumes exceeds capacity, long delays with stop-and-go traffic
    - Parking cost sensitivities
  - WSP contract ends March 31, 2021 – additional deliveries will include:
    - 2025 and 2035 Forecast years
    - Documentation – Complete Model Report, including LOS summary, Mode Choice by City Reports, and Parking Cost Report
- The FFY 2021-2024 TIP projects are part of the MTP



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- 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

- 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**

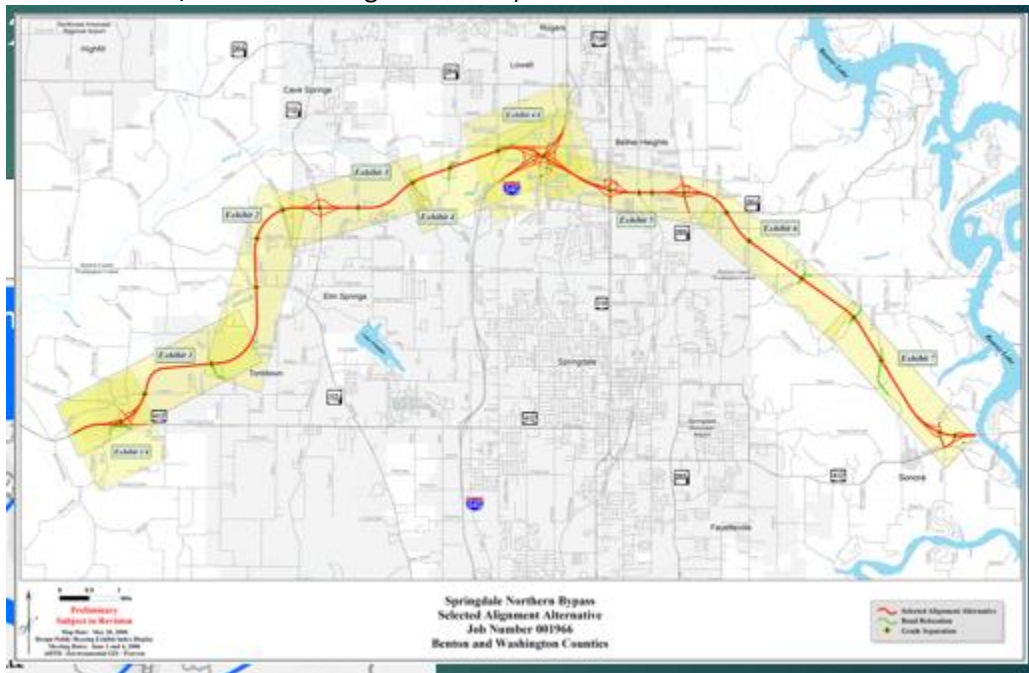
- The project listing provides a planning estimate of how much Federal and State/local match may be available, identified roadway improvement costs, and the time period in which the project may be constructed/completed –year of expenditure of funds.

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- Potential 2045 Projects and ARDOT Connecting Arkansas Program II (CAP-2):
  - Complete the XNA Connector
  - Complete Hwy 112 improvements



- Complete US 412 Bypass from Hwy 265 to Sonora – funded in years 2040 to 2045 (assuming additional CAP/Federal funding 2040-2045):





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- 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 Park	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	Goad 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 Heigh	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
						<b>Total</b>	<b>\$1,491,800,000</b>		

- The FFY 2021-2024 TIP/STIP, including Arkansas and Missouri, constitutes the first four years of projects in the MTP.

**NWARPC/POLICY COMMITTEE VIRTUAL MEETING MINUTES  
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- Also included in the draft MTP:
  - The Constrained Project List – Various Projects for NHPP Pavement Preservation, Safety, Bridge and STDGP Funding:

Various Projects	2021-2030	2031-2035	2036-2045
Various Intersection, Bridge, and Safety Projects	\$ 15,000,000	\$ 20,000,000	\$ 25,000,000
Various Resurfacing, Restoration, Rehab, and Reconstruction Projects	\$ 15,000,000	\$ 20,000,000	\$ 25,000,000

Note: Routes with existing ArDOT Studies that have multiple corridor options have been estimated with one option for listing and for fiscal constraint. The actual route has not been determined by ArDOT. Federal funds inflated 2 percent per year and project costs by 2 percent per year with cost estimate averaged in periods between 2030 to 2045.

- The Constrained Project List for Transit Projects:

2045 MTP Transit Projects 2025 to 2045 (2021 to 2024 projects shown in TIP) Available FTA Federal Funding + Required Local Match + Local Overmatch Inflated at 2% per year Note: The region currently spends approximately \$8M per year on transit	2025 to 2030	2031 to 2045	Total
FTA Section 5339 Capital -ORT and Razorback Transit -Fayetteville-Springdale-Rogers Urbanized Area	\$ 2,600,000	\$ 8,000,000	\$ 10,600,000
FTA Section 5307 Capital and Operations - ORT and Razorback Transit - Fayetteville-Springdale-Rogers Urbanized Area	\$ 47,800,000	\$ 147,500,000	\$ 195,300,000
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities - Fayetteville-Springdale-Rogers Urbanized Area	\$ 1,500,000	\$ 4,800,000	\$ 6,300,000
FTA Section 5311 Formula Grants for Rural Areas - Demand Response Transit - Benton County and Washington County	\$ 875,000	\$ 2,672,000	\$ 3,547,000
<b>Total</b>	<b>\$ 52,775,000</b>	<b>\$ 162,972,000</b>	<b>\$ 215,747,000</b>

- The Constrained Project List for MoDOT:

System Improvement/Specific Projects (Constrained Projects)		
Year	Description	Total
2023	US 71 Intersection Improvements from I-49 to Arkansas <sup>2</sup>	\$ 300,000
2024	MO 90 Bridge over Little Sugar Creek	\$ 2,948,000

<sup>2</sup>Funding availability depends on outcome of STIP programming process.

The constrained project list was developed in cooperation with MoDOT Southwest District. Two specific projects are listed in the Missouri portion of the MPA and the remaining projects are based on the Asset Management Plan Summary specific to the MPA. The demonstration of fiscal constraint is shown in the draft 2045 MTP. A full discussion of this can be found in Chapter 9, page 9-14.

- 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

US 612 Potential New Interchanges (Unconstrained)
Javello Rd Interchange /US612
Gene George Blvd./Wagon wheel Rd Interchange/US 612
E. Monitor Rd Interchange /US 612
Parsons Road Interchange /US612
I-49 Potential New Interchanges (Unconstrained)
Garrett Rd Interchange/I-49
J Street Interchange - Tiger Blvd. to Interstate 49
Punkin Hollow Road
Hwy 279/Hwy 549/I-49

**NHPP FUNDING AND OTHER FUNDING PROGRAMS**

**NWARPC/POLICY COMMITTEE VIRTUAL MEETING MINUTES  
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- The draft MTP recognizes that additional “Statewide Generic Projects” will be programmed in the STIP/TIP that address various projects. These projects are considered to be listed in the MTP and may be eligible for future federal-aid funding.
- 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.

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 Resolution #2021-02 to approve the NWARPC 2045 MTP. Patsy Christie made the motion and Phillip Patterson provided the second. Motion passes unanimously.

**5. RESOLUTION #2021-03 REMIX CONTRACT RENEWAL**

Tim Conklin said that in 2017 ORT purchased the Remix licensed software, and in 2018 approached NWARPC to partner with them and Razorback Transit in purchasing a 3-year license. The subscription is now expiring. The new cost has increased \$1,000 per year. The breakdown is \$19,800 per year per entity. Staff recommends moving forward with a renewed contract.

**MOTION:** Chair Chris Keeney asked for a motion to approve Resolution #2021-03 authorizing the Executive Director to enter into a 3-year contract for the continuation of Remix transit planning software for use by Razorback Transit, ORT, and NWARPC. A motion was made by Gary Smith, and seconded by Rick Stone. Motion passes unanimously.

**6. RESOLUTION #2021-04 I-49/BELLA VISTA BYPASS SCENIC BYWAY DESIGNATION**

Tim Conklin said that Resolution #2021-04 would declare that NWACP supports such action by the Arkansas State Highway Commission as may be necessary to finalize scenic byway designation on the section of future I-49 from its intersection with US71/71B in Benton County northwest to the Missouri line.

Discussion:

- Q: Does a scenic byway designation prohibit billboards along the highway. A: Yes, it prohibits off-premise signs.

**MOTION:** Chair Chris Keeney asked for a motion to approve Resolution #2021-04 regarding designation of SH 549 (future I-49) as a scenic byway. Judge Moehring made the motion, and explained that he would be bringing a similar request before the Benton County Quorum Court. Phillip Patterson provided the second. Motion passes unanimously.

**7. PUBLIC COMMENT**

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

**NWARPC/POLICY COMMITTEE VIRTUAL MEETING MINUTES  
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**8. OTHER BUSINESS**

- FUTURE MEETING DATES:
  - TAC VIRTUAL MEETING – THURSDAY, APRIL 15, 2021 @ 10:30 AM
  - RPC/POLICY COMMITTEE VIRTUAL MEETING – WEDNESDAY, APRIL 28, 2021 @ 1:30 PM

**9. ADJOURN**

With no other business, a motion was made and seconded to adjourn and Chair Chris Keeney adjourned the meeting.

PASSED AND APPROVED THIS 26 DAY OF MAY, 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