

**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, MARCH 18, 2021 @10:30 AM; APPROVED APRIL 15, 2021**

ENTITY	MEMBER	ATTENDING	PROXY
AVOCA	ROBERT WHITEHORN NANETTE BARNES		
BELLA VISTA	DOUG TAPP	X	
BENTON COUNTY	JUDGE BARRY MOEHRING JOSH BEAM DEAN KLINGMON	X	
BENTONVILLE	DENNIS BIRGE DAN WEESE	X	
CAVE SPRINGS	MAYOR RANDALL NOBLETT		
CENTERTON	MAYOR BILL EDWARDS	X	
ELKINS	MAYOR BRUCE LEDFORD		
ELM SPRINGS	MAYOR HAROLD DOUTHIT		
FARMINGTON	MELISSA McCARVILLE		
FAYETTEVILLE	PAUL LIBERTINI CHRIS BROWN	X X	
GENTRY	MAYOR KEVIN JOHNSTON	X	
GREENLAND	MAYOR BILL GROOM		
HIGHFILL	MICHELLE RIEFF/ROB HOLLAND		
JOHNSON	MAYOR CHRIS KEENEY	X	
LINCOLN	MAYOR DOUG HUTCHENS		
LITTLE FLOCK	MAYOR TRACY ENGLEBRECHT		
LOWELL	MAYOR CHRIS MOORE RICK STONE	X	
PEA RIDGE	MAYOR JACKIE CRABTREE NATHAN SEE	X X	
PRAIRIE GROVE	MAYOR SONNY HUDSON	X	
ROGERS	LANCE JOBE	X	
SILOAM SPRINGS	BEN RHOADS (VICE CHAIR) JUSTIN BLAND	X	
SPRINGDALE	PATSY CHRISTIE (CHAIR) BRAD BALDWIN	X	
TONTITOWN	PAUL COLVIN RENEE BIBY		
WASHINGTON CO.	CHARLES WARD NATHAN CROUCH		
WEST FORK	MAYOR HEITH CAUDLE		
NWARPC	JEFF HAWKINS	X	
BEAVER H2O DISTRICT	CODY HUDSON		
OZARK REG. TRANSIT	JOEL GARDNER	X	
RAZORBACK TRANSIT	GARY K. SMITH ADAM WADDELL	X	
U OF A	MIKE JOHNSON SCOTT TURLEY		X JAY HONEYCUT
MoDOT	FRANK MILLER		X TIM CONKLIN
NWA NATIONAL AIRPORT	AARON BURKES	X	
PINEVILLE/McDONALD CO.			
ARDOT PLANNING	CHRIS DILLAHA SUNNY FARMAHAN	X	
ARDOT DISTRICT 9	STACEY BURGE		
FHWA	AMY HEFLIN	X	

**NWARPC STAFF:** Tim Conklin, AICP, Celia Scott-Silkwood, AICP, Cristina Scarlat, Elizabeth Bowen

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**OTHERS:** Mike Burns (Crafton Tull); Tom Brown Ozark Rail & Bus Transit Society [ORBTS]); Andy Brewer (Olsson); Randy Robertson; Greg Weeks (CH2M); Jarrod Brightwell; Ron Wood (Democrat Gazette); Jonathan Curth (Fayetteville); Paul Wojciechowski; Ryan Carr (Rogers); Brandi Holt; Anna Keogh

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

**1. CALL TO ORDER**

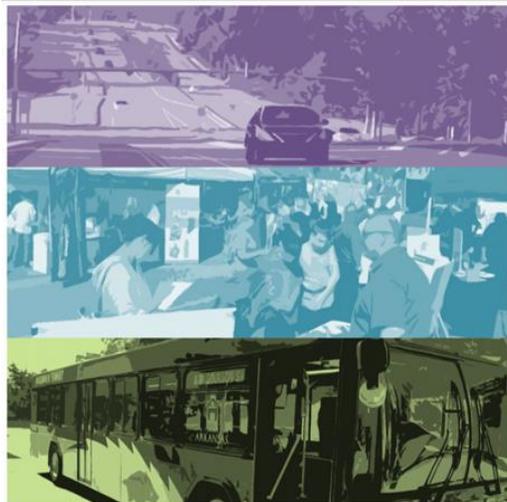
Chair Patsy Christie was unable to attend the meeting. Vice Chair Ben Rhoads called the meeting to order. Celia Scott-Silkwood recorded member names and tallied votes. A quorum was reached.

**2. APPROVE TAC JANUARY 21, 2021 MEETING MINUTES**

**MOTION:** Vice Chair Ben Rhoads asked for a motion to approve the January 21, 2021 TAC Meeting Minutes. Chris Keeney made the motion to approve the Minutes as distributed. Rick Stone provided the second. Motion passes unanimously.

**3. DRAFT NWARPC 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) – RECOMMENDATION TO THE RPC/POLICY COMMITTEE**

Tim Conklin said that at the January 21, 2021 TAC meeting staff presented a summary of the draft MTP chapters. The presentation at this meeting is a brief overview of the draft MTP Chapters. He said that after the presentation the TAC would be asked to recommend the draft MTP go to the RPC/Policy Committee for consideration and approval. He also thanked the NWARPC staff for their hard work on the plan and MoDOT's Karen Miller for reviewing and providing comments, especially on the system performance report in Chapter 8.



**NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION  
2045 METROPOLITAN TRANSPORTATION PLAN**

Prepared by the Northwest Arkansas Regional Planning Commission in cooperation with the Arkansas Department of Transportation, Missouri Department of Transportation, Federal Highway Administration and Federal Transit Administration

March 2021



- 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/>

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- 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 and FHWA Bicycle Selection Guide/Accommodations – use of Access Management and Roundabouts
  - Land Use and Transportation Connection – Housing plus Transportation – walkable, bikeable, and transit ready – allowing Mode choice
  - Need for Dedicated Funding for Transit to be able to implement any significant changes
- Studies and tools used in the preparation of the MTP:
  - 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:

**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 goal-oriented 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 to transportation decision-making.

President Obama signed the Fixing America's Surface Transportation (FAST) Act on December 4, 2015, building upon MAP-21. The 2045 NWA Metropolitan Transportation Plan (MTP) was developed under MAP-21/FAST Act guidance.

**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, RPO/Policy Committee and the public. As is evident in the following vision statement, this region understands the rapid growth rate of the area and the need for a multilateral, innovative, holistic, integrated 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 roadway, transit, freight, pedestrian and bicycle network. The system will enhance and sustain a high level of economic vitality, community viability and quality of life by providing movement of goods, choice, mobility, convenience and energy efficiency.

**GOALS, OBJECTIVES AND MTP FRAMEWORK**

In order to create a plan to implement the aforementioned vision, the 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 RPO/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 think beyond strictly transportation and begin to make the connection between transportation and the broader society.

**2045 MTP FRAMEWORK**

To guide decision-making and comply with the Federal transportation legislation, MAP-21/FAST Act, the 2045 MTP framework was developed around national goals, AASHTO and NACTO 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 potential MTP System Performance Measures tied to each of the national, State and MTP goals with the opportunity to track progress towards these goals.

**CHAPTER 3. POPULATION, HOUSING AND LAND USE**

**OVERVIEW OF EXISTING SOCIO-ECONOMIC CONDITIONS**

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

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

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 chapter, "Northwest Arkansas" will refer to the two-county area of Benton and Washington Counties or (alternatively, when specified, will include the portion of McDonald County in Missouri).

**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 (NWA-TSA) consists of Benton and Washington County and a small portion of McDonald County in Missouri.

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### CHAPTER 4. PUBLIC INVOLVEMENT AND INPUT

The NWAPC 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.nwarc.org/wp-content/uploads/2020/10/2020-Public-Participation-Plan-3-23-2020.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 2013 with the first of a series of educational public events. Events, including webinars, surveys, negotiations, fairs, and other forms of public participation and involvement continued up to the adoption of the NWAPC 2045 MTP in March 2021.

The year 2020 brought a halt to all in-person public meetings, events, etc., due to the spring drive and COVID-19 pandemic, and health emergency. NWAPC continued to stay in the public of virtual public engagement meetings and events.

A transit development plan update was held in tandem with the MTP update. Numerous public events were held that helped gather public opinions and input.

The SAC was actively involved in the many community outreach events that took place during the development of the MTP. The SAC met in advance of input sessions to understand what information would be shared, attended the public input sessions to hear feedback 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 SAC recommendations were forwarded to the NCF/Policy Committee for formal approval or adoption.

Community involvement, input, and engagement is necessary as a way to gain public sentiment and to make 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-making 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 Civil Rights Act. The Executive Order 12898, "Toward Action 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 and low-income communities from being subjected to disproportionately high and adverse environmental effects." According to the U.S. Department of Justice, "the high goal of environmental justice - that development and urban renewal benefiting a community as a whole not be unjustly purchased through the disproportionate allocation of its adverse environmental and health burdens to the community's minority - flows directly from the overarching principle of Title VI."

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 Latinx - 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 peoples 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 persons who are: by geographic proximity; and if circumstances warrant, geographically dispersed; and persons (such as migrant workers, Native Americans) who would be unduly 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 events on sensitive habitats and natural resources would be mitigated as much as possible. The Northwest Arkansas region faces typical 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 sensitive wildlife, such as the threatened Clark Sparrow (Contaminated Road) and to protect ground-water recharge areas as the region opens up to grow. Important environmental factors to consider for transportation planning projects include existing habitat and areas, the widening and building of new roadways, and the choice of road modes.

Transportation and the environment are linked through both 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 investing in public transportation can help cut down on emissions released into the air. Environmentally friendly and sustainable transportation alternatives will also include transportation environmental impact. Technology continues to quickly improve and ideas such as autonomous vehicles and driver delivery will likely have favorable impacts on the environment.

The ISTEA Act, which was signed into law on October 4, 2002, is a transportation bill that includes Planning Factor 9: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation and Planning Factor 10: Reduce travel and tourism. These elements have always been a consideration in the transportation process in NWA.

Northwest Arkansas has a rich cultural history. Transportation plans must also take historic and cultural factors into consideration. Solutions are required to address historic and cultural environmental factors of Northwest Arkansas include the Cherokee Trail of Tears, the Civil War Trail of the Old Missouri Road/Civil War Road/Lincoln Road/Coach Trail Historic Buildings, Battlefield Sites, Antebellum Sites, and sometimes 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 size of roadways are chosen. For example, a limited access boulevard with a gateway median may be more appropriate than a free highway through a historic district 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 government, 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



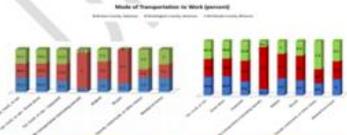
### CHAPTER 7. TRAVEL PATTERNS AND TRAVEL FORECASTING

#### TRAVEL PATTERNS

Northwest Arkansas has experienced unprecedented growth in population and employment in the past 23 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 relies on automobiles for work related trips. According to the American Community Survey (ACS) 5-year estimates of 2013, 84 percent of workers 16 years and over and over in Benton and Washington Counties in Arkansas and Missouri County in Missouri, commuted 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 five-year intervals (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 78.6 in 2019. Missouri County experienced an increase from 76.8 to 79.5 percent. For the NWA Region, the percentage of workers who drive alone increased from 76.8 percent in 2013 to 79.5 percent in 2019. In the same category Benton and Missouri County percent stayed at 83.5 percent.



Mode of Transportation to Work (percent)  
ACS 2009-2013



Mode of Transportation to Work (percent)  
ACS 2015-2019

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/Expressways, Major Arterial, Minor Arterial, Major Collector, Minor Collector and Local Streets. These classifications reflect the utility of the various facilities as illustrated below, with the higher classifications more responsible for moving large long through traffic while the lower functional classes are primarily responsible for access to local land uses necessary for roadways to be able to functionally classified system to qualify for Main and Federal funding. Map 8.3 on the next page shows the functionally classified system for quality for Main and Federal funding.

Of particular importance to the rapidly growing area of Northwest Arkansas is adequate protection of right of way and various adjacent to current and proposed facilities. A primary goal for this position is to ensure that the design of the site and road plan of the project.

The area's shape and location are urged to consider the existing functionally classified system as well as the proposed NWA network to provide the necessary right-of-way through their adjusted plan and standards.

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 designs higher than the typical cross-section of the designated functional class of the roadway. Cross-section design areas and prevent 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 Unclassified Road Project Lists represent potential roadway and highway improvements in the region. The individual sites and corridors 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 across 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 can reasonably be expected to be funded with Federal-aid funds during the 20-year planning period. This is determined by estimating 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 AASHTO and NHTD and are not intended to represent any commitment of funding. They are conservative, reasonable estimates of future funding to guide development of the 2045 MTP. The costs of the transportation projects on the MTP have been adjusted to represent future inflation. Construction costs at a rate of percent annual.

The Constrained List of projects in the 2045 MTP necessarily starts with the adopted FY 2025-2024 TIP which shows the projects already being funded. State and local commitments. The list of TIP projects is included in Appendix E (FY 2025-2024 Transportation Implementation Program (TIP)) and many of the projects are also represented on this list.

#### SUMMARY OF FEDERAL AID PROGRAMS AND FUNDING

AASHTO has provided Federal Funding estimates for transportation projects in the Metropolitan Planning Area (MPA). The estimated funds by period (2020-2020, 2021-2021, and 2024-2024) reflect the estimated Federal funds and required matching funds and have been reduced by 2 percent per year to 2045. Federal aid Programs include:

Transportation Projects and Funding 9-1

- STIP/TIP – The first four years of projects demonstrating fiscal constraint are shown in Chapter 9.
- Chapter 10 was renamed *Active Transportation from Bicycle and Pedestrian Facilities*.

4

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### 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 investment in funding 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 alternatives are able to meet their needs.

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(a)(3)). This consideration should include, at a minimum, a presumption that bicycles 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 healthy communities in order to attract and retain employees.

Bicycling and walking are important elements of all transportation modes. Constructing sidewalks, installing bicycle parking at transit, teaching children to ride and walk safely, installing bicycle racks and repair stations, creating bike lanes and building trails, all contribute to our transportation goals of safety, mobility, economic growth and vitality, and to the advancement of communities and the natural environment, and equity.

**NORTHWEST ARKANSAS REGIONAL BICYCLE AND PEDESTRIAN MASTER PLAN**  
The Northwest Arkansas Regional Bicycle and Pedestrian Master Plan, adopted by the R/WARC Metropolitan Transportation Plan (MTP) Board in 2015 and a companion part of the 2045 MTP. The purpose of this plan is to build upon previous regional bicycle and pedestrian initiatives, including the 2010 Northwest Regional Greenways, in setting a clear path for Northwest Arkansas to take 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 Benton, Washington and Madison Counties. <http://www.nwarc.org/transportation> and <http://nwarc.org>.

The Plan recommendations provide both a long-term vision and short-term steps that most 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 Northwest Regional Greenway system, and include programmatic recommendations covering all five R/WARC Engineering, Education, Encouragement, and Enforcement.

The Plan is also built around the integration of a "3E" 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 elevations, a needs analysis, program recommendations, a complete project list and much more. There have been multiple amendments since the Plan adoption in 2015.

**Bicycle and Pedestrian Facilities 10-1**

### 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 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 those public transportation as a choice. Transit can serve most 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 for 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 additional trips were provided in 2018 between the two public transportation systems, with average daily ridership of 10,000 in 2018 and 15,500 additional trips on Razorback Transit (Table 11.1). Over the last five years, both providers have changed bus manufacturing and/or increased their fleet size. Both CTA and Razorback Transit coordinate their routes to avoid duplication of service and provide key connections/transfers between the two systems either Fayetteville and University of Arkansas.

Year	Clark Transit Authority				University of Arkansas			
	Trips	Change	Annual Ridership	Annual Ridership Change	Trips	Change	Annual Ridership	Annual Ridership Change
2013	1,100,000	-	1,100,000	-	1,100,000	-	1,100,000	-
2014	1,150,000	4.5%	1,150,000	4.5%	1,150,000	4.5%	1,150,000	4.5%
2015	1,200,000	4.3%	1,200,000	4.3%	1,200,000	4.3%	1,200,000	4.3%
2016	1,250,000	4.2%	1,250,000	4.2%	1,250,000	4.2%	1,250,000	4.2%
2017	1,300,000	4.0%	1,300,000	4.0%	1,300,000	4.0%	1,300,000	4.0%
2018	1,350,000	3.8%	1,350,000	3.8%	1,350,000	3.8%	1,350,000	3.8%

**Table 11.1 - Road Route Unlimited Trips and Demand Response**

**Public Transportation 11-1**

### CHAPTER 12. MULTIMODAL FREIGHT

Both ARDOT and MDOT have developed state freight plans that meet Federal requirements outlined in MAP-21, and continued in the FAST Act. Due to the small size of the MTP in Missouri, discussion in this chapter will use the Arkansas State Freight Plan. The Missouri State Freight Plan can be found at <http://www.mdot.mo.gov/Chapter12>.

Multimodal freight or shipping, with regards to the MTP, refers to inter-modal, trucking, rail and air shipment modes. Strong MTP goals and objectives support investment in multimodal freight transportation strategies that reduce facility and service injury costs rates for all modes, increase transportation reliability and accessibility 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 address the efficient movement of freight and enhance regional and public competitiveness.

#### NATIONAL MULTIMODAL FREIGHT POLICY

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

According to the NFS website <https://www.transportation.gov/nfs/2019/01/2019-NFS-Strategic-Guide>, strategic goals include:

- SAFETY: Improve the safety, security, and resilience of the national freight system.
- EFFICIENCY: Increase freight infrastructure and operations to grow the economic, 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 demand coordinated and expanded investment in terms of Federal, State and local resources.

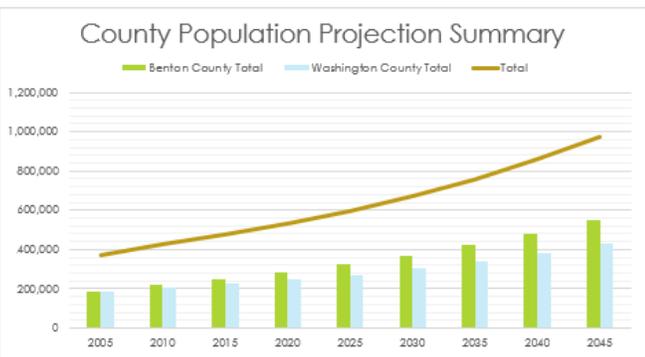
- The trucking industry is facing increasing and significant road congestion, which has prompted some carriers to offer intermodal service.
- Shifting traffic from the highway to the railway may be a solution to the enormous cost of adding highway capacity.
- Shaper demands for capacity and trailer productivity 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 "combinos" running into shorter and shorter lengths of haul.

**Intermodal, Freight, Rail and Air 12-1**

- Significant Population Increase – Planning for a population of 1 million in 2045

City Name	2020 Population Estimate NWARPC	2045 Population Projection NWARPC	2020 to 2045 Difference	Percent Change 2020 to 2045	Annual Average Growth Rate 30.20 to 30.45
Avoca	520	740	220	42.3%	1.4%
Bella Vista	29,145	48,089	18,944	65.0%	2.0%
Bentonville	37,671	113,638	55,967	97.1%	2.8%
Cave Springs	5,899	14,668	8,769	148.6%	3.7%
Centerton	17,239	38,432	21,193	122.8%	3.3%
DeCatur	1,800	2,581	781	43.4%	1.6%
Elkins	3,595	7,431	3,836	106.7%	2.9%
Elm Springs	2,546	6,365	3,819	150.0%	3.7%
Farmingville	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%	1.3%
Gateway	485	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	5,322	4,106	290.1%	5.6%
High Hill	543	3,228	2,587	403.8%	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	30,248	124,307	54,059	77.0%	2.3%
Siloam 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</b>	<b>76,603</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:

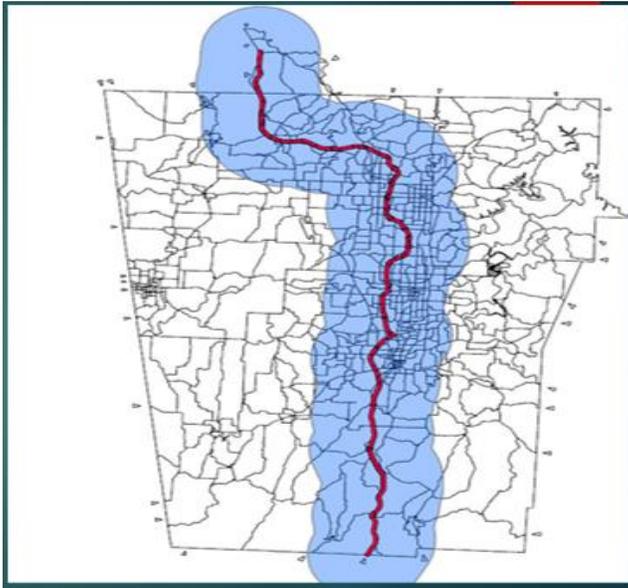


Assumptions: (1) 2020 Population Estimates – 2010 Census Population to July 1, 2019 Population Estimate – Calculated Annual Average Growth Rate and Applied to 2019 July 1st Estimate (2) Ratio of population inside cities and outside of cities in unincorporated areas held close to same ratios in future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

- Land Use and Transportation Plans – 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

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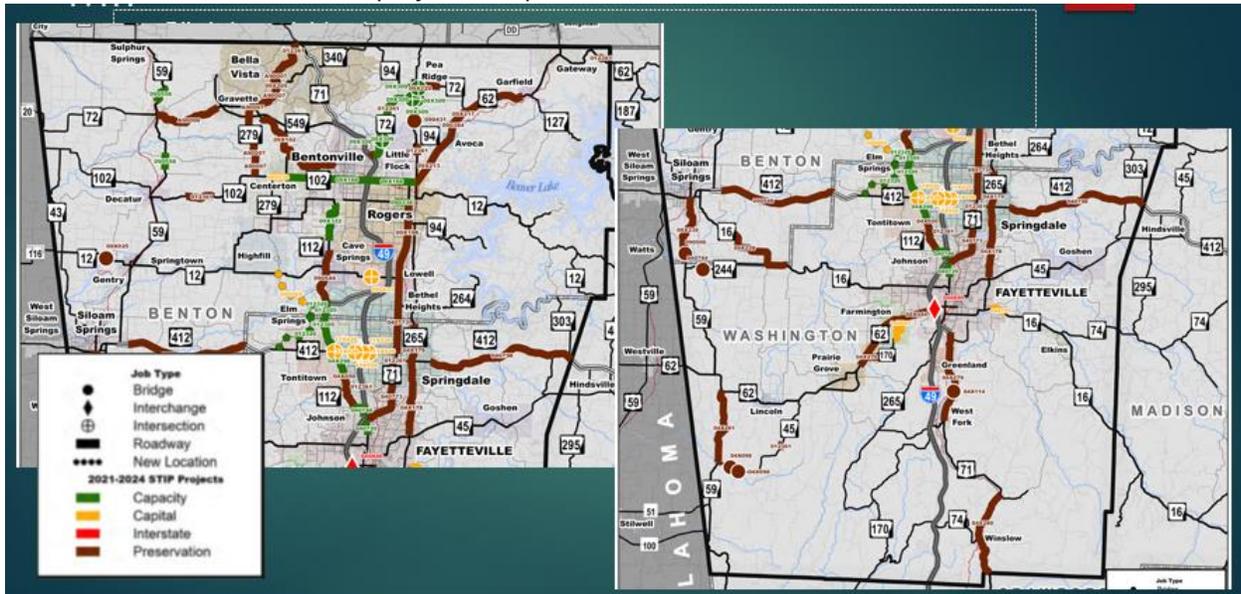
- Regional Centers
- Commerce Corridor
- Infill Zones
- Employment Centers
- Increased Density/Households and Employment – 10-mile-wide corridor (5 miles each side of I-49)
  - 2045 Population = 755,207 (in 10-mile corridor) or 77.51% of total population
  - 2045 Employment = 424,284 (in 10-mile corridor) 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
    - Cristina Scarlat said that the model is available for member jurisdictions to use for scenario planning

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- 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

- The draft 2045 Fiscally Constrained Project List process:

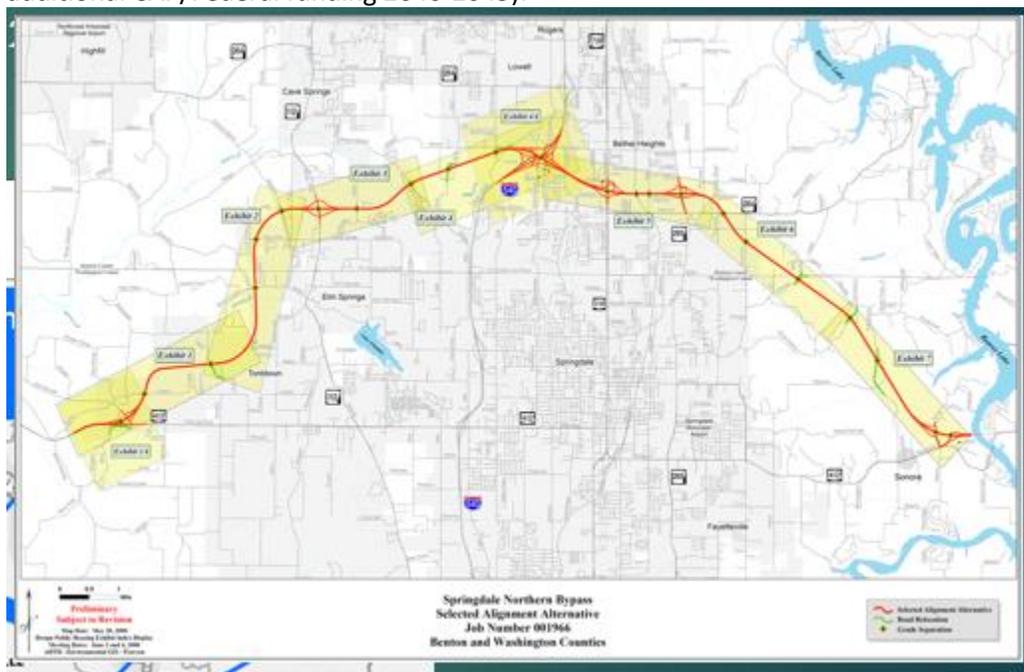
- 1. Start With Adopted 2040 MTP Selected Projects**
  - Significant work went into past long range transportation plans to identify and program future projects and many of these projects remain regional priorities and are carried forward.
- 2. Adjust Project Estimates for Inflation and Remove Completed 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 Hwy 112 improvements
  - Complete the XNA Connector



- 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 Parkw	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 Helgh	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.

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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 A&DOT 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 A&DOT. 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	2025 to 2030	2031 to 2045	Total
Note: The region currently spends approximately \$8M per year on transit			
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>1</sup>	\$ 300,000
2024	MO 90 Bridge over Little Sugar Creek	\$ 2,948,000

<sup>1</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

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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.
- Since the last MTP update, the Razorback Greenway has been shown to extend north to the state line, and Pineville has adopted a trail plan that shows the extension of the Greenway up to the city. The trail is also shown as extending south to Kessler Mountain.

**NWA Regional Bicycle and Pedestrian Master Plan**



Vice Chair Ben Rhoads asked if there was any public comment. Tom Brown said that he wanted to thank the TAC and RPC/Policy Committee for giving ORBTS the opportunity to review the MTP and taking their comments under consideration. With no other comments, Vice Chair Ben Rhoads called for a motion.

**MOTION:** To recommend consideration of the Draft NWARPC 2045 MTP to the RPC/Policy Committee. Sonny Hudson made the motion, with Jackie Crabtree providing the second. Motion passes unanimously.

The RPC/Policy Committee will consider the draft MTP at their March 24 2021 meeting.

**4. HIGHWAY 112 SIDE PATH DISCUSSION – UPDATE**

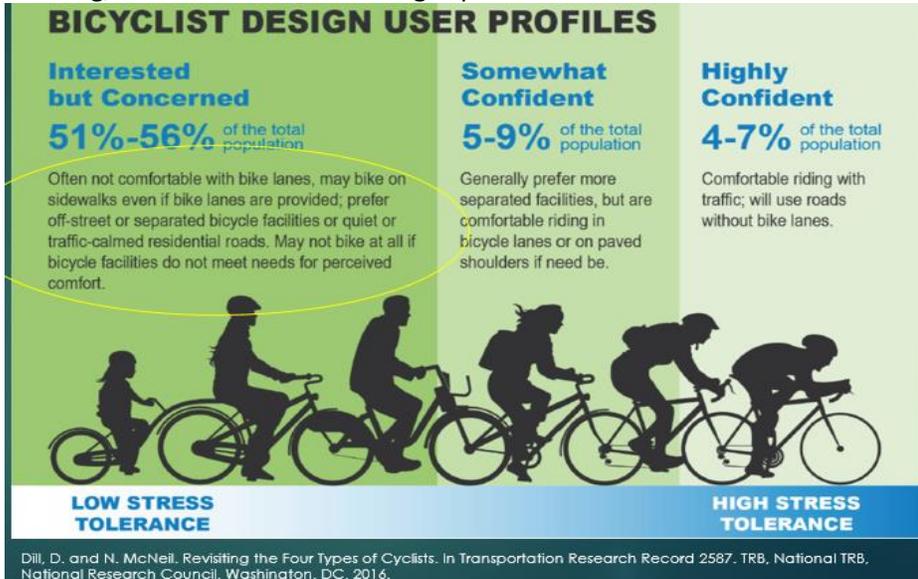
Tim Conklin said that NWARPC is developing design criteria and information for the side path that is planned for the Highway 112 corridor improvements. He said:

- NWARPC and local jurisdictions continue to work with ARDOT officials on updating the current ARDOT Bicycle Facility Accommodation Policy to accommodate a side path.
- How that policy is updated 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.
- The region is committed to building facilities that will be safe, comfortable, and equitable. This includes implementing access management and the use of side paths based on the FHWA

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Bicycle Selection Guide and the AASHTO Guide for the Development of Bicycle Facilities. (See Chapter 10, page 10-35.)

- 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.



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**
  - It’s challenging for smaller cities to pay for the local share – want to discuss using STBGP-A and TAP funding in order to get a consistent cross section along the corridor.
  - Q: At the last TAC meeting it was suggested that cities apply for ARDOT TAP funding. Is this still the suggestion? A: Unsure – will have to do some research and get back to the group.

- 5. **PUBLIC COMMENT** – Any public comment received via email will be provided to TAC members prior to meeting, and will become part of the meeting record. Vice Chair Ben Rhoads asked if any comments had been received prior to the meeting. Celia Scott-Silkwood said none had been received.
  - Tom Brown – (A representative of the Ozark Rail and Bus Transit Society (ORBTS) group) asked if the MTP presentation could be mailed to him, and wanted to confirm that the final stop in the

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adoption process of the MTP was next week at the RPC/Policy Committee meeting. Tim Conklin confirmed that the RPC/Policy Committee would meet on March 24, 2021 to consider approval of the MTP.

**6. OTHER BUSINESS**

- Tim Conklin reported:
  - The Fayetteville/Springdale/Rogers AR/MO Urbanized Area (UA) has a population of 295,083.
  - For transit –
    - FY 2021 full year Section 5307 and Section 5340 Urbanized Area (UA) Apportionments for Arkansas is \$2,697,096, and for Missouri is \$18.
  - The STBGP-A and TAP funding that comes to NWARPC each year is based on the UA –
    - Transportation Alternatives Program (TAP) = \$500,603
    - STBGP-A = \$8,373,906
    - Highway Infrastructure Program (HIP) = \$465,690 (non-covid)
    - HIP funds for costs related to the coronavirus (covid) response = \$3,244,773
      - ◇ Award letters have been sent to the jurisdictions that qualified based on the following motion approved unanimously by the RPC/Policy Committee on July 22, 2020:  
 “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.” Mayor Sprouse made the motion, and Phillip Patterson provided the second. Motion passes unanimously.
  - The following table explains the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAAA):

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-Certerton	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
<b>Total</b>						<b>\$ 8,742,000</b>	<b>\$ 2,136,970</b>	<b>\$ 6,605,030</b>	<b>100.00000%</b>	<b>\$ 3,244,773</b>

- The STBGP-A and TAP policies will need to be revisited in the coming months.
- **\$11M was awarded for STBGP-A and TAP projects in 2020 – The jurisdictions that received awards should be actively managing their projects. NWARPC is relying on individual awardees to obligate all funds by September 2021.**

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- Elizabeth Bowen reported:
  - Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) 11<sup>th</sup> Edition is available for review and comment. The comment period ends May 14, 2021.
  - Problems as seen by the Active Transportation Committee:

- ▶ MUTCD doesn't fully support the guidelines laid out in the latest versions of NACTO and AASHTO
- ▶ Bike Facility Marking through intersections and crosswalks, etc.
- ▶ Speed limits
- ▶ Signage
- ▶ Shared Lane Markings
- ▶ Signalization Warrants

<https://www.regulations.gov/document/FHWA-2020-0001-0001>

<https://nacto.org/nacto-recommendations-for-updates-to-fhwa-design-guidance/>

- TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO), INTELLIGENT TRANSPORTATION SYSTEMS (ITS) CONGESTION MANAGEMENT PROCESS (CMP) UPDATE
  - The price quoted by Cambridge Systematics consultants has been negotiated down. The TSMO/ITS/CMP contract is now back at the consultants for a final review.
- 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

**8. ADJOURN**

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