

**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES
THURSDAY, APRIL 15, 2021; APPROVED MAY 20, 2021**

ENTITY	MEMBER	ATTENDING	PROXY
AVOCA	ROBERT WHITEHORN NANETTE BARNES		
BELLA VISTA	DOUG TAPP DERRICK LINN	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	X	
FAYETTEVILLE	PAUL LIBERTINI CHRIS BROWN	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 ENGBRECHT		
LOWELL	MAYOR CHRIS MOORE RICK STONE	X	
PEA RIDGE	MAYOR JACKIE CRABTREE NATHAN SEE		X CELIA SCOTT-SILKWOOD
PRAIRIE GROVE	MAYOR SONNY HUDSON		
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		X SITA NANTHAVONG
WINSLOW	ANN MALKIE	X	
WEST FORK	MAYOR HEITH CAUDLE		
NWARPC	JEFF HAWKINS	X	
BEAVER H2O DISTRICT	CODY HUDSON		
OZARK REG. TRANSIT	JOEL GARDNER		
RAZORBACK TRANSIT	GARY K. SMITH ADAM WADDELL		
U OF A	SCOTT TURLEY		X KRISTIN KNIGHT
MoDOT	FRANK MILLER	X	
NWA NATIONAL AIRPORT	AARON BURKES	X	
PINEVILLE/McDONALD CO.			
ARDOT PLANNING	CHRIS DILLAHA SUNNY FARMAHAN	X X	
ARDOT DISTRICT 9	STACEY BURGE		X JASON JAMES
FHWA	AMY HEFLIN		

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

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- F. COMPLY WITH TITLE II OF THE AMERICANS WITH DISABILITIES ACT, SECTION 504 OF THE REHABILITATION ACT, AND TITLE VI OF THE CIVIL RIGHTS ACT.** The 2021 NWARPC Title VI program was updated and approved by the NWARPC/Policy Committee on December 2, 2020. It was submitted into TRAMS in January 2021 and will require updating and re-submission into TRAMS no later than February 1, 2024.
- Update plans as needed to incorporate diversity, equity, and inclusion.
- G. WORK WITH MODOT STAFF AND PLANNING PARTNERS TO PROVIDE COORDINATED TRANSPORTATION PLANNING** for the entire metropolitan area and establish all needed agreements, maps, documents, and procedures for cooperative efforts and mutual assistance in support of activities related to Missouri's inclusion in the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area.

44.21 END PRODUCTS	COMPLETION DATES
A1. Record keeping, daily correspondence and Progress Reports	Monthly/On-going
A2. Audit Report and Annual Performance and Expenditure Report	Yearly/On-going
A3. Committee meetings and planning process coordination	On-going
A4. FY 2023 UPWP	May 2022
B. Computer and software upgrades	On-going
C. Meeting attendance	On-going
D. Shared information: NWARPC website, and other pertinent data, news releases, relevant technology transfer information and informational brochure	On-going
E. Documentation of PPP compliance will be kept on file, update and adoption by RPC/Policy Committee as part of the MTP update process	On-going
F. Adhere to the 2021 NWARPC Title VI Program; update and submit into TRAMS no later than February 1, 2024	On-going
G. Coordination with MoDOT	On-going

COOPERATING AGENCIES: NWARPC, AADOT, MoDOT, FHWA and FTA.

COST DATA

Federal	\$178,652
Local (MPO)	\$ 44,663
Total	\$223,315
Element Percent	13%

44.22: GENERAL DEVELOPMENT AND COMPREHENSIVE PLANNING

WORK TASKS

- A. MAINTAIN FILES THAT PROVIDE DEMOGRAPHIC AND INFRASTRUCTURE DATA WITHIN THE NARTS AREA.** Census population, household, and employment data and other information will be utilized and incorporated into reports, thematic maps, and TAZ boundaries. Staff will assist cities as needed for Census boundary updates. These data will be utilized to develop the demographics of the forecast years for the

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transportation costs and commute times to work, and improve access to public transportation, shopping and services, neighborhood schools, and community amenities.

B. TRAVEL DEMAND MODELING:

- Work with AADOT in utilizing the forecasts for the Travel Demand Model.
- Train staff on maintenance and use of the Travel Demand Model.
- Utilize the Travel Demand Model to refine and prioritize the regional arterial network.
- Assist cities and consultants working with the cities with Travel Demand Model data and scenarios.
- Utilize the Travel Demand Model to assist both transit agencies with route optimization and scenario planning and development.
- Utilize the Travel Demand Model to support development of a performance-based approach to transportation decision-making.
- Recently updated model will be utilized to forecast transportation priorities and develop scenarios for forecast years 2025, 2035 and 2045.
- The 2045-forecast year will be utilized in ongoing capacity and level of service studies and MTP project selection.

C. ACTIVE TRANSPORTATION

- Performance Measures and Measurable Goals
 - NWARPC will work with AADOT, MoDOT and local jurisdictions to identify measures and to develop methodologies to implement performance-based planning and programming for active transportation.
- Continue the development and implementation of the NWA Regional Bicycle and Pedestrian Master Plan [adopted as part of the 2040 MTP, March, 2016; amended and adopted as part of the 2045 MTP, March, 2021] that will enhance the full connectivity of non-motorized transportation throughout Northwest Arkansas and provide for a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.
 - Update the NWA Regional Bicycle and Pedestrian Master Plan.
 - The goal of the Master Plan will be shared with the general public, cities, and consultants.
 - Continue evaluation of the region's topography and natural environment, including greenway corridors, for logical locations and connections.
 - Provide assistance to ensure and facilitate uniformity and consistency in the standards, operations, and management of the network.
 - Encourage and support implementation and updating of the individual plans and assist the cities as needed to meet the goal of implementing aspects of the SE's: engineering, education, encouragement, enforcement, and evaluation.
 - Continue evaluation of individual jurisdictions' bicycle and pedestrian plans for connectivity to the regional system.
 - Continue to provide assistance to communities within the Missouri portion of the MPA in the development and implementation of a regional bicycle and pedestrian system.
- Continue to support the NWA Heritage Trail Plan.
 - Offer informational assistance to citizen groups formed to promote the Heritage Trail.
 - Continue the effort to promote proper signage for the Heritage Trail and the broader system.
 - Update the Heritage Trail Plan as historical data is discovered that better represents Heritage Trail.
 - Work with State and local organizations to advance Heritage Trails designations.

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Travel Demand Model. Collection and reporting of regional data from units of government will continue as necessary. Census 2020 data will be incorporated into planning documents as data becomes available.

- B. MAPPING/GIS** Provide mapping and GIS assistance to participating units and maintain county and regional maps. Create data to represent information for TIP, STBGP project locations, TAP locations, etc. Update functional classification map, open space map, watershed maps and others as needed. Coordinate regional GIS efforts for data and information:
- Vector files (roads, county boundary, annexations, contours, etc.).
 - Raster files (aerial imagery).
 - Interactive Maps.
 - File sharing and workflow strategies.
- C. OBTAIN THE MOST CURRENT TRAFFIC COUNT DATA** at locations collected by AADOT and MoDOT.

44.22 END PRODUCTS	COMPLETION DATES
A. Demographic and infrastructure data for the region will be utilized for transportation planning, forecasting, and analysis	On-going
B. Maps and digital data sets	On-going
C. Traffic data files showing most recent traffic counts and changes relative to previous counts will be maintained in cooperation with AADOT and MoDOT	On-going

COOPERATING AGENCIES: NWARPC, AADOT, MoDOT, Clark Transit Authority, Razorback Transit, Arkansas State Data Center, local governments.

COST DATA

Federal	\$318,480
Local (MPO)	\$ 79,620
Total	\$398,100
Element Percent	23%

44.23: LONG-RANGE TRANSPORTATION PLANNING

WORK TASKS

- A. ASSISTANCE TO PARTICIPATING JURISDICTIONS:**
- Assist TAC, NWARPC/Policy Committee and individual jurisdictions in the development and implementation of policies and procedures regarding the selection of projects and the utilization of **SURFACE TRANSPORTATION BLOCK GRANT PROGRAM** funds for areas with a population greater than 200,000 (STBGP > 200K) and **TRANSPORTATION ALTERNATIVES PROGRAM (TAP)** funds.
 - Engage the TAC and NWARPC/Policy Committee in an update to the policies, procedures and application process to reflect new program priorities.
 - Assist counties and cities, as well as the Northwest Arkansas Regional Mobility Authority and the NWA National Airport Authority, in utilizing transportation resources by disseminating information regarding transportation programs. Staff will also assist counties and cities regarding transportation planning, updating Master Street Plans, and utilization of the Travel Demand Model.
 - Continue to collaborate with Northwest Arkansas planning partners to establish the tools, capacity and public support to address housing, infrastructure, and transportation mode choices to: reduce

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- Provide staff assistance, as needed, to the Razorback Greenway Alliance to ensure and facilitate uniformity and consistency in the standards, operations, and management of the Razorback Greenway.

D. NWARPC 2045 METROPOLITAN TRANSPORTATION PLAN (MTP)

The MTP was adopted by the NWARPC/Policy Committee on March 24, 2021, meeting federal guidelines that require MTP updates every five years. The MTP incorporated the following:

- The NWARPC Public Participation Plan for public participation and involvement. (Adopted September 23, 2020.)
- The Travel Demand Model data – Updated regional demographics to 2045.
- The 2045 MTP Transportation Opinion Survey.
- The 2018 NWA Transportation Survey, which was completed in fall 2019.
- The 2018 Transit Origin and Destination Survey.
- The 2020 Connect NWA-10-year Transit Development Plan (TDP) – The results of the public engagement process and the other elements of the study assisted in forecasting transit needs for the region.
- The NWA Regional Bicycle and Pedestrian Master Plan.
- Congestion Management Process update (CMP).

Measurement Area	Measurement Goals	2045 Metropolitan Transportation Plan (Transportation, Air Quality, and Noise) Objectives	2045 MTP Goals	2045 MTP Performance Measures
Infrastructure Condition	Improve the region's infrastructure condition and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Improve the region's infrastructure condition and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Improve the region's infrastructure condition and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Percentage of infrastructure condition that is in good or better condition. Percentage of infrastructure condition that is in fair or better condition. Percentage of infrastructure condition that is in poor or better condition.
Public Safety	Improve the region's public safety and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Improve the region's public safety and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Improve the region's public safety and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Number of fatalities and serious injuries. Number of fatalities and serious injuries. Number of fatalities and serious injuries.
Transportation Reliability	Improve the region's transportation reliability and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Improve the region's transportation reliability and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Improve the region's transportation reliability and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Percentage of trips that are on-time. Percentage of trips that are on-time. Percentage of trips that are on-time.
Health, Environment and Economic Viability	Improve the region's health, environment and economic viability and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Improve the region's health, environment and economic viability and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Improve the region's health, environment and economic viability and support the economic and social benefits of a well-planned, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.	Number of trips that are on-time. Percentage of trips that are on-time. Percentage of trips that are on-time.

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- E. ASSIST STATE DOT'S WITH THE FOLLOWING:**
- Western North/South Connector Study.
 - NNA Airport Access Road.
 - Highway 718 from Highway 412 to Highway 264 (Springdale and Rogers).
 - Indian Nation Council of Governments (INCOG) Highway 412 Study, from I-35 (west of Tulsa and running N/S through Oklahoma City) to I-49, for possible designation as an interstate highway, in coordination with Oklahoma Department of Transportation (ODOT) (Cherokee Turnpike/Gmarion Turnpike in Oklahoma) and AADOT.

F. CONTINUE ACTIVITIES TO ADVANCE THE FOLLOWING, THROUGH NWARPC/POLICY COMMITTEE, TAC, AND OTHER SUBCOMMITTEES

1. NWARPC 2045 MTP implementation.
2. Highway 112 Access Management/Regional Vision Statement and Access Management Plan Agreements.
3. Implementation of the Connect NWA- 10-year Transit Development Plan through attendance and participation at ORT board meetings and other transit agency meetings.
4. Management and Operations and Congestion Management. Transportation systems management and operations (TSMO)/Intelligent Transportation Systems (ITS) encompasses a broad set of strategies that aim to optimize the safe, efficient, and reliable use of existing and planned transportation infrastructure for all modes. Assist AADOT in study of a regional Transportation Management Center and regional Traffic Signal Coordination efforts. NWARPC will participate in the statewide TSMO/ITS Plan. NWARPC will partner with AADOT to develop a regional TSMO/ITS plan. NWARPC will update the 2015 Congestion Management Plan utilizing AADOT's on-call consultant.
5. NWA Regional Bicycle and Pedestrian Master Plan, Individual Community Plans and Heritage Trail Plan.
6. NWA Open Space Plan updates.

G. COORDINATE WITH MODOT IN MTP IMPLEMENTATION

Continue to work with MoDOT staff and planning partners to provide coordinated transportation planning for the entire metropolitan area, especially in cooperative efforts toward implementation of the MTP, in support of Missouri's inclusion in the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area.

H. FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT COMPLIANCE:

1. The FAST Act was signed into law on December 4, 2015.
2. The NWARPC 2045 MTP was approved by the RPC/Policy Committee on March 24, 2021 with the approval of Resolution #2021-02, and was developed to incorporate both MAP-21 and FAST Act requirements, and any additional legislation.

44.23 END PRODUCTS		COMPLETION DATES
A.	NARTS participation through staff assistance to local jurisdictions in STBGP GT 200K and TAP programs and by disseminating information regarding transportation programs	On-going
B.	Utilize TDM to assist transit agencies with route optimization and scenario planning and assist jurisdictions	On-going
C.	Performance Measures and Measurable Goals	On-going
D.	Amend the NWARPC 2045 MTP to include recent studies, Travel Demand Model data, CMP and TSMO/ITS as required.	On-going

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6. Approval by the NWARPC/Policy Committee of the PTASP, at least within 180 days after the date of transit agency approval. The NWARPC/Policy Committee approved Resolution #2020-12 on December 2, 2020 in support of ORT's and Razorback Transit's PTASP(s).

E. TRANSIT DEVELOPMENT PLAN (TDP):

1. The NWARPC/Policy Committee approved Resolution #2020-06 on October 28, 2020 thereby adopting the Connect NWA- 10-year TDP.
2. Continue to assist ORT, Razorback Transit and local jurisdictions with implementation of the Connect NWA TDP.
3. The MPO coordinates with ORT and Razorback Transit for updates to the TDP in order to select projects for inclusion in the TIP.

F. TRANSIT PERFORMANCE MEASURES:

1. Coordinate transit performance measures with Ozark Transit Authority, Razorback Transit, and AADOT.
2. Coordinate with AADOT to develop and utilize performance measures and analytical methods to measure the transportation system's connectivity to essential services.
3. Maintain the MPO-sponsored TAM Plan for Ozark Transit Authority and Razorback Transit.
 - a. The NWARPC MPO will monitor performance measures and set targets in coordination with Ozark Transit Authority and Razorback Transit. In order to determine progress toward achievement of targets, NWARPC MPO will conduct system performance reports with each update of the Metropolitan Transportation Plan (MTP). Additionally, NWARPC MPO will describe how implementation of the Transportation Improvement Program (TIP) is anticipated to make progress toward achievement of targets.
 - b. NWARPC MPO, in coordination with Ozark Transit Authority and Razorback Transit, to the maximum extent practical, has identified one region-wide State of Good Repair (SGR) performance target for each transit asset type. NWARPC MPO will assess progress towards region-wide attainment of the transit SGR performance target to better determine how funding decisions support regional targets for SGR.

G. EVALUATE TRANSIT DATA

Staff will evaluate transit data within the Metropolitan Planning Area. Staff will coordinate with Ozark Transit Authority and Razorback Transit on the use of the data to meet FAST Act performance targets, and future MPO performance measures for the region. The travel demand model will be utilized for scenario testing and model runs in support of the two agencies' planning efforts.

H. STATEWIDE PUBLIC TRANSPORTATION COORDINATION PLAN

Staff will continue to monitor the Statewide Plan and assist public transit operators and human services providers in coordinating the delivery of transit services.

I. CONGESTION MANAGEMENT PROCESS

Staff will continue to develop the Congestion Management Process for the region. A consultant-led congestion management process/plan will be utilized to complete the required Congestion Management Process.

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E. Assist AADOT and MoDOT with various studies/projects, assist ODOT with interstate designation	On-going
F. Continue activities to advance regional plans, access management plans, community involvement and Connect NWA-TDP implementation through the NWARPC/Policy Committee, TAC, and other committees	On-going
G. Coordination with MoDOT on MTP implementation	On-going
H. NWARPC 2045 MTP compliance with FAST Act	On-going

COOPERATING AGENCIES: NWARPC, AADOT, MoDOT, ODOT, INCOG, Ozark Transit Authority, Razorback Transit, Northwest Arkansas National Airport Authority, NWA Regional Mobility Authority, and local governments.

COST DATA

Federal	\$526,478
Local (MPO and State)	\$131,620
Total	\$658,098
Element Percent	38%

Note: Up to \$200,000 in STBGP-A funds will be utilized to partner with AADOT the statewide TSMO plan to develop an NWA Regional TSMO/ITS plan.

44.24: SHORT-RANGE TRANSPORTATION PLANNING

WORK TASKS

- A. **INTER-GOVERNMENTAL REVIEW PROCESS:** Review area FTA and FHWA funding applications.
- B. **PERFORMANCE-BASED APPROACH – METROPOLITAN TRANSPORTATION PLANNING:** FAST Act continues MAP-21 requirements for the MPO to establish and use a "performance-based approach to transportation decision making" that supports FAST Act National Goals. The MPO will continue to coordinate with AADOT and MoDOT on the establishment of a "performance-based approach" to transportation planning and the establishment of MPO "performance measures and performance targets" that will be integrated into the NWARPC 2045 MTP and the NARTS Transportation Improvement Program (TIP).
- C. **EVALUATE CRASH RATE DATA:** Evaluate the available crash rate data within the metropolitan planning area. Staff will coordinate with AADOT and MoDOT on the use of the data to meet FAST Act performance measures, AADOT and MoDOT performance targets, and future MPO performance measures for the region to reduce traffic fatalities and serious injuries on public roads.
- D. **OZARK TRANSIT AUTHORITY AND RAZORBACK TRANSIT:**
 1. Continue to support and assist the transit agencies in their activities, including providing subrecipient oversight for FTA grant administration.
 2. Recommend continued and expanded route testing with NWA businesses and municipalities.
 3. Assist the transit agencies with route planning and scheduling through appropriate software acquisition \$19,800 (\$15,840 per year Federal and \$3,960 Local Match-split equally between ORT, Razorback, and NWARPC).
 4. Continue to coordinate and support AADOT, ORT and Razorback Transit in implementation of their public transportation agency safety plans (PTASP).

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44.24 END PRODUCTS		COMPLETION DATES
A.	Application reviews	On-going
B.	Performance-based approach	On-going
C.	Analysis of crash data for performance measures and targets in coordination with AADOT and MoDOT	Federal due-dates/On-going
D.	NARTS participation in ORT and Razorback Transit activities	On-going
E.	Transit Development Plan/TAM Plan/Assist in implementation of Transit Development Plan	On-going
F.	Collection and analysis of data for performance targets and measures in coordination with AADOT	Federal due-dates/On-going
G.	Collection and analysis of data for performance targets and measures in coordination with ORT and Razorback Transit	Federal due-dates/On-going
H.	Coordinate with AADOT on the Statewide Public Transportation Coordination Plan	On-going
I.	Congestion Management Process	On-going

COOPERATING AGENCIES: NWARPC, AADOT, MoDOT, FHWA, FTA, various state and federal agencies, NWA Regional Mobility Authority, Ozark Transit Authority, Razorback Transit, area human service agencies and local jurisdictions.

COST DATA:

Federal	\$326,652
Local (MPO)	\$ 81,663
Total	\$408,315
Element Percent	24%

A consultant-led congestion management process/plan will be utilized to complete the required Congestion Management Process. (\$80,000 PL match \$20,000)

Note: Up to \$12,000 of 5307 funds (Total Project cost \$15,000) may be utilized for TransCad Support.

44.25: TRANSPORTATION IMPROVEMENT PROGRAM

WORK TASKS

- A. **THE FFY 2021-2024 TIP** was adopted on December 2, 2020, and will be amended or administratively modified as needed. NWARPC MPO will work with AADOT and MoDOT to update the administrative modification criteria.
- B. **ANNUAL TIP UPDATES** will coincide with AADOT and MoDOT STIP updates, when possible.
- C. **COORDINATE WITH MODOT** on prioritization of TIP projects for the Missouri portion of the MPA.
- D. **THE ANNUAL LISTING OF PROJECTS (ALOP)** for which federal highway and transit funds have been obligated will be published on the NWARPC website every December.
- E. **PROPOSED FFY 2022 PROGRAM OF PROJECTS (POP).** The POP includes projects proposed for Ozark Transit Authority and Razorback Transit to be funded from the Urbanized Area's FTA Section 5307

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apportionment. POP projects must be listed in the TIP. The TIP public participation and approval processes serve to satisfy the requirements for Ozark Regional Transit and Razorback Transit for public participation under Section 5307. The POP is published on the NWARPC website after NWARPC/Policy Committee approval or December 31, whichever comes first.		
44.25 END PRODUCTS		COMPLETION
A. FFY 2021-2024 TIP amendments and administrative modifications as needed and administrative modification criteria update		On-going
B. TIP amendments		On-going
C. Coordinate with MoDOT on TIP project prioritization		On-going
D. 2021 Annual Listing of Projects (ALOP)		NWARPC/Policy Committee approval or December 2021
E. FFY 2022 Program of Projects (POP)		Upon NWARPC/Policy Committee approval
COOPERATING AGENCIES: NWARPC, AADOT, MoDOT, FHWA, FTA, Ozark Transit Authority, Razorback Transit and local governments.		
COST DATA:		
Federal	\$ 37,998	
Local (MPO)	\$ 9,692	
Total	\$ 47,690	
Element Percent	3%	
NOTES:		
<ul style="list-style-type: none"> Confirmed FY 2020 PL carry-over funds may be added to the FY 2022 UPWP PL funds. Missouri PL funds in the amount of \$5,000 with a \$1,250 local match will be added to Element 44.21, 44.23 and 44.25 to support Missouri-based planning activities. All references to PL funds in this document relate to Arkansas PL funds unless noted to be Missouri funds. 		
THE FOLLOWING ARE HIGHLIGHTS FROM THE NARTS FY 2021 WORK PROGRAM TASKS:		
<ul style="list-style-type: none"> The NWARPC Public Participation Plan (PPP) requires a review by the TAC and RPC/Policy Committee as part of the regular update cycle for the MTP. Staff updated the PPP, adding several new items, such as the Virtual Meeting Concept, the Interagency Consultation Process, and Performance Measures. The PPP went through the public comment process as well as state and federal officials' review. The RPC/Policy Committee approved the NWARPC 2020 Public Participation Plan on September 23, 2020. The 2018 NWARPC Title VI Program went through an update process, including public comment. The RPC/Policy Committee approved Resolution #2020-08 Adopting the NWARPC 2021 Title VI Program on December 2, 2020. The Program was submitted to FTA through TRAMS in January 2021. The 10-year Transit Development Plan (TDP) study began in January 2019 and was scheduled to conclude in spring 2020. However, due to the coronavirus health emergency and pandemic, a decision was made to postpone the final plan presentations until the fall 2020. Presentations were made virtually throughout the fall. The RPC/Policy Committee approved Resolution #2020-06 Adopting Connect NWA- 10-year Transit Development Plan. The plan assisted in forecasting transit needs for the NWA region and was included in the NWARPC 2045 MTP. The NARTS FFY 2021-2024 Transportation Improvement Plan (TIP) went through the public input and comment process, as well as review by ARDOT and MoDOT. It was adopted by the RPC/Policy Committee on December 2, 2020 by Resolution #2020-09. The TIP was reconciled with the State STIP through Amendment 		

NARTS FY 2021 UPWP		ADOPTED MAY 2021
#1, approved by the RPC/Policy Committee on March 4, 2021. ARDOT and MoDOT performance measures and targets were included in the TIP.		
<ul style="list-style-type: none"> The NWARPC 2045 Metropolitan Transportation Plan (MTP) development process began in fall 2019 and continued throughout FY 2020, and into FY 2021. Some of the items the MTP has incorporated include: the PPP process for public participation and involvement; the Travel Demand Model data; the 2045 Transportation Opinion Survey; the 2019 NWA Transportation Survey; the Transit Origin and Destination Survey; the Connect NWA-TDP; the NWA Regional Bicycle and Pedestrian Master Plan; and guiding Policies – including Access Management, Complete Streets, CMP, and Performance Measures and Targets. A constrained and unconstrained project list, as well as TIP projects are also in the MTP. The RPC met virtually on January 27, 2021 and held a Final Public Open House for the Draft MTP during the meeting. Public comment was taken. A motion to approve the Draft MTP to go to a 30-day Public Comment Period was approved. A 30-day Public Comment Period ran from January 28, 2021 through February 28, 2021. The RPC/Policy Committee approved the Plan by Resolution #2021-02 on March 24, 2021. The RPC/Policy Committee approved Resolution #2020-11 to amend the NWA Bicycle and Pedestrian Master Plan, which is included in the NWARPC 2045 MTP, to change several catalyst projects and update cross sections. NWARPC staff worked with ARDOT on the Western North/South Connector Study between Hwy 612 (Hwy 412 Northern Bypass) and Hwy 549 west of I-49 (Bella Vista Bypass) (Minute Order 2019-11); the XNA Airport Access Road; Highway 71B from Highway 412 to Highway 264 (Springdale and Rogers). NWARPC continued the process of updating the 2018 base network and master TAZ data in the Travel Demand Model, which was used in the 2045 MTP. NWARPC and ARDOT officials signed an Agreement of Understanding to partner on the regional TSMO plan and update to the ITS Architecture for the NWA region; NWARPC also worked with ARDOT officials on updating the 2015 CMP Report. NWARPC worked with ARDOT and NWA public transit providers, Ozark Regional Transit and UA Razorback Transit, to establish public transportation agency safety plans (PTSAP). On December 11, 2020 the RPC/Policy Committee approved Resolution #2020-12 A Resolution to Support the Ozark Transit Authority and UA Razorback Transit Established Performance Measures and Targets for Safety. Subrecipient Oversight for FTA Section 5339 – NWARPC completed the review process and final FY 2020 Compliance Review Report for UA Razorback Transit. NWARPC received notification from FTA in March 2020 that, due to the pandemic, FTA made the decision to re-schedule 2020 oversight site visits for FY 2021. NWARPC submitted all documentation requested by the FTA reviewer by January 8, 2021. A site visit has not yet been scheduled for NWARPC's second FTA Triennial Review. NWARPC tracked and coordinated project design and cost items for existing projects and approved FFY 2021 STBGP-A and TAP projects. NWARPC published the 2020 ALOP and POP. NWARPC continued to work with MoDOT and its planning partners to provide coordinated transportation planning for the entire metropolitan area. NWARPC also continues to work with Pineville, Jane, and McDonald County, Missouri regarding alternative transportation planning efforts. NWARPC continued to assist member jurisdictions with mapping and other planning activities. 		

Tim Conklin pointed out that the Transportation Systems Management and Operations (TSMO), Intelligent Transportation Systems (ITS), and the Congestion Management Process update are all projects that will be carried over from FY 2021 into FY 2022. NWARPC is partnering with ARDOT to complete these projects.

Tim Conklin also reviewed that Multiple Source Final Summary, as shown below. He explained that NWARPC receives funding from several different sources and the summary table shows the type of funding, and the percentage (or amount in dollars) that is being proposed to be spent in each program element.

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FEDERAL TRANSIT ADMINISTRATION Table 3		FEDERAL TRANSIT ADMINISTRATION TABLE 12	
FY 2021 FULL YEAR SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS ¹		FY 2021 FULL YEAR SECTION 5339 BUS AND BUS FACILITIES FORMULA APPORTIONMENTS	
The total available amount for a program is based on funding authorized under The Fixing America's Surface Transportation Act (FAST) and The Consolidated Appropriations Act, 2021 (Pub. L. 116-260, Dec. 27, 2020).		The total available amount for a program is based on funding authorized under The Fixing America's Surface Transportation Act (FAST) and The Consolidated Appropriations Act, 2021 (Pub. L. 116-260, Dec. 27, 2020).	
URBANIZED AREA/STATE	APPORTIONMENT	URBANIZED AREA/STATE	APPORTIONMENT
Fayetteville-Springdale-Rogers, AR-MO	\$2,697,096	UZAs 200,000 or more in Population	\$356,884,276
Arkansas	\$2,697,078	UZAs 50,000-199,999 in Population	54,984,479
Missouri	\$18	Statewide Allocation	181,000,000
		Regional Total	\$592,868,755
		Fayetteville-Springdale-Rogers, AR-MO	283,926

45% to Razorback Transit
55% to Ozark Regional Transit
Transit Planning

50%-50% Between Transit Agencies

5. STBGP-A AND TAP – POLICY, PROCEDURE, AND APPLICATION DISCUSSION

- FFY 2021 STBGP-A and TAP Obligation Schedule
 - Tim Conklin outlined the following schedule for obligating FFY 2021 funds. He reminded project awardees that all requirements for obligation must be met by August 2021.

- ▶ ARDOT Obligation Plan Due – June 30, 2021- For 2021 Projects
- ▶ Awardees – Need updated and accurate status and estimates to ARDOT
- ▶ NWARPC may carry up to a max \$1,000,000 into the next year
- ▶ NWARPC Policy Committee Awarded \$11,636,680 (STBGP-A/HIP and TAP) July 2020
- ▶ NWARPC Policy Committee Awarded \$3,244,773 (Coronavirus Response and Relief Supplemental Appropriations Act)
- ▶ FFY 2021 ARDOT/FHWA Obligated \$4,430,000 (\$2,500,000 STBGP-A and \$597,342 of 2018 HIP funds and \$1,332,658 of the 2019 HIP funds)

Need to Obligate \$5,374,509 by Sept. 30, 2021!

- Tim Conklin presented the information in the following table to illustrate the status of FFY 2021 projects:

Year	County	Project Name	Description	Phase	Status	Amount
2021	Benton	Bella Vista	Mercy Way Bridge and Road Imps - Razorback Greenway Ext.	Construction + All Phases	Need to convert AC to Federal Lowell is designing – ARDOT all other phases	\$ 2,509,710
2021	Benton	Lowell	Hwy 264/Belview Road Intersection Imps. Roundabout	ROW-Utilities-Const.-CENG		\$ 750,000
2021	Washington	Springdale	Watkins Ave. Bike-Ped Bridge over I-49	Construction		\$ 125,000
2021	Benton	Bentonville-Centerton	Greenhouse Road Improvements	Design and Environmental	Need LOI, RFP, Contract	\$ 850,000
2021	Benton	Bentonville	Razorback Greenway Relocation - I-49 SPUI CAP	Construction		\$ 250,000
2021	Washington	Tonitown	US 412 and Klenc Rd Signalization	All Phases	ARDOT On-call	\$ 360,000
2021	Washington	Farmington	Hwy 170 (Hwy. 62 to Clyde Carnes Road)	Construction + All Phases	OBLIGATED	\$ 1,930,000
2021	Washington	Fayetteville	Sain Street Ext. (N. Front St. to Vantage Blvd.)	Construction + All Phases	OBLIGATED	\$ 2,500,000
2021	Washington	Springdale	Gene George Blvd Phase II	Row and Utilities	Need Cost Est.	\$ 1,036,970
2021	Benton	Benton County	Wagon Wheel Road	Construction	ROW needs to be complete	\$ 1,200,000

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- Tim Conklin said that the take away is that if the projects that still need to be obligated, and aren't by August 2021, then that money will be used on another qualified project.
- FFY 2022 STBGP-A and TAP Discussion – Tim Conklin said:
 - The exact amount of funding for FFY 2022 is not known at this time. NWARPC expects a similar amount to FFY 2021.
 - FFY 2021 funding was:
 - ✓ \$500,603 TAP
 - ✓ \$8,373,906 STBGP-A
 - ✓ \$465,690 HIP
 - Current STBGP-A policy:

Project Types. (FAST Act Guidance: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>)

1.2.1 Projects of Regional Significance. From the remaining funds after staffing, STBGP-A funds will be utilized for Projects of Regional Significance. Regional Significance is defined as an improvement to major routes such as north/south corridors and the east/west corridors and frontage roads that improve access, reduce crash rates, and/or to relieve congestion to the north/south routes. Plans and Studies may be included as regional projects.

1.2.2 Other Projects. From the remaining funds after staffing, up to 20% may be utilized for other eligible projects that increase capacity.

1.2.3 In the case of emergency for full expenditure of funds, the Policy Committee can authorize funding for any eligible projects.

Project Selection Criteria. Projects will be evaluated and scored based on the six categories listed below:

- Congestion Management
- Regional Significance/Connectivity
- Safety
- Overall Improvement to the Transportation System
- Project Design
- Project Continuation, Partnership, Cost-Sharing

- Current TAP policy:

Northwest Arkansas Regional Bicycle and Pedestrian Master Plan Projects.

Project sponsors should focus on regional projects that will provide on-road and off-road trail facilities that connect to the existing and proposed trail networks as described in the 2040 Plan, NWA Regional Bicycle and Pedestrian Master Plan, and NWA Heritage Trail Plan.

Criteria for Project Selection. Projects will be evaluated and scored based on the four categories listed below:

- 2040 Metropolitan Transportation Plan/Regional Bicycle and Pedestrian Master Plan
- Connectivity
- Safety
- Barriers to mobility/usability

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- These policies were adopted by the RPC/Policy Committee and have been followed for the past 9 years.
- The current application and application process has been followed for the past 9 years.
- The tentative schedule for FFY 2022 Call for Projects (one month later than in past years so that NWARPC can better understand which FFY 2021 projects will be obligated and if there will need to be any “shuffling” of funding):
 - ✓ Call for Projects – May 27, 2021
 - ✓ Deadline to Submit – June 30, 2021
 - ✓ TAC Presentations – July 21, 2021
 - ✓ TAC Recommendation – August 19, 2021
 - ✓ RPC/Policy Committee Approval – August 25, 2021
- Tim Conklin invited the TAC to comment on the current policies and application process, and make suggestions if they want to revisit it or change it. No comments were made.
- The RPC/Policy Committee makes the final policy and application approval, along with final project approval.

6. GOOD ROADS ARE SAFE ROADS – ARKANSAS GOOD ROADS FOUNDATION – YEAR LONG CAMPAIGN (Informational Item) www.GoodRoadsSafeRoads.org

Elizabeth Bowen introduced Joe Quinn, Executive Director Arkansas Good Roads Foundation. Mr. Quinn gave a short presentation.

- The Foundation works to “promote adequate funding and financing for the planning, development, construction, and maintenance of a safe and efficient street, road, and bridge system including transportation enhancements”.
- He noted that Bentonville had just passed a bond issue that supported bike trails and amenities, among other items.
- He also noted that NWACC just authorized the establishment of a bicycle repair program.
- The point being, that local governments and organizations understand the impact of bicycles on NWA in terms of economics and a healthy lifestyle.
- Covid-19 is beginning to subside, spring is here and people are getting out, and many are riding bikes.
- The Foundations’ purpose is to *raise awareness of roadway laws for cyclists and motorists*. And its mission is to *educate target audiences in order to change behaviors and ensure safer roads for everyone*.
- The Foundation has been on a 12-month campaign to fulfill its mission. Pillars of the Campaign include:
 - *UPSURGE – Regional investments in biking infrastructure and the increased desire for a healthy lifestyle have driven a surge in cycling.*
 - *SAFETY – With the convergence of cyclists on the road, safety is of the utmost importance. Cyclists and motors are uniformed about the rules of the road.*
 - *LAW – Understanding the new legislation – treating a stop light as a stop sign and a stop sign as a yield sign.*
 - *ECONOMIC GROWTH – Well-intentioned biking communities where they can integrate cyclists into shared roads leads to economic growth.*
- The Foundation is hosting an event on May 27, 2021. Numerous bike organizations, as well as VIPs will be involved – national experts on legal bike issues, economic development and safety topics.

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7. COMMENT PERIOD FOR PROPOSED MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) - REVISIONS -MAY 14, 2021 (Informational Item)

Elizabeth Bowen explained:

- Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) 11th Edition is available for review and comment. The comment period ends May 14, 2021.
- Each organization must send their own comments.
- Problems as seen by the Active Transportation Committee:

<p style="text-align: center;">COMMENT PERIOD: ENDS MAY 14, 2021 on the 11 Edition</p> <ul style="list-style-type: none">▶ MUTCD doesn't fully support the guidelines laid out in the latest versions of NACTO and AASHTO.▶ Bike Facility Marking through intersections and crosswalks, <i>etc.</i>▶ Speed limits▶ Signage▶ Shared Lane Markings▶ Signalization Warrants▶ New "shall" statements introduce barriers to implementing bicycle and transit infrastructure <p>https://www.regulations.gov/document/FHWA-2020-0001-0001 https://nacto.org/nacto-recommendations-for-updates-to-fhwa-design-guidance/</p>	<p style="text-align: center;">Manual on Uniform Traffic Control Devices (MUTCD) for Streets and Highways</p> <p style="text-align: center;">MAY 14th COMMENT PERIOD</p> <p>Links to articles/suggestions: https://www.regulations.gov/document/FHWA-2020-0001-0001 https://nacto.org/nacto-recommendations-for-updates-to-fhwa-design-guidance/</p> <p>Concerns from Cities and advocacy groups in NWA</p> <p>The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is incorporated in FHWA regulations and recognized as the national standard for traffic control devices used on all public roads. The purpose of this NPA is to revise standards, guidance, options, and supporting information relating to the traffic control devices in all parts of the MUTCD. The proposed changes are intended to update the technical provisions to reflect advances in technologies and operational practices, incorporate recent trends and innovations, and set the stage for automated driving systems as those continue to take shape. The proposed changes would promote uniformity and incorporate technology advances in the traffic control device application, and ultimately improve and promote the safe and efficient utilization of roads that are open to public travel. These proposed changes are being designated as the 11th edition of the MUTCD. A proposed change to the federal traffic engineering guidebook would prohibit bicycle riders from thousands of miles of U.S. roadways.</p> <p>We have run into local cities and ARDOT using the guidelines in MUTCD to hinder the implementation of projects.</p> <p>MUTCD doesn't fully support the guidelines laid out in the latest versions of NACTO and AASHTO.</p> <p>MUTCD could potentially be updated prior to AASHTO adopting the latest version of the Guide for the Development of Bicycle Facilities which has been much delayed.</p> <p>Bike Facility Marking through intersections and crosswalks, etc.</p> <p>• Extending the marking of bike facilities through intersections (e.g. green paint through a signalized intersection or even white paint and variations of striping/dashers) in cases other than an offset intersection. This was used against us in Fayetteville and Springdale by ARDOT.</p>
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8. 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. He asked if there was anyone at the meeting that wished to comment. No one came forward.

9. OTHER BUSINESS

- Elizabeth Bowen reported:
 - ▶ TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO), INTELLIGENT TRANSPORTATION SYSTEMS (ITS)
 - 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.
 - Waiting for ARDOT to finalize the master agreement.
 - RPC/Policy Committee will need to approve the agreement when it is ready.
 - ▶ CONGESTION MANAGEMENT PROCESS (CMP) UPDATE
 - NWARPC will use ARDOT on-call consulting services.
 - Next Steps: ARDOT Documents, Task Order, Notice to Proceed
 - ▶ PROPOSED NAME FOR TRAIL ALONG HWY 112
 - The Heritage Trail Partners are proposing the name "Heritage Springs Trail".
 - The name combines human and natural history, heritage and geography – the location follows much of the Heritage Trail, and is near many springs – Wilson Springs, Greathouse Springs, Elm Springs, and Cave Springs.
 - ▶ GRANTS
 - ARDOT TAP/RTP Grant applications due June 1, 2021.

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- ARDOT 2021 TAP/RTP training webinar on May 4, 2021 at 10:00 am.
- An April 1, 2021 webinar was recorded and is available on ARDOT's website.
- ARDOT has indicated that grant applications should be submitted now, regardless of whether or not the Department changes the Bicycle Accommodation Policy or not.
- RAISE GRANT –

RAISE GRANT – Rebuilding American Infrastructure with Sustainability and Equity

- ▶ AGENCY: Office of the Secretary of Transportation, DOT
- ▶ ACTION: Notice of Funding Opportunity
- ▶ SUMMARY: The purpose of this notice is to solicit applications for Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. Funds for the FY 2021 RAISE grant program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. This program was formerly known as BUILD Transportation Grants
- ▶ DATES: Applications must be submitted by 5:00 PM Eastern on **July 12, 2021**.
- ▶ ADDRESSES: Applications must be submitted through [Grants.gov](https://www.grants.gov).

- **FUTURE MEETING DATES:**
 - **TAC VIRTUAL MEETING – THURSDAY, MAY 20, 2021, @ 10:30 AM**
 - **RPC/POLICY COMMITTEE VIRTUAL MEETING – WEDNESDAY, MAY 26, 2021 @ 1:30 PM**

10. ADJOURN

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