

**NWARPC/POLICY COMMITTEE VIRTUAL MEETING MINUTES
WEDNESDAY, MAY 26, 2021, @ 1:30 PM**

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

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

OTHERS: Sunny Farmahan, Chris Dillaha (ARDOT); Ron Wood (NWADG); Rob Smith (NWA Council); Stacy Ryburn; Rachael Whitman

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

1. CALL TO ORDER/INTRODUCTIONS

Chair Mayor Chris Keeney called the meeting to order. Celia Scott-Silkwood called the roll and members were counted. A quorum was reached.

2. APPROVE RPC/POLICY COMMITTEE MEETING MINUTES FOR MARCH 24, 2021

MOTION:

Chair Keeney asked for a motion to approve the March 24, 2021 RPC/Policy Committee Minutes. Peter Christie made the motion to approve the Minutes as distributed. Paul Colvin provided the second. Motion passes unanimously.

3. NWARPC 2020 ANNUAL REPORT

Cristina Scarlat introduced the group to the NWARPC 2020 Annual Report. She said that in the past, RPC/Policy Committee members were furnished a hard copy of the Report. This year the Report will be available online at <https://www.nwarpc.org/annual-reports/>. Previous year's Annual Reports can also be found online. She said that despite the inconveniences of the past year with the coronavirus pandemic and the NWARPC staff working remotely, the NWARPC managed to complete several large projects, including:

- Public Participation Plan (PPP) – An update coinciding with the MTP update. The PPP was approved by the RPC/Policy Committee on September 23, 2020.
- Title VI Program – An update required every three years by FTA. The NWARPC 2021 Title VI Program was approved by the RPC/Policy Committee on December 2, 2020.
- FFY 2021-2024 Transportation Improvement Program (TIP) – The NWARPC coordinated with ARDOT and MoDOT, and other planning partners to produce the TIP. It was approved by the RPC/Policy Committee on December 2, 2020.
- NWARPC 2045 Metropolitan Transportation Plan (MTP) – The production of the MTP was the biggest undertaking of 2020. The process began in the fall 2018 and culminated with the March 24, 2021 adoption of the MTP by the RPC/Policy Committee.
- Travel Demand Forecasting Model – The Model was updated and enhanced by refining the model calibration and incorporating new modules and additional tools for the base and forecast years. The model played an important part in the development of the NWARPC 2045 MTP.
- Connect NWA – A 10-Year Transit Development Plan – The plan began in 2019 and was adopted by the RPC/Policy Committee December 2, 2020. The plan will serve as a “Blueprint” for improving and expanding transit in the NWA region.

Additional activities that took place in 2020 are highlighted in the 2020 Annual Report.

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4. DIRECTOR'S REPORT

Jeff Hawkins, Executive Director, said that the Clearinghouse Review was delivered via email to members and if there were any questions, he would be glad to answer them. No questions were asked. He also said that other items in his report appear in the agenda and he would address them at that time.

5. FTA PROGRAM OF PROJECTS

Jeff Hawkins told the group about the FFY 2021 Program of Projects (POP):

- NWARPC has been responsible for determining the distribution of federal funds for the transit providers for about 15 years.
- After becoming a TMA, NWARPC has been required, every year, to prepare what's called the FTA Program of Projects (POP) and issue what's called a "split" letter—these detail the categories for how FTA 5307 FTA funds are to be allocated between the two providers of fixed-route public transportation, and how those funds are to be used. Capital, operating, and planning expenses are eligible expenses.
- This POP covers the regular full-year FY 2021 federal funding, which is about \$2.7 million. After a small set-aside for planning, the funds have historically been split 55% for ORT, and 45% for Razorback. If approved, this split would continue.
- Also listed is the split between the providers for FTA Sec. 5339 funds. These funds are strictly for bus and bus facility capital expenses, and have always been split 50-50.
- NWARPC has notified FTA how over \$8.7 million in CARES Act and American Rescue Plan Act funds would be split between ORT and Razorback.

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FTA SECTION 5307 POP FFY 2021					
OZARK REGIONAL TRANSIT AUTHORITY					
Project Description	Project Type	Total Cost	Federal Share	Local Share	
Operating Assist.	Operating	\$1,573,758	\$786,879	\$786,879	
Preventative Mtn.	Capital	\$444,805	\$355,844	\$88,961	
ADA Paratransit Service	Capital	\$357,100	\$285,680	\$71,420	
TOTAL		\$2,375,663	\$1,428,403	\$947,260	
UNIVERSITY OF ARKANSAS – RAZORBACK TRANSIT					
Operating Assist.	Operating	\$480,000	\$240,000	\$240,000	
Preventative Mtn.	Capital	\$453,366	\$362,693	\$90,673	
Bus Procurement	Capital	\$529,412	\$450,000	\$79,412	
ADA Paratransit Service	Capital	\$145,000	\$116,000	\$29,000	
TOTAL		\$1,607,778	\$1,168,693	\$439,085	
NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION					
Comp. Planning	Capital	\$125,000	\$100,000	\$25,000	
SUMMARY – ALL PROVIDERS					
TOTAL		\$4,108,441	\$2,697,096	\$1,411,345	
FTA SECTION 5339 POP FFY 2018, 2019, 2020 & 2021					
OZARK REGIONAL TRANSIT AUTHORITY					
Project Description	FFY Funding	Project Type	Total Cost	Federal Share	Local Share
Bus Procurement	2018	Capital	\$205,379	\$174,572	\$30,807
Bus Procurement	2019	Capital	\$186,781	\$158,764	\$28,017
Bus Procurement	2020	Capital	\$184,246	\$156,609	\$27,637
Bus Procurement	2021	Capital	\$167,015	\$141,963	\$25,052
UNIVERSITY OF ARKANSAS – RAZORBACK TRANSIT					
Bus Procurement	2018	Capital	\$205,379	\$174,572	\$30,807
Bus Procurement	2019	Capital	\$186,781	\$158,764	\$28,017
Bus Procurement	2020	Capital	\$184,246	\$156,609	\$27,637
Bus Procurement	2021	Capital	\$167,015	\$141,963	\$25,052
SUMMARY – FFY TOTALS (ORT + RAZORBACK TRANSIT)					
FTA Section 5339	FFY 2018	Capital	\$410,758	\$349,144	\$61,614
FTA Section 5339	FFY 2019	Capital	\$373,562	\$317,528	\$56,034
FTA Section 5339	FFY 2020	Capital	\$368,492	\$313,218	\$55,274
FTA Section 5339	FFY 2021	Capital	\$334,030	\$283,926	\$50,104

4/5/18 ORT – \$3.6 million Sec. 5339(b) Bus grant approved. 9/25/18 ORT \$2.9 million Sec. 5339(b) Facility grant approved. Coronavirus Aid, Relief, & Economic Security (CARES) Act Funding: Total \$7,731,764 - ORT: \$4,252,470/Razorback: \$3,479,294 American Rescue Plan Act Funding: Total \$996,609 – ORT: \$548,135/Razorback: \$448,474

MOTION:

Chair Keeney asked for a motion to approve the 2021 Program of Projects (POP). Sonny Hudson made the motion, and Doug Sprouse made the second. Motion passes unanimously.

6. FY 2022 BUDGET

• **FINANCIAL STATEMENTS (AUDITS)**

Jeff Hawkins reported:

The FY 2020 Audit was completed by Timothy Bunch, CPA and has already been submitted to the Federal Audit Clearinghouse. Hard copies were provided to the chief elected official of each of NWARPC member jurisdiction; and it was sent out to the board in the email agenda packet. There were no adverse findings, and no questions were received. Upon approval, NWARPC will submit the audit report to MoDOT and to ARDOT.

MOTION:

Chair Keeney asked for a motion to approve the Financial Statements for June 30, 2020 and 2019. Sonny Hudson made the motion, and Paul Colvin provided the second. Motion passes unanimously.

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- **BUDGET**

Jeff Hawkins reported:

- The proposed FY 2022 provisional budget was included in the meeting materials provided by email last week. It is slightly less than last year's budget. In fact, it is the smallest budget in the last 11 years. NWARPC completed several projects during those years, and the budget's been going down since the \$22 million peak year of 2014, when the Greenway project was in full swing.
- This year's proposed budget includes a carryover partnering project that will be consulted out through ARDOT—an Intelligent Transportation System (ITS) & Transportation Systems Management Operation (TSMO) Plan. While the project was funded last year, expenses won't be incurred until this year. It'll be handled similar to the Karst Study that was done a few years ago, with the match to NWARPC's \$200,000 in STBGP-A funds provided by ARDOT.
- Pursuant to federal requirements, a Congestion Management Plan (CMP) also must be done this year. The cost will be \$100,000—with \$80,000 coming from NWARPC PL/5303 planning funds, and the \$20,000 match coming from the Commission.
- As noted in the revenue column, the region will have about \$80,000 more in PL/5303 planning funds available, which will cover the federal share of the CMP. Also noted is that projected revenue from membership fees is expected to increase—this as a result of new 2020 population figures due out in September. Those new totals will be factored into calendar year 2022 budget requests. NWARPC is not proposing a change in the membership fee structure.
- Projects which were finished, that will no longer appear in the budget are: (1) EPA 604(b) grant funds passed-through to the Illinois River Watershed Partnership, which provided an "Assessment of Impaired Illinois River Watershed Stream Reaches;" (2) The balance of funds from the completed City Builder Symposium, a WFF-funded activity, were approved for transfer to fund assessments conducted for the (the newly established) Razorback Greenway Alliance; (3) The multi-year Travel Demand Model Update project is complete; and (4) The multi-year Transit Development Plan (TDP) was also completed.
- FHWA/FTA Planning (PL & Sec. 5303), FHWA STBGP-A (Attributable Metro Planning) funds, and FTA Sec. 5307 (Metro Planning) funds continue to constitute a majority of NWARPC revenues. These revenues and the required 20% local match are used to carry out the activities outlined in the FY 2022 Unified Planning Work Program (UPWP), which is on the agenda for Commission approval consideration. The combined total of these DOT planning funds requires a total local match of approximately \$297,000, which constitutes about 83% of our membership revenue. These funds are restricted, and must be used on transportation planning and related activities. Under federal regulations, this MPO planning is necessary for cities, counties, the State, and transit agencies to qualify for the expenditure of DOT funds for transportation projects in our region.
- Continuing activities include those associated with the EPA Phase II Stormwater MS4 Program (UA Extension Services); the Regional Mobility Authority; Aerial Imagery; the Intergovernmental Work Group on Water and Wastewater Issues (the IWG); GIS mapping; and the hosting of various local government maps on our server. Technical assistance to cities and counties on planning and development matters will continue to be offered, and as was done 10 years ago, NWARPC will be providing, at no charge, redistricting and apportionment assistance to cities, counties, and school districts.
- With regard to the expenditure column, most operating cost are expected to stay fairly constant, however rent is expected to go up slightly due the lease; subscription fees are

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- expected to increase; and due principally to the age of the server, equipment expenses are expected to rise, as are professional fees for needed services.
- The proposed salary total is about 3% higher than last years' budgeted amount. Outside of the basic CPI, a couple of deserved adjustments have been recommended (as explained in the budget narrative).
 - Revenues and expenditures for project funding associated with NWARPC's Transportation Management Area (TMA) status, are not shown in the budget, because those funds do not technically flow through the Commission's books. But NWARPC typically allocates about \$8.5 million in Federal Highway Administration (STBGP-A Program) funding that can be used for a wide range of regionally significant transportation projects, and the RPC/Policy Committee makes the determination about which projects will be funded. Last year, as a result of Congress' approval of Covid stimulus and Highway Infrastructure funds, NWARPC received and allocated close to \$15 million for projects in the urbanized area. Since becoming a TMA in 2013, \$77.6 million has been allocated; and this doesn't include the \$15 million TIGER Grant NWARPC was awarded for the Razorback Regional Greenway, or the \$25 million BUILD Grant for the Bella Vista Bypass.
 - This coming year NWARPC anticipates involvement in facilitating the filing of applications, and making project selections for Section 5310 grants for buses and vans for agencies providing transportation for the elderly and disabled. Discussions regarding this expansion of our transit planning responsibilities continue with ARDOT and FTA, and may well require that a transit planning position be established in the future.
 - Now that the FY 2020 Audit is finished, NWARPC will be requesting ARDOT approval of the new audited indirect cost rate of 15.29%, which is up slightly from last years' 13.25% rate. Indirect cost rates are necessary under the federal Office of Management Budget's Super Circular; they are figured as a percentage of direct costs; and they allow NWARPC to collect each federal grants' share of overhead costs on a fair, and continuing monthly basis.

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	Amended FY 2021 Budget 7/1/20-6/30/21	FY 2022 Provisional Budget 7/1/21-6/30/22
REVENUE & CARRYOVER		
Membership Fees	\$ 321,807	\$ 356,807
FHWA & FTA (AR Federal PL/5303)	803,604	883,260
FHWA & FTA (MO Federal PL.)	5,000	5,000
FHWA STBGP-A (Planning)	200,000	200,000
FHWA STBGP-A (ITS/TSMO Plan)	200,000	
FTA Sec. 5307 (Metro Planning)	100,000	100,000
EPA 604(b) – IRWP	10,000	
AR DF&A (State)	22,500	22,500
Imagery Project	30,000	30,000
EPA Phase II Stormwater	218,919	218,919
Intergovt. Work Group-Wastewater (IWG)	17,558	9,000
City Builder Sym. (WFF)/RGwyA	10,302	
Other	2,500	2,500
TOTAL	\$ 1,942,190	\$ 1,827,986
EXPENDITURES		
Salaries	\$ 690,873	\$ 709,546
Fringe Benefits	245,258	248,341
Office Rent	55,000	56,500
Communication Costs	15,500	15,500
Utilities, Supplies, & Maintenance	21,500	21,500
Printing & Publications	12,500	13,600
Software Maintenance	27,000	27,000
Subscription Fees	8,500	10,500
Travel	17,500	17,500
Fixtures & Equipment	12,500	17,500
Professional & Other Fees	21,500	26,500
Bonds & Insurance	7,200	8,200
Accrued Leave	45,000	48,500
REMIX Transit Routing Software	18,800	19,800
ITS/TSMO Plan (ArDOT)	200,000	200,000
Travel Demand Model Update	98,000	
Imagery Project	27,000	27,000
EPA Phase II Stormwater (UA)	211,919	211,919
Regional Mobility Authority	12,893	12,893
City Builder Sym. (WFF)/RGwyA	10,302	
Intergovt. Work Group-Wastewater (C)	17,558	9,000
Congestion Management Plan	100,000	100,000
Travel Demand Model (TA & Fees)	15,000	15,000
Transit Development Plan Update (5307)	34,000	
EPA 604(b)-IRWP	10,000	
TOTAL	\$ 1,935,303	\$ 1,816,299

MOTION:

Chair Keeney asked if there were any questions for Jeff Hawkins about the Provisional Budget. Seeing none, he asked for a motion to approve the NWARPC Provisional FY 2022 Budget. Peter Christie made the motion, and Phillip Patterson provided the second. Motion passes unanimously.

7. DRAFT FY 2022 UPWP – RESOLUTION #2021-05 – APPROVING THE NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY (NARTS) [FY 2022 UNIFIED PLANNING WORK PROGRAM \(UPWP\)](#)

Tim Conklin explained that the FY 2022 UPWP outlines the planning activities of the NWARPC, serving as the Northwest Arkansas Regional Transportation Study (NARTS) from July 1, 2021 through June 30, 2022.

- The TAC approved the draft UPWP to go to a public comment period. The public comment period was held from April 19 through May 2, 2021. No public comment was received.
- At its May 20, 2021 meeting, the TAC recommended the draft UPWP go to the RPC/Policy Committee for approval.
- Program Elements and Work Tasks:

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NARTS FY 2022 UPWP **ADOPTED MAY 2021**

The Planning Factors, which apply to each Element of the Unified Planning Work Program, are listed in the table below.

FEDERAL PLANNING FACTORS	A	B	C	D	E	F	G	H	I	J
UPWP PROGRAM ELEMENT										
44.21: Program Support and Administration					X				X	
44.22: General Development and Comprehensive Planning	X			X	X	X	X	X	X	
44.23: Long-Range Transportation Planning	X	X	X	X	X	X	X	X	X	X
44.24: Short-Range Transportation Planning	X	X	X	X	X	X	X	X	X	X
44.25: Transportation Improvement Program	X	X	X	X	X	X	X	X	X	X

44.21: PROGRAM SUPPORT AND ADMINISTRATION

WORK TASKS

- A. PROVIDE THOSE ADMINISTRATIVE, BUDGETING, BOOKKEEPING, AND CLERICAL DUTIES REQUIRED** in order to perform work tasks and comply with A&DOT, MoDOT, FHWA, and FTA requirements. Progress reports and related documentation will be prepared in conjunction with PL activities, as well as the FY 2023 Unified Planning Work Program.
- B. IMPROVE OFFICE EQUIPMENT, COMPUTER SYSTEMS, AND SOFTWARE AS NEEDED** to keep pace with state-of-the-art technology currently in use for improved communications, mapping, planning analysis and report production. Train staff on software packages. (The cost of equipment and software will be shared proportionately by all elements.)
- C. ATTEND PLANNING, TRANSPORTATION, AND TRANSIT MEETINGS.** Attend training, workshops and conferences to maintain coordination with other agencies, staff proficiency and professional improvement. Necessary A&DOT, MoDOT, AMPO, APA and local meetings and conferences will be attended. Keep informed of A&DOT, MoDOT, FHWA, and FTA programs, as well as local issues and trends in order to provide proper assistance to local governments and agencies.
- D. ASSIST COUNTIES, CITIES, CITIZENS, AND THE MEDIA** in understanding the process of MPO transportation planning and the impact of transportation projects both short term and long term:
 1. Staff will update, as necessary, a brochure and the NWARPC web site outlining transportation planning procedures for the NARTS Technical Advisory Committee (TAC) and the NWARPC/Policy Committee, and the general public. The brochure and web site details how regional plans are implemented and who to contact for questions and answers.
 2. Staff will work with cities to create an understanding of the work and role of the MPO.
- E. CONTINUE PUBLIC INVOLVEMENT PROCEDURES FOR ALL ASPECTS OF TRANSPORTATION PLANNING** as specified in the NARTS Public Participation Plan (PPP). The PPP and procedures will be reviewed and adjusted as needed to reflect changes in NARTS Bylaws, FAST Act provisions, or other transportation-related legislation. The PPP will undergo a review by the TAC and RPC/Policy Committee occurring as part of the regular update cycle for the Metropolitan Transportation Plan (MTP). The most recent update occurred in 2020, and was adopted by the NWARPC/Policy Committee on September 23, 2020.

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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
AA. 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, A&DOT, 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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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:
 1. Vector files (roads, county boundary, annexations, contours, etc.).
 2. Raster files (aerial imagery).
 3. Interactive Maps.
 4. File sharing and workflow strategies.
- C. OBTAIN THE MOST CURRENT TRAFFIC COUNT DATA** at locations collected by A&DOT 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 A&DOT and MoDOT	On-going

COOPERATING AGENCIES: NWARPC, A&DOT, MoDOT, Ozark 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:**
 1. 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.
 2. 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.
 3. 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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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:

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

C. ACTIVE TRANSPORTATION

1. Performance Measures and Measurable Goals
 - NWARPC will work with AxDOT, MoDOT and local jurisdictions to identify measures and to develop methodologies to implement performance-based planning and programming for active transportation.
2. 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 goals 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.
3. 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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E. ASSIST STATE DOT'S WITH THE FOLLOWING:

- Western North/South Connector Study.
- XNA 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/Cimarron Turnpike in Oklahoma) and AxDOT.

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/Region/Vision Statements 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 AxDOT 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 AxDOT to develop a Regional TSMO/ITS plan. NWARPC will update the 2015 Congestion Management Plan utilizing AxDOT'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.

44.33 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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4. 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 2019 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).

Measurable Goal	National Goals	AxDOT Goals	MoDOT Goals	NWARPC 2045 MTP Goals	2045 MTP System Performance Measures
Substantive Goal: State of the Region	• Increase the region's level of economic activity and job growth	• Increase the region's level of economic activity and job growth	• Increase the region's level of economic activity and job growth	• Increase the region's level of economic activity and job growth	• Percentage of regional population in a growth corridor • Percentage of regional population in a growth corridor • Percentage of regional population in a growth corridor
Substantive Goal: State of the Region	• Increase the region's level of economic activity and job growth	• Increase the region's level of economic activity and job growth	• Increase the region's level of economic activity and job growth	• Increase the region's level of economic activity and job growth	• Percentage of regional population in a growth corridor • Percentage of regional population in a growth corridor • Percentage of regional population in a growth corridor
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E. Assist AxDOT 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, AxDOT, MoDOT, ODOT, INCOG, Ozark Transit Authority, Razorback Transit, Northwest Arkansas National Airport Authority, NWA Regional Mobility Authority, and local governments.

COST DATA

Federal	\$536,478
Local (MPO and State)	\$111,620
Total	\$658,098
Element Percent	38%

Note: Up to \$200,000 in STBGP-A funds will be utilized to partner with AxDOT 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 AxDOT 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 AxDOT and MoDOT on the use of the data to meet FAST Act performance measures, AxDOT 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 AxDOT, ORT and Razorback Transit in implementation of their public transportation agency safety plans (PTASP).

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<p>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).</p>	
<p>E. TRANSIT DEVELOPMENT PLAN (TDP):</p> <ol style="list-style-type: none"> The NWARPC/Policy Committee approved Resolution #2020-06 on October 28, 2020 thereby adopting the Connect NWA-10-year TDP. Continue to assist ORT, Razorback Transit and local jurisdictions with implementation of the Connect NWA TDP. The MPO coordinates with ORT and Razorback Transit for updates to the TDP in order to select projects for inclusion in the TIP. 	
<p>F. TRANSIT PERFORMANCE MEASURES:</p> <ol style="list-style-type: none"> Coordinate transit performance measures with Ozark Transit Authority, Razorback Transit, and A&DOT. Coordinate with A&DOT to develop and utilize performance measures and analytical methods to measure the transportation system's connectivity to essential services. Maintain the MPO-sponsored TAM Plan for Ozark Transit Authority and Razorback Transit. <ol style="list-style-type: none"> 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. 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. 	
<p>G. EVALUATE TRANSIT DATA</p> <p>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.</p>	
<p>H. STATEWIDE PUBLIC TRANSPORTATION COORDINATION PLAN</p> <p>Staff will continue to monitor the Statewide Plan and assist public transit operators and human services providers in coordinating the delivery of transit services.</p>	
<p>I. CONGESTION MANAGEMENT PROCESS</p> <p>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.</p>	

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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 A&DOT 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 A&DOT	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 A&DOT on the Statewide Public Transportation Coordination Plan	On-going
I.	Congestion Management Process	On-going

COOPERATING AGENCIES: NWARPC, A&DOT, 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 PI, 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

- 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 A&DOT and MoDOT to update the administrative modification criteria.
- ANNUAL TIP UPDATES** will coincide with A&DOT and MoDOT STIP updates, when possible.
- COORDINATE WITH MODOT** on prioritization of TIP projects for the Missouri portion of the MPA.
- 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.
- 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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<p>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.</p>													
<p>44.25 END PRODUCTS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">A.</th> <th style="text-align: center;">COMPLETION</th> </tr> </thead> <tbody> <tr> <td>FFY 2021-2024 TIP amendments and administrative modifications as needed and administrative modification criteria update</td> <td style="text-align: center;">On-going</td> </tr> <tr> <td>TIP amendments</td> <td style="text-align: center;">On-going</td> </tr> <tr> <td>Coordinate with MoDOT on TIP project prioritization</td> <td style="text-align: center;">On-going</td> </tr> <tr> <td>2021 Annual Listing of Projects (ALOP)</td> <td style="text-align: center;">NWARPC/Policy Committee approval or December 2021</td> </tr> <tr> <td>FFY 2022 Program of Projects (POP)</td> <td style="text-align: center;">Upon NWARPC/Policy Committee approval</td> </tr> </tbody> </table>		A.	COMPLETION	FFY 2021-2024 TIP amendments and administrative modifications as needed and administrative modification criteria update	On-going	TIP amendments	On-going	Coordinate with MoDOT on TIP project prioritization	On-going	2021 Annual Listing of Projects (ALOP)	NWARPC/Policy Committee approval or December 2021	FFY 2022 Program of Projects (POP)	Upon NWARPC/Policy Committee approval
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<p>COOPERATING AGENCIES: NWARPC, A&DOT, MoDOT, FHWA, FTA, Ozark Transit Authority, Razorback Transit and local governments.</p>													
<p>COST DATA:</p> <table style="width: 100%;"> <tr> <td>Federal</td> <td style="text-align: right;">\$ 37,998</td> </tr> <tr> <td>Local (MPO)</td> <td style="text-align: right;">\$ 9,899</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">\$ 47,897</td> </tr> <tr> <td>Element Percent</td> <td style="text-align: right;">3%</td> </tr> </table>		Federal	\$ 37,998	Local (MPO)	\$ 9,899	Total	\$ 47,897	Element Percent	3%				
Federal	\$ 37,998												
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Element Percent	3%												
<p>NOTES:</p> <ul style="list-style-type: none"> Confirmed FY 2020 PI carry-over funds may be added to the FY 2022 UPWP PI funds. Missouri PI 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 PI funds in this document relate to Arkansas PI funds unless noted to be Missouri funds. 													
<p>THE FOLLOWING ARE HIGHLIGHTS FROM THE NARTS FY 2021 WORK PROGRAM TASKS:</p> <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 A&DOT 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 													

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<p>#1, approved by the RPC/Policy Committee on March 4, 2021. A&DOT and MoDOT performance measures and targets were included in the TIP.</p>	
<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 A&DOT on the Western North/South Connector Study between Hwy 612 (Hay 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 A&DOT 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 A&DOT officials on updating the 2015 CMP Report. NWARPC worked with A&DOT and NWA public transit providers, Ozark Regional Transit and UA Razorback Transit, to establish public transportation agency safety plans (PTASPs). On December 11, 2020 the RPC/Policy Committee approved Resolution #2020-12 A Resolution to Support the Ozark Transit Authority and UA Razorback Transit Establish 4 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 FFY 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. 	

**NWARPC/POLICY COMMITTEE VIRTUAL MEETING MINUTES
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Tim Conklin pointed out that the Transportation Systems Management and Operations (TSMO), Intelligent Transportation Systems (ITS), and the Congestion Management Process update are 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.

FY 2022 UPWP MULTIPLE SOURCE FINANCIAL SUMMARY

2022 UPWP Multiple Source Financial Summary				
	Federal	Local Match	Total	Percent
PL Funds (Arkansas)	\$ 883,260	\$ 220,815	\$ 1,104,075	63.62%
STBGP-A Funds	\$ 400,000	\$ 100,000	\$ 500,000	28.81%
FTA 5307	\$ 100,000	\$ 25,000	\$ 125,000	7.20%
PL Funds (Missouri)	\$ 5,000	\$ 1,250	\$ 6,250	0.36%
Total	\$1,388,260	\$ 347,065	\$ 1,735,325	100.00%
2022 UPWP Financial Summary (PL-AR)				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 176,652	\$ 44,163	\$ 220,815	20.00%
44.22-General Development and Comprehensive Planning	\$ 238,480	\$ 59,620	\$ 298,100	27.00%
44.23-Long Range Transportation Planning	\$ 264,978	\$ 66,245	\$ 331,223	30.00%
44.24-Short-Range Transportation Planning	\$ 176,652	\$ 44,163	\$ 220,815	20.00%
44.25-Transportation Improvement Program	\$ 26,498	\$ 6,624	\$ 33,122	3.00%
Total	\$883,260	\$220,815	\$1,104,075	100.00%
2022 UPWP Financial Summary (PL-MO)				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 2,000	\$ 500	\$ 2,500	40.00%
44.22-General Development and Comprehensive Planning	\$ -	\$ -	\$ -	-
44.23-Long Range Transportation Planning	\$ 1,500	\$ 375	\$ 1,875	30.00%
44.24-Short-Range Transportation Planning	\$ -	\$ -	\$ -	-
44.25-Transportation Improvement Program	\$ 1,500	\$ 375	\$ 1,875	30.00%
Total	\$ 5,000	\$ 1,250	\$ 6,250	100%
2022 UPWP STBGP-A Program Element AR				
	Federal	Match*	Total	Percent
44.21-Program Support and Administration	\$ -	\$ -	\$ -	0.00%
44.22-General Development and Comprehensive Planning	\$ 80,000	\$ 20,000.00	\$ 100,000	20.00%
44.23-Long Range Transportation Planning (Note: \$200K for ITS-TSMO)	\$ 260,000	\$ 65,000.00	\$ 325,000	65.00%
44.24-Short-Range Transportation Planning	\$ 50,000	\$ 12,500.00	\$ 62,500	12.50%
44.25-Transportation Improvement Program	\$ 10,000	\$ 2,500.00	\$ 12,500	2.50%
Total	\$ 400,000	\$ 100,000	\$ 500,000	100%
2022 UPWP FTA 5307 Program Element AR				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ -	\$ -	\$ -	0.00%
44.22-General Development and Comprehensive Planning	\$ -	\$ -	\$ -	0.00%
44.23-Long Range Transportation Planning	\$ -	\$ -	\$ -	0.00%
44.24-Short-Range Transportation Planning	\$ 100,000	\$ 25,000	\$ 125,000	100.00%
44.25-Transportation Improvement Program	\$ -	\$ -	\$ -	0.00%
Total	\$ 100,000	\$ 25,000	\$ 125,000	100%
2022 UPWP Total by Elements				
	Federal	Local Match	Total	Percent
44.21-Program Support and Administration	\$ 178,652	\$ 44,663	\$ 223,315	13%
44.22-General Development and Comprehensive Planning	\$ 318,480	\$ 79,620	\$ 398,100	23%
44.23-Long Range Transportation Planning	\$ 526,478	\$ 131,620	\$ 658,098	38%
44.24-Short-Range Transportation Planning	\$ 326,652	\$ 81,663	\$ 408,315	24%
44.25-Transportation Improvement Program	\$ 37,998	\$ 9,499	\$ 47,497	3%
Total	\$1,388,260	\$ 347,065	\$ 1,735,325	100%
* Match is proposed to be provided from local and state sources				

MOTION: Chair Keeney asked if there were any questions. Hearing none, he asked for a motion to approve Resolution #2021-05 – A Resolution approving the NARTS FY 2022 UPWP. Peter Christie made the motion, and Doug Sprouse made the second. Motion passes unanimously.

**NWARPC/POLICY COMMITTEE VIRTUAL MEETING MINUTES
WEDNESDAY, MAY 26, 2021, @ 1:30 PM**

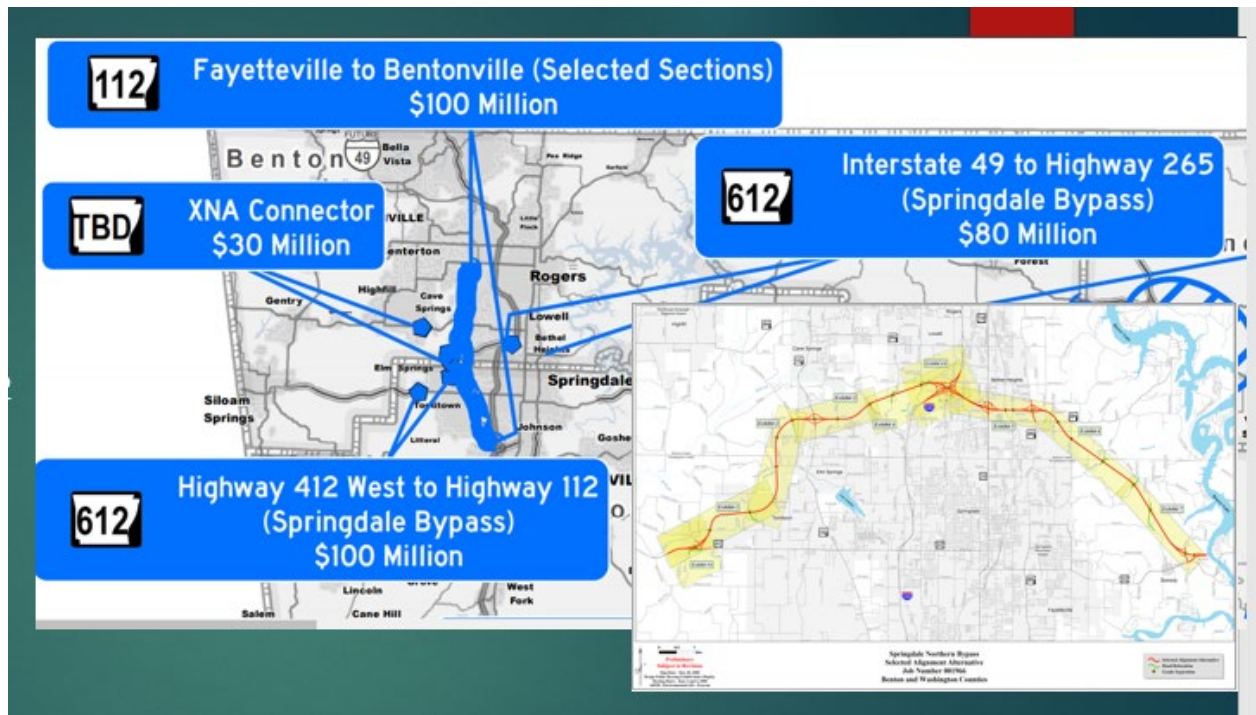
8. ARDOT FFY 2023-2026 STIP DEVELOPMENT – MPO PROJECT SUBMISSION BASED ON ADOPTED 2045 METROPOLITAN PLAN

Tim Conklin explained that ARDOT is beginning the FFY 2023-2026 State Transportation Improvement Program (STIP) development process. They have asked the MPOs to submit their list of projects by June 23, 2021. He said that NWARPC intends to submit the Constrained Project List from the NWARPC 2045 MTP and recommend that projects are selected from this list. Potential CAP-2 projects are included in the Constrained List.

CAP-2 PROJECTS:

- Fully fund and complete US 412 bypass to Hwy 265
- Fully fund and complete the XNA Connector as a four-lane highway
- Fully fund and complete Hwy 112 improvements

http://www.ardot.gov/renew/Statewide/Map3_CAP_2.pdf



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CONSTRAINED PROJECT LIST: <https://www.nwarpc.org/wp-content/uploads/2021/03/MTP2045Chapter9.pdf>

State Highway	County	Project	From	Dir.	To	Miles	est. Cost	Year of Expenditure	Funding Source
Hay 12	Benton	Widen 4-lane Divided	Shell Rd.	South	Regional Dr.	5	\$ 30,000,000	2025	Fed. State
Hay 12	Benton	Widen 4-lane Divided (pre Eng, ROW, Const Eng)	2nd St.	East	City Limits (Rogge)	1.89	\$ 2,600,000	2025	Fed. State
US 412 Bypass (E12)	Benton/Wash.	New Freeway (4 Lanes)	Hay 112	West	US 412 (Tontitow)	6.2	\$ 128,700,000	2025	CAP B
KNA Airport Access Road	Benton	New Freeway	Hay 112	North	KNA	4	\$ 86,000,000	2025	CAP B
I-49	Washington	Widen to 6 Lanes	Hay 265	North	US 62	1.4	\$ 9,500,000	2026	Fed. State
Hay 112	Washington	Widen 4-lane Divided	Howard Nickel	North	Don Tyson Park	2.7	\$ 21,000,000	2026	CAP B
Hay 72	Benton	Widen 4-lane Divided	I-49	East	Little Sugar Cree	1.87	\$ 14,000,000	2026	Fed. State
Hay 72	Benton	Widen 4-lane Divided (pre Eng, ROW, Const Eng)	Little Sugar Creek	East	Curtis Ave	6.34	\$ 16,000,000	2026	Fed. State
Hay 72	Benton	Widen 4-lane Divided (Const Only)	Little Sugar Creek	East	Curtis Ave	6.34	\$ 48,500,000	2027	Fed. State
Hay 112*	Benton	Widen 4-lane Divided	US 612	North	Pleasant Grove Road		\$ 37,000,000	2027	CAP B
Hay 265	Benton	Widen 4-lane Divided (3 to 4) 1st Street/Pleasant	1st Street/Pleasant	North	Hay 94/New Ho	2	\$ 21,000,000	2028	Fed. State
Hay 12	Benton	Widen 4-lane Divided (Const Only)	2nd St.	East	City Limits (Rogge)	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
Hay 264	Benton	Widen 4-lane Divided	Good Springs Rd.	West	Bellview Rd.	0.96	\$ 9,000,000	2028	Fed. State
Hay 102-62 Centerton	Benton	Widen 4-lane Divided (3 to 4)	Hay 102B	East	2nd Street	0.47	\$ 20,000,000	2029	Fed. State
Hay 102B	Benton	Widen 4-lane Divided	Hay 102	North	Hay 72	1.76	\$ 17,500,000	2029	Fed. State
Hay 102	Benton	Widen 4-lane Divided	Hay 279 N	East	Hay 279 S	1.26	\$ 9,000,000	2030	Fed. State
Hay 94	Benton	Widen 4-lane Divided	U.S. 71	East	1st Street	0.66	\$ 2,800,000	2030	Fed. State
US 412 Bypass (E12)	Benton	New Freeway (4 Lanes)	I-49	East	Hay 265		\$ 127,300,000	2030	CAP B
Hay 46	Washington	Widen to 3 Lanes	Lita Lane	East	Starr Rd.	1.07	\$ 15,000,000	2030	Fed. State
Hay 46	Washington	Widen to 3 Lanes	Starr Rd.	East	Oakland Zion Rd	0.76	\$ 11,000,000	2030	Fed. State
Hay 265	Benton	Widen 4-lane Divided (3 to 4) Ph. 2	Hay 264	North	1st Street/Pleas	4	\$ 41,000,000	2031	Fed. State
Hay 46	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	Gleason Springs City Limits	West	Existing 6 Lanes	3.1	\$ 18,700,000	2033	Fed. State
Hay 279	Benton	Widen 4-lane Divided	Hay 302	South	Hay 12	2.96	\$ 30,000,000	2033	Fed. State
Hay 264	Benton	Widen to 3 Lanes	Bellview Rd.	West	Hay 112	3.25	\$ 24,000,000	2034	Fed. State
Hay 265	Washington	Widen to 5 Lanes (4 to 5)	Hay 412	North	Mountain St.	1.25	\$ 10,000,000	2034	Fed. State
Hay 43	Benton	Widen 4-lane Divided	Chert Whitlock Parkway	West	Down Hill Rd.	0.21	\$ 1,500,000	2035	Fed. State
Hay 43	Benton	Widen 4-lane Divided	Down Hill Rd	West	Sycamore Height	0.92	\$ 9,000,000	2035	Fed. State
Hay 16	Washington	Widen 4-lane Divided	E. Roberts Road	East	Middle Fork -WH	3	\$ 27,000,000	2035	Fed. State
Hay 72	Benton	Widen 4-lane Divided	US 71B	West	Hay 102B	3.7	\$ 43,100,000	2036	Fed. State
Hay 279	Benton	Widen 4-lane Divided	Hay 302	North	Hay 549 (Future)	5.39	\$ 48,000,000	2037	Fed. State
Hay 72	Benton	Widen 4-lane Divided	Hay 59	East	Hay 549	5.27	\$ 52,000,000	2038	Fed. State
US 62	Benton	Widen 4-lane Divided	S. Wimpy Jones	East	Hay 37	4.5	\$ 26,100,000	2039	Fed. State
Hay 16	Washington	Widen to 4 Lanes	Middle Fork -WH	East	Hay 74	3.04	\$ 21,000,000	2039	Fed. State
US 412 Bypass (E12)	Benton	New Freeway (4 Lanes)	I-49	East	412 East (Sonora)	6.7	\$ 252,300,000	2040	CAP B
I-49	Benton	Widen to 6 Lanes	Hay 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	Hay 103/Decatur	2.4	\$ 27,000,000	2043	Fed. State
AR 59	Benton	Widen 2-5 Lanes	103/Decatur	North	Bethlehem Rd	2.11	\$ 23,700,000	2043	Fed. State
AR 59	Benton	Widen 2-5 Lanes	Hodge Rd/Tidde	North	AR 72	3.05	\$ 35,000,000	2044	Fed. State
AR 59	Benton	Widen 2-5 Lanes	Bethlehem Rd	North	Hodge Rd/Tidde	1.21	\$ 13,400,000	2044	Fed. State
AR 72	Benton	Widen 4 Lanes Divided	71B	West	328	3.73	\$ 39,000,000	2045	Fed. State
							Total \$ 1,481,800,000		

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9. STBGP-A AND TAP – CALL FOR PROJECTS AND TIMELINE

- 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 FFY 2021 projects
 - NWARPC may carry up to a maximum \$1M into the next fiscal year
 - RPC/Policy Committee awarded \$11,636,680 in STBGP-A, HIP, and TAP funds in July 2020
 - STBGP-A, 2018-19 HIP, AND TAP OBLIGATIONS IN THE NEXT 2.5 MONTHS (yellow highlighted projects still need to be obligated):

Northwest Arkansas Regional Planning Commission Obligation Plan - June 30, 2021				Phase	TAP	STBGP-A + HIP (HIP 18,19,20)	Obligated TAP and STBGP-A	Obligated HIP (2018-20)	\$1M Max Carry Over	Status	
2021	Benton	090626	Siloam Springs	Lake Francis/Washington St. Sidewalks	Construction	\$ 125,000				Plans sent to ARDOT 30%	
2021	Benton	090436	Bella Vista	Mercy Way Bridge and Road Imps - Razorback Greenway Ext.	Construction + All Phases		\$ 2,509,710	\$ 2,509,710		Obligated	
2021	Benton	090xxx	Lowell	Hwy 264/Belview Road Intersection Imps. Roundabout	ROW-Utilities-Const.-CENG	\$ 750,000				Plans sent ARDOT @ 30%	
2021	Washington	040xxx	Springdale	Watkins Ave. Bike-Ped Bridge over I-49	Construction	\$ 125,000					
2021	Benton	090xxx	Bentonville-Centerton	Greenhouse Road improvements	Design and Environmental	\$ 850,000				LOI closes May 27, 2021	
2021	Benton	090xxx	Bentonville	Razorback Greenway Relocation - I-49 SPU/ CA	Construction	\$ 250,000			\$ 250,000		
2021	Washington	090xxx	Tontitown	US 412 and Klenc Rd. Signalization	All Phases	\$ 360,000			\$ 360,000	Tontitown Agreement/Check to ARDOT	
2021	Washington	040683	Farmington	Hwy 170 (Hwy. 62 to Clyde Carnes Road)	Construction + All Phases	\$ 1,930,000		\$ 1,930,000		Obligated HIP	
2021	Washington	040688	Fayetteville	Sain Street Ext. (N. Front St. to Vantage Blvd.)	Construction + All Phases	\$ 2,500,000	\$ 2,500,000			Obligated	
2021	Washington	040680	Springdale	Gene George Blvd Phase II	Row and Utilities	\$ 1,036,970	\$ 1,036,970			Obligated	
2021	Benton	090524	Benton County	Wagon Wheel Road	Construction	\$ 1,200,000				ROW in Process	
Total						\$ 900,000	\$ 11,136,680	\$ 6,046,680	\$ 1,930,000	\$ 610,000	

- Tim Conklin said that the take away is that if the projects that still need to be obligated 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 Highway Infrastructure Program (HIP)
 - FFY 2022 Funding – Assuming this amount will be available for projects:

TAP	\$ 500,603
STBGP-A	\$8,173,906
HIP	\$ 465,690
TOTAL	\$9,140,199

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○ 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

- These policies were adopted by the RPC/Policy Committee.
- The current application and application process has been followed for the past 9 years.
- The **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

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- ✓ TAC Recommendation – August 19, 2021
- ✓ RPC/Policy Committee Approval – August 25, 2021
- Tim Conklin reminded the group that the application requires a city council resolution supporting the project, and this may take some time, so anyone thinking of applying should start the resolution process as soon as possible.
- A Selection Committee, made up of TAC members, will be informed of dates for presentations.

10. NWARPC AND ARDOT AGREEMENT OF UNDERSTANDING – CONGESTION MANAGEMENT PROCESS (CMP) UPDATE – RESOLUTION #2021-06

Elizabeth Bowen explained:

- A Congestion Management Plan is a federal requirement for TMA's.
- NWARPC is working with ARDOT to update the 2015 CMP for the region.
- ARDOT has agreed to allow NWARPC to utilize the on-call services contracting process for this project. Cambridge Systematics is the vendor that will perform the work on this project and the TSMO/ITS project.
- A Scope of Work, Fee Estimate and Task Order has been submitted to ARDOT.

MOTION:

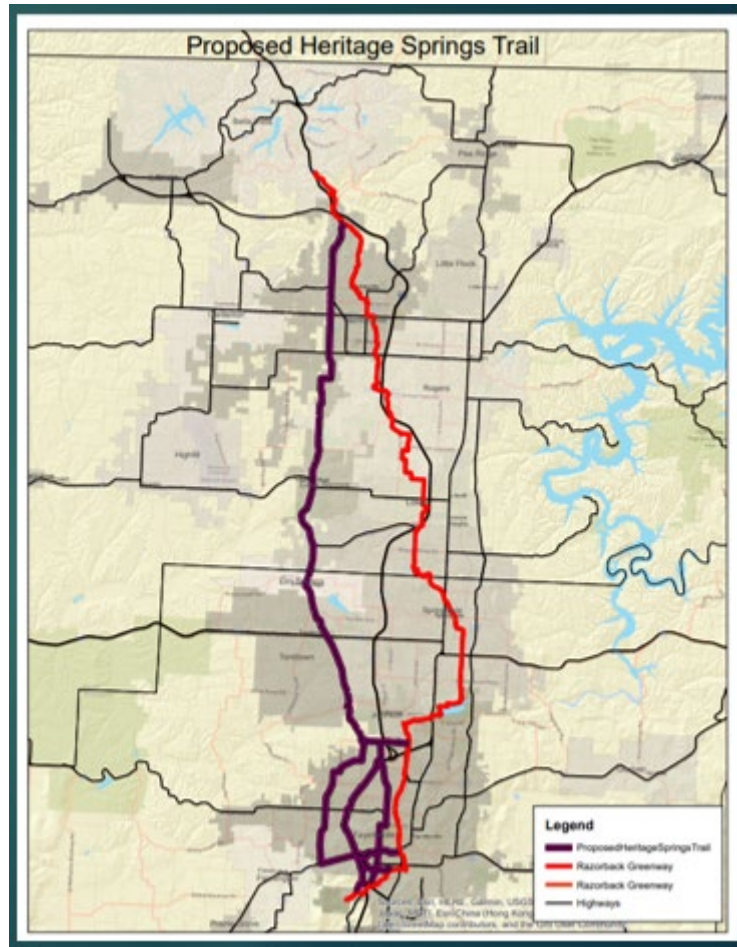
Chair Keeney asked if there were any questions. Hearing none, he asked for a motion to approved Resolution #2021-06 – Authorizing the Executive Director to enter into an Agreement of Understanding between NWARPC and ARDOT for the Development of a Congestion Management Process. Paul Colvin made the motion. Peter Christie provided the second. Motion passes unanimously.

11. HERITAGE SPRINGS TRAIL DESIGNATION

Elizabeth Bowen explained:

- Heritage Springs Trail is a western corridor trail that connects to the Razorback Regional Greenway in north Bentonville and traverses through eight cities and two counties to Fayetteville where it will connect back to the Greenway.
- This trail follows the Hwy 112 side path projects that are in the current STIP/TIP. It also follows the Heritage trail in many locations and passes by multiple important historical springs -hence the name "Heritage Springs" Trail.
- There are several pieces of the trail that are already constructed in Bentonville and Fayetteville.
- Hwy 112 will be the central piece to this active transportation facility.

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MOTION:

Chair Keeney asked if there were any questions. Hearing none, he asked for a motion to approve the designation of a western corridor trail that includes the future Hwy 112 side path as the "Heritage Springs Trail". Peter Christie made the motion, and Doug Sprouse provided the second. Motion passes unanimously.

12. 2021 OPEN SPACE PRIORITY MAP – RESOLUTION #2021-07

Elizabeth Bowen explained:

- The Northwest Arkansas Open Space Coalition continues to meet on a regular basis to encourage implementation of the NWA Open Space Plan.
- One of the goals for this year is to update the 2016 Open Space Priority Map.
- NWARPC staff updated the GIS files needed to update the map and ran the GIS model to produce the 2021 Priority Open Space Map.
- The Coalition and some city staff have reviewed data and maps for the update.
- The Coalition made a motion at the April 27, 2021 meeting to present this updated map for consideration at today's RPC/Policy Committee meeting.
- Additionally, the Coalition is seeking to re-ignite the open space plan initiative. They are asking local jurisdictions to approve resolutions expressing continued support of the plan.

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MOTION:

Mayor Keeney asked if there were any questions. Hearing none, he asked for a motion to approve Resolution #2021-07 – Approving the Updated 2021 Open Space Priority Map. Peter Christie made the motion. Phillip Patterson provided the second. Motion passes unanimously.

13. PUBLIC COMMENT

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

14. OTHER BUSINESS

- **DISCUSSION ON RESOLUTION #2021-08 – SUPPORTING DESIGNATION OF THE US 412 CORRIDOR, FROM I-35 (OK) to I-49 (AR)**
 - Tim Conklin said that NWARPC had been approached by the Indian Nations Council of Governments (NCOG) explaining that INCOG, on May 11, 2021, had passed a resolution to designate Hwy 412, from I-35 in Oklahoma to I-49 in Arkansas, as an interstate. Copies of the resolution were sent to the Oklahoma Congressional delegation, the Governor, the Oklahoma Secretary of Transportation, and other officials.
 - In the 1990s Hwy 412 was designated a high priority corridor on the National Highway System.
 - INCOG would like Congress to add Hwy 412 to the High Priority Corridors Designated as Future Interstates map.
 - The proposed interstate designation along the US Hwy 412 corridor will directly connect three key interstate freight corridors in the heartland of America, the I-35, I-44 and I-49.
 - The future designation would be for Hwy 612 around Springdale, not through Springdale. However, the designation would apply to Hwy 412 through Siloam Springs.
 - This information is new, and was not discussed as part of the 2045 MTP update, nor is it included in the MTP. What is included in the MTP is completion of the Hwy 612 projects and completing a 6-lane arterial to the east in Siloam Springs (on existing Hwy 412).

- ▶ Specific existing roadway elements that contribute to the Interstate designation include:
 - ▶ 15 miles of US-412 in Tulsa is already a designated Interstate I-244 or I-44
 - ▶ 90 miles of US-412 is currently designated as a National High Priority Corridor from I-44 in Tulsa to I-49 in Springdale, Arkansas
 - ▶ 133 miles (out of a total 189 miles) of US-412 between I-35 in Oklahoma and I-49 in Arkansas is built at or near the interstate standard, with speed limits 65MPH – 80MPH, 12-foot lanes, and grade separated interchanges
 - ▶ Nearly 80 miles of existing turnpikes in Oklahoma (the Cimarron and Cherokee turnpikes), are limited and grade separated access and were designed and built essentially to Interstate standards and are designated US-412
 - ▶ Incorporating Oklahoma Turnpikes in the Interstate System clearly has a precedent with the Will Rogers Turnpike, Turner Turnpike and H E Bailey Turnpikes all being designated as I-44 and signed with the Interstate shield

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- ODOT and ARDOT, on May 20, 2021 sent a letter to Senator Inhofe (OK) supporting the designation of the US Hwy 412 corridor as a future interstate from I-35 in Noble County, OK to I-49 in Springdale, AR.
- On May 21, 2021, Senators Inhofe, Boozman and Cotton introduced a bill to designate the US Route 412 as a future interstate, and announced the bill via a press release.
- INCOG is seeking support from the NWARPC/Policy Committee in the form of a resolution.



DISCUSSION:

- Phillip Patterson said that this designation would have a big impact on Siloam Springs. He said that a positive impact would be to get the semi-truck traffic off the highway through town. However, he would like to hear from ARDOT how this proposal fits into long range transportation plans. He would also expect that ARDOT would update its 2004/2006 bypass study of Hwy 412 through Siloam Springs. Sunny Farmahan said that he was not in receipt of any more information than what had been presented and what had been released already. His understanding is that ARDOT will be having a discussion on how this impacts long range transportation plans.

MOTION: Chair Keeney asked for a motion to approve Resolution #2021-08 – Supporting designation of the US 412 corridor, from I-35 in Oklahoma to I-49 in Arkansas, as a future interstate highway. Phillip Patterson made the motion, with Doug Sprouse providing the second. Motion passes unanimously.

- **REGIONAL MOBILITY AUTHORITY (RMA) – APPLICATION FOR ARDOT TAP FUNDING FOR THE PROPOSED HWY 112 SIDEPATH – INFORMATIONAL ITEM – RMA MEETING SCHEDULED MAY 26, 2021**

Elizabeth Bowen said:

- The NWA Regional Mobility Authority (RMA) will be meeting this afternoon to consider a proposal that the RMA approve a resolution authorizing the filling for ARDOT TAP Grant funds for programmed ARDOT STIP/TIP Hwy 112/Heritage Springs Trail projects to help fund the region’s portion of the Hwy 112 sidepath costs.
- Improvements to the Hwy 112 corridor were recommended in the NWARPC 2045 MTP. Five major widening projects along the Hwy 112 corridor have been included in the FFY 2021-2024 STIP/TIP.
- NWARPC, through coordination with cities along the corridor, has adopted a regional vision to design the facility with access management, a raised median, and also requested a 12-foot side path and 6-foot greenspace as the desired facility design between Fayetteville and Bentonville as opposed to the 2 four-foot bike lanes in the standard ARDOT cross-section.


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- The ARDOT BICYCLE AND PEDESTRIAN ACCOMODATION POLICY, Item 6:
Shared use paths are used primarily for recreational purposes, and as such will not normally be considered for bicycle accommodation on the state highway system. Exceptions will be considered when the local jurisdiction specifically requests the shared use path. In such cases, the minimum shared use path width shall be 10 feet and the local jurisdiction shall bear any additional right-of-way and construction costs required for the shared use path and shall assume all future maintenance of the facility. (NWARPC has requested, along with the 8 jurisdictions, an update to the Policy.)
- ARDOT's estimates for the local funding for 5 of the 9 projects is over \$5M. Due to the significant amount of funding needed to meet the needs of the region grant funding will be sought after.
- ARDOT and NWARPC are not eligible applicants for Transportation Alternative Program funding. However, the RMA is eligible, and can sponsor the applications for the Hwy 112 projects. As these are regionally significant projects the applications will be for ROW, utilities and construction.
- **GRANTS**
 - ARDOT TAP/RTP Grant applications due June 1, 2021.
 - ARDOT 2021 TAP/RTP training webinar was recorded and is available on ARDOT's website.
 - RAISE GRANT – Rebuilding American Infrastructure with Sustainability and Equity – due on July 12, 2021.
- **MAY IS NATIONAL BIKE MONTH**
 - National Bike Challenge – register at www.lovetoride.net/nw-arkansas.
- **SAFE ROADS SUMMIT** – May 27, 2021, an in-person event at Thaden Fieldhouse in Bentonville
- **KIM SANDERS** (ARDOT) – Has moved to the multi-modal department and will be the ARDOT liaison for all things bicycle and pedestrian.
- **FUTURE MEETING DATES: (Unsure if these will be virtual or in-person)**
 - TAC MEETING – THURSDAY, JULY 15, 2021 @ 10:30 AM
 - RPC/POLICY COMMITTEE – WEDNESDAY, JULY 28, 2021 @ 1:30 PM

15. ADJOURN

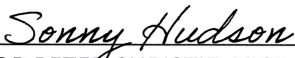
With no other business, a motion was made and seconded to adjourn and Chair Chris Keeney adjourned the meeting.

PASSED AND APPROVED THIS 28TH DAY OF JULY, 2021:



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

ATTEST:



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