

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

ENTITY	MEMBER	ATTENDING	PROXY
AVOCA	ROBERT WHITEHORN NANETTE BARNES	X	
BELLA VISTA	DOUG TAPP DERRICK LINN		
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 X	
GENTRY	MAYOR KEVIN JOHNSTON	X	
GREENLAND	MAYOR BILL GROOM		
HIGHFILL	MICHELLE RIEFF/ROB HOLLAND		
JOHNSON	MAYOR CHRIS KEENEY		
LINCOLN	MAYOR DOUG HUTCHENS		
LITTLE FLOCK	MAYOR TRACY ENGBRECHT		
LOWELL	MAYOR CHRIS MOORE RICK STONE	X	
PEA RIDGE	MAYOR JACKIE CRABTREE NATHAN SEE	X	
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 X	
TONTITOWN	PAUL COLVIN RENEE BIBY		
WASHINGTON CO.	CHARLES WARD NATHAN CROUCH	X	
WINSLOW	ANN MALKIE		
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	X	
U OF A	SCOTT TURLEY		
MoDOT	FRANK MILLER BRITNI O'CONNOR	X X	
NWA NATIONAL AIRPORT	AARON BURKES	X	
PINEVILLE/McDONALD CO.			
ARDOT PLANNING	CHRIS DILLAHA SUNNY FARMAHAN	X	
ARDOT DISTRICT 9	STACEY BURGE		X
FHWA	AMY HEFLIN		JASON JAMES

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

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**OTHERS:** Jonathan Curth (Fayetteville); Andy Brewer (Olsson); Dawn Warrick (Freese); Rob Smith (NWA Council); Ron Wood (NWA DG)

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

**1. CALL TO ORDER**

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

**2. APPROVE TAC APRIL 15, 2021 MEETING MINUTES**

**MOTION:** Chair Patsy Christie asked for a motion to approve the April 15, 2021 TAC Meeting Minutes. Jackie Crabtree made the motion to approve the Minutes as distributed. Ben Rhoads provided the second. Motion passes unanimously.

**3. DRAFT 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. He said that 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. He presented the Program Elements and the Work Tasks:

NARTS FY 2022 UPWP		ADOPTED MAY 2021									
FEDERAL PLANNING FACTORS		A	B	C	D	E	F	G	H	I	J
<b>UPWP PROGRAM ELEMENT</b>											
44.21: Program Support and Administration						X				X	
44.22: General Development and Comprehensive Planning		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 ArDOT, 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 ArDOT, MoDOT, AMPO, APA and local meetings and conferences will be attended. Keep informed of ArDOT, 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
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

**NARTS FY 2022 UPWP**      **ADOPTED MAY 2021**

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 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.
- 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, STBG 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, Ozark Transit Authority, Razorback Transit, Arkansas State Data Center, local governments.

**COST DATA**

Federal	\$318,480
Local (MPO)	\$ 70,600
Total	\$389,100
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 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).

Related Goal Area	National Goals	2045 Metropolitan Transportation Plan	2045 MTP Vision	2045 MTP Vision Performance Measures
Suburbanized Corridors: State of the Region	Improve the quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 population with access to a high quality, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.
Public Safety	Improve the quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 injuries related to transportation.
Congestion Reduction and Network Reliability	Improve the quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 population with access to a high quality, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.
Equity, Access and Economic Mobility	Improve the quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 population with access to a high quality, safe and efficient system for pedestrians and bicyclists that will connect local jurisdictions and destinations such as employment, shopping, health and education centers.
Historic Preservation	Improve the quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 quality of life for all people in the region by providing a high quality, 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 historic sites and structures preserved.

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- E. ASSIST STATE DOT'S WITH THE FOLLOWING:**
- Western North/South Connector Study.
  - INA 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/Omanon 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/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 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.

44.23 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 AxDOT.
  2. Coordinate with AxDOT 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 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	\$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 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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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 AxDOT 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 AxDOT	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 AxDOT on the Statewide Public Transportation Coordination Plan	On-going
I.	Congestion Management Process	On-going

**COOPERATING AGENCIES:** NWARPC, AxDOT, 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 AxDOT and MoDOT to update the administrative modification criteria.
- B. ANNUAL TIP UPDATES** will coincide with AxDOT 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, ARDOT, MoDOT, FHWA, FTA, Ozark Transit Authority, Razorback Transit and local governments.		
<b>COST DATA:</b>		
Federal	\$ 37,998	
Local (MPO)	\$ 9,499	
Total	\$ 47,497	
Element Percent	3%	
<b>NOTES:</b>		
<ul style="list-style-type: none"> <li>Confirmed FY 2020 PL carry-over funds may be added to the FY 2022 UPWP PL funds.</li> <li>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.</li> <li>All references to PL funds in this document relate to Arkansas PL funds unless noted to be Missouri funds.</li> </ul>		
<b>THE FOLLOWING ARE HIGHLIGHTS FROM THE NARTS FY 2021 WORK PROGRAM TASKS:</b>		
<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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</li> </ul>		

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#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"> <li>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.</li> <li>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.</li> <li>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).</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>Subrecipient Oversight for FTA Section 5339 – NWARPC completed the review process and final FY 2020 Compliance Review Report for UA Razorback Transit.</li> <li>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.</li> <li>NWARPC tracked and coordinated project design and cost items for existing projects and approved FFY 2021 STBGP-A and TAP projects.</li> <li>NWARPC published the 2020 ALOP and POP.</li> <li>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.</li> <li>NWARPC continued to assist member jurisdictions with mapping and other planning activities.</li> </ul>		

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 Financial 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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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%
<b>Total</b>	<b>\$1,388,260</b>	<b>\$ 347,065</b>	<b>\$ 1,735,325</b>	<b>100.00%</b>
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%
<b>Total</b>	<b>\$883,260</b>	<b>\$220,815</b>	<b>\$1,104,075</b>	<b>100.00%</b>
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%
<b>Total</b>	<b>\$ 5,000</b>	<b>\$ 1,250</b>	<b>\$ 6,250</b>	<b>100%</b>
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%
<b>Total</b>	<b>\$ 400,000</b>	<b>\$ 100,000</b>	<b>\$ 500,000</b>	<b>100%</b>
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%
<b>Total</b>	<b>\$ 100,000</b>	<b>\$ 25,000</b>	<b>\$ 125,000</b>	<b>100%</b>
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%
<b>Total</b>	<b>\$1,388,260</b>	<b>\$ 347,065</b>	<b>\$ 1,735,325</b>	<b>100%</b>

\* Match is proposed to be provided from local and state sources

**MOTION:**

Chair Patsy Christie asked for a motion to recommend approval of the Draft FY 2022 UPWP to the RPC/Policy Committee. Dan Weese made the motion and Sunny Farmahan provided the second. Motion passes unanimously.

**4. ARDOT FFY 2023-2026 STIP DEVELOPMENT – MPO PROJECT SUBMISSION**

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](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
Hwy 12	Benton	Widen 4-lane Divided	Shell Rd.	South	Regional Dr.	5	\$ 30,000,000	2025	Fed. State
Hwy 12	Benton	Widen 4-lane Divided (pre Eng. ROW, Const Eng)	2nd St.	East	City Limits (Rogers)	1.89	\$ 2,600,000	2025	Fed. State
US 412 Bypass (E12)	Benton/Wash.	New Freeway (4 Lanes)	Hwy 112	West	US 412 (Tonitlow)	6.2	\$ 138,700,000	2025	CAP II
KNA Airport Access Road	Benton	New Freeway	Hwy 112	North	KNA	4	\$ 86,000,000	2025	CAP II
I-49	Washington	Widen to 6 Lanes	Hwy 265	North	US62	1.4	\$ 9,500,000	2026	Fed. State
Hwy 112	Washington	Widen 4-lane Divided	Howard Nickel	North	Don Tyson Park	2.7	\$ 21,000,000	2026	CAP II
Hwy 72	Benton	Widen 4-lane Divided	I-49	East	Little Sugar Creek	1.87	\$ 14,000,000	2026	Fed. State
Hwy 72	Benton	Widen 4-lane Divided (pre Eng. ROW, Const Eng)	Little Sugar Creek	East	Curtis Ave	6.24	\$ 16,000,000	2026	Fed. State
Hwy 72	Benton	Widen 4-lane Divided (Const Only)	Little Sugar Creek	East	Curtis Ave	6.24	\$ 48,500,000	2027	Fed. State
Hwy 112*	Benton	Widen 4-lane Divided	US 612	North	Pleasant Grove Road		\$ 37,000,000	2027	CAP II
Hwy 265	Benton	Widen 4-lane Divided (3 to 4) 1st Street/Pleasant	1st Street/Pleasant	North	Hwy 94/New Ho	2	\$ 21,000,000	2028	Fed. State
Hwy 12	Benton	Widen 4-lane Divided (Const Only)	2nd St.	East	City Limits (Rogers)	1.89	\$ 8,000,000	2028	Fed. State
US 71	Benton	Various Imps. per Study Rec.	US 71B	North	AR-MO State Line		\$ 5,000,000	2028	Fed. State
Hwy 264	Benton	Widen 4-lane Divided	Good Springs Rd.	West	Bellevue Rd.	0.96	\$ 9,000,000	2028	Fed. State
Hwy 102-62 Centerton	Benton	Widen 4-lane Divided (3 to 4)	Hwy 102B	East	2nd Street	3.47	\$ 20,000,000	2029	Fed. State
Hwy 102B	Benton	Widen 4-lane Divided	Hwy 102	North	Hwy 72	1.76	\$ 17,500,000	2029	Fed. State
Hwy 102	Benton	Widen 4-lane Divided	Hwy. 279 N	East	Hwy 279 S	1.26	\$ 9,000,000	2030	Fed. State
Hwy 94	Benton	Widen 4-lane Divided	U.S. 71	East	1st Street	0.66	\$ 2,800,000	2030	Fed. State
US 412 Bypass (E12)	Benton	New Freeway (4 Lanes)	I-49	East	Hwy 265		\$ 127,300,000	2030	CAP II
Hwy 45	Washington	Widen to 3 Lanes	Lita Lane	East	Starr Rd.	1.07	\$ 15,000,000	2030	Fed. State
Hwy 45	Washington	Widen to 3 Lanes	Starr Rd.	East	Oakland Zion Rd	0.76	\$ 11,000,000	2030	Fed. State
Hwy 265	Benton	Widen 4-lane Divided (3 to 4) Ph. 2	Hwy 264	North	1st Street/Pleasant	4	\$ 41,000,000	2031	Fed. State
Hwy 45	Washington	Safety and Capacity Improvements	Oakland Zion Rd.	East	White River	5.37	\$ 32,400,000	2032	Fed. State
US 412	Benton	Widen to 6 Lanes	Gilcom Springs City Limits	West	Exiting 6 Lanes	3.1	\$ 18,700,000	2033	Fed. State
Hwy 279	Benton	Widen 4-lane Divided	Hwy. 302	South	Hwy 12	2.96	\$ 30,000,000	2033	Fed. State
Hwy 264	Benton	Widen to 3 Lanes	Bellevue Rd.	West	Hwy 112	3.25	\$ 24,000,000	2034	Fed. State
Hwy 265	Washington	Widen to 5 Lanes (4 to 5)	Hwy 412	North	Mountain St.	1.25	\$ 10,000,000	2034	Fed. State
Hwy 43	Benton	Widen 4-lane Divided	Cheryl Whitlock Parkway	West	Dawn Hill Rd.	0.21	\$ 1,500,000	2035	Fed. State
Hwy 43	Benton	Widen 4-lane Divided	Dawn Hill Rd	West	Sydmore Heights	0.92	\$ 9,000,000	2035	Fed. State
Hwy 16	Washington	Widen 4-lane Divided	E. Roberts Road	East	Middle Fork - WH	3	\$ 27,000,000	2035	Fed. State
Hwy 72	Benton	Widen 4-lane Divided	US 71B	West	Hwy 102B	3.7	\$ 43,100,000	2036	Fed. State
Hwy 279	Benton	Widen 4-lane Divided	Hwy. 302	North	Hwy 549 (Future)	5.39	\$ 40,000,000	2037	Fed. State
Hwy 72	Benton	Widen 4-lane Divided	Hwy 59	East	Hwy 549	5.27	\$ 52,000,000	2038	Fed. State
US 62	Benton	Widen 4-lane Divided	S. Wimpy Jones	East	Hwy 37	4.5	\$ 26,100,000	2039	Fed. State
Hwy 16	Washington	Widen to 4 Lanes	Middle Fork - WH	East	Hwy 24	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 II
I-49	Benton	Widen to 6 Lanes	Hwy 72	North	US 71 North Wal	3.62	\$ 24,000,000	2041	Fed. State
AR 59	Benton	Widen 2-5 Lanes	3rd St/Gentry	North	Y City Rd	3.33	\$ 46,800,000	2042	Fed. State
AR 59	Benton	Widen 2-5 Lanes	Y City Rd	North	Hwy 102/Decatur	2.4	\$ 27,000,000	2043	Fed. State
AR 59	Benton	Widen 2-5 Lanes	102/Decatur	North	Bethlehem Rd	2.11	\$ 23,700,000	2043	Fed. State
AR 59	Benton	Widen 2-5 Lanes	Hodge Rd/Tidwell	North	AR 72	3.05	\$ 35,000,000	2044	Fed. State
AR 59	Benton	Widen 2-5 Lanes	Bethlehem Rd	North	Hodge Rd/Tidwell	1.21	\$ 13,400,000	2044	Fed. State
AR 72	Benton	Widen 4 Lanes Divided	71B	West	102B	3.73	\$ 39,000,000	2045	Fed. State
							Total	\$ 1,481,800,000	

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**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)

- STBGP-A, 2018-19 HIP, AND TAP OBLIGATIONS IN THE NEXT 2.5 MONTHS:

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	090456	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 SPUI CA	Construction	\$ 250,000			\$ 250,000		
2021	Washington	090xxx	Tontitown	US 412 and Klenc Rd Signalization	All Phases		\$ 380,000		\$ 380,000	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	
<b>Total</b>						<b>\$ 900,000</b>	<b>\$ 11,136,680</b>	<b>\$ 6,046,680</b>	<b>\$ 1,930,000</b>	<b>\$ 610,000</b>	

- 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:



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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 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

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- 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 members that have been on the Committee previously, will be informed of dates for presentations.
- Anyone who wants to serve on the Selection Committee is welcome.

**6. FFY 2021 PROGRAM OF PROJECTS (POP) (INFORMATIONAL ITEM)**

Tim Conklin told the group that the POP is a requirement of the FTA and is used to provide for the coordination of public transportation services. He said that NWARPC is the Designated Recipient for FTA grant programs for the urbanized area. There are two types of funding:

- A portion of the Section 5307 funding received will be used by NWARPC for comprehensive planning.
- The balance of the Section 5307 funding is split at an approximate ratio of 55% to ORT and 45% to Razorback Transit = \$2,597,069
- The Section 5339 funds are split 50/50 between the two transit providers = \$283,926
- 2021 American Rescue Plan Act are split 50/50 = \$996,609
- The RPC/Policy Committee will be considering the POP at its May 26, 2021 meeting.

FEDERAL TRANSIT ADMINISTRATION Table 3		FEDERAL TRANSIT ADMINISTRATION TABLE 12	
FY 2021 FULL YEAR SECTION 5307 AND SECTION 5340 URBANIZED AREA APPORTIONMENTS <sup>1</sup>		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).	
<small>Note: In accordance with FAST, this table shows the amounts attributable to each State of a Multi-State Urbanized Area over 200,000 in population. These amounts are for illustrative purposes only. Designated recipients shall continue to sub-allocate funds allocated to an urbanized area based on a locally determined process, consistent with Section 5307 statutory requirements. Each State's share of a multi-state urbanized area was calculated on the basis of the percentage of population attributable to the States in the UZA, as determined by the 2010 Census.</small>			
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

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
<b>TOTAL</b>		<b>\$2,375,663</b>	<b>\$1,428,403</b>	<b>\$947,260</b>
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
<b>TOTAL</b>		<b>\$1,607,778</b>	<b>\$1,168,693</b>	<b>\$439,085</b>
NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION				
Comp. Planning	Capital	\$125,000	\$100,000	\$25,000
SUMMARY – ALL PROVIDERS				
<b>TOTAL</b>		<b>\$4,108,441</b>	<b>\$2,697,096</b>	<b>\$1,411,345</b>

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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

**7. HERITAGE SPRINGS TRAIL DESIGNATION – RECOMMEND TO THE RPC/POLICY COMMITTEE**

Elizabeth Bowen said that the TAC heard a complete explanation and history behind the name “Heritage Springs Trail”:

- 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.
- Other interested committees have endorsed the name.

**MOTION:**

Chair Patsy Christie asked for a motion to recommend, to the RPC/Policy Committee, designation of a western corridor trail that includes the future Hwy 112 side path as the “Heritage Springs Trail”. Nathan Crouch made the motion and Jackie Crabtree provided the second. Motion passes unanimously.

- 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. Chair Patsy Christie asked if any comments had been received prior to the meeting. Celia Scott-Silkwood said none had been received. Chair Christie asked if there was anyone at the meeting that wished to comment. Jackie Crabtree thanked Celia Scott-Silkwood for her work at NWARPC and wished her a happy retirement.

**9. OTHER BUSINESS**

- 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 to I-49, as an Interstate. They planned to ask Congress for the designation.
  - 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.

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- The future designation would be for Hwy 612 around Springdale, not through Springdale. However, the designation would apply Hwy 412 through Siloam Springs.
  - This information is very 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

Chair Patsy Christie asked if there was any action to be taken. Tim Conklin said that INCOG would like a letter of support or resolution passed in support of the designation. He said that ARDOT has no official position at this time, but they emphasized they want to complete projects on current interstates within the state.

- Elizabeth Bowen said that after much discussion with ARDOT about it's Bicycle Accommodation Policy, and whether it would be changed to reflect the proposed side path on Hwy 112 any time soon, ARDOT suggested that another entity apply for ARDOT TAP funds, in order to avoid having the cost incurred by local jurisdictions.
  - The NWA Regional Mobility Authority (RMA) is eligible to make application for ARDOT Transportation Alternatives Program (TAP) funding for the proposed Hwy 112 side path.
  - The NWA RMA will be meeting after the RPC/Policy Committee meeting on May 26, 2021 to discuss this course of action.
  - If the NWA RMA approves the resolution to apply for the funding, the NWARPC staff will complete the applications.
    - The plan is to make application for 5 projects which are included in the FFY 2021-2024 STP/TIP
    - The funding request will cover ROW, utilities and construction
    - The 8 cities along the Hwy 412 corridor will need to submit letters of support by June 1, 2021

A question was asked if there was any movement on ARDOT's part toward changing their policy. Tim Conklin said that conversations are still taking place, but nothing has changed at this time.

- Elizabeth Bowen said that ARDOT has a bridge tool that will show the condition of all bridges under their purview in the state. She said that an ARDOT representative will be at a future meeting to give a detailed demonstration of the tool.

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- 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.
- FUTURE MEETING DATES:
  - GOOD ROADS SUMMIT – MAY 27, 2021 IN-PERSON
  - TAC VIRTUAL MEETING – THURSDAY, JULY 15, 2021, @ 10:30 AM
  - RPC/POLICY COMMITTEE VIRTUAL MEETING – WEDNESDAY, JULY 28, 2021 @ 1:30 PM

**10. ADJOURN**

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