

RPC/POLICY COMMITTEE IN-PERSON AND VIRTUAL MEETING MINUTES
WEDNESDAY, MAY 25, 2022 AT 1:30 PM; *DRAFT*

ENTITY	MEMBER	ATTENDING	PROXY
AVOCA	ROBERT WHITEHORN		
BELLA VISTA	PETER CHRISTIE (VICE CHAIR)	Proxy	Doug Tapp
BENTON COUNTY	JUDGE BARRY MOEHRING JOSH BEAM JAY FRASIER/DEAN KLINGMON	X X	
BENTONVILLE	MAYOR STEPHANIE ORMAN SHELLI KERR	X	
CAVE SPRINGS	MAYOR RANDALL NOBLETT		
CENTERTON	MAYOR BILL EDWARDS LORENE BURNS	X	
DECATUR	MAYOR BOB THARP		
ELKINS	MAYOR BRUCE LEDFORD		
ELM SPRINGS	MAYOR HAROLD DOUTHIT		
FARMINGTON	ERNIE PENN (MELISSA McCARVILLE)	X	
FAYETTEVILLE	LIONELD JORDAN CHRIS BROWN JONATHAN CURTH	X X	
GARFIELD	MAYOR GARY L BLACKBURN	Proxy	Elizabeth Bowen
GATEWAY	MAYOR ANDREW TILLMAN		
GENTRY	MAYOR KEVIN JOHNSTON	X	
GOSHEN	MAYOR MAX POYE		
GRAVETTE	MAYOR KURT MADDOX		
GREENLAND	MAYOR BILL GROOM		
HIGHFILL	MAYOR MICHELLE RIEFF	X	
HINDSVILLE	MAYOR X DOTSON		
HUNTSVILLE	MAYOR DARRELL TRAHAN		
JOHNSON	MAYOR CHRIS KEENEY (CHAIR)	X	
LINCOLN	MAYOR DOUG HUTCHENS		
LITTLE FLOCK	MAYOR JEFF VAN SICKLER	X	
LOWELL	MAYOR CHRIS MOORE (RICK STONE)	X	
PEA RIDGE	MAYOR JACKIE CRABTREE (TREASURER)	Proxy	Nathan See
PRAIRIE GROVE	MAYOR SONNY HUDSON (SECRETARY)		
ROGERS	LANCE JOBE JOHN McCURDY BOB CRAFTON	X X	
SILOAM SPRINGS	MAYOR JUDY NATION PHILLIP PATTERSON	X X	
SPRINGDALE	DOUG SPROUSE PATSY CHRISTIE JIM ULMER	X X	
SPRINGTOWN	TERRI GLENN		
SULPHUR SPRINGS	SHANE WEBER		
TONTITOWN	MAYOR GENE MCCARTNEY		
WASHINGTON CO.	JUDGE JOSEPH WOOD BRIAN LESTER	Proxy	Sam Ata
WEST FORK	MAYOR HEITH CAUDLE		
WINSLOW	ANN MALKIE		
ARDOT PLANNING + DISTRICTS	BRAD McCALEB CHAD ADAMS (DISTRICT 4)	X	
BEAVER H2O DISTRICT	LANE CRIDER	X	
McDONALD COUNTY	BILL LANT		
MoDOT	DAVE TAYLOR (BRITNI O'CONNOR)	X	
NAT. AIRPORT AUTH.	AARON BURKES		
PINEVILLE, MO	MAYOR GREG SWEETEN	Proxy	Elizabeth Bowen
RAZORBACK TRANSIT	GARY K. SMITH (ADAM WADDELL)	X	
U OF A	SCOTT TURLEY (JAY HUNEYCUTT)		
OZARK REG. TRANSIT	JOEL GARDNER (NON-VOTING)		
ARDOT TRANSIT	GREG NATION (NON-VOTING)		
HWY COMMISSION	PHILLIP TALDO (NON-VOTING)		

RPC/POLICY COMMITTEE IN-PERSON AND VIRTUAL MEETING MINUTES
WEDNESDAY, MAY 25, 2022 AT 1:30 PM; *DRAFT*

NWARPC STAFF: Tim Conklin; Elizabeth Bowen; Cristina Scarlat

OTHERS: Dennis Burge, City of Bentonville; Ryan Benefield, ANRD; Debbie Dixon, ANRD; Lori Nanak, Nolan Shipley; Dustin Carl, City of Highfill; Praveen Pasamarthy, Cambridge Systematics

NOTE: THIS MEETING WAS HELD IN-PERSON AND VIRTUALLY DUE TO CORONAVIRUS PANDEMIC.

(1) CALL TO ORDER

The hybrid, in-person and virtual NWARPC/Policy Committee Meeting was called to order by Chair, Mayor Chris Keeney at 1:30 p.m.

(2) ROLL CALL OF MEMBERS

In-person attendees introduced themselves and Tim Conklin named the virtual attendees. Elizabeth Bowen recorded member names and tallied votes. A quorum was reached at 2:05 p.m.

(3) APPROVE RPC/POLICY COMMITTEE MEETING MINUTES FOR APRIL 21, 2022

Chair Mayor Keeney asked the Committee whether there were any corrections or amendments to the April 21, 2022 meeting minutes. The Chair requested a motion to approve the April 21, 2022 RPC/Policy Committee Meeting Minutes.

MOTION: Mayor Doug Sprouse made a motion to approve the April 21, 2022 RPC/Policy Committee Meeting Minutes as presented. Melissa McCarville provided the second. Motion passed unanimously.

(4) POTENTIAL AR FUNDING OPPORTUNITIES - WATER - BIPARTISAN INFRASTRUCTURE LAW - Mr. Ryan Benefield, PE, Deputy Director/Chief Engineer, Arkansas Natural Resources Division

Chair Mayor Keeney introduced the item and turned the discussion to Tim Conklin. Conklin shared that a couple of months ago it was brought up about Bipartisan Infrastructure Law (BIL/IJA) funding and American Rescue Plans Act (ARPA) funding for water and what was available for the region. Conklin introduced Ryan Benefield as the Deputy Director and Debbie Dixon as Arkansas Natural Resources Division Staff and shared they are here to present a 15-to-20-minute presentation regarding American Rescue Program Act (ARPA) funds and potential funding for water.

Mr. Ryan Benefield provided a general overview of the ARPA and IJA funding coming to Arkansas and the structure the state was using to consider projects. Arkansas is set to receive \$1.57B in ARPA funding. The Arkansas ARPA steering committee has been set up to make recommendations on the use of the funding. Working Groups have been set and include water projects for Drinking Water, Waste Water, and Storm Water.

Benefield shared the ANRD needs Survey from last summer (2021). He stated there was \$5.2B in needs identified, including approximately \$3B in drinking water needs, \$2B in waste water needs, and \$300,000 in storm water needs, plus some technical needs identified. He shared the following results:

Needs Survey Results

Project Type	Water	Wastewater	Stormwater	Dam/Levee	Mixed Project	Total
Total	\$2,926,970,868	\$1,924,023,078	\$308,970,698	\$3,140,750	\$104,188,150	\$5,267,293,543
Projects Submitted	728	503	151	3	32	1417
Projects Submitted Without Costs	2	5	10	0	1	18
Average Project Costs	\$4,031,640	\$3,863,500	\$2,191,282	\$1,046,917	\$3,360,908	\$3,765,042
Median Project Cost	\$879,200.00	\$1,575,000.00	\$600,000.00	\$100,000.00	\$1,000,000.00	N/A
Projects willing to cost share a portion of the project cost	400	299	114	1	23	837
Percentage of projects willing to cost share a portion of the project	55%	59%	75%	33%	72%	59%
The project has undergone review by the State Water and Wastewater Advisory Committee (WWAC)	79	64	1	0	1	145
The project has been approved for funding	50	59	8	0	2	119
Final engineering plans are completed for the project	77	79	14	0	4	174
The project is already under construction	24	19	5	1	2	51
The purpose of the proposed project is to correct noncompliance with a state or federal rule	90	170	5	1	5	271
Percentage of projects intended to correct noncompliance with a state or federal rule	12%	34%	3%	33%	16%	19%
Average Months to Complete Project After Bidding	13	15	13	11	19	N/A
Median Months to Complete Project After Bidding	12	12	10	1	16	N/A

Benefield said ANRD has requested \$551M from the Arkansas ARPA steering committee in the following amounts:

- \$300M Drinking water
- \$200M Waste water
- \$50M Storm water

He mentioned that the steering committee has not acted on this request yet. They could approve, partially approve, or do nothing. He mentioned that one-half of the ARPA funds were received by the state last summer and that the second half would be received by the state this summer - 2022. He also mentioned that \$60M was left from last year's ARPA funds. He said to date, no drinking water, waste water, or storm water has been funded with ARPA funds. The Steering committee could also award directly to local government.

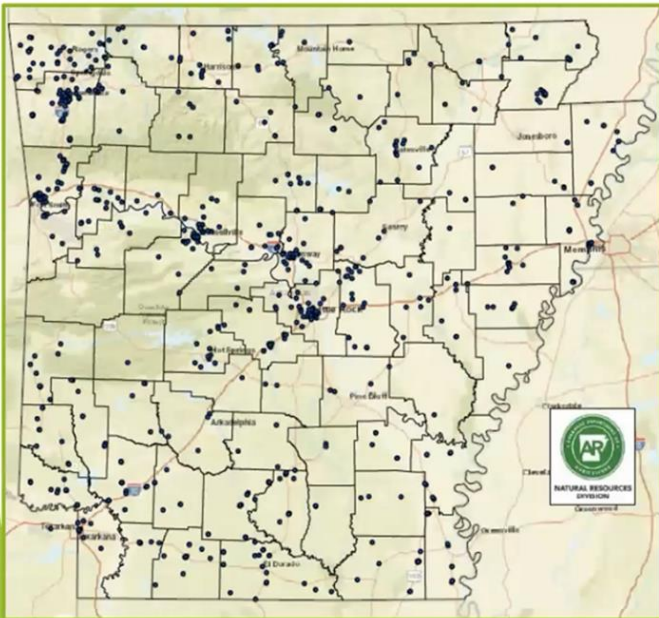
ANRD has set up a process for evaluation and award of funds in the event the State Legislature funds this program with ARPA funds. ANRD plans to have the application ready 15 days from funds being allocated by the state and a 60-day application window to send back applications to ANRD. The goal is to have the process complete 115 days after the state legislature approves funding. The dates to obligate and spend these funds are still the same with funding required to be obligated by 2024 and spent by 2026. ANRD shared the proposed evaluation criteria below and location of projects:

Proposed Drinking Water Project Evaluation Criteria

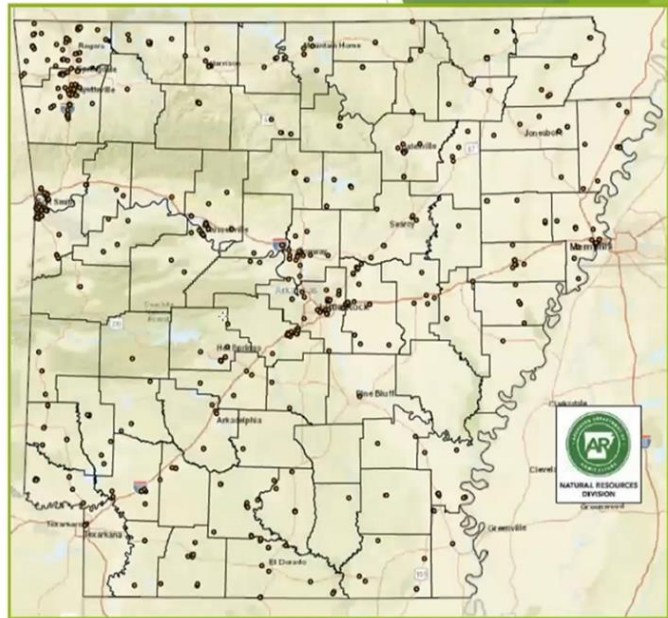
Project Evaluation Criteria	Points Possible	Performance Measure
1. Provides Water Supply Benefits	10	Reduction in groundwater use.
	5	Percentage of project area implementing water use efficiency or conservation best management practices
2. Drinking Water Quality Improvements	10	Water quality violations requiring immediate action. Contaminant Level (MCL) violations as well as lead Action Level exceedances.
	5	Improvement to water quality parameters primarily deemed aesthetic rather than having significant health ramifications.
3. Consolidates or restructures a public water system	10	Project will result in the regionalization or consolidation of water systems
	5	Project will extend public water to underserved areas from an existing water system
4. Provides benefits and avoid adverse impacts to financial distressed or disadvantaged communities	5	Median household income for the city(ies) and/or County(ies) served by the proposed project <\$36,000
	5	County(ies) served by the project has a population decline > 5% during the previous decade
	5	Percentage of project benefitting disadvantaged communities
	5	Current Average 4,000-gal water bill/median Household Income
5. Address Noncompliance with State or Federal Laws/Rules	5	Facility has received inspections that show noncompliance or are under a State or Federal enforcement order.
6. Cost effectiveness	10	Standardized unit cost indicator measuring cost per unit of benefit
	5	Dual Use Projects. - Projects that incorporate new or inventive measures to improve additional infrastructure within the community
7. Project readiness	10	Phase of project development
8. Modernizes system and improvements in instrumentation or improves cybersecurity	5	Project will enhance operational and maintenance programs for long term through instrumentation upgrades and remote sensing and/or the project is designed to improve cybersecurity of the water system

ACEC Arkansas - 11/10/2021

Drinking Water Project Locations



Wastewater Project Locations



*Locations are approximate based on needs survey submission

ANRD has recommended a \$10M maximum per project. The reason behind the maximum is that the state has \$5.2B in needs and 1,400 projects. The average project was \$4M in size, however, the

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median was \$900K since they had very large projects driving the average. The total amount of funding any one entity could receive would be \$30M maximum and that would be for three projects – drinking water, wastewater, and stormwater. He also mentioned there will be some opportunity for cost share for low-income area at 100%.

He encouraged everyone to sign up for notifications through ANRD. Cities and counties need to be ready to go and have complete applications. ANRD will not be providing a back-and-forth review on applications and all application will need to be complete to avoid losing points.

Benfield shared how the IJJA funding is coming to Arkansas. He pointed out that transportation was the largest category of funding for Arkansas -\$4B to AR, \$3.6B highways, \$528M clean water. Approximately half of the new money goes to replacing lead service lines. He mentioned that everyone must complete an evaluation on lead service lines and provide that information to the Department of Health. Even if you think you do not have lead service lines, utilities must prove and provide information that service lines do not contain lead.

IJJA provides \$93M additional funding to the Drinking Water State Revolving Fund (DWSRF) and Clean Water State Revolving Fund (CWSRF). Approximately \$42.5M is allocated for lead service line replacement. As mentioned, water providers must do an assessment of service lines and prove they do not have lead service lines. Utilities may carve out areas to demonstrate a disadvantage neighborhood for main-to-meter and meter-to-house projects. He said projects must address both and jurisdictions can work with individual home owners. DWSRF-EC funding can be 100% as a grant for emerging containments (EC); CWSRF-EC can also be 100% grant. He also mentioned that if a jurisdiction needs a loan, ANRD has funding available today for low interest loans around \$600M to \$700M. He also mentioned that it might be very difficult for NWA to qualify for principal forgiveness loans and must show how pockets/neighborhoods can qualify.

ANRD plans to have a one-time offering for project grants early fall with late summer outreach events. Anyone that thinks they can qualify for principal forgiveness grants, will have an opportunity to apply in one time period, awarding this year and next year's funding in one grant cycle. Don't hesitate to apply for small and disadvantaged communities.

Benfield said the program is for 5 years and the big takeaway is that if you have lead service line or emerging containments issues, we have a solution for you.

He also mentioned the ANRD rate structure and fees associated with loans:

- 10-year rate 0% interest with 1% administration fee
- 20-year 1.75%, includes fee
- 30-year 2.25%, includes fee

An additional benefit with going through ANRD is that you only do not pay interest until you spend the money, compared to bond interest when you start paying up front.

Benfield said they will be announcing stakeholder meetings in the next few weeks to discuss lead service line replacement and emerging contaminants in order to receive feedback from cities and consultants to determine how best to market the program and get that money out. Additionally, outreach meetings will be held in July/August to talk about IJJA money and how to apply for it.

Infrastructure Investment and Jobs Act

- ▶ The President signed the Infrastructure Investment and Jobs Act on November 15, 2022
- ▶ Arkansas to receive an est. \$4 billion over 5 years

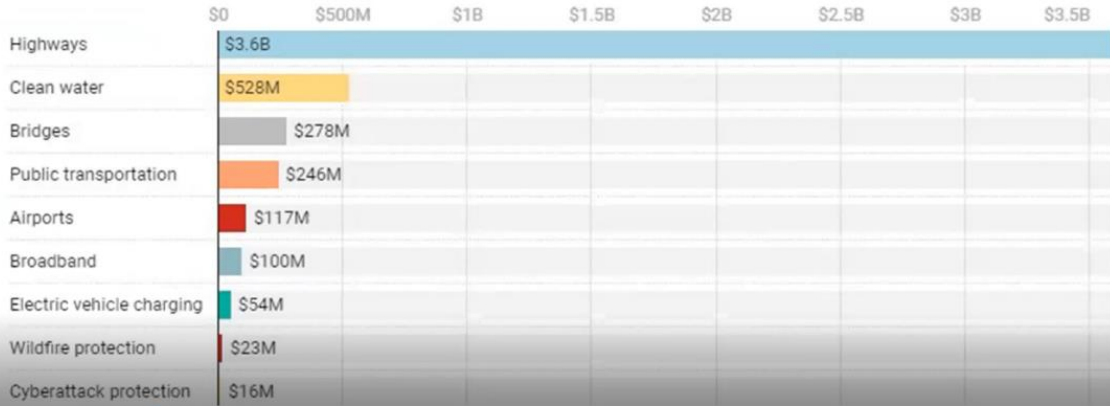


Chart: Arkansas Democrat-Gaze - Source: The White House - Created with Datawrapper



Bipartisan Infrastructure Law:

$\text{FY22 DWSRF} \\ \$16,551,000 + \$27,013,000 = \$43,564,000$	I Prot Estima	$\text{FY22 CWSRF} \\ \$10,394,000 + \$11,739,000 = \$22,133,000$
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and Territories by Program

	Total	DWSRF	DWSRF Lead Service Line Replacement	DWSRF Emerging Contaminants	CWSRF	CWSRF Emerging Contaminants
Alabama	\$137,030,000	\$38,705,000	\$60,953,000	\$16,254,000	\$20,065,000	\$1,053,000
Alaska	\$65,074,000	\$17,955,000	\$28,275,000	\$7,540,000	\$10,740,000	\$564,000
Arizona	\$109,458,000	\$32,291,000	\$50,851,000	\$13,560,000	\$12,120,000	\$636,000
Arkansas	\$93,252,000	\$27,013,000	\$42,540,000	\$11,344,000	\$11,739,000	\$616,000
California	\$609,441,000	\$158,400,000	\$249,447,000	\$66,518,000	\$128,339,000	\$6,737,000
Colorado	\$121,347,000	\$35,476,000	\$55,866,000	\$14,898,000	\$14,354,000	\$753,000
Connecticut	\$76,907,000	\$17,955,000	\$28,275,000	\$7,540,000	\$21,983,000	\$1,154,000
Delaware	\$63,041,000	\$17,955,000	\$28,275,000	\$7,540,000	\$8,809,000	\$462,000

Nathan See requested the presentation be sent out via chat.

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(5) FY 2023 NWARPC BUDGET

Mayor Keeney introduced the FY 2023 NWARPC Budget and turned the discussion to Tim Conklin. Tim shared that Jeff Hawkins, the Executive Director sent out the proposed 2023 budget and his budget memo. Conklin went over the budget and read the budget memo that was sent to the NWARPC Planning Commission:

This year's proposed budget reflects a modest increase over last year's budget. This is due, in large part, to the preparation of an important and significant regional transportation analysis and plan. The trigger, and potential funding, for what the U.S. DOT titled the "Safe Streets and Roads for All" (SS4A) Discretionary Grant Program, was passage of the Bipartisan Infrastructure Law (BIL) in November. The \$400,000 in federal funds shown for the SS4A Action Plan will be from an SS4A grant and/or the STP-A Program. More detail and a resolution regarding the program are included on the agenda. Also, as a result of the Bipartisan Infrastructure Law, we were allocated new categorical funding through FHWA called Carbon Reduction Program funding. This, as well as most of the activities to be undertaken this fiscal year, are described in detail in the Unified Planning Work Program (UPWP) which was approved at last months' meeting.

FHWA/FTA Planning (PL & Sec. 5303), FHWA STBGP-A (Attributable Metro Planning) funds, and FTA Sec. 5307 (Metro Planning) funds, collectively increased about \$34,000 from last year. These program funds require 20% local match of approximately \$305,000, which represents about 77% of our membership revenue. These federal and the required matching funds are restricted, and must be used on (UPWP) transportation planning and related activities. Under federal regulations, areawide, multi-modal transportation 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. Please note that the membership revenue increase is not because of a change in the membership fee structure—rather, it's because 2020 Census figures are used for the entire fiscal year. New Census figures came out last August, and only impacted half the last fiscal year.

Besides the aforementioned SS4A Regional Action Plan, we will also be undertaking a Transit Asset Management (TAM) Plan update for Razorback Transit. This activity has already been authorized—it will begin in July, and be finished by October. ORT's TAM Plan update has already been completed. The Congestion Management Plan (CMP) for the region, which will be discussed later on the agenda, will be completed this fiscal year; while the partnering (cost-share) project with ArDOT—preparation of an Intelligent Transportation System (ITS) & Transportation Systems Management Operation (TSMO) Plan, funded last year, will be completed this coming year (FY 2023).

Continuing activities include those associated with the EPA Phase II Stormwater MS4 Program; the Regional Mobility Authority; the Intergovernmental Work Group on Water and Wastewater Issues (the IWG); GIS mapping; technical assistance to cities and counties on planning and development matters; and the hosting of various local government maps and data on our server. The Illinois River Watershed Stormwater Project that's been discussed, if funded, could also involve project management activities by NWARPC staff. The budget would also have to be amended accordingly.

With regard to the expenditure column, most operating cost are expected to stay fairly constant. However, our lease expires at the end of September, and new quarters must be found. The budget amount is based on \$12.50/sq. ft. Software maintenance costs and professional fees are expected to go up slightly. Due to the age of our server, significant upgrade costs are included. As you may

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recall, our server system was initially funded by a WFF grant, and it's important that we continue the services we provide through its use. The accrued leave amount is also higher. This line item represents leave already earned by employees and already paid by respective grant programs. While these funds are already collected and in our account, the budget should reflect possible estimated expenditures. Consistent with past policy, the proposed salary total includes sufficient funds to cover the most recent annual Consumer Price Index (CPI-U). However, only 0.5% would be available for merit increase considerations after evaluations by the Director, and no step increases or adjustments are proposed at this time. Funding for a regional planner position for part of the year is also provided for in the total. As you may recall, we had a resignation and a retirement last year, but to date, we have only hired one new person. We are also seeking a transit planner—a position funded as part of the WFF grant approved last year.

What's not shown in this budget, are funds that come to the region, but that do not technically flow through our books. Those are the monies associated with NWARPC's Transportation Management Area (TMA) status. We are typically allocated approximately \$9 million in Federal Highway Administration (STBGP-A Program) funding annually that can be used for a wide range of regionally significant transportation projects, and the Commission must determine the projects that will be funded. Last year, as a result of Congress' approval of Covid stimulus and Highway Infrastructure funds, we received authority to allocate close to \$11 million for projects in the region. Since becoming a TMA in 2013, we've allocated nearly \$90 million; and this doesn't include the \$15 million TIGER Grant we got for the Razorback Regional Greenway, or the \$25 million BUILD Grant for the Bella Vista Bypass. Should new urban area determinations come out later this year as a result of the 2020 Census, STBGP-A and TAP allocations could increase significantly.

We are also the Designated Recipient for Federal Transit Administration (FTA) grant programs for the region. The Commission must determine how these funds are used and the amount each of the two transit providers (ORT and Razorback) may apply to FTA for capital and operating assistance. This is done annually through NWARPC's adoption of the FTA Program of Projects (POP). The FY 2022 POP is on today's agenda for approval consideration. The FTA Section 5307 amount (\$3,383,850) would be split between the providers in the same percentages as last year (55% to ORT, and 45% to Razorback); and Section 5339 funds for bus and bus facilities (\$272,182) would be split 50-50, as has been customary. Upon approval, the Commission will have, over the past 3 years, approved the allocation of over \$18.2 million for capital and operating assistance to the providers.

This coming year, we also anticipate 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. ArDOT, at our request, has been administering the Section 5310 funds on our behalf, but is interested in splitting some responsibilities to insure equitable distribution of funds and administrative efficiency.

And finally, now that the FY 2021 Audit is finished, we will be requesting ArDOT approval of a new indirect cost rate of 13.61%, which is the audited rate—that's down slightly from last years' 15.29% rate. Such rates are necessary under the federal Office of Management Budget's Super Circular.

Conklin stated he would be happy to answer any questions and there were none.

MOTION: Mayor Doug Sprouse made a motion to approve the 2023 NWARPC Budge as presented. Doug Tapp provided the second. Motion passed unanimously.

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(6) FFY 2022 FTA PROGRAM OF PROJECTS (POP)

Chair Mayor Chris Keeney introduced the item, with Tim Conklin explaining that the FTA apportionment of FFY 2022 transit funds have been published and the region will be receiving \$3.483 million in Section 5307 transit funds that will go to Ozark Regional Transit (ORT) and Razorback Transit, as well as \$100,000 that we use at Regional Planning Commission. He said our region will also receive \$272,444 in Section 5339 funds for capital. He said Section 5307 funds are used for operating and capital with 55% going to ORT and 45% going to Razorback Transit, and Section 5339 funds are split 50/50 between both transit agencies. He said this is a fairly significant increase from prior years under BIL. He also reminded the Commission the Regional Planning Commission is the FTA designated recipient and they make the decision on how to split the money between the transit agencies.

FTA SECTION 5307 POP FFY 2022					
OZARK REGIONAL TRANSIT AUTHORITY					
	Project Description	Project Type	Total Cost	Federal Share	Local Share
	Operating Assist.	Operating	\$ 2,050,504	\$ 1,025,252	\$ 1,025,252
	Preventative Mtn.	Capital	\$ 579,552	\$ 463,642	\$ 115,910
	ADA Paratransit Service	Capital	\$ 465,279	\$ 372,223	\$ 93,056
	TOTAL		\$ 3,095,335	\$ 1,861,117	\$ 1,234,218
UNIVERSITY OF ARKANSAS – RAZORBACK TRANSIT					
	Operating Assist.	Operating	\$ 105,466	\$ 52,733	\$ 52,733
	Preventative Mtn.	Capital	\$ 750,000	\$ 600,000	\$ 150,000
	Bus Procurement	Capital	\$ 882,353	\$ 750,000	\$ 132,353
	ADA Paratransit Service	Capital	\$ 150,000	\$ 120,000	\$ 30,000
	TOTAL		\$ 1,887,819	\$ 1,522,733	\$ 365,086
NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION					
	Comp. Planning	Capital	\$ 125,000	\$ 100,000	\$ 25,000
	TOTAL		\$ 5,108,154	\$ 3,483,850	\$ 1,624,304
FTA SECTION 5339 POP					
FFY 2018, 2019, 2020, 2021 & 2022					
OZARK REGIONAL TRANSIT AUTHORITY					
FFY Funding	Project Description	Project Type	Total Cost	Federal Share	Local Share
2018	Bus Procurement	Capital	\$ 205,379	\$ 174,572	\$ 30,807
2019	Bus Procurement	Capital	\$ 186,781	\$ 158,764	\$ 28,017
2020	Bus Procurement	Capital	\$ 184,246	\$ 156,609	\$ 27,637
2021	Bus Procurement	Capital	\$ 167,015	\$ 141,963	\$ 25,052
2022	Bus Procurement	Capital	\$ 160,107	\$ 136,091	\$ 24,016
UNIVERSITY OF ARKANSAS – RAZORBACK TRANSIT					
2018	Bus Procurement	Capital	\$ 205,379	\$ 174,572	\$ 30,807
2019	Bus Procurement	Capital	\$ 186,781	\$ 158,764	\$ 28,017
2020	Bus Procurement	Capital	\$ 184,246	\$ 156,609	\$ 27,637
2021	Bus Procurement	Capital	\$ 167,015	\$ 141,963	\$ 25,052
2022	Bus Procurement	Capital	\$ 160,107	\$ 136,091	\$ 24,016
SUMMARY – FFY TOTALS (ORT + RAZORBACK TRANSIT)					
FFY 2018	FTA Section 5339	Capital	\$ 410,758	\$ 349,144	\$ 61,614
FFY 2019	FTA Section 5339	Capital	\$ 373,562	\$ 317,528	\$ 56,034
FFY 2020	FTA Section 5339	Capital	\$ 368,492	\$ 313,218	\$ 55,274
FFY 2021	FTA Section 5339	Capital	\$ 334,030	\$ 283,926	\$ 50,104
FFY 2022	FTA Section 5339	Capital	\$ 320,214	\$ 272,182	\$ 48,032

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.

3/27/20 – Coronavirus Aid, Relief, & Economic Security (CARES) Act Funding: Total \$7,731,764 – ORT: \$4,252,470/Razorback: \$3,479,294

3/11/21 – American Rescue Plan Act Funding: Total \$996,609 – ORT: \$548,135/Razorback: \$448,474

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Chair Mayor Keeney asked if there were any questions and hearing none called for a motion to approve FFY 2022 FTA Program of Projects.

MOTION: John McCurdy made a motion to approve the FFY 2022 FTA Program of Projects. Mayor Doug Sprouse provided the second. Motion passed unanimously.

(7) 2022 CONGESTION MANAGEMENT PROCESS (CMP) – Resolution #2022-08

Chair Mayor Keeney introduced the item and Elizabeth Bowen explained Congestion Management Process is an update of the 2015 CMP, performed by consultant Cambridge Systematics. Data that you are going to see today will be based on the 2019 data. She explained the reason is we needed a full year of data for normal transportation activities and the COVID pandemic period prevented normal travel demand. Transportation/travel demand has resumed to a degree with Walmart and other businesses going back to the office in February. When we are able to get a year's worth of data it will be processed and updated. The National Performance Management Research Dataset (NPMRDS) being used is different than the 2015 dataset. This is travel time data with probe data in vehicles and trucks collected on a 5-minute, 15-minute and 1-hour interval. The public comment period for reviewing and commenting on the CMP started on May 6, 2022 and ended May 20, 2022. Comments received were used to update the CMP where needed. Bowen introduced Praveen Pasamarthy with Cambridge Systematics who presented a powerpoint presentation to the group.

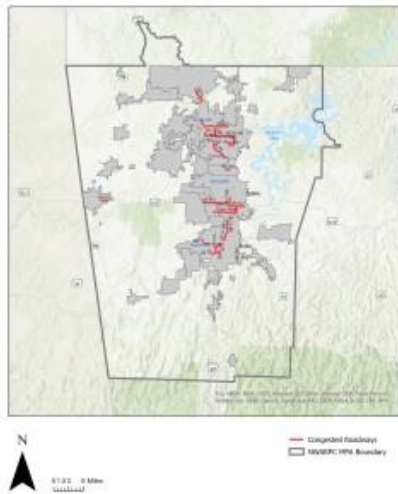
Pasamarthy shared the congestions management process, FHWA's CMP Process Model, the elements of the CMP, the CMP network, and 2015 to 2019 network comparison.

He explained this is a federal requirement to prepare the CMP. The 2019 peak hour congested segment time periods for NWA will be 2-hour vs FHWA 4 hours:

- Weekday AM peak period – 7 am to 9 am
- Weekday PM peak period – 4 pm to 6 pm
- Weekday Afternoon peak period – 11 am to 1 pm
- Weekend Afternoon peak period – 11 am to 1 pm

The identified congested segments are the top 15% of identified segments experiencing the worst delay during any for the four peak periods. Out of 826 directional miles analyzed 71 directional miles were identified as congested. The top 20 congested segments as listed in the updated CMP and displayed in today's presentation.

2019 Congested Segments



Top 20 Congested Segments

Rank	Route	Direction	Segment Limits	Length
1	US 412/W. Sunset Ave	EB and WB	Within 49 Interchange	0.22 mi
2	AR 16/W. Wedington Dr	EB	From N. Ruppel Rd. to US 71	0.86 mi
3	W. Pleasant Grove Rd	EB and EB	From I49 to S. Dixieland Rd.	0.45 mi
4	I-49	NB and SB	At Promenade Blvd/E Pauline Whitaker Pkwy/Exit 82	0.74 mi
5	AR 264/E. Monroe Ave.	WB	From Bloomington St. to US 71	0.81 mi
6	SE Walton Blvd	EB and WB	From SE Macy Rd to US 71	1.38 mi
7	W. Martin Luther King Blvd/W 6 th St.	WB	From Razorback Rd to 49	0.76 mi
8	SE 14 th St.	WB	From I49 to Walton Blvd.	1.81 mi
9	N. College Ave.	NB	From Rolling Hills Dr. to Millsap Rd.	0.58 mi
10	W. Walnut St.	EB and WB	From I49 to Dixieland Rd	2.16 mi
11	AR 16/W. Wedington Dr	WB	From N. Ruppel Rd. to US 71	0.86 mi
12	Thompson St.	NB and SB	From US 412/W. Sunset Ave to Robinson Ave.	0.34 mi
13	AR 264/E. Monroe Ave.	EB	From Bloomington St. to US 71	0.58 mi
14	SE 14 th St	EB	From Walton Blvd. to US 71	1.81 mi
15	US 412/W. Sunset Ave	WB	From Thompson St to 49	2.52 mi
16	W. Hudson Rd.	WB	From N. Dixieland Rd to 49	1.90 mi
17	I-49	SB	At Walton Blvd interchange	0.50 mi
18	N. College Ave	SB	From US 71 to Rolling Hills Dr	0.67 mi
19	New Hope Rd	WB	From I49 to Bellview Rd	0.67 mi
20	US 71	NB	At Exit 93	0.36 mi

Pasamarthy described the 2015 CMP and 2019 CMP uses a different probe speed dataset and the network coverage are improved. Congestion on several roadways improved from 2015 including I-49 in Washington County and Hwy 265. Pasamarthy shared the CMP Action Plan describing the Planning Activities; Implementation Activities; Data Collection, Evaluation, and Monitoring; and Coordination Activities. Pasamarthy summarized the CMP sharing that it provides structured process for analyzing congestion; develops an objectives-driven, performance-based approach; increased collaboration and coordination; and develops framework for monitoring congestion. It also integrates with regional planning efforts.

Cambridge Systematic shared that multiple comments were received on the draft document and shared the comments that warranted inclusion into the plan. A summary of updates to the Plan were shared as follows:

Comments and Updates to the Draft

- ➔ Received comments from Public

- ➔ Updated the draft based on the feedback
 - » Section 4.4.3
 - Add the following performance measure “Commute mode share in the NW Arkansas region”

 - » Table 7-4
 - Add “Local Long Range Land Use Planning” under Land Use Strategies

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Comments and Updates to the Draft

- ➔ Updated the draft based on the feedback
 - » Table 8-1
 - Planning Activities (add the following)
 - Provide planning assistance to local jurisdictions to develop long range land use plans that help support the accomplishment of the recommendations of the NWARPC 2014 Transportation Alternatives Analysis Study, the land use development Objectives of the current NWARPC Transit Development Plan and help ensure that the community becomes transit ready

 - Coordination Activities (add the following)
 - Hold an annual meeting of the land use planning authorities of the major Cities within the NWA Metropolitan Region to discuss potential long range land use planning and policy actions that can help implement the 2045 MTP.

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Chair Mayor Chris Keeney asked whether there were any questions and hearing none, requested a motion to approve Resolution #2022-08 for approval of the 2022 Congestion Management Process (CMP).

MOTION: Mayor Chris Moore made a motion to approve Resolution #2022-08 approval of 2022 Congestion Management Process (CMP). Sam Ata provided the second. Motion passed unanimously.

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(8) FFY 2023 STBGP-A & TAP – Call for Projects and Timeline

Chair Chris Keeney introduced the item. Tim Conklin reminded TAC members that the deadline for applications is June 15, 2022 and that we need City/County resolutions for new projects, and existing projects should apply for additional funds due to rising costs.

Conklin said we anticipate having close to \$10 million for STBGP-A and around \$1.4 million in TAP funds, and showed the following breakdown:

TAP CALL FOR PROJECTS – FFY 2023 ESTIMATE BASED ON FFY 2022

FFY 2022 TAP Awarded Aug 2021	\$ 626,000
FFY 2022 TAP Actual	<u>\$1,017,487</u>
FFY 2022 TAP Remaining	\$ 391,487
FFY 2022 TAP Remaining	\$ 391,487
FFY 2023 TAP Est. (based on FFY 2022)	<u>\$1,017,487</u>
Total Available TAP FFY 2022 & 2023	<u>\$1,408,974</u>
STBGP-A FFY Awarded Aug 2021	\$8,034,319
FFY 2022 STBGP-A Actual	<u>\$8,994,211</u>
FFY 2022 STBGP-A Remaining	\$ 959,892
FFY 2022 STBGP-A Remaining	\$ 959,892
FFY 2023 STBGP-A Est.	<u>\$8,994,211</u>
Total Available STBGP-A FFY 2022 & 2023	<u>\$9,954,103</u>



At the last TAC meeting, Chris Brown-Fayetteville requested a list of existing STBGP-A federal-aid projects in the pipeline. Tim Conklin reviewed the list with TAC and requested feedback from local jurisdictions on any changes to the “pipeline projects” list.

He stated that the local jurisdictions are make the decisions on when to advance different project phases based on available funding (local and federal) and project readiness. He mentioned that several corridor projects could utilize 100% of the available federal funding for several years like Don Tyson Parkway Extension if we have a limited number of projects to choose from.

PROJECTS IN THE PIPELINE

Existing STBGP-A Projects	Project Name	Type	Anticipated Requests
			Funding FFY 2023
Bella Vista	Mercy Way Bridge/Road/Razorback Greenway	Complete Street + Side Path	Y
Springdale	Don Tyson Parkway Ext	Complete Street + Side Path	Y
Benton County	Wagon Wheel Road Bridge Replacement	Safety	Y
Fayetteville	College Ave. Complete Street	Complete Street	Y
Fayetteville	Hwy 62 Interchange Improvements - 15th Street Overpass	Complete Street - Overpass	Y
Springdale	Gene George Blvd – Phase I, II, III	Complete Street + Side Path	N
Lowell	Hwy 264/Bellview Road Intersection	Safety – Roundabout	N
Bentonville/Centerton	Greenhouse Road	Complete Street + Side Path	N
Bentonville	Hwy 12 and Hwy 279 Intersection	Safety	N
Siloam Springs	E Kenwood St Improvements (widening, incl. side path)	Complete Street	N
Rogers	Walnut Street/US 71B	Complete Street	?
Bentonville	U.S. 71B and 12th Street Intersection	Safety, Capacity	?
Rogers	JB Hunt Road	Complete Street + Side Path	?
Rogers	28th Place	Complete Street + Side Path	?
Lowell	U.S. 71B and Hwy 264 Intersection	Safety, Capacity	?
Projects Considered Fully Funded - Not Completed			
Gentry	Hwy 12 & Hwy 59 Traffic Signal	Safety, Capacity	N
Tontitown	U.S. 412 Klenc Rd Traffic Signal	Safety	N
Bentonville	8th Street	Complete Street + Side Path	N
Fayetteville	Sain Street	Complete Street	N
Farmington	Hwy 170	Complete Street	N
Fayetteville	Razorback Road	Complete Street	N



(9) CARBON REDUCTION PROGRAM FUNDING

Chair Mayor Chris Keeney introduced the item and Tim Conklin shared that under the Bipartisan Infrastructure Law there is a new suballocation of funding for urbanized areas with the Carbon Reduction Program (CRP) funding. NWARPC will receive around \$1M each year. NWARPC did not select projects last year for this funding. We confirmed with ARDOT that this federal fiscal year CRP funding money can be carried over into FFY 2023 so there will be \$2M available to select projects in the region.

The purpose of the program is to select projects designed to reduce transportation emissions. The term “transportation emissions” is defined as carbon dioxide emissions from on-road highway sources of those emissions within a state. They can be used on a wide variety of projects. These funds will need to be in our TIP and 2045 MTP. We will have to process TIP and 2045 MTP amendments to get them added to these documents before we can spend any of this money.

Elizabeth Bowen shared the TAC committee created a sub-committee to look at the program guidelines to make recommendations to TAC for implementation. Four cities, Fayetteville, Springdale, Rogers, and Farmington, plus NWARPC staff attended a meeting on May 6, 2022. The recommendation was to create a Carbon Reduction Program and application process with focus areas for eligible activities A, C, D, E, & F.

Bowen shared we have a million dollars federal for both FY 2022 and FY 2023 which requires 20% local match. If approved there will be a new application process for these CRP funds. We anticipate the program will be developed and you will be able to apply for projects this summer or early fall.

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Bowen stated we have summarized eligible activities in past meetings, however the guidance from USDOT explains them in more detail. Bowen went over the eligible activities under CRP listed A through M paraphrasing each and noted that items with a check mark are areas the sub-committee is recommending as focus areas for the NWARPC CR Program:

Eligible Activities: Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):

- ✓ A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a **traffic monitoring, management, and control facility** or program, including advanced truck stop electrification systems;
- B. a **public transportation project** eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
- ✓ C. a **transportation alternatives project** as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- ✓ D. a project described in section 23 U.S.C. 503(c)(4)(E) for **advanced transportation and congestion management technologies**;

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- ✓ E. a project for the deployment of **infrastructure-based intelligent transportation systems capital improvements** and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
- ✓ F. a project to **replace street lighting and traffic control devices** with energy-efficient alternatives;
- G. **development of a carbon reduction strategy** (as described in the Carbon Reduction Strategies section above);
- H. a project or strategy designed to support **congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes**, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;

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Bowen said a point system and matrix will be created to accommodate what the committee votes on today. She paraphrased A through M with the recommended focus areas as follows:

- A. traffic monitoring, management, and control facility or program;
- C. transportation alternatives project – planning and design and construction;
- D. advanced transportation and congestion management technologies;
- E. infrastructure-based intelligent transportation systems capital improvements; and
- F. replace street lighting and traffic control devices.

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She said as NWARPC develops the application process we will have these focus areas and the metrics for the focus areas as points for selecting projects. Bowen asked if any of the sub-committee members that had anything they would like to add before we ask for a motion.

Elizabeth Bowen asked the group if there were any questions or recommendations about what has been discussed, none were received. Bowen stated that the TAC is recommending to the Policy Committee to develop a Carbon Reduction Program with an application process using the focus areas as mentioned.

MOTION: Sam Ata made a motion to approve the development of a Carbon Reduction Program including an application process with the focus areas. John McCurdy provided the second. Motion passed unanimously.

(10) SAFE STREETS AND ROADS FOR ALL (SS4A) REGIONAL PROJECT – VISION ZERO PLAN Resolution #2022-09

Tim Conklin informed RPC that the U.S. Department of Transportation (DOT) has announced that the application process is now open for communities of all sizes to apply for \$1 billion in Fiscal Year 2022 funding to help them ensure safe streets and roads for all and address the national roadway safety crisis. The key to applying for future capital projects is to have a Regional Safety Action Plan.

He shared that NWARPC had received a request from the City of Fayetteville asking if NWARPC would consider applying for funding to complete a Regional Comprehensive Safety Action Plan for jurisdictions.

NWARPC reached out to Springdale, Rogers, and Bentonville staff to gauge their interest in a developing regional plan. The four largest Cities all agreed that the regional approach should be pursued for the Safety Action Plan and was the preferred option for a SS4A grant. Mr. Conklin also informed TAC that he also understood Siloam Springs was interested in a safety action plan.

Staff is also looking at funding opportunities to match the federal funds without having cities match these funds.

He mentioned that NWARPC is requesting to complete a Regional Vision Zero Plan – Meet SS4A Guidance Criteria. He also stated that the request would be to utilize available NWARPC STBGP-A funds to begin the process \$400,000 Federal 80% 100,000 Local Match and also apply for a SSFA Planning Grant and identify potential local matching funds. He mentioned that NWARPC did have available STBGP-A funds that have been returned with project close-out.

MOTION: Mayor Jeff Van Sickler made a motion to approve Resolution #2022-09 for NWARPC to develop a regional SS4A Comprehensive Safety Action Plan, utilize up to \$400,000 of STBGP-A available, and apply for a SS4A Planning Grant. John McCurdy provided the second. Motion passed unanimously.

(11) FUNCTIONAL CLASSIFICATION MAP AMENDMENT – FAYETTEVILLE – N. HEMLOCK AVE. AND MILLSAP RD. – Request – Major Collector Designation

Tim Conklin presented this item to amend the FHWA Functional Classification Map. The City of

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Fayetteville is requesting to classify both Millsap Road and N Hemlock Avenue (East of College Ave) as Major Collector. Conklin shared the key to utilizing federal aid funds that comes to the region is that a road must be a collector or above and this road is not currently on the functional classification map.

Chris Brown stated he would appreciate the support of the Policy Committee. This completes an alternate route for Joyce Ave to allow traffic to flow much better and connect to College Ave. It’s an important project for Fayetteville. It carries quite a bit of regional traffic. Brown stated he would appreciate the support and made the motion.

MOTION: Chris Brown made a motion to amend the FHWA Functional Classification Map to classify N. Hemlock Ave. and Millsap Rd as a Major Collector. John McCurdy provided the second. Motion passed unanimously.

(12) PROJECTS AND OTHER UPDATES

A. FFY 2022 STBGP-A & TAP Update – Project Development

Tim Conklin said speaking of managing projects, we need to obligate the FFY 2022 projects. He said it is important for us at Regional Planning to know whether you are going to make your deadline for these projects. He said those projects that are ready will absorb any funds that were not obligated to ensure we do not lose any federal funds for FY 2022, subject to the Board approval.

B. Bipartisan Infrastructure Law (BIL) (aka IJA) Updates

Tim Conklin gave an overview of the recent notices of funding availability within the new Bipartisan Infrastructure Law (BIL) programs and showed the following:

FUNDING AVAILABLE TO A RANGE OF RECIPIENTS								
	Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
<i>FFY 2022 Funded</i>	Apportioned programs (formula)	✓						(For NWARPC: STBGP-A, TAP, Carbon Reduction)
<i>Guidance Issued 1-14-22</i>	Bridge Program (formula)	✓			✓			(Watch for: Off-system Bridges)
<i>Guidance Issued 2-10-22</i>	National Electric Vehicle Formula Program	✓		✓				(For NWA: US 412 Nomination Submitted <u>May 13!</u>)
<i>Anticipated May 2022</i>	Safe Streets and Roads for All program		✓	✓	✓			(Watch for: May 2022)
	PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
<i>Guidance Issued 2-10-22</i>	Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	Next -NWA EV Infrastructure Meeting June 9, 2022 at 1:30 p.m.
	Congestion Relief Program	✓	✓	✓				
<i>Webinar -Reconnecting Communities Pilot (RCP) discretionary grant program on Thursday, May 19 from 1:30pm – 2:30pm EDT.</i>	Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
	Reconnecting Communities Pilot Program	✓	✓	✓	✓			
<i>Due May 23!</i>	Rural Surface Transportation Grants (Rural)	✓		✓	✓			
	INFRANationally Significant Multimodal Freight and Highways Projects grants program	✓	✓	✓	✓	✓		✓
	Nat’l Infra. Project Assistance (Mega)	✓	✓	✓	✓	✓		
<i>Due April 14!</i>	Local and Regional Project Assistance (RAISE)	✓	✓	✓	✓	✓	✓	(For NWA: Fayetteville/Maple Street)

Multimodal Project Discretionary Grant (MPDG) - combined Mega/ INFRAN/ Rural

Note: This table does not include all BIL programs or eligible entities, and there are additional nuances not represented in this table. Additional programmatic information is provided in later slides. FHWA will administer most, but not all, programs listed.
* "PA" means a special purpose district or public authority with a transportation function; FLMA means Federal Land Management Agency

Source: FHWA Presentation "Bipartisan Infrastructure Law (BIL): Overview of Highway Provisions", 2021




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Conklin said Regional Planning is doing a nomination for US 412 as an Alternative Fuel Corridor (AFC) and would like to thank the Governor's office for their support letter, along with Cities, Counties and Chambers who have provided letters. He mentioned they submitted the AFC nomination for US 412 before the May 13, 2022 deadline.

2022/ROUND 6 REQUEST FOR NOMINATIONS:

U.S. 412 "EV CORRIDOR-PENDING" DESIGNATION





U.S. 412 ARKANSAS
(OKLAHOMA TO I-49, 22 MILES)
ALTERNATIVE FUEL CORRIDOR NOMINATION



<https://bepgs.thwa.dot.gov/Thwaqgi/ViewMap.aspx?map=Highway+Information%7CElectric+Vehicle+EV+Round+1,2,3,4+and+5#>

LEAD NOMINATING AGENCY:
Northwest Arkansas Regional Planning Commission (NWARPC) | www.nwarpc.org
Metropolitan Planning Organization (MPO), Transportation Management Area (TMA)
Tim Conklin, Assistant Director, tconklin@nwarpc.org | 479-751-7125
1311 Clayton, Springdale, AR 72762

STATE OF ARKANSAS – SUPPORTING NOMINATION PARTNERS:
Arkansas Governor's Office | governor.arkansas.gov
Arkansas Department of Transportation (ARDOT) | www.ardot.gov
Arkansas Department of Energy and Environment (ADEQ) | www.aeq.state.ar.us



C. Transportation Systems Maintenance and Operations (TSMO)/Intelligent Transportation Systems (ITS)

Elizabeth Bowen summarized and presented updates on the Transportation Systems Maintenance and Operations (TSMO)/Intelligent Transportation Systems (ITS). She said staff and the committee continue to meet with Cambridge Systematics on the projects. She shared that a Capability Maturity Model (CMM) assessment workshop was held on May 3 and 4. She thanked Fayetteville, Springdale, Rogers, Bentonville, Bella Vista, Lowell, ARDOT and Andy Brewer for attending and providing information and guidance to advance the TSMO planning process for the region. She said the ITS Plan that is being developed is an update to the 2007 Plan. She said ATG is a subcontractor of Cambridge Systematics, and they have begun reaching out to stakeholders to set up interviews for what you have and what you would like to see for ITS in your community and as a region.

She asked whether there were questions and there were none.

D. NWA Regional Assessment of Stormwater Management

Elizabeth Bowen said this is a project that the Illinois River Watershed Partnership (IRWP) brought to us last year in June. She summarized and presented the following updates on the project:

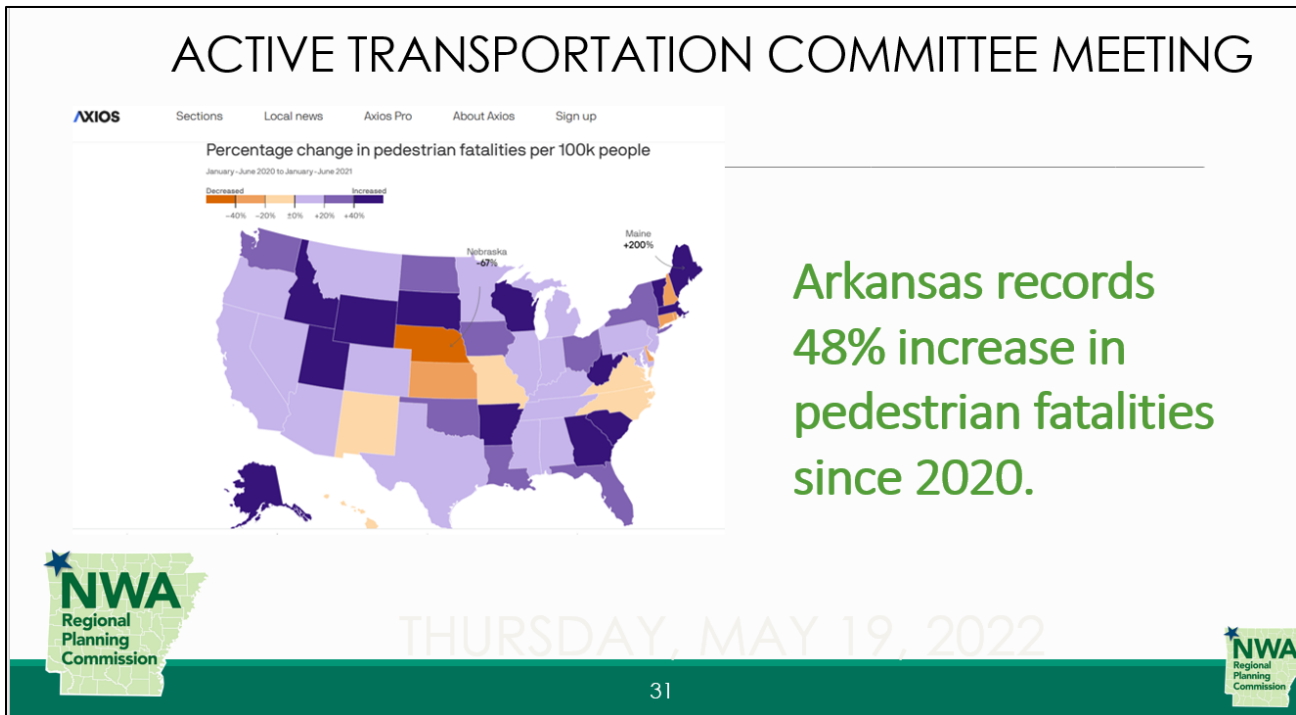
- Selected vendor is Halff Associates, Inc.
- Working with Halff, Corps and ANRC on Funding/Scope
- Meeting May 10, 2022 at 1:00-3:00 at NWARPC to refine scope for Halff to meet ANRD funding opportunities and to determine if Corps scope to develop model will be beneficial to the cities.
- Determined Corps scope will be helpful to the project
- Determined ANRD has funds to do Corps model but waiting on funds from ARPA.

Bowen shared we heard from Arkansas Natural Resource Division (ANRD) regarding the potential for funding the project, understanding that funding may or may not become available. We met with Halff, ANRD and the Corps discussing the scope refinement for Halff and trying to move forward with a piece of the project until funds are available for the project. Part of that meeting was to determine whether or not the Corps scope to update the model would be beneficial to the communities. It was determined that it would be beneficial, so ANRD plans to move forward with the model update that is costing about \$300,00.

(13) COMMITTEE AND GROUP UPDATES

A. Active Transportation Committee (ACT)

Elizabeth Bowen said the committee and subcommittee met May 19, 2022 and the sub-committee met April 21, 2022. She said May is Bike Month. Axios graphic shared where percentage change in pedestrian fatalities per 100K people and Arkansas records 48% increase in pedestrian fatalities since 2020. This is a scary number. Other states had double digit losses meaning their death rates went down with some states showing triple digit gains over the same period.



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Bowen said the subcommittee met on updating the Arkansas Bicycle and Pedestrian Master Plan, including updates to 31 community plans. She described the progress being made with various cities on their plans, along with progress the sub-committee has made, including:

NWA Regional Bicycle and Pedestrian Master Plan Update

- Reviewed Main Chapters
- Local Plan Updates
- Public Outreach Plan
- Catalyst Projects
- Regional Network
- Next Steps:
 - Outreach
 - Meet with Cities
 - Goals/Performance Measures
 - Complete Streets/Vision Zero
 - Photos for Plan

Bowen said they have developed online, in-person, and intercept surveys as part of the Public Outreach work. Since April 9 we have only had 780 responses. She requested everyone fill it out and have everyone they know fill it out. The public survey is being distributed to better understand wants and needs in the region in relation to active transportation. She explained this Plan includes 30 City Plans and a Regional Plan. This is the time for everyone to share what the community wants for active transportation in our communities. She also shared the trail intercept surveys have started and will continue through April and May with Fayetteville, Bentonville, Bella Vista and Centerton completing their intercept surveys but the weather has been a problem. Funding opportunities were discussed at ACT as well.

B. NWA Open Space Coalition

Elizabeth Bowen stated the group met May 24, 2022. They discussed the progress on the template resolution for cities. So far, Fayetteville has adopted an ordinance and Gentry has adopted a Park and Rec Plan that includes appropriate language. Committee members are working with Rogers, Siloam Springs, Pea Ridge and Greenland. These are the next cities that are moving forward with that process.

(14) PUBLIC COMMENT

Bowen shared that all the public comments on the CMP were shared during that presentation. Bowen shared there were no other public comments received prior to the meeting.

Conklin called on Nolan Shipley as a person that provided written comments. Shipley shared that he was looking at public transportation allocation, which is focused heavily on bus. He said coming from Texas, and looking at cities that are expanding rapidly, it seems there is significant congestion occurring and there is a need to look at other alternatives rather than just cars and bus. He said there is a need to find a balance between biking and walkability, and how those can coexist with bus and road systems. He said another big picture goal would be to look at what a passenger rail or light rail would look like in the area.

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Conklin offered to meet with Shipley to look at existing studies. Adam Waddell offered to attend the meeting as a source for transit input.

Chair Chris Keeney asked if any comments had been received prior to the meeting.

(15) OTHER BUSINESS

A. Future Meeting Dates:

Tim Conklin went over the future meetings as follows:

- **RPC/Policy Committee Meeting** – Wednesday, May 25, 2022 @ 1:30 PM
- **Certification Review FHWA Public Meeting**, Tuesday, June 7, 2022 @ 4:30 – 5:30 pm at NWARPC
- **NWA EV Infrastructure Meeting # 3** Thursday, June 9, 2022 @ 1:30 to 3:00 PM Arvest Ballpark, 3000 Gene George Blvd, Springdale, AR 72762 - Community Room
- **TAC Meeting** – Thursday, June 22, 2022 @ 10:30 AM
- **SS4A Notice of Funding Opportunity** – coming in spring 2022

Conklin shared Lori Tudor and Becky Keogh will be presenting at the EV meeting. Conklin thanked CEI and Anna Keogh for sponsoring and hosting this event. Arvest Ballpark has EV charging stations and Tesla Association of Arkansas will be bringing electric vehicles that will be plugged in and you can look at the vehicles. Please RSVP.

Conklin thanked Cristina Scarlat for completing the 2021 Annual Report and it is available on the website.

Chair Chris Keeney asked if there was any other business; hearing none asked for a motion to adjourn.

16. ADJOURN

With no other business, Chair, Mayor Chris Kenney adjourned the meeting at 2:50 p.m.

PASSED AND APPROVED THIS _____ DAY OF _____, 2022:

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

ATTEST:
