

**DRAFT NARTS TECHNICAL ADVISORY COMMITTEE IN-PERSON AND VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 20, 2022 AT 10:30 AM**

ENTITY	MEMBER	PRESENT	PROXY
AVOCA	ROBERT WHITEHORN		
BELLA VISTA	DOUG TAPP		
BENTON COUNTY	JUDGE BARRY MOEHRING JOSH BEAM JAY FRASIER (TRACY BACKS)	X	
BENTONVILLE	DENNIS BIRGE DAN WEESE	X	
CAVE SPRINGS	MAYOR RANDALL NOBLETT		
CENTERTON	MAYOR BILL EDWARDS LORENE BURNS	X	
ELKINS	MAYOR BRUCE LEDFORD		
ELM SPRINGS	MAYOR HAROLD DOUTHIT		
FARMINGTON	MELISSA McCARVILLE	X	
FAYETTEVILLE	JONATHAN CURTH PAUL LIBERTINI CHRIS BROWN	X X X	
GENTRY	MAYOR KEVIN JOHNSTON	X	
GRAVETTE	KURT MADDOX (MALLORY WEAVER)		
GREENLAND	MAYOR BILL GROOM		
HIGHFILL	MAYOR MICHELLE RIEFF		
JOHNSON	MAYOR CHRIS KEENEY	X	
LITTLE FLOCK	MAYOR JEFF VAN SICKLER	X	
LOWELL	MAYOR CHRIS MOORE RICK STONE	X	
PEA RIDGE	MAYOR JACKIE CRABTREE (NATHAN SEE)	X	
PINEVILLE	MAYOR GREG SWEETEN		
PRAIRIE GROVE	MAYOR SONNY HUDSON		
ROGERS	LANCE JOBE JOHN MCCURDY	X	
SILAM SPRINGS	BEN RHOADS ( <b>VICE CHAIR</b> ) JUSTIN BLAND	X	
SPRINGDALE	PATSY CHRISTIE ( <b>CHAIR</b> ) BRAD BALDWIN	X X	
TONTITOWN	MAYOR GENE MCCARTNEY	X	
WASHINGTON CO.	BRIAN LESTER JEFF CROWDER		
WEST FORK	MAYOR HEITH CAUDLE		
WINSLOW	ANN MALKIE		
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 (JAY HUNNEYCUTT)	X	
McDONALD COUNTY	BILL LANT		
MoDOT	FRANK MILLER LLANS TAYLOR	X	BRITNI O'CONNOR
NWA NATIONAL AIRPORT	AARON BURKES		
ARDOT PLANNING AND DISTRICT 9	CHRIS DILLAHA (SUNNY FARMAHAN) STACEY BURGE	X	

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**NWARPC STAFF:** Tim Conklin; Nicole Gibbs; Elizabeth Bowen; Cristina Scarlat.

**OTHERS:** Amy Heflin (FHWA); Andy Brewer (Olsson); Dawn Warrick and Keith Beatty (Freese and Nichols); Anna Keogh (CEI); Aaron Boehmler (Burns McDonnell); Ron Wood (NWADG); and Mike Johnson.

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

**(1) CALL TO ORDER**

The in-person and virtual NWARPC Technical Advisory Committee (TAC) Meeting was called to order by Chair, Patsy Christie at 10:31 a.m.

**(2) ROLL CALL OF MEMBERS**

Tim Conklin named the virtual and in-person attendees. Nicole Gibbs recorded member names and tallied votes. A quorum was reached.

**(3) APPROVAL OF OCTOBER 21, 2021 TAC MEETING MINUTES**

Chair Patsy Christie asked the Committee whether there were any additions or corrections to the October meeting minutes and requested a motion to approve the October 21, 2021 TAC Meeting Minutes.

Mayor Jeff Van Sickler noted two spelling corrections needed in the minutes.

**MOTION:** Mayor Jeff Van Sickler made a motion to approve the October 21, 2021 TAC Meeting Minutes with noted corrections. Dan Weese provided the second. Motion passed unanimously.

**(4) NARTS FFY 2021-2024 TIP PROPOSED AMENDMENT #3 FAYETTEVILLE COLLEGE AVENUE IMPROVEMENTS – Recommendation to RPC/Policy Committee**

Chair Patsy Christie introduced the item, with Tim Conklin explaining that the City of Fayetteville requested and was awarded \$1.5M of NWARPC STBGP-A funds for their College Avenue Corridor Improvement project. He said ARDOT and the City entered into an agreement as part of the Hwy 112 project for the City to take ownership of College Avenue (previously US 71B) and ARDOT to provide an additional \$1.5M in federal funding toward the College Avenue project between North Street and Green Acres Road. Conklin said we do not need to amend our 2045 NWARPC Metropolitan Transportation Plan (MTP) since the project is already listed, along with all other voter-approved street bond projects in Fayetteville, Springdale, Rogers, and Bentonville. He said the public comment period was held January 7, 2022 through January 21, 2022.

Conklin said we will need to amend our TIP in order for Fayetteville to utilize this funding on College Avenue in Fayetteville, and we will need a motion to recommend approval of this TIP amendment to the RPC/Policy Committee.

Chair Christie asked whether there were any comments or questions and hearing none, requested a motion to recommend to the RPC/Policy Committee approval of the proposed TIP Amendment #3.

**MOTION:** Chris Brown made a motion to recommend to the RPC/Policy Committee approval of the proposed NARTS FFY 2021-2024 TIP Amendment #3. Jonathan Curth provided the second. Motion passed unanimously.

**(5) BIL “BIPARTISAN INFRASTRUCTURE LAW” OVERVIEW (AKA IJJA “INFRASTRUCTURE INVESTMENT AND JOBS ACT”)**

Chair Patsy Christie introduced the item, with Tim Conklin explaining that he has been getting questions on whether cities and counties will be receiving direct funding from the BIL. He said there will not be direct payments to cities and counties.

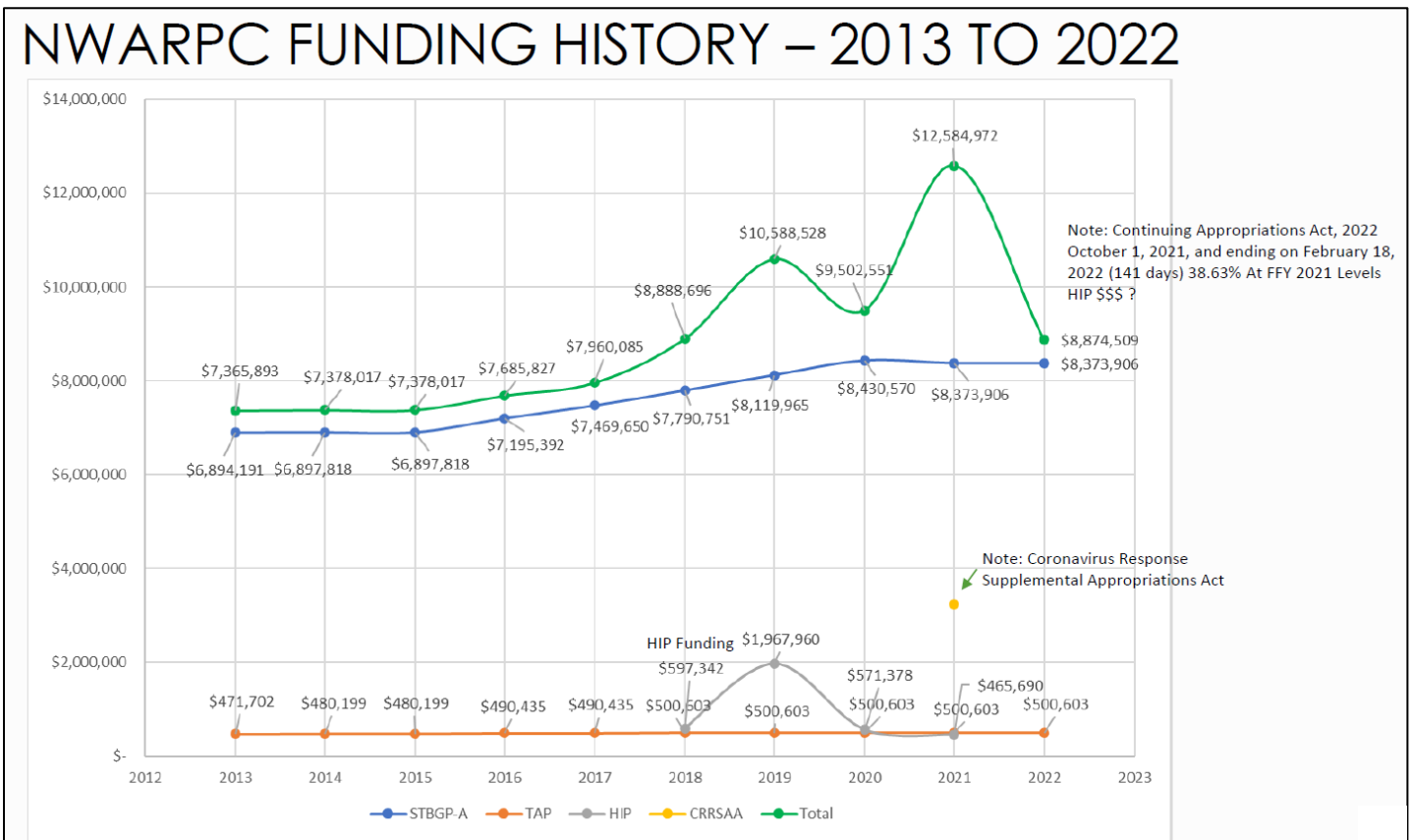
Conklin began by reminding the committee of the FFY 2022 STBGP-A and TAP Project Development requirements and the \$8.6M awarded to NWA projects. He emphasized that cities must have an initiation meeting with ARDOT and must follow the Local Public Agency Project Manual and project development process steps carefully, paying close attention to the milestones or “stop” points that you must meet before moving on in order to receive federal funding. The following link was shared for the LPA Project Manual and the following figure was shown:

[https://www.ardot.gov/wp-content/uploads/2021/06/FINAL\\_LPA-Manual\\_v26-14-21.pdf](https://www.ardot.gov/wp-content/uploads/2021/06/FINAL_LPA-Manual_v26-14-21.pdf)



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Conklin then gave an overview of the new Bipartisan Infrastructure Law (BIL) saying that within the BIL, there is a continuation of our suballocated STBGP-A and TAP funding for our urbanized area, however, as of today, the 2022 apportionment tables are not yet published. He said there is a continuing resolution that funds these programs through February 18<sup>th</sup> of 2022, however, all of 2022 funding is not in place at this time. He said NWARPC plans to issue a call for projects in May and June 2022, and will select and approve FFY 2023 projects in July and August based on published FFY 2022 BIL Apportionment funding levels, which we hopefully will have by that time. He said the estimates for the BIL funding of these programs may increase STBGP-A by 20%, and TAP by 40%. He said at the moment, however, there are still a lot of unknowns, with the current Obligation Limitation being 71.8%, the lowest he has ever seen it. He showed the following graph to illustrate NWARPC funding history from 2013 to 2022:



Conklin gave further background on recent construction bids and said as we know, we have seen significant increases in bid openings, and we are looking at beyond \$4M or \$5M per mile, particularly if the project includes a bridge. He said even with the additional anticipated funding, we are going to be challenged as a region to deliver ongoing projects that are already in queue.

Conklin explained that there are many new discretionary programs in BIL and gave a history of the region’s past successes with similar discretionary programs (e.g. TIGER, BUILD, FTA5339 grants). He said BIL is funding more than just Highway projects, however \$351.3B of guaranteed funding will be going to FHWA programs. He showed the following breakdown by agency/mode:

### Total Guaranteed Funding by Agency/Mode (totals rounded)

	2021 (FAST Act)	2022	2023	2024	2025	2026	Total IJJA
FHWA/Highways	\$49B	\$68B	\$69B	\$70B	\$72B	\$73B	<b>\$351.3B</b>
NHTSA/Safety	\$1B	\$1B	\$1B	\$1B	\$1B	\$1B	<b>\$6.7B</b>
FMCSA/Safety	\$676M	\$1B	\$1B	\$1B	\$1B	\$1B	<b>\$5.1B</b>
FTA/Transit	\$13B	\$18B	\$18B	\$18.8B	\$19B	\$19B	<b>\$91.1B</b>
Office of the Secretary (Grant Programs)		\$4B	\$4B	\$4B	\$4B	\$4B	<b>\$19.2B</b>
FRA/Rail	\$3B	\$13B	\$13B	\$13B	\$13B	\$13B	<b>\$66B</b>
FAA/Airports	NA	\$5B	\$5B	\$5B	\$5B	\$5B	<b>\$25B</b>
MARAD/Ports PHMSA/Pipeline Safety	NA	\$675M	\$650M	\$650M	\$650M	\$650M	<b>\$3B</b>
<b>Total</b>	<b>\$67B</b>	<b>\$110B</b>	<b>\$112B</b>	<b>\$115B</b>	<b>\$115B</b>	<b>\$117B</b>	<b>\$567.5B</b>

Source: AMPO, Infrastructure Investment and Jobs Act (IIJA) Resource Guide



Conklin explained there is five years of authorization (FY 2022 – 2026) and there are more than a dozen new highway programs, both formula and discretionary, with a focus on safety, bridges, climate change, resilience, and project delivery, along with more opportunities for local governments and other non-traditional entities to access new funding. He said the majority of the funding continues to be formula apportionment going to the state with a portion being suballocated to MPO’s.

Conklin highlighted some of the programs that may be of interest to the region including the Electric Vehicle Programs, Safe Streets and Roads for All, PROTECT grants, Bridge Investment, and Local and Regional Project Assistance, the last mentioned being the codified version of TIGER/BUILD/RAISE programs. He noted that NWARPC has already met with some of the utilities and larger cities regarding to Electric Vehicle programs and said to contact him if others are interested in being added to the interest group list. He also mentioned that Carbon Reduction funding may also be suballocated to MPO’s. He showed the following table listing the programs and eligible entities:

## FUNDING AVAILABLE TO A RANGE OF RECIPIENTS

Program Examples	State	MPO	Local	Tribe	PA*	Territory	FLMA*
Apportioned programs (formula)	✓						
Bridge Program (formula)	✓			✓			
National Electric Vehicle Formula Program	✓		✓				
Safe Streets and Roads for All program		✓	✓	✓			
PROTECT Grants (discretionary)	✓	✓	✓	✓	✓		✓
Charging and Fueling Infrastructure Program	✓	✓	✓	✓	✓	✓	
Congestion Relief Program	✓	✓	✓				
Bridge Investment Program (discretionary)	✓	✓	✓	✓	✓		✓
Reconnecting Communities Pilot Program	✓	✓	✓	✓			
Rural Surface Transportation Grants	✓		✓	✓			
INFRA	✓	✓	✓	✓	✓		✓
Nat'l Infra. Project Assistance	✓	✓	✓	✓	✓		
Local and Regional Project Assistance	✓	✓	✓	✓	✓	✓	

*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 gave further details for the various BIL programs. He offered some thoughts on how best to position the region to compete for discretionary programs, including continuing discussions on EV charging infrastructure, reviewing existing NWARPC and locally adopted plans, including voter approved Street Bond Programs to see how various priorities may fit into these new funding programs, and continuing to review Notice of Funding Opportunities (NOFO's) and guidance as they emerge. He mentioned a few regional projects like Hwy 112 and US 71B corridors that meet many of the stated BIL focus areas, such as complete street, safety and vision zero strategies, carbon reduction, etc., that may be strong candidates for discretionary funds. He said as a region we do not have a shortage of plans and projects, however there may be other ideas out there that we will want to work towards.

Conklin asked whether there were any questions or comments. Chris Brown asked whether the Hwy 112 corridor would be considered for other discretionary grants, rather than using the funds that come through STBGP-A. Conklin responded that he feels Hwy 112 is a great multijurisdictional project that utilizes complete streets, vision zero, access management, active transportation, and other focus areas that the discretionary programs are prioritizing, however, he called on ARDOT to pay for and implement Federal Highway best practices, rather than the region having to cover the extra costs associated with these practices. Brown agreed and said one way or the other, he would like the region not to use all of our STBGP-A funds to put into Hwy 112 since we have many other

project opportunities. Brown also asked whether there are adequate state funds to cover the matching funds for this additional federal aid money, or is there discussion about looking to local jurisdictions to help match and partner on some projects. Sunny Farmahan, ARDOT, said we do not have the answer to that question yet and will share guidance as we know more. Brown also asked about what we know regarding the timeframe for some of these programs, and whether it may be possible to apply for funding in 2022, start design, but start construction two to five years later. Conklin responded that ARDOT's policy is that we can carry \$1M forward, which ensures that projects progress year to year. He said in reference to the new programs, until they release guidance with Notice of Funding Opportunities, it is hard to know what the flexibility may be regarding timing. Farmahan agreed.

Patsy Christie asked whether the Hwy 112 project and funding opportunities is something we need to discuss with our Highway Commissioner to get his guidance on how we move that request forward. She said she believes we need to get it in the pipeline quickly. Conklin agreed and said we can reach out to get that discussion going.

Conklin said he will distribute the presentation and other information in addition to giving updates at future TAC and RPC/Policy Committee meetings. He told the group to contact NWARPC if you are interested in being included in the Electric Vehicle Charging Infrastructure conversations we are beginning regionally. Christie asked whether there were any updates on funding for rail crossings, as that may be something that many cities may be interested in addressing at a regional level. Conklin confirmed that there is additional funding for rail. He also mentioned that bridges are another common concern among cities in the region, with small cities in particular struggling to maintain their bridges regionally. There was discussion on bundling projects to help with administrative costs and construction management costs. Additionally, transit projects were mentioned as a potential regional priority.

Chair Patsy Christie asked whether there were any other comments or questions and there were none.

## **(6) PROJECTS AND OTHER UPDATES**

### **A. FFY 2022 STBGP-A & TAP Update – Request for Project Development**

Tim Conklin explained that this item was covered within the BIL discussion.

### **B. US 412 Designation as Future Interstate Update**

Tim Conklin explained that under BIL, US 412 has been designated as a Future Interstate on the National Highway System from I-35 in Noble County, Oklahoma to I-49 in Springdale, Arkansas. Conklin explained that Oklahoma DOT has released a scope of work for Preliminary Engineering Study for the proposed corridor, which ARDOT may be participating in as well.

Conklin asked whether there were any questions. Chair Christie asked whether the designated corridor will use the future Springdale Bypass. Conklin confirmed that it will use the Hwy 612 Bypass, which is being designed as a freeway with full interstate standards from I-49 to Tontitown. Ben Rhoads asked whether a corridor study will be completed for the Siloam Springs area. Conklin and Hawkins responded that ARDOT and ODOT will likely need to address that within the Preliminary Engineering Study scope of work.



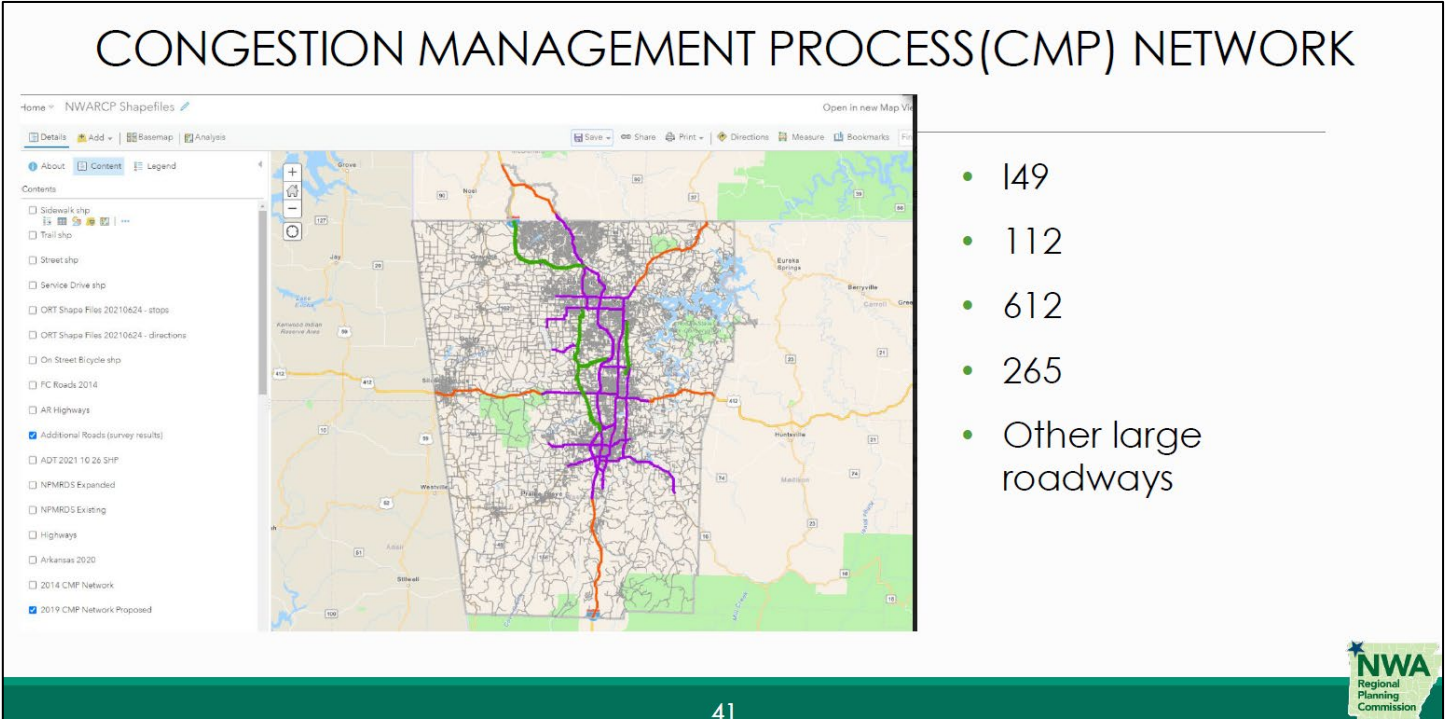
**C. Congestion Management Process (CMP)**

Elizabeth Bowen summarized and presented the following updates on the Congestion Management Process (CMP) project:

- NEXT STEP:
  - Committee Meeting TBD (Jan 24-Feb 11)
  - Define CMP Network
  - Develop Regional Objectives
  - Analyze Congestion Problems and Needs

Bowen showed and discussed the following map being worked on by the Committee, with items in green being proposed additions to the network:

## CONGESTION MANAGEMENT PROCESS(CMP) NETWORK



- 149
- 112
- 612
- 265
- Other large roadways

Bowen said the next meeting will likely be scheduled on February 9, 2022. She asked whether there were questions and there were none.

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

Elizabeth Bowen said we are using the same contractor as the CMP, Cambridge Systematics, and combine the bi-weekly meetings. She summarized and presented the following updates:

- Committee Meeting TBD (Jan 24-Feb 11)
- Bi-Weekly Meetings
- Agree on a timeline that works with ARDOT’s TSMO Project, ITS, and NWARPC CMP Project

Bowen said Cambridge Systematics is reviewing RPC documents and will have a Peer Review Document that we should have in a week or two. She asked whether there were questions and there were none.



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**E. 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. She summarized and presented the following updates on the project:

- Form Steering Committee – Aug 2021 COMPLETE
- Issued out Letter of Interest – Sep 2021 COMPLETE
- State Water/Wastewater State Advisory Committee (WWAC) Application – Sep 2021 COMPLETE
- LOI Scoring – Oct 2021 COMPLETE
- Create Scope of Work – Oct 2021 2<sup>nd</sup> DRAFT COMPLETE
- Corps of Engineers Model Review – October 8, 2021
- Corps of Engineers Funding Partnership – October 12, 2021, January 19, 2022
- If funding is awarded send out RFP – Nov 2021 (DO WE WANT TO GO AHEAD WITH THIS ITEM?) NO
- Award contract – Jan 2022
- Begin work on priority watersheds Feb 2022-Dec 2023
- Complete project – Dec 2023

ARF - Funds must be obligated by December 31, 2024 and Expended December 31, 2026

Goal is to have Project complete by Dec 2023

Bowen said the LOI was sent out for all seven (7) watersheds within Benton and Washington Counties at the request of the RPC/Policy Committee. She said the RPC/Policy Committee decided to wait to distribute an RFP when funding became available through the American Rescue Plan Act (ARPA). She said through various discussions, we likely will not hear anything regarding the ARPA funds until June or July. She said additionally it has been expressed that our project may not compete well for the ARPA funds at the scale submitted, and that it may be better to separate out the watersheds. She further summarized and presented the following:

- Arkansas American Rescue Plan Act Steering Committee has not acted on the request for ARP funds
  - Survey identify over \$5 Billion in water and wastewater needs from across the state
  - Natural Resources Division of the Arkansas Department of Agriculture will be receiving additional funding from the Bipartisan Infrastructure Law (BIL)
  - BIL Funds will be distributed through the Clean Water and Safe Drinking Water State Revolving Loan funds.
  - Arkansas Department of Agriculture encourages entities to start the application process for funding at any time - financial assistance at the following link: <https://www.agriculture.arkansas.gov/wp-content/uploads/2021/08/ANRC-Funding-Application-DRAFT-07-30-2021-NEW-Format-SAVABLE-FILLABLE.pdf>
  - Financial assistance will be subject to application review, and implementation criteria for the State Revolving Loan program.
- 
- Natural Resources Division of the Arkansas Department of Agriculture is willing to fund a project for the Upper Illinois River Watershed - AR
  - The US Army Corps of Engineers is willing to work with NWARPC on a scope and request matching funding from HQ to assist the project (any, all watersheds).
  - How to move forward with NWA Stormwater project?

She said both the Corps of Engineers and the Arkansas Natural Resource Commission (ANRC) are interested in moving forward with the Illinois River Watershed at this time. She said the Corps of Engineers is willing to request funding for any of the watersheds for technical assistance or

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stormwater management assistance which would be a matching grant. She explained the Corps can apply for up to \$7M annually, and if we are asking for a significant amount, their funding will likely need to be over several years. She said ANRC is willing to fund up to \$1.5M for the Illinois River Watershed to contract with the Corps to update a model for that watershed.

Patsy Christie asked whether the IRWP will be required to provide matching funds. Bowen responded that at this time, no, it looks like the IRW study would be fully funded. Conklin clarified that there is a desire that this project and therefore funding would be coordinated through the Regional Planning Commission. Christie asked whether starting with this study would get our foot in the door for future funding of other watersheds. Bowen responded that having this as an example would likely help us move forward with other watersheds. Christie asked if this is potentially 100% funded, what is the downside to proceeding. Conklin said he does not believe there is a downside, apart from needing to diverge from the original desire to do a holistic study of all the watersheds in this rapidly growing area. He said since we began discussions six months ago, the ARPA funding has not been determined and the geographic area that could potentially be funded at this time is back down to the IRW. Christie said the holistic approach is still there in that we still want to study all the watersheds, but we want to proceed as funds become available. Christie requested that NWARPC keep the other watersheds in the loop so they understand we are changing directions, not to leave anyone out, but to move forward with what we can at this time. There was a question regarding whether the other watersheds have been prioritized to be ready to feed them into the process as funds become available. Bowen responded that yes, the Committee did prioritize the watersheds, which is documented in the LOI that was sent out.

Christie asked whether there were other comments or questions and there were none.

## **(7) COMMITTEE AND GROUP UPDATES**

### **A. Active Transportation Committee (ACT)**

Elizabeth Bowen summarized and presented the following updates:

#### NWA Bicycle and Pedestrian Master Plan

- Expanded timeline to complete by Dec 2022
- Working on survey
- Meetings with Cities regarding individual Plan updates (Bella Vista, Bentonville, Cave Springs, Centerton, Elkins, Fayetteville, Garfield, Gentry, Goshen, Gravette, Huntsville, Johnson, Little Flock, Lowell, Rogers, Siloam Springs, Springdale)
- Looking at regional network and catalyst projects, gravel grinding routes, local individual plan data
- Updating GIS data –trails, sidewalks, amenities
- Next Meeting January 19, 2022 1:30pm

Bowen said the Regional Mobility Authority was awarded a \$500K ARDOT Transportation Alternatives Program (TAP) grant for the Heritage Springs Trail project along Hwy 112. Conklin explained this money will go toward the portion of the project that is currently the region's responsibility.

Bowen also summarized and shared the other 2021 ARDOT TAP and Recreational Trails Program (RTP) awarded projects in Benton and Washington Counties as follows:

<b>2021 Awarded Projects – Benton &amp; Washington Counties</b>			
<b>Transportation Alternatives Program (TAP)</b>			
<b>County</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Federal Funding Award</b>
Washington	Fayetteville	Hwy. 112 Clabber Creek Trail Tunnel	\$ 500,000
Washington	Springdale	Dean's Trail Ph. 3	\$ 100,000
Benton	Gravette	Gravette Trail System Ph. 3	\$ 300,000
Benton	NWA Regional Mobility Authority	Heritage Springs Trail	\$ 500,000
<b>Recreational Trails Program (RTP)</b>			
<b>County</b>	<b>Sponsor</b>	<b>Project Name</b>	<b>Federal Funding Award</b>
Washington	Elkins	Active Transportation Route Ph. 1: Commercial District Trailhead	\$ 20,000
Washington	Fayetteville	Kessler Mountain Trail Enhancements	\$ 75,000

Bowen said ARDOT held a 2022 TAP Projects Kick-off Meeting January 18, 2022 and described some changes in ARDOT staffing. She said they plan to open the application cycle in March and they are anticipating a 40% increase in TAP funds with the BIL funding. She also shared that the BIL bridge improvement programs must include biking and walking access.

Bowen asked whether there were any comments or questions and there were none.

- (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.

Nicole Gibbs stated we did receive a public comment in November from Mike Fisk of Tontitown regarding support for an interchange at Javello Rd when Hwy 612 is extended to Hwy 412. Conklin said we have identified that in the next 25 years that we would like to see additional interchanges on our freeway systems and this interchange is one that has been identified. Jeff Hawkins said the city has also sent in two similar requests to ARDOT.

No additional comments were made.

**(9) OTHER BUSINESS**

**A. Future Meeting Dates:**

Chair Patsy Christie went over the future meetings as follows:

- **RPC/Policy Committee Meeting** – Wednesday, January 26, 2022 @ 1:30 PM
- **TAC Meeting** – Thursday, February 17, 2022 @ 10:30 AM

**B. ARDOT Hwy 112 Improvements** – Additional Alternatives for Consideration

<https://hwy-112-job-090514-december-2021-ardot.hub.arcgis.com/>

- **Alternative B3** - Cave Springs/ Bentonville Area
- **Alternative C3 Modified** – Cave Springs

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Conklin said ARDOT has sent out new alternatives for Hwy 112 and are planning for another public meeting sometime in late spring or early summer. He described the proposed changes and asked those who are interested to go to the website and send any comments to ARDOT.

Conklin shared ARDOT traffic counts from before and after the opening of the Bella Vista Bypass, which demonstrates the significant changes in car and truck traffic from US 71 to the new interstate and said there is clearly a lot of travel demand in this part of Benton County. There was discussion.

Chair Patsy Christie asked if there was any other business; hearing none she thanked everyone for joining us today.

**10. ADJOURN**

The meeting was ended at 11:36 a.m.