

**NARTS TECHNICAL ADVISORY COMMITTEE IN-PERSON AND VIRTUAL MEETING MINUTES  
THURSDAY, MAY 19, 2022 AT 10:30 AM; APPROVED JULY 21, 2022**

ENTITY	MEMBER	PRESENT	PROXY
AVOCA	ROBERT WHITEHORN		
BELLA VISTA	DOUG TAPP	X	
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		
GRAVETTE	KURT MADDOX (MALLORY WEAVER)		
GREENLAND	MAYOR BILL GROOM		
HIGHFILL	MAYOR MICHELLE RIEFF		
JOHNSON	MAYOR CHRIS KEENEY		
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> ) RYAN CARR	X	
TONTITOWN	MAYOR GENE MCCARTNEY		
WASHINGTON CO.	BRIAN LESTER JEFF CROWDER		
WEST FORK	MAYOR HEITH CAUDLE		
WINSLOW	ANN MALKIE		
NWARPC	JEFF HAWKINS		
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 MARVIN MORRIS		
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; Elizabeth Bowen; Cristina Scarlat

**OTHERS:** Anna Keogh, Anna Negrete (CEI); Ron Wood (NWADG); Natalie Rogers (Halff); Ellen Emeric (Freese & Nichols), Dawn Warrick (Freese & Nichols); and Mike Stengel (Michael Baker Intl), Landon Miller (Michael Baker Intl), Andy Brewer (Olsson), Aaron Boehmler (Burns McDonnell), Richard Margiotta (Cambridge Systematics), Sally Jones (OR Colan), Thomas Brown, Steven Beam (Burns McDonnell)

***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 Vice-Chair Rhoads at 10:30 a.m.

**(2) ROLL CALL OF MEMBERS**

In-person attendees named themselves with Tim Conklin naming the virtual attendees. Elizabeth Bowen recorded member names and tallied votes. A quorum was reached.

**(3) APPROVAL OF APRIL 21, 2022 TAC MEETING MINUTES**

Vice-Chair Ben Rhoads asked the Committee whether there were any additions or corrections to the meeting minutes and requested a motion to approve the April 21, 2022 TAC Meeting Minutes.

**MOTION: Ryan Carr made a motion to approve the April 21, 2022 TAC Meeting Minutes. Mayor Jackie Crabtree provided the second. Motion passed unanimously.**

**(4) 2022 CONGESTION MANAGEMENT PROCESS (CMP) – Recommendation to RPC/Policy Committee**

Vice-Chair Ben Rhoads introduced the item and Elizabeth Bowen explained Congestion Management Process is an update of the 2015 CMP being 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 data that is being used is different than the 2015 dataset, we are using National Performance Management Research Dataset (NPMRDS). 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 ends tomorrow May 20, 2022. If you have not reviewed the CMP please take time to review and provide comments. The consultant will make any edits based on those comments and Cambridge Systematic will be presenting to the RPC/Policy Committee next Wednesday for adoption.

Bowen introduced Richard Margiotta with Cambridge Systematics who presented a powerpoint presentation to the group.

Mr. Margoitta shared that a congestion management process (CMP) is a systematic process for identifying congestion, developing monitoring processes to measure transportation system performance and reliability, and developing congestion management strategies.

He also shared that Federal law requires all metropolitan areas with populations greater than 200,000 residents to develop a CMP. This Draft CMP document serves as the required CMP for the NWARPC. The CMP is a cycle and includes setting regional goals objectives, defining the CMP network, developing performance measures, collecting data and monitoring, analyzing congestion, identifying strategies, programing and implementation, and evaluating strategies.

The Federal Highway Administration’s (FHWA) Congestion Management Process Guidebook (2008) describes an eight-step process model that is to be used as guidance when developing a Congestion Management Process. The model provides comprehensive guidance in implementing the CMP using an objectives-driven, performance-based approach.

The NWARPC 2045 MTP goals and objectives were used as the basis for the development of the CMP objectives. The MTP objectives which are related to congestion were selected as the objectives for the CMP.

## Action 1: Develop Regional Objectives



The CMP network was created using the NPMRDS data availability and covers 826 directional miles of roadway. The CMP calculated excessive vehicular delay per mile for each roadway Use FHWA definition and criteria. NWARPC CMP uses 2-hour peak periods (FHWA guidelines are 4-hour peak periods).

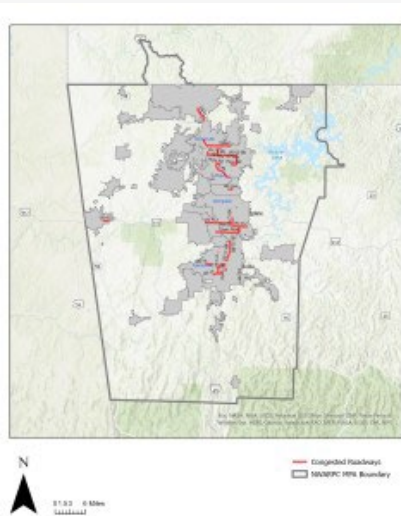
- Weekday AM peak period – 7 am to 9 am
- Weekday PM peak period – 4 pm to 6 pm
- Weekday Afternoon peak period – 11 am to 1 pm
- Weekend Afternoon peak period – 11 am to 1 pm

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The CMP identified congested segments and the top 15% segments experiencing the worst delay during any of the four peak periods. Out of 826 directional miles analyzed, 71 directional miles were identified as congested. Congestion on several roadways has improved and includes I-49 and Hwy 265.

Tim read the 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. Ruple Rd. to US 71	0.86 mi
3	W. Pleasant Grove Rd	EB and EB	From I-49 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 <sup>th</sup> St.	WB	From Razorback Rd to 49	0.76 mi
8	SE 1 <sup>st</sup> St.	WB	From I-49 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 I-49 to Dixieland Rd	2.16 mi
11	AR 16/W. Wedington Dr	WB	From N. Ruple 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 1 <sup>st</sup> 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 I-49 to Bellview Rd	0.67 mi
20	US 71	NB	At Exit 93	0.36 mi

Cambridge Systematic also shared the comments received to date and draft response.

## Comments

No.	Comment	Response
1	<p>I see from the study that: Hwy 412 from I-49 is congested; Hwy 412 (Sunset) from Thompson to I-49 is congested; Hwy 412 from Sunset to Robinson is congested.</p> <p>The Northern Bypass has been designated, studied and set on the back burner for at least 20 years. I'd think it's time to move it forward.</p>	<p>The following projects are included in the 2045 MTP:</p> <ul style="list-style-type: none"> <li>US 412 Bypass (612) - New Freeway (4 Lanes) from Hwy 112 to US 412 (Tontitown) (2025)</li> <li>US 412 Bypass (612) - New Freeway (4 Lanes) from I-49 to Hwy 265 (2030)</li> <li>US 412 – Widen to 6 lanes in Siloam Springs City Limits (2033)</li> </ul>
2	<p>I see Hwy 264 east and west in Lowell is congested;</p> <p>The Springdale northern bypass addresses those. It's been studied and designated for decades. That makes 5 of the best top 20 congestion sites and airport access that are addressed by the Northern Bypass. It's time to move it forward.</p>	<p>The following project is included in the 2045 MTP:</p> <ul style="list-style-type: none"> <li>Widen to 4 lanes divided between Goad Springs Rd. and Bellview Rd. (2028)</li> <li>Widen to 3 lanes from Bellview Rd. to Hwy 112 (2034)</li> </ul>

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## Comments

No.	Comment	Response
3	<p>Your late, your late, for a very important date. Sound familiar? I see NWA and Fayetteville specifically, falling further and further behind the needs to be people movers. You project 2045 for a million residents. I predict 2033. Riverside County, Calif. did the same early projection for growth, and was off by 22 years. It took a decade to try and rectify.</p> <p>You have no mass transit for workers and daily activities; no trains to get people to work away from their home towns; city streets too small; no handicap provisions for shopping, etc. —you get the picture.</p> <p>Bicycle lanes, where bikes are seldom used or they ride on sidewalks and streets in front of you. City streets illegally lane/center lane changed to allow dangerous biking.</p> <p>Planners have a Big Sky Appetite and a Roman back street vision—one chariot wide.</p> <p>My wife and I can only go out during the day from before 0700 and after 1830, with five hours in between, to shop or get things done. Traffic is horrendous.</p> <p>Quit going back to the future; go into the future.</p>	<p>NWARPC is currently developing multiple regional plans which will help identify strategies and actions to tackle congestion on a regional basis –</p> <ul style="list-style-type: none"> <li>Regional bicycle and pedestrian plan</li> <li>Regional Transportation System Management and Operations (TSMO)</li> <li>ITS Architecture Plan</li> </ul>
4	<p>Since moving to our home in the Barrington Parke Subdivision in 2008, the traffic coming and going on Mission to all the new housing near Goshen has increased at least tenfold. What is being done to make this additional traffic manageable, particularly as it enters the insanely congested school zone for McNair, Vandergriff, and St.Joe's? In addition, the speed limit is still 45 where children from the South side of Mission cross to the FPS schools.</p>	<p>Some of the strategies identified in the CMP – retiming traffic signals, access management and advanced traffic signal control systems – would help alleviate congestion.</p>

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## Comments

No.	Comment	Response
5	Does this study address the congestion during morning and evening commutes at the intersection of W McNelly Rd (Benton Co 40) and HWY 71 (Bella Vista Way)? HWY 71 congestion has been alleviated with the opening of the I49 Bella Vista Bypass, but residents that descend from subdivisions in Bella Vista and North Bentonville that are east and west of HWY 71 face tremendous congestion accessing HWY 71.	This location falls along the congested corridors identified in the CMP analysis. Action items and strategies are provided in the in the CMP to address congestion.
6	The traffic lights need to be smart lights. I can't tell you how many times I am at a red light and there is no traffic in either direction and I have to wait (30 seconds to up to 2 minutes)  This unnecessary wait is a waste of time and fuel costs. I came from a state that had smart lights and it more than paid for itself. It costs money but it saves money and time.	The CMP identifies action item to implement advanced signal control systems on top congested corridors.

Bowen shared that a comment from Siloam Springs staff was received recommending updating the Plan with the Bipartisan Infrastructure Law.

Thomas Brown shared the following comments:

- CMP Objectives and Performance Measures - Objective 5 (Endeavor to reduce congestion by supporting alternative transportation modes) and Objective 6 (Encourage land development patterns that promote transportation choice and efficiency) are great, but we need to identify and monitor a performance measure for each. Objective 5's performance measure might be a statistic tracking changes in the mode of transportation to and from work within the metropolitan area and potential sub areas (i.e. one person one vehicle, ride share, transit, walking, work from home, bicycle, scooter, etc.). Objective 6's performance measure might be a statistic that tracks residential and commercial development (units, \$value, SF) by metropolitan area (i.e. downtowns, regional transpiration corridor, high activity corridors, regional centers, neighborhood centers, etc.).
- Table 7.4 Congestion Management Strategies - Under Land Use Strategies add "Local Long Range Land Use Planning". This strategy needs to include providing planning services to the smaller jurisdictions and working with the larger cities in the NWA Metropolitan Region to ensure that local master land use plans are established that encourage develop patterns 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 insure that the NWA Metropolitan Region becomes transit ready.

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- Table 8.1 Congestion Management Action Items - Under “Planning Activities” add “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.”
- Under “Coordination Activities” add “Holding 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 accomplish Congestion Management Process Objectives and transit readiness within the Region.”

Bowen asked if there were any other comments or suggestions on the CMP? Hearing none, she said we are asking for a motion to recommend the Draft 2022 Congestion Management Process (CMP) to the RPC/Policy Committee. Bowen asked if there were any questions.

Vice-Chair Ben Rhoads asked whether there were any questions and hearing none, requested a motion to recommend approval of the 2022 Congestion Management Process (CMP) to the Policy Committee.

**MOTION: Mayor Jackie Crabtree made a motion to recommend sending the 2022 Congestion Management Process (CMP) to the RPC/Policy Committee for approval. Ryan Carr provided the second. Motion passed unanimously.**

**(5) FFY 2022 PROGRAM OF PROJECTS (POP) – Informational Item**

Vice-Chair Ben Rhodes 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 this is a fairly significant increase in transit dollars from prior years under BIL. 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 these splits have been used since the mid-2000’s.

Conklin explained that this is an informational item only and will be going to the RPC/Policy Committee next week for approval.



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<b>FTA SECTION 5307 POP FFY 2022</b>					
<b>OZARK REGIONAL TRANSIT AUTHORITY</b>					
<b>Project Description</b>	<b>Project Type</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Local Share</b>	
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	
<b>TOTAL</b>		<b>\$ 3,095,335</b>	<b>\$ 1,861,117</b>	<b>\$ 1,234,218</b>	
<b>UNIVERSITY OF ARKANSAS – RAZORBACK TRANSIT</b>					
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	
<b>TOTAL</b>		<b>\$ 1,887,819</b>	<b>\$ 1,522,733</b>	<b>\$ 365,086</b>	
<b>NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION</b>					
Comp. Planning	Capital	\$ 125,000	\$ 100,000	\$ 25,000	
<b>SUMMARY – ALL PROVIDERS</b>					
<b>TOTAL</b>		<b>\$ 5,108,154</b>	<b>\$ 3,483,850</b>	<b>\$ 1,624,304</b>	
<b>FTA SECTION 5339 POP FFY 2018, 2019, 2020, 2021 &amp; 2022</b>					
<b>OZARK REGIONAL TRANSIT AUTHORITY</b>					
<b>FFY Funding</b>	<b>Project Description</b>	<b>Project Type</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>Local Share</b>
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
<b>2022</b>	<b>Bus Procurement</b>	Capital	<b>\$ 160,107</b>	<b>\$ 136,091</b>	<b>\$ 24,016</b>
<b>UNIVERSITY OF ARKANSAS – RAZORBACK TRANSIT</b>					
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
<b>2022</b>	<b>Bus Procurement</b>	Capital	<b>\$ 160,107</b>	<b>\$ 136,091</b>	<b>\$ 24,016</b>
<b>SUMMARY – FFY TOTALS (ORT + RAZORBACK TRANSIT)</b>					
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
<b>FFY 2022</b>	<b>FTA Section 5339</b>	Capital	<b>\$ 320,214</b>	<b>\$ 272,182</b>	<b>\$ 48,032</b>

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

Vice-Chair Ben Rhoads 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 are 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>
<b>Total Available TAP FFY 2022 &amp; 2023</b>	<b><u>\$1,408,974</u></b>
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>
<b>Total Available STBGP-A FFY 2022 &amp; 2023</b>	<b><u>\$9,954,103</u></b>



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 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	?
<b>Projects Considered Fully Funded - Not Completed</b>			
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



### (7) CARBON REDUCTION PROGRAM FUNDING

Vice-Chair Ben Rhoads 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 \$1.1M 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 reduce transportation emissions by selecting projects designed to reduce transportation emissions. The term “transportation emissions” is defined as carbon dioxide emissions from on roadway highway sources of those emissions within the 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 Plan amendments to get them added to these documents before we can spend any of this money.

Elizabeth Bowen shared the process the TAC committee created, which included forming a sub-committee to look at the program guidelines to make recommendations to TAC for implementation. There were 4 cities, Fayetteville, Springdale, Rogers, and Farmington plus NWARPC staff that attended a meeting on May 6, 2022. They reviewed the guidance that USDOT has published and had an in-depth discussion on the opportunities including putting the funding towards TAP projects; last mile for transit, sidewalks, and trails; signalization; and lighting for examples.

They also went through each eligible item and discussed opportunities for the region. Bowen

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shared all of 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 CR Program. These items were paraphrased as:

- 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.

As NWARPC develops the application process we will have these focus areas and the metrics for the focus areas for points for selecting projects. The sub-committee is recommending the TAC consider these as the focus areas for the Carbon Reduction Program funding and application process. Bowen asked if any of the sub-committee members had anything they would like to add before we ask for a motion that the TAC committee accept these recommendations and recommend the CR Program to Policy, no comments were made.

Elizabeth Bowen asked the group if there were any questions or recommendations about what has been discussed, and none were received. Conklin shared projects are developed by public entities and are submitted by entities which require a local match just like STBGP-A and TAP funds. The projects will have to go before their boards, and a resolution and local funding sources for match will have to be identified and authorization given to do the federal aid project. He stated he is not sure how many jurisdictions have been talking about carbon reduction and reducing carbon emissions but this is the program and the money that is available. He also encouraged cities to be thinking about items that came up in the sub-committee discussion, such as LED traffic lights; if you do not have those, that may be a small project that is eligible for CRP funding.

Conklin reiterated that as suballocated funds come to the urbanized areas, it is up to the cities, counties, and transit agencies to develop the projects, find the required local match, get the resolutions approved, and submit applications to NWARPC.

Vice-Chair Ben Rhoads stated we are looking for a motion to recommend these emphasis areas and application process for the Carbon Reduction Program to the RPC/Policy Committee.

**MOTION: Mayor Jackie Crabtree made a motion to recommend approval to the RPC/Policy Committee to establish a Carbon Reduction Program including an application process. Melissa McCarville provided the second. Motion passed unanimously.**

**(8) SAFE STREETS AND ROADS FOR ALL (SS4A) REGIONAL PROJECT – VISION ZERO PLAN**

Tim Conklin informed TAC 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.

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.

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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. Conklin also informed TAC that he understood Siloam Springs was also interested in a safety action plan.

Staff is also looking at funding opportunities to match the federal funds without having cities having to 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 & identify potential local matching funds.

He mentioned that NWARPC is currently look at funding opportunities for the required local match. Elizabeth Bowen mentioned that a Comprehensive Safety Action plan is required prior to applying for implementation grants. Also, discussed was that projects may include individual implementation capital projects and that a larger regional project could be a possibility. All SS4A projects do require a local 20% match by the LPA.

**MOTION: Mayor Jackie Crabtree made a motion to recommend to the RPC/Policy Committee NWARPC develop a regional SS4A Comprehensive Safety Action Plan, utilize up to \$400,000 of STBGP-A available, and apply for a SS4A Planning Grant. Ryan Carr provided the second. Motion passed unanimously.**

**(9) 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 Fayetteville is requesting to classify both Millsap Road and N Hemlock Avenue (East of College Ave) as Major Collector. He stated that Millsap Road is already on the FHWA Functional Classification Map as a Major Collector, and provides access to Washington Regional Medical and surrounding health care facilities.

Chris Brown mentioned that this is an important connection to Millsap Road and that the Sain Street connection will not see its full transportation benefit without making this connection. Sain Street currently intersects with Front Street. He mentioned the city was interested in applying for NWARPC STBGP-A funding for this project to be used on the intersection of Millsap Road and College Ave. He asked ARDOT if they would process the map amendment in a timely manner and understood delays have occurred and are still occurring with the last request the Siloam Springs Kenwood Street request. Vice-Chair Ben Rhoads also added they are still waiting on ARDOT to process and approve their Kenwood Street request.

Conklin asked ARDOT if they could respond to the delay questions, and Chris Dillaha stated that he would look into the Siloam Springs request.

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**MOTION:** Chris Brown made a motion to recommend to the RPC/Policy Committee to amend the FHWA Functional Classification Map to classify N. Hemlock Ave. and Millsap Rd as a Major Collector. Melissa McCarville provided the second. Motion passed unanimously.

**(10) 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 May 13!)
<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)	✓		✓	✓			
	INFRA Nationally 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/ INFRA/ 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*

Conklin said NWARPC 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 said the Safe Streets and Roads for All program is a Vision-Zero program and there are webinars being offered to Cities, Counties, Transit Agencies, and MPO’s. He said the Multimodal Project Discretionary Grant (MPDG) that combines the RURAL, INFRA, and MEGA programs into one application is due May 23, 2022. He said the deadline for the RAISE application has passed, but Fayetteville was the only RAISE grant application the region has

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submitted. He said some of these notices are very short timeframes from announcement to due date.

Conklin said USDOT has an interactive map for disadvantaged census tracts and said many of the programs look to target federal funding toward historically disadvantaged communities. He said Community Project Funding is now back for earmarks.

Conklin summarized the National Electric Vehicle Infrastructure (NEVI) formula process, saying Regional Planning will submit the AFC nomination for US 412 by May 13, 2022, and MODOT and ARDOT are doing their State Plans. He said the state of Arkansas has been apportioned just over \$8 million in Electric Vehicle Infrastructure formula funds (NEVI) in FY 2022.

Conklin described the funding history to the region over time from 2013 to 2022, noting the peak of 2020 with around \$20 million with the additional CARES Act funds and this year we are landing around \$15 million with all apportioned programs to the Urban Area. He described some discretionary grant successes in the region. He said the applications are complex, lengthy, and take time, and you are not guaranteed to get funding.

**Authorized Funding: Buses and Bus Facilities Formula, Competitive, and Low-No Program (Section 5339)**

Program Component	FY 2021 Enacted	FY 2022 (in millions)	FY 2023 (in millions)	FY 2024 (in millions)	FY 2025 (in millions)	FY 2026 (in millions)
Formula	\$582.61	\$603.99	\$616.61	\$632.71	\$645.78	\$662.20
Buses and Bus Facilities Competitive	\$414.04	\$375.70	\$383.54	\$393.56	\$401.69	\$411.90
Low or No Emissions Competitive	\$180.00	\$1,121.56	\$1,123.06	\$1,124.96	\$1,126.51	\$1,128.46
<b>5339 Program TOTAL</b>	<b>\$1,176.65</b>	<b>\$2,101.25</b>	<b>\$2,123.21</b>	<b>\$2,151.23</b>	<b>\$2,173.98</b>	<b>\$2,202.56</b>

*5X + Increase!*

“The Grants for Buses and Bus Facilities Program (5339(b)) authorizes FTA to award grants to assist in the financing of buses and bus facilities capital projects including:

- Replacing, rehabilitating, purchasing, or leasing buses or related equipment
- Rehabilitating, purchasing, constructing or leasing bus-related facilities”

“The Low-No Program (5339(c)) provides funding for the purchase or lease of zero emission and low-emission transit buses as well as for the acquisition, construction or leasing of supporting facilities and equipment.”

**Applications Due 11:59pm EST May 31, 2022**



## U.S. 412 “EV Corridor-Pending” Nomination

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://heaps.fhwa.dot.gov/Themap/ViewMap.aspx?map=Highway+Information/DC/Electric+Vehicle/EV-Round+1.2.1.4+and+2.0>

#### LEAD NOMINATING AGENCY:

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

#### STATE OF ARKANSAS – SUPPORTING NOMINATION PARTNERS:

Arkansas Governor's Office | [governor.arkansas.gov](http://governor.arkansas.gov)  
Arkansas Department of Transportation (ARDOT) | [www.ardot.gov](http://www.ardot.gov)  
Arkansas Department of Energy and Environment (ADEQ) | [www.adeq.state.ar.us](http://www.adeq.state.ar.us)



### C. Congestion Management Process (CMP)

Elizabeth Bowen shared there was no additional information beyond the presentation and discussion that has already occurred.

### D. 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.

### 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 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.



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- 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 ANRD and Corps are working to fund a model update. The Corps will be applying for State Assistance Grant funds with ANRD providing the match. Bowen shared that Ryan Benefield with ANRD has loan program funds but no funds for the Stormwater Project at this time, hoping for ARPA funds. He shared the ARPA funds may have a decision in June or July.

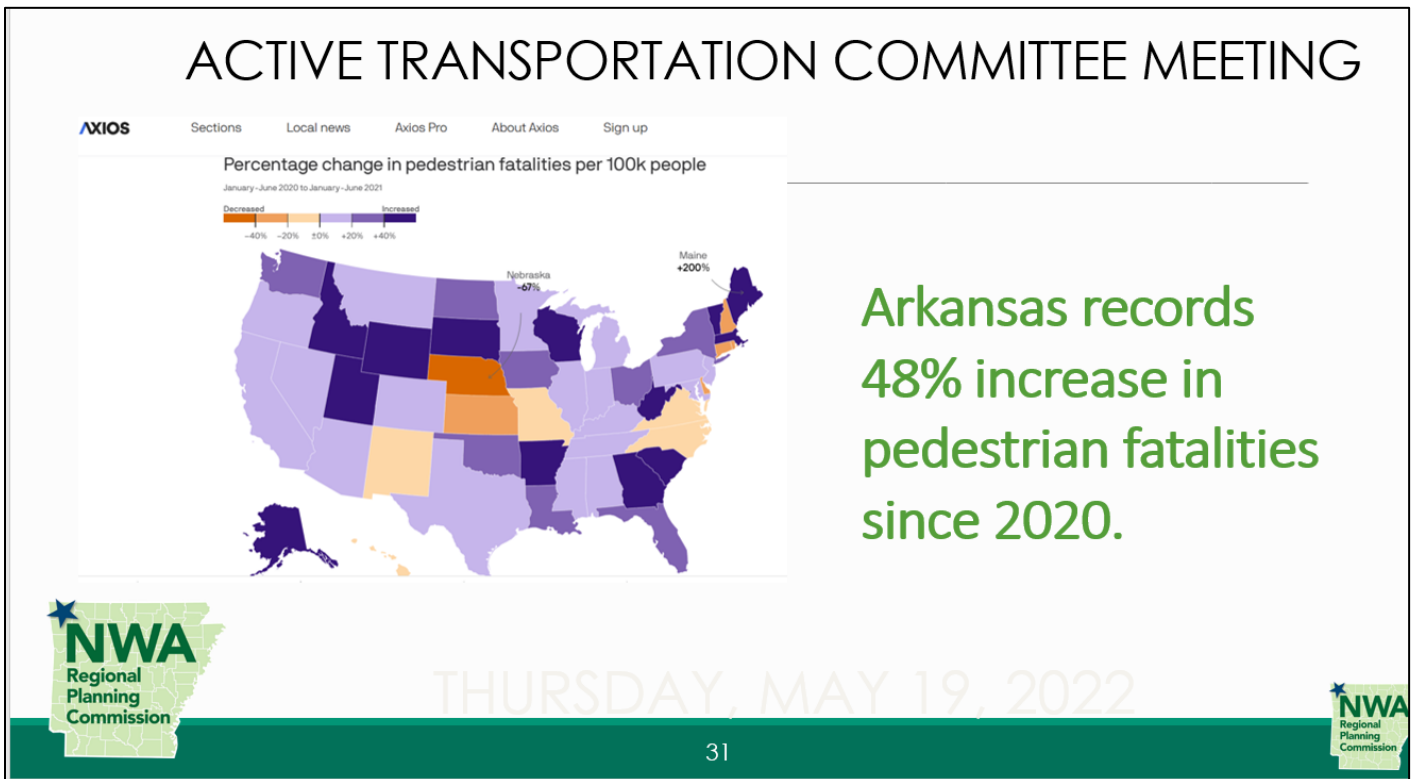
Bowen asked whether there were any questions and Rhoads asked if the Illinois River Watershed Partnership staff were involved in this process. Bowen answered that Leif Kindberg has been a part of all of the meetings and participated in the procurement process.

Rhoads asked if there were any other questions and there were none.

**(11) COMMITTEE AND GROUP UPDATES**

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

Elizabeth Bowen said the committee and subcommittee met March 17, 2022 and the subcommittee met April 21, 2022. She said May is Bike Month, May 20 is Bike to Work Day, and Trailblazers is encouraging participation in the National Bike Challenge. Axios graphic shared where percentage change in pedestrian fatalities per 100K people and Arkansas records 48% increase in pedestrian fatalities since 2020 and others like Nebraska reported much higher.



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Bowen said the subcommittee met on updating the Arkansas Bicycle and Pedestrian Master Plan, including updates to 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 539 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 the 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.

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

**(12) PUBLIC COMMENT** – *Any public comment received via email will be provided to TAC members prior to meeting, and will become part of the meeting record.*

Vice-Chair Ben Rhoads asked if any comments had been received. Conklin shared we have addressed the public comments for the CMP. Individuals are very interested in identifying area of congestion and providing suggestions. We will be responding to those comments.

**(13) 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

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Conklin introduced Anna Keogh with CEI who shared a flyer that Conklin will send out. She shared that the next quarterly Electric Vehicle (EV) Charging Infrastructure meeting is being held on June 9, 2022 with an agenda that includes an address from Future Mobility Council with Lori Tudor and Becky Keogh presenting, there will be agency updates from ARDOT and Arkansas Energy and Environmental Departments, and a panel discussion. The panel will include a utility company, engineering firm, cities and private entities. Please RSVP through the QR Code. Questions can be submitted through the website on the flyer. Conklin thanked CEI and Anna Keogh for sponsoring and hosting this event. Conklin stated he was excited that Director Lori Tudor and Director Becky Keogh for their attendance for this meeting at Arvest Ball Park. Anna Keogh also shared there will be optional tours at the end of the meeting. Arvest Ballpark has EV charges and Tesla Association of Arkansas will be bringing electric vehicles that will be plugged in and you can look at the vehicles. Please RSVP.

Vice-Chair Ben Rhoads asked if there was any other business; hearing none asked for a motion to adjourn.

**MOTION: Mayor Jackie Crabtree made a motion to adjourn the meeting. Ryan Carr provided the second. Motion passed unanimously.**

**10. ADJOURN**

The meeting was ended at 11:46am.