

**RPC/POLICY COMMITTEE IN-PERSON AND VIRTUAL MEETING MINUTES**  
**WEDNESDAY, JUNE 28, 2023 AT 1:30 PM; *DRAFT***

ENTITY	MEMBER	ATTENDING	PROXY
AVOCA	MAYOR ROBERT WHITEHORN		
BELLA VISTA	MAYOR JOHN FLYNN	X	
BENTON COUNTY	<b>JUDGE BARRY MOEHRING (CHAIR)</b> JOSH BEAM JAY FRASIER/DEAN KLINGMON	X X	
BENTONVILLE	MAYOR STEPHANIE ORMAN SHELLI KERR	X	X Tyler Overstreet
CAVE SPRINGS	MAYOR RANDALL NOBLETT		
CENTERTON	<b>MAYOR BILL EDWARDS (SECRETARY)</b> LORENE BURNS		
DECATUR	MAYOR BOB THARP		
ELKINS	MAYOR TROY REED		
ELM SPRINGS	MAYOR HAROLD DOUTHIT		
FARMINGTON	<b>MAYOR ERNIE PENN (VICE CHAIR)</b>	X	
FAYETTEVILLE	MAYOR LIONELD JORDAN CHRIS BROWN JONATHAN CURTH	X	
GARFIELD	MAYOR GARY L BLACKBURN	X	
GATEWAY	MAYOR CHERYL TILLMAN		
GENTRY	MAYOR KEVIN JOHNSTON		
GOSHEN	MAYOR RUSSELL STROUD		
GRAVETTE	MAYOR KURT MADDOX	X	
GREENLAND	MAYOR JIM RENFROW		
HIGHFILL	CASSIE ELLIOT	X	
HINDSVILLE	MAYOR STEPHANIE CASEY		
HUNTSVILLE	MAYOR TRAVIS DOTSON		
JOHNSON	<b>MAYOR CHRIS KEENEY (TREASURER)</b>	X	
LINCOLN	MAYOR DOUG HUTCHENS		
LITTLE FLOCK	MAYOR JEFF VAN SICKLER	X	
LOWELL	MAYOR CHRIS MOORE	X	
PEA RIDGE	MAYOR NATHAN SEE		
PRAIRIE GROVE	MAYOR DAVID FAULK		
ROGERS	LANCE JOBE JOHN McCURDY SHAWN GRISNDSTAFF	X X	
SILOAM SPRINGS	MAYOR JUDY NATION DON CLARK	X X	Ben Rhoads Ben Rhoads
SPRINGDALE	MAYOR DOUG SPROUSE PATSY CHRISTIE JIM ULMER	X X	X Tim Conklin
SPRINGTOWN	MAYOR TERRI GLENN		
SULPHUR SPRINGS	MAYOR SHANE WEBER		
TONTITOWN	MAYOR ANGELA RUSSELL	X	Mark Latham
WASHINGTON CO.	JUDGE PATRICK DEAKINS BRIAN LESTER SAM ATA	X	Bridget Russell
WEST FORK	MAYOR HEITH CAUDLE		
WINSLOW	ANN MALKIE		
ARDOT PLANNING + DISTRICTS	BRAD McCALEB JASON HUGHEY (DISTRICT 4)	X	Sunny Farmahan
BEAVER H2O DISTRICT	LANE CRIDER	X	
MCDONALD COUNTY	COMMISSIONER BRIAN HALL		
MoDOT	DAVE TAYLOR (BRITNI O'CONNOR)	X	
NAT. AIRPORT AUTH.	AARON BURKES	X	Olivia Moore
PINEVILLE, MO	MAYOR GREG SWEETEN		
RAZORBACK TRANSIT	GARY K. SMITH (ADAM WADDELL)	X	
U OF A	SCOTT TURLEY (JAY HUNEYCUTT)		
OZARK REG. TRANSIT	JOEL GARDNER (NON-VOTING)	X	
ARDOT TRANSIT	GREG NATION (NON-VOTING)		
HWY COMMISSION	PHILLIP TALDO (NON-VOTING)		

**RPC/POLICY COMMITTEE IN-PERSON AND VIRTUAL MEETING MINUTES**  
**WEDNESDAY, JUNE 28, 2023 AT 1:30 PM; *DRAFT***

**NWARPC STAFF:** Tim Conklin, Elizabeth Bowen; Nicole Gibbs; and Tim Reavis

**OTHERS:** Kent Laughlin (Rogers); Dennis Birge (Bentonville); Jared Draper and Ernie Boughman (Toole Design); and Ron Wood (NWADG)

***NOTE: THIS MEETING WAS HELD IN-PERSON AND VIRTUALLY; VIRTUAL PARTICIPATION CONTINUES TO BE OFFERED AS NWARPC REMAINS COMMITTED TO PROVIDING OPPORTUNITIES FOR PUBLIC PARTICIPATION.***

**(1) CALL TO ORDER**

The hybrid, in-person and virtual NWARPC/Policy Committee meeting was called to order by Chair, Judge Barry Moehring at 1:30 p.m.

**(2) ROLL CALL OF MEMBERS**

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

**(3) APPROVE RPC/POLICY COMMITTEE MEETING MINUTES FOR MAY 24, 2023**

Chair Judge Moehring asked whether there were any additions or corrections to the meeting minutes and hearing none, requested a motion to approve the May 24, 2023 RPC/Policy Committee Meeting Minutes.

**MOTION: Mayor Ernie Penn made a motion to approve the May 24, 2023 RPC/Policy Committee Meeting Minutes as presented. Lane Crider provided the second. Motion passed unanimously.**

**(4) DIRECTOR'S REPORT/CLEARINGHOUSE REPORT**

Chair Judge Moehring introduced the item and Tim Conklin said the Clearinghouse Report was distributed for informational purposes only and he highlighted some of the federal aid grant applications made by entities in Northwest Arkansas, including many by NWA shelters, and the Arkansas Natural Resources Commission. He said as the regional clearinghouse, NWARPC also provides letters of support to agencies at their request.

Conklin thanked ARDOT for helping and working closely with NWARPC last month to obligate the region's Covid HIP funds prior to the claw-back of funds that was part of the debt ceiling agreement congress approved. He said we had the potential to lose \$1.3 million and he thanked ARDOT again for expediting the obligation and approval of the Federal-Aid Project agreements so we did not lose federal funding coming to the region.

Conklin said we continue to have ongoing struggles with the ARDOT agreements of understanding being prepared and executed for projects in a timely manner for projects awarded in August 2022, December 2022, and March 2023. He said later in the agenda you will see an obligation of federal funds scenario that ARDOT is requesting so the region and state does not lose federal funding. He said next year we plan to move our project selection up to earlier in the Spring to help better inform all planning partners on project readiness.

Conklin said staff will be attending the ARDOT MPO coordination meeting tomorrow where we will be discussing the PL federal funding that we receive annually. He said staff has recommended that we keep the current formula based on per capita population in the 2020 census designated urban area - Fayetteville-Springdale-Rogers AR-MO.

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Conklin said staff have started preliminary work on the 2050 Metropolitan Transportation Plan (MTP) update by meeting with the four largest cities' GIS departments to obtain future land use plan data that will be incorporated into our travel demand model. He said by tying the model to the cities' adopted land use plans (two of which are currently being updated) the model's outputs will more accurately show how the region's transportation network will evolve if cities follow their adopted plans. He said if cities are able to provide staff with sufficient data, staff can use the model to run different growth scenarios to include in the MTP update.

Conklin said ARDOT held Public Input Meetings for the Western North-South Connector Study, and comments will be received through Thursday, July 6, 2023 at 4:30 pm. He strongly encouraged the Benton County jurisdictions in the study area to look closely at the proposed study and recommendations. He said it is critical that these planning studies move forward so they can eventually become projects. He said with all the growth occurring in those communities, it is critical to have a recommendation in that study on how best to move forward along that Highway 279 corridor, connecting Highfill up to the I-49 Bella Vista Bypass.

Conklin said the US Census still has not announced the start of the Geographically Updated Population Certification Program that can provide a new population number based on your current city limits (the 2020 population in the annexed areas). He said that new population number does impact State and County turnback.

Conklin thanked his staff for all their work keeping things moving forward while he was on vacation, including for the Technical Advisory Committee meeting.

Conklin said we added to the agenda a housekeeping item for our Northwest Arkansas Regional Planning Commission Money Purchase Pension Plan and Trust. He explained that Jeff Hawkins is currently listed as the trustee and is on the retirement account, and this resolution would remove him from the account, and make Conklin the Trustee and account holder as the current Executive Director. He said it is last minute, so it can be moved to the next meeting, but if you are comfortable making that change now, we do have a resolution prepared.

Chair Judge Moehring asked whether there were any questions or comments and there were none.

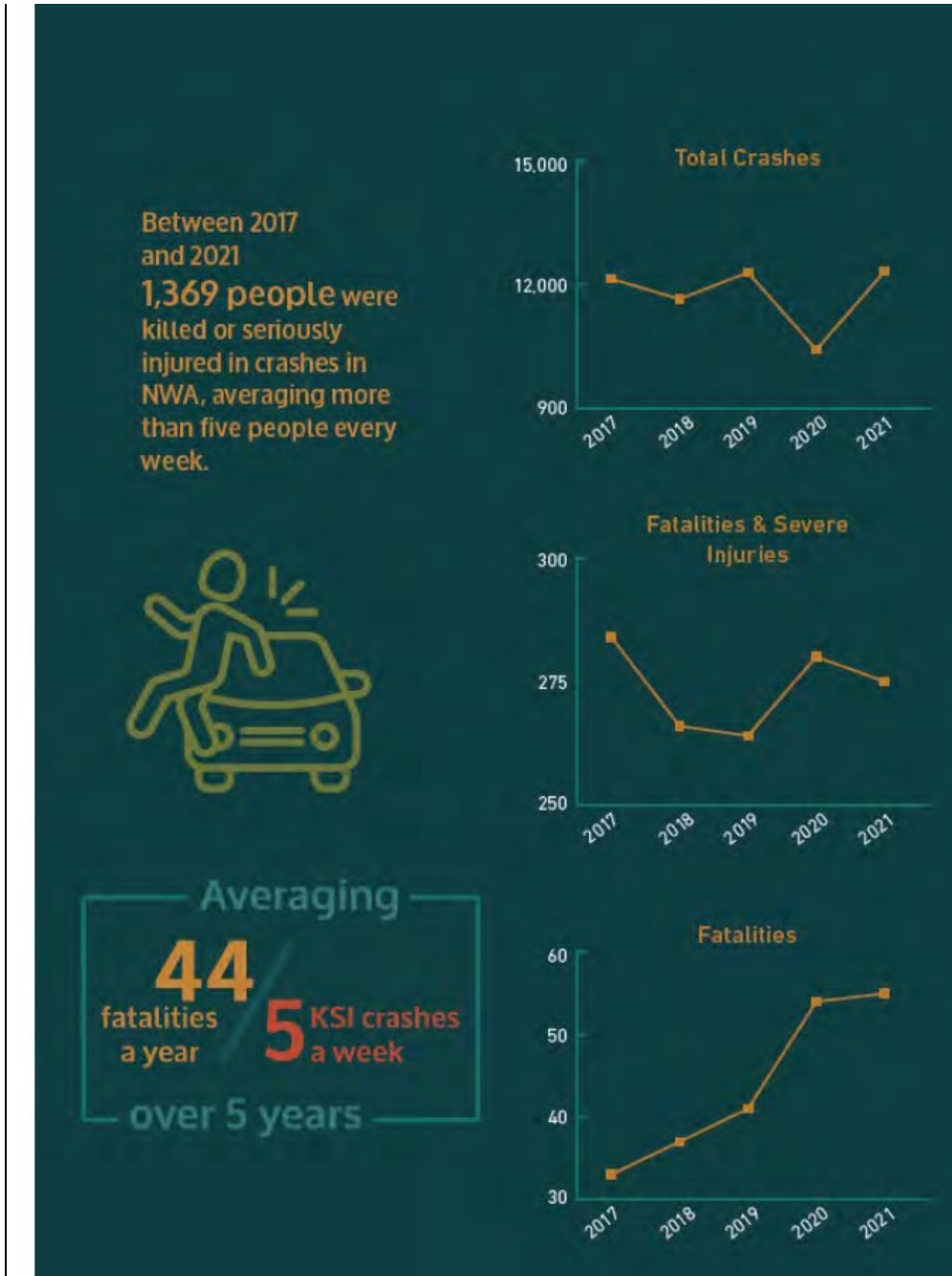
**MOTION: Mayor Doug Sprouse made a motion to approve Resolution #2023-12 Naming a New Trustee for the Northwest Arkansas Regional Planning Commission Money Purchase Pension Plan and Trust; and a New Check Signer for the Checking Account Associated Therewith. Lane Crider provided the second. Motion passed unanimously.**

**(5) SAFE STREETS AND ROADS FOR ALL (SS4A) REGIONAL VISION ZERO COMPREHENSIVE SAFETY ACTION PLAN (CSAP) – PRESENTATION BY TOOLE DESIGN**

Chair Judge Moehring introduced the item and Elizabeth Bowen said today we have Ernie Boughman and Jared Draper with Toole Design here to present the final plan. She said we will discuss the comments received, a resolution for your consideration, next steps on the project, and the USDOT grant updates. Boughman, Director of Operations for the Southern U.S. and Owner in the firm, thanked the Regional Planning Commission (RPC) for the trust placed in the firm for this very important project, as well as for the great collaboration on the plan to get it to this point, even with the expedited timeline.

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Boughman gave a brief overview of the agenda and said the Plan is focused on eliminating fatal and serious injury crashes on our roadways by 2038; “15 years to zero”; emphasizing a system approach to safety; and prioritizing safe, accessible, and equitable transportation for all users. He showed the following NWA statistics:



Boughman said the plan has four main chapters in the document, along with appendices that are more data-heavy. He said the four chapters were created to be readable, accessible, and graphically rich so that everyone could pick up, read, and understand this document. He introduced the project manager, Jared Draper, saying he will discuss the plan contents.

Draper began where he said we have begun most of our conversations over the last several months, around the vocabulary we use when it comes to safety and the safe system approach and showed the following:

## Safety Vocabulary

- **Crashes** not accidents
- **KSI** – Killed or Serious Injury Crashes
- **Proven Safety Countermeasure** - an action designed to reduce KSI crashes
- **Systemic Safety** – applying changes to a system based on risk and not just history
- **High Injury Network (HIN)** – represent the corridors with the highest number and density of fatal and serious injury crashes



Draper presented the Safe System Approach, including principles, elements, and framework; safety needs including the High Injury Network (HIN) and equity analysis; summary of engagement and comments received; goals and actions; and next steps. He said the plan represents a change to the way we approach safety in the region and presented the following:

### Traditional Approach

- Traffic deaths are inevitable
- Aims to fix humans
- Expects perfect human behavior
- Prevents collisions
- Exclusively addresses traffic engineering
- Doesn't consider disproportionate impacts

vs.

### Vision Zero

- Traffic deaths are preventable
- Changes systems
- Integrates human failure
- Prevents fatal and serious crashes
- Considers the road system as a whole
- Regards road safety as an issue of social equity

## The Safe System Approach

- Aims to eliminate fatal and serious injuries for all road users by:
  - accommodating human mistakes
  - keeping impacts on the human body at tolerable levels



## Principles



Death/serious injury is unacceptable



Humans make mistakes



Humans are vulnerable



Responsibility is shared



Safety is proactive



Redundancy is crucial

## Elements



Safe road users



Safe vehicles



Safe speeds



Safe roads



Post-crash care



Source: FHWA

Draper showed the following and said the framework used in the plan is to anticipate human error by separating users in space and time and increasing attentiveness and awareness of all users; and to accommodate human injury tolerances to ensure that when conflicts occur, it is not a fatal or serious injury crash by reducing speeds and impact forces:

## Framework



Draper said the plan looks at existing planning documents, policies, and ordinances, as well as crashes across the entire region in the five-year period 2017-2021. He showed the following:

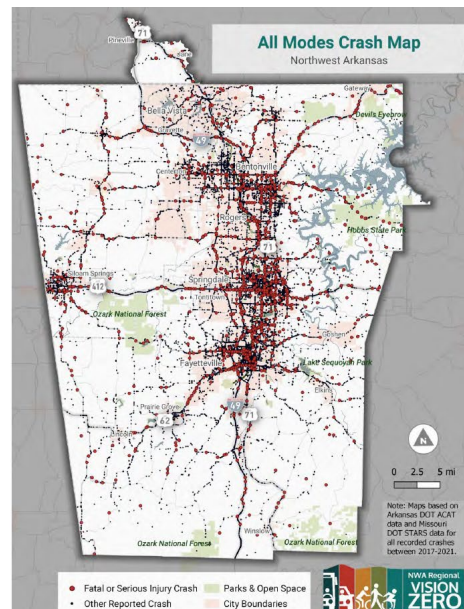


## Review of Plans and Policies

- Planning Documents:
  - State
  - Regional
  - Local
- Policies and Ordinances:
  - Elements that can increase mobility safety:
    - Sidewalks
    - Block sizes
    - Access management
    - Complete Streets
    - Traffic calming

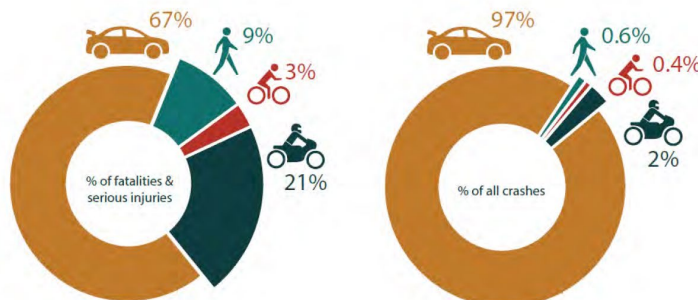
### Crashes in NWA

- 5-year period: 2017-2021
- **220** fatal crashes
- **1,149** serious injury crashes
- **58,896** total crashes



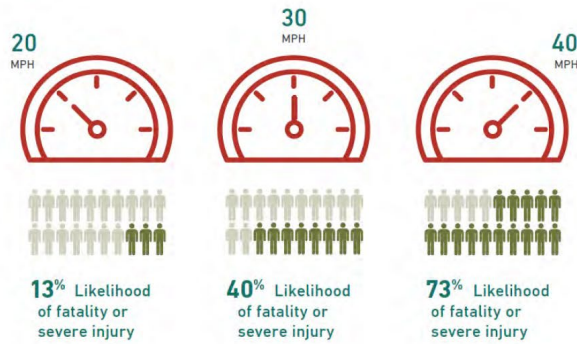
Draper showed the following and said while vulnerable road users – using the National Safety Council definition, including pedestrians, bicyclists, and motorcyclists – account for about 3% of all crashes in the region, they disproportionately account for about 33% of fatal and serious injuries:

### Vulnerable Road Users



Draper said speeding crashes resulted in fatality or serious injury for vulnerable users 43% of the time, and said speed is a major issue that must be addressed to increase safety in the region.

## Speed Changes Crash Severity



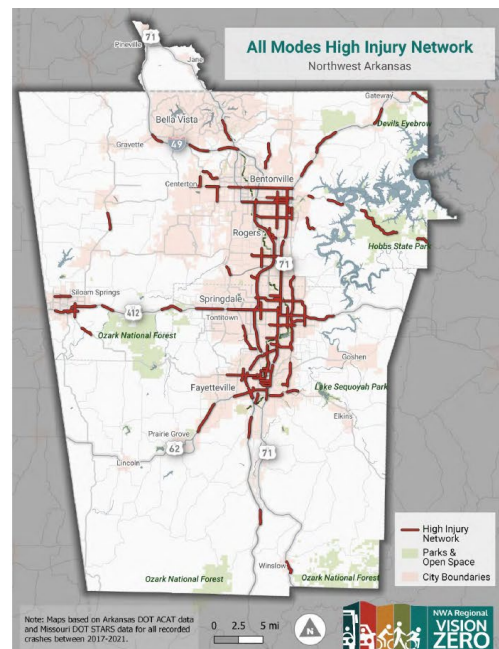
Data Citation: Tefft, B.C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.



Draper described the methodology used to develop the region's High Injury Network (HIN) and showed the following HIN map for all modes, and equity framework, saying there are things to do everywhere within our communities, but these are the corridors that if we are going to start somewhere, we might want to start here first:

## HIN Mapping

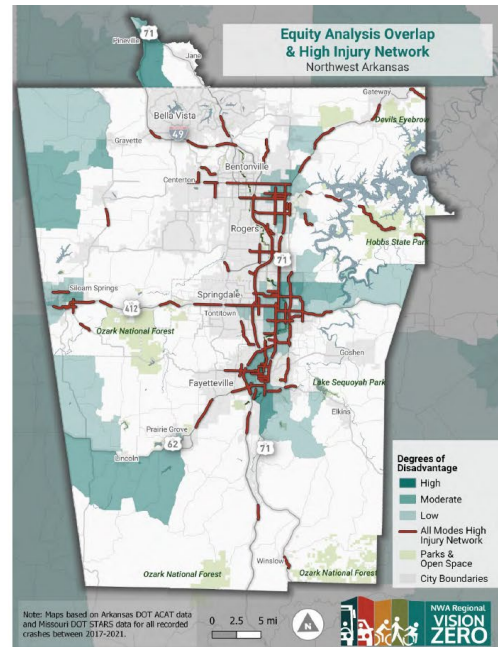
- Maps include:
  - Pedestrian HIN
  - Bicyclist HIN
  - Motorcycle HIN
  - Motor Vehicle HIN
  - Combined Regional HIN





## Equity Framework

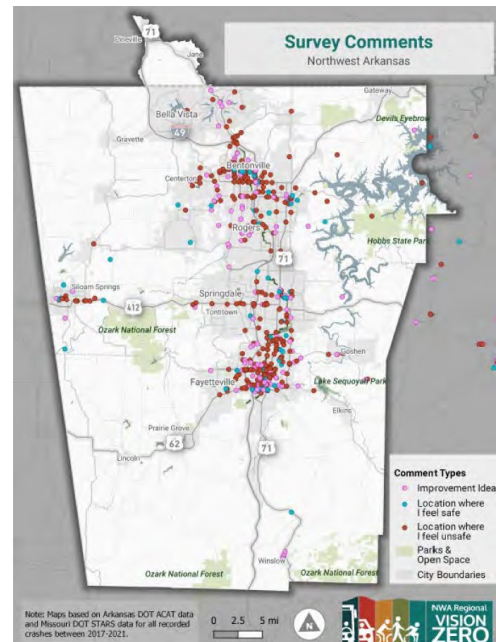
- Identify communities that have experienced historic:
  - Marginalization
  - Disenfranchisement
  - Disinvestment
- Three layers of analysis to distinguish populations that have been underserved and under-resourced



Draper said the goal is that the plan begins the conversation around the approach to safety in your communities, with the conversation continuing regionally and at the local level beyond this plan. He described the robust outreach conducted during the plan development, and summarized the following:

## Starting the Conversation

- Listening Sessions with Municipal Staff
- In-person Tabling Events
- Safety Demonstration Site Walks
- Regional Working Group Meetings
- Safety Webinars
- Online Project StoryMap
- Online Survey and Interactive Map



Draper described the four (4) goals of the plan and highlighted various associated actions with the following overview:

## Goals Leading to Action

1. Promote a culture that prioritizes people's safety
2. Reduce conflicts between roadway users
3. Establish policies, practices, and programs that focus on safety at all levels
4. Slow vehicle speeds

## Actions

- Organized into timeframes:
  - Immediate: 0-2 years
  - Short: 2-5 years
  - Medium-Long: 5-10 years
- Safe System Elements supported
- Action Leader and Supporting Partners

Draper said there are many proactive systemic actions that can be built into community policy immediately and showed the following examples:



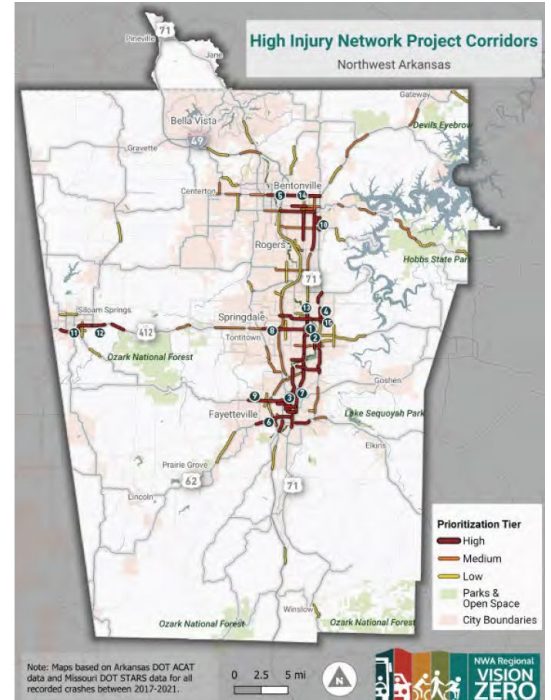
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Draper said the document starts to prioritize corridors on the HIN based upon the number of KSI crashes, total crashes, equity framework, and public comment. He said there is an appendix that breaks down each of the larger communities and their projects.

## High Priority Projects

- 1 West Robinson Avenue (US 412)**  
*South Thompson Street to Turner Street (Springdale)*
- 2 South Thompson Street (US 71B)**  
*West Emma Avenue to Churchill Avenue/West Lakeview Drive (Springdale)*
- 3 North Garland Avenue**  
*West Lawson Street to West Berry Street (Fayetteville)*
- 4 North Old Missouri Road (Hwy 265)**  
*Old Wire Road/Dick Trammel Highway to East Emma Avenue (Springdale)*
- 5 Southeast 14th Street (Hwy 102)**  
*Phyllis Street to West Hudson Road/Water Tower Road/Bekaert Drive (Bentonville)*
- 6 West Martin Luther King Jr. Boulevard**  
*South School Avenue to West Ozark Trail/East Main Street (Fayetteville)*
- 7 North College Avenue (US 71B)**  
*East Center Street to East Township Street (Fayetteville)*
- 8 West Sunset Avenue (US 412)**  
*Westside Village Street/East Henri de Tonti Boulevard to South Thompson Street (Springdale)*

**TOOLE**  
DESIGN

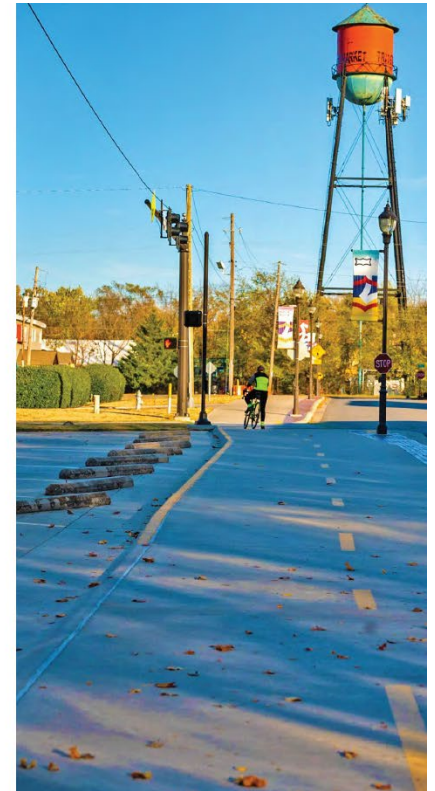


Draper said that it is important to recognize that acting now is not only adopting this resolution and document, but it is tracking progress into the future, and thinking about safety differently if we want to save lives on our roadways. He said that shared responsibility is a huge piece of that, and no single organization should be shouldering the burden of safety alone. He said it is something that is taken on at every level of government, and shared with the public because they have a role to play as well.

Draper said many of the comments we have received have been incorporated into the action items of the final document that you have been given. He said the following were the primary themes:

## Address Public Comments

- Comments have been incorporated into new action items in all four goals
  - Develop a Vision Zero dashboard to track progress
  - Report annually on crashes and other safety characteristics
  - Ongoing safety analyses for intersections
  - Install intersection treatments that are proven to reduce conflicts
  - Conduct routine walking audits to review safety needs for roadway projects during scoping phase
  - Use effective Access Management strategies
  - Develop equitable traffic calming policies
  - Create local education programming for practitioners, boards, and elected officials
  - Emphasize transit to reduce vehicle trips



There was discussion regarding how the NWA KSI rates compare to similar areas. There was discussion regarding distracted driving and potential safety campaigns. There was discussion regarding staff and public education around proven safety counter measures, specific action items including closing slip lanes and protected left turns, and with State DOT policy alignment. Bowen said ARDOT asked us to include a provision that they will consider what is in our plan and look at projects on a case-by-case basis. There was discussion regarding the potential for a model Complete Streets deliverable and including a roundabout-first policy recommendation. Conklin said communities have requested that we look at creating a regional vision for our regional arterial roadway networks, similar to what was adopted for the Highway 112 projects, which included roundabouts and other proven safety countermeasures. There was discussion regarding current language in the document regarding using proven safety countermeasures at intersections, with roundabouts being a proven safety countermeasure.

Bowen said if there are no objections, a roundabout first consideration will be added, along with four other minor changes:

### Minor Additional Comments:

- Appendix D: Update project extent descriptions
- Appendix D: Number projects and place number on City maps
- Page 13 City/County Document Review
- Add a references page to the document at approximately page 58

Chair Judge Moehring asked whether there were any objections to include the additional items as discussed. No objections were made.



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Bowen summarized the following:

- TAC Meeting – June 15, 2023
- 2-week public comment period - June 5-19, 2023
- Working Group Meeting #4 – June 16, 2023
- RPC/Policy Committee – June 28, 2023 present for adoption

**Next Steps:**

- Amend Plan to add Huntsville when complete
- Cities/Counties adopt Plan and Vision Zero Goal
- Apply for grants

**A. RESOLUTION #2023-10 – Approving the Regional Comprehensive Safety Action Plan (CSAP) and Vision Zero Goal**

Chair Judge Moehring asked if there were any questions and hearing none called for a motion to approve Resolution #2023-10 Approving the Regional Comprehensive Safety Action Plan (CSAP) and Vision Zero Goal.

**MOTION: Mayor Stephanie Orman made a motion to approve Resolution #2023-10 Approving the Regional Comprehensive Safety Action Plan (CSAP) and Vision Zero Goal. Mayor Ernie Penn provided the second. Motion passed unanimously, with Mayor Jeff Van Sickler abstaining.**

Bowen said we applied for and received a \$300,000 SS4A grant to complete this safety action plan. She said 80 out of over 500 agreements have been executed and we were not one of those few, so we have not been able to utilize those funds for this plan. She said she shared with TAC last week that she has been working with our FHWA coordinator to try to get the ability to utilize those funds for supplemental planning or demonstration activities, however, we received notification yesterday that we will be unable to do that. She said we will continue working with them to see if there is a way we can use those funds, but as it stands right now, they plan to rescind those funds on July 18<sup>th</sup> since we are adopting this plan today.

Bowen asked if there were any questions and there were none.

**(6) NARTS FEDERAL FISCAL YEAR (FFY) 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #1**

Chair Judge Moehring introduced the item and Nicole Gibbs explained that MoDOT requested to add two new system preservation projects in the rural southwest district to our TIP and she summarized the request and showed the following changes:

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JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
<b>ADD:</b>									
7I3512	VARIOUS	VARIOUS	On-call work zone enforcement at various locations in the rural Southwest District.	0	System Preservation	100 - TOTAL 90 - <i>Safety</i> 10 - <i>State</i>	MoDOT	2024	NARTS
SR0117	VARIOUS	VARIOUS	Job Order Contracting for concrete repairs in the rural Southwest District.	0	System Preservation	1,151 - TOTAL 921 - <i>AC-STBG</i> 230 - <i>State</i>	MoDOT	2024	NARTS

Gibbs said we held a public comment period from June 5, 2023 to June 19, 2023 and we did not receive any public comments.

**A. RESOLUTION #2023-11 – Amending the Northwest Arkansas Regional Transportation Study (NARTS) FFY 2023-2026 Transportation Improvement Program (TIP)**

Chair Judge Moehring asked if there were any questions and hearing none called for a motion to approve Resolution #2023-11 Amending the Northwest Arkansas Regional Transportation Study (NARTS) FFY 2023-2026 Transportation Improvement Program (TIP).

**MOTION: Mayor Doug Sprouse made a motion to approve Resolution #2023-11 Amending the Northwest Arkansas Regional Transportation Study (NARTS) FFY 2023-2026 Transportation Improvement Program (TIP). Sunny Farmahan provided the second. Motion passed unanimously, with Mayor Jeff Van Sickler abstaining.**

**(7) PROJECTS AND OTHER UPDATES**

**A. FY 2023 STBGP-A/TAP/CRP Project Development**

Chair Judge Moehring introduced the item and Nicole Gibbs explained that we are now under triparty agreements as of FY 2023 and project sponsors should be copying NWARPC on your quarterly reports to ARDOT and we are assisting Local Public Agencies (LPAs) with project development and project tracking. She said each year ARDOT requests that we put together an obligation plan by June 30 to give ARDOT and ourselves a sense of where we think we can be in September. She gave a summary of FFY 2023 awarded projects, including those still missing agreements of understanding from ARDOT, along with those we anticipate being on track to obligate by September 2023. She showed the following and said projects highlighted in green are projects we think are on track to obligate by the September deadline, and those in red are still missing agreements from ARDOT:



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**FFY 2023 STBGP-A AWARDED PROJECT STATUS**

<b>JURISDICTION</b>	<b>PROJECT</b>	<b>TYPE</b>	<b>FUNDING</b>	<b>STATUS</b>
Bella Vista	Mercy Way Bridge and Road Imps - Razorback Greenway Ext.	STBG	\$326,845	Obligated
Benton County	Wagon Wheel Rd Bridge Replacement	STBG	\$800,000	Obligated
Centerton	Hwy 102 Sidepath	STBG	\$600,000	Supplemental Agreement - Executed
Fayetteville	College Ave Complete Street (North St to Township St)	STBG	\$1,800,000	Supplemental Agreement - Signed
Fayetteville	Milsap, College, N Hemlock	STBG	\$320,000	AoU - Executed
Lowell	US-71B/HWY264 Intersection Improvements	STBG	\$240,000	Supplemental Agreement - Signed
Lowell	Hwy 264/Bellview/Spring Creek Rd Inters. Impvts.	STBG	\$560,000	Supplemental Agreement - Executed
Lowell	Monroe from Oak St to Hwy 265	STBG	\$439,258	AoU in process Sent to Lowell
Rogers	W Pleasant Grove Rd & Hwy 265 Roundabout	STBG	\$168,000	AoU - Signed
Rogers	Hwy 265 and Hwy 94 New Hope Rd Roundabout	STBG	\$200,000	AoU - Signed
Springdale	Don Tyson Parkway Ext.	STBG	\$4,500,000	Obligated

**FFY 2023 TAP/CRP AWARDED PROJECT STATUS**

<b>JURISDICTION</b>	<b>PROJECT</b>	<b>TYPE</b>	<b>FUNDING</b>	<b>STATUS</b>
Bentonville	I49 Razorback Greenway Relocation	TAP	\$500,000	Obligated
Farmington	Creekside Park Trail	TAP	\$500,000	AoU – Signed
Gravette	Gravette Trail System Phase II	TAP	\$408,974	Obligated
Cave Springs	W Wallis Rd & Sands Rd Sidewalk Extension	CRP	\$10,784	AoU in process
Centerton	McKissic Trail Phase 2	CRP	\$500,000	AoU – Signed
Fayetteville	LED Lighting and Video Detection of Major Inters.	CRP	\$400,000	AoU in process
Johnson	Razorback Greenway Lighting	CRP	\$339,300	AoU – Signed
Lowell	Traffic Signal Improvements	CRP	\$131,764	AoU – Signed
Springdale	Trail Plan and Design	CRP	\$100,000	AoU – Sent to Springdale
Springdale	Dean’s Trail Phase 3A	CRP	\$240,653	Suppl. Agreement – Sent to Springdale
Rogers #2	Hwy 94 Sidewalks	CRP	\$290,653	AoU in process
Decatur	Rooster St to Hill Ave Sidewalk Improvements	CRP	\$183,000	AoU in process
Centerton	Fish Hatchery Rd Trail Project	CRP	\$25,000	AoU in process

Tim Conklin said each year, ARDOT asks how much money we believe NWARPC can obligate by September 30. He said the Federal Fiscal Year (FFY) starts October 1 and goes through September 30. He said you cannot just obligate federal funds; the projects need to be at a certain point in project development. He showed the following scenario and asked members to tell us if you do not believe projects on the plan will be ready to obligate:

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**DRAFT OBLIGATION PLAN SCENARIO – JUNE 30, 2023**

AWARD YEAR	COUNTY	JOB	JURISDICTION	PROJECT	TAP	STBGP-A	CRP	OBLIGATE FFY 2023?
<b>2023 AWARDED PROJECTS CURRENTLY EXPECTED TO MEET OBLIGATION DEADLINE</b>								
2023	Benton	090405	Gravette	Gravette Trail System Phase II	\$ 408,974			\$ 408,974
2023	Benton	090630	Bentonville	I49 Razorback Greenway Relocation	\$ 500,000			\$ 500,000
2023	Washington	040717	Springdale	Don Tyson Parkway Ext.		\$ 4,500,000		\$ 4,500,000
2023	Benton	090436	Bella Vista	Mercy Way Bridge and Road Imps - Razorback Greenway Ext.		\$ 326,845		\$ 326,845
2023	Benton	090524	Benton County	Wagon Wheel Rd Bridge Replacement		\$ 800,000		\$ 800,000
2023	Benton	090601	Lowell	US-71B/HWY264 Intersection Improvements		\$ 240,000		\$ 240,000
2023	Benton	090433	Lowell	Hwy 264/Bellview/Spring Creek Rd Inters. Impvts.		\$ 560,000		\$ 560,000
2023	BC/WC	012450	NWARPC	Comprehensive Safety Action Plan - Vision Zero		\$ 400,000		\$ 400,000
<b>2023 AWARDS ANTICIPATED TO OBLIGATE</b>					<b>\$ 908,974</b>	<b>\$ 6,826,845</b>	<b>\$ -</b>	<b>\$ 7,735,819</b>
<b>TOTAL AWARDED 2023</b>					<b>\$ 1,408,974</b>	<b>\$ 10,354,103</b>	<b>\$ 2,171,154</b>	<b>\$ 13,934,231</b>
<b>EXISTING/ONGOING PROJECTS TO REQUEST FFY 2024 FUNDING* (PROJECTED)</b>								
2024*	Washington	040717	Springdale	Don Tyson Parkway Ext.		\$ 5,000,000		\$ 5,000,000
2024*	Benton	090436	Bella Vista	Mercy Way Bridge and Road Imps - Razorback Greenway Ext.	\$ 120,000			\$ 120,000
2024*	Benton	090524	Benton County	Wagon Wheel Rd Bridge Replacement		\$ 640,000		\$ 640,000
2024*	Benton	090433	Lowell	Hwy 264/Bellview/Spring Creek Rd Inters. Impvts.		\$ 1,000,000		\$ 1,000,000
2024*	Benton		Siloam Springs	E Kenwood St Improvements (widening, incl. sidepath)		\$ 251,120		\$ 251,120
2024*	Benton	090628	Bentonville-Cent.	Greenhouse Road Improvements		\$ 3,000,000		\$ 3,000,000
					<b>\$ 120,000</b>	<b>\$ 9,891,120</b>	<b>\$ -</b>	<b>\$ 10,011,120</b>

\* **2024 amounts are projected**; subject to complete application and Board approval of FFY 2024 STBGP-A projects to obligate existing OL by Sept. 30, 2023

**OTHER NOTES:**

- TAP and CRP funds need to be carried over due to excessive delay in receiving LPA Agreements of Understanding
- In the past, ARDOT partner projects did not count toward carry over limitation

<b>TOTAL AWARDED 2023</b>	<b>\$ 13,934,231</b>
<b>EST. OBL. LIMITATION 2023</b>	<b>\$ 14,477,021</b>
<b>NET POTENTIAL OBL. 2023</b>	<b>\$ 17,746,939</b>

*\$1M Carryover Limitation - per ARDOT Policy*

Conklin said the 2024 existing projects listed are communities who have indicated they will be requesting additional funds on projects that are already underway and have already cleared the hurdles for obligation. He said we hesitate to show what future money the Board may award for the 2024 award cycle, and this is not an indication that the Board approved any of these amounts. He said this is just a scenario of what potentially could be awarded and what potentially could be obligated. He said in addition, the 2024 funding applications are due July 14 and some of these projects listed have not yet submitted applications, and so this is like looking into a crystal ball, and it all is subject to change.

Conklin said we have about \$14.5 million we need to obligate, and we think we can probably obligate around \$7 million of 2023 awards, and about \$10 million of 2024 awards, subject to board approval. He said we track the funding years on the backside, and the past few years, we have had to juggle funding between fiscal years to meet ARDOT’s \$1 million carryover requirement. He said it is becoming more and more difficult and with the different funding programs, STBGP-A, TAP, and now CRP, we are going to have to re-think how we do this in the future. He said this is not just our MPO, but all over Arkansas and the country they are having trouble keeping their money. He said our goal is to never lose any money coming to the region and he is very glad to see large corridor projects in the region able to potentially take on some of this money so we do not lose it.

Conklin asked whether there were any questions and said obligation work can be confusing. He said he is happy to answer questions now, or feel free to give him a call. He said it is a good and bad problem that we have \$14.5 million, we just need to make sure we are ready to spend it. He said we also need ARDOT to work closely with us to get Agreements. Sunny Farmahan said that the office will be adding capacity and going forward there will be more staff to work on the things that are slow right now. Gibbs said just to hit the point home one more time, if any of your projects have any

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significant delays, to please be in communication with us, as it may affect our ability to obligate the regional money.

**B. FY 2024 STBGP-A/TAP/CRP – Application Cycle Update**

Elizabeth Bowen summarized the timeline of the federal fiscal year (FFY) 2024 Surface Transportation Block Grant Program – Attributable (STBGP-A), Transportation Alternatives Project (TAP), and Carbon Reduction Program (CRP) award cycle as follows:

**Timeline:**

- |  |                            |
|--|----------------------------|
| • Call for Projects  | March 23, 2023             |
| • Application Deadline ( <i>Resolution Required</i> )        | July 14, 2023, at 4:00pm   |
| • Project Sponsor Presentation to TAC Committee              | July 20, 2023 at 10:30am   |
| • Selection Committee Site Visits, Scoring, & Recommendation | TBD                        |
| • Project Selection Committee Recommendation to TAC          | August 17, 2023 at 10:30am |
| • Project Selection Recommendation to RPC/Policy             | August 23, 2023 at 1:30pm  |

Bowen said as previously mentioned, we are discussing moving the application cycle timeline to potentially do a call for projects in January, with an April deadline, with project selection during the May meetings. She said she wanted to give everyone an idea that the cycle will start about three months sooner than we have done in the past in order to help us with the obligation challenges.

Bowen said we anticipate \$11 million coming to the region for STBGP-A, \$1.2 million for TAP, and \$1.3 million for CRP. She said she currently has received applications from five entities totaling \$3.5 million. She said if you have any questions, feel free to give her a call and all the information for our applications are available on our website: <http://www.nwarpc.org/funding-programs>.

Bowen asked if there were any questions and there were none. Conklin said just to add, if you are applying for ARDOT TAP and your project is larger than the \$500,000 limit, you should certainly be applying for our grants to get your projects to 80% federally funded.

**C. Other Grant Opportunity Updates**

Elizabeth Bowen said the Board previously approved the application for a RAISE grant for Highway 112, and we did not receive the RAISE grant, and the City of Fayetteville was not awarded either. She said the City of Russellville project (\$23.8 million) and an ARDOT project in the City of Bryant (\$25 million) received RAISE grants in Arkansas. Tim Conklin said 70% of the grants awarded were in Areas of Persistent Poverty and Historically Disadvantaged census tracts and he strongly encouraged communities to look at those maps when you are applying for funds.

She summarized the following grant opportunities:

**USDOT Notice of Funding Opportunities (NOFOs):**

- [FY 2023 Safe Streets and Roads for All \(SS4A\)](#) –deadline July 10, 2023 @ 5:00 PM EDT
- [FY 2022/2023 Promoting Resilient Operations for Transformative, Efficient, and Cost-saving transportation \(PROTECT\) Program](#) - deadline August 18, 2023@11:59PM EDT
- [Thriving Communities Technical Assistance \(TCTA\) program](#) (on a rolling basis)
- NEW [Multimodal Project Discretionary Grant program](#) - deadline August 21, 2023 @ 11:59 PM EDT (INFRA: \$3-3.1 billion • Mega: \$1.8 billion • Rural: \$650-675 million)

**Arkansas State Grant Programs**

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- [ARDOT Intersection Improvement Program \(IIP\)](#)
- [ARDOT Local Bridge Program \(LBP\)](#)
- [AR Dept. of Parks, Heritage, & Tourism -Outdoor Recreation Grants Program](#) - August 25, 2023

Bowen shared further details about the new combined Multimodal Project Discretionary Grant program (Mega/INFRA/Rural). Conklin said we plan to bring to you at the next meeting, a request to file an INFRA grant for potentially two projects, Highway 112 that was not awarded a RAISE grant, and Highway 612 Bypass, and working with ARDOT on how to advance that project. He said we have had initial conversations with ARDOT, and they are not necessarily opposed to the region bringing money to the state to advance projects.

Bowen shared other grant resources, including [www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity](http://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity), and the [www.transportation.gov/dot-navigator](http://www.transportation.gov/dot-navigator).

Bowen said the Arkansas Department of Energy & Environment (ADEE) submitted an EPA Climate Pollution Reduction Formula Grant for Planning and they were awarded the \$3 million in funds. She said we submitted a notice of intent to participate (NOIP), along with Metroplan and Ft. Smith, and have since learned that ADEE included those top three most populous Metropolitan Statistical Areas (MSAs) in their proposal to suballocate funding to assist with the project. She said we have been meeting with ADEE to discuss their intent for the funding and next steps, and we expect a subrecipient memorandum of agreement in the next month or two and will bring that back to you for your consideration. She said it is 100% federal funding and there is a very specific timeline to participate. She said this EPA grant is similar to SS4A, in that they offer Phase I Planning Grants to create Action Plans, which must be in place to apply for Phase II Implementation Grants. She said it is another tight timeline in that plans are due March 1, 2024, with another call likely due around April 1, 2024. She said many of our trail projects and TAP and CRP eligible projects will also be eligible for this funding.

Bowen said Fayetteville and Springdale received \$576,000 for the Northwest Arkansas Rail Corridor Safety Study.

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

**(8) COMMITTEE AND GROUP UPDATES**

Chair Judge Moehring introduced the item.

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

Elizabeth Bowen summarized the recent meetings of the Active Transportation Committee (ACT) and the NWA Regional BikePed Master Plan Update Subcommittee as follows:

**Last Met:** May 30, 2023

- Bike Friendly Community-Rogers – Silver Award, NACTO attendees discussion, Razorback Greenway Alliance is in final stages of wayfinding signage (thermals complete, mile markers wrapped), grant opportunities, SS4A – Vision Zero, LoTS, Tunnel Standards, E-bike rebate program pilot, AR Bike/Ped Coalition, Grants
- Sub-committee for NWARBPMP May 30, 2023
  - Cities/UoA progress on Community Plans
  - Cities/UoA working to finalize proposed trails so map can go to public comment – Possibly June????

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- Sub-committee for NWARBPMP June 15, 2023
  - Bike Parking/racks/rooms/model development regs
  - Cities/UofA working to finalize proposed trails so map can go to public comment – Possibly June????
  - Vision Zero Draft Plan discussion
  - NWA Chapter of Association of Pedestrian & Bicycle Professionals

**Next Meeting –**

- ACT - July 20, 2023 at 1:30
- Subcommittee NWARBPMP - July 20, 2023 at 2:30

**B. NWA Open Space Coalition**

Elizabeth Bowen summarized the following:

**Last Met:** May 22, 2023 (new bi-monthly schedule, third Monday - Jan, Mar, May, Jul, Sep, Nov)

**Discussion Items:**

- Status of City/County Resolution update from members
- NWALT protects 200 acres
- USACE IR Flood Study
- Grants
- CRS FEMA flood plain audit
- BWA Smart Growth Series
- Butterfield Overland National Historic Trail

**Next Meeting:** July 17, 2023 @ 10:00 am Mt Hebron Park, Rogers

**C. MS4 Stormwater Compliance Group**

Nicole Gibbs summarized the following:

**Last Met:** June 21, 2023

**Discussion Items:**

- New MS4 Numbers – 2020 Census
- 2023 NWA Stormwater Education Budget
- Post Stormwater Inspections
- Landscape professional postcard campaign results

**Next meeting scheduled:** August 16, 2023 @ 10:30 am, virtual (every two months on the third Wed.)

**D. NWA GIS User Group**

Nicole Gibbs summarized the following:

**Last Met:** June 13, 2023

**Discussion Items:**

- Aerial Imagery Projects
- NWA Bicycle & Pedestrian Plan Update
- Safe Streets & Roads for All (SS4A) Vision Zero Plan Update
- Presentation of Trailblazers Active Transportation Equity Assessment

**Next meeting scheduled:** August 8, 2023 at 10:30am, virtual

**(9) PUBLIC COMMENT**

Chair Judge Moehring asked whether any comments and none were made. He asked whether any comments have been received and Nicole Gibbs summarized one comment received prior to the meeting and said they received a response, and the comment was distributed in the Committee's meeting packets. No other comments were made.

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**(10) OTHER BUSINESS**

**A. Future Meeting Dates:**

Chair Judge Moehring announced upcoming meetings as follows:

- **TAC Meeting** – Thursday, July 20, 2023 @ 10:30 AM
- **RPC/Policy Committee Meeting** – Wednesday, July 26, 2023 @ 1:30 PM

**B. Beaver Watershed Alliance, Smart Growth for Source Water Protection Forums #4** – Exploring the current system to know where to take action on planning and zoning codes for Smart Growth in the region - July 13, 2023 @11:30am, Fayetteville Public Library, <http://www.beaverwatershedalliance.org/events/>

**C. ARDOT State Rail Public Input Session** – Thursday, July 27, 2023 @ 10:00 AM – 12:00 PM, NWARPC Conference Room, 1311 Clayton St, Springdale

**D. ARDOT Transportation Planning Conference** – September 19-21, 2023, Wyndham Riverfront Hotel, North Little Rock, AR, <https://www.ardot.gov/divisions/transportation-planning-policy/2023-transportation-planning-conference/>

Tim Conklin said in the past NWARPC has provided financial assistance to pay for the registration fee of one member per entity. He said we will bring that back to the Board in July for consideration.

Elizabeth Bowen said the University of Arkansas released a report on June 12, 2023 showing that Northwest Arkansas' cycling industry, covering Benton and Washington counties, contributed \$159 million to the economy in 2022 through cycling-related jobs, tourism revenue and taxes (<https://talkbusiness.net/2023/06/study-biking-generates-159m-in-economic-impact-in-northwest-arkansas/>). She said additionally, the Trailblazers produced the NWA Trails & Active Transportation Equity Report. She said they were invited to present the report to the TAC in June, and that meeting was recorded if anyone is interested in learning more, <https://storymaps.arcgis.com/stories/16acbca3606f465faec9652a0e4abca1>.

Chair Judge Moehring asked whether there was any other business.

**(11) ADJOURN**

With no other business, the meeting was adjourned at 2:46 p.m.

**PASSED AND APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2023.**

\_\_\_\_\_  
Judge Barry Moehring, Chair, NWARPC

ATTEST: \_\_\_\_\_