

# Metroplan Board of Directors Meeting

February 23, 2022

## AGENDA

1. Approval of Minutes of December 15, 2022
2. Approval of Minutes of January 26, 2022
3. Approval of Financial Statements for January 2022
4. Agency Reports
5. 2022 Metroplan Benchmarking Trip

## TRANSPORTATION AGENDA

6. TIP Amendment for CA0613
7. Safety Performance Targets
8. South Loop Scope of Work
9. TIP Standard Practices Document
10. Levy Jump Start Funding Request
11. STBG Call for Projects Parameters
12. Metropolitan Transportation Plan Update
13. Metroplan Board Announcements
14. Citizen Communication
15. Adjourn



METROPLAN

SMART PLANNING MAKES SMART PLACES.

**ITEM 1: MINUTES OF DECEMBER 15, 2022**

**Metroplan Special Board of Directors Meeting  
December 15, 2021**

**Attending:**

Mayor Tom Farmer, City of Benton  
Mayor Allen Scott, City of Bryant  
Mayor Ken Kincade, City of Cabot  
Mayor Sammy Hartwick, City of Greenbrier  
Mayor Sam Higdon, City of Guy  
Mayor Bob Johnson, City of Jacksonville  
Mayor Trey Reed, City of Lonoke  
Mayor Randy Holland, City of Mayflower  
Mayor Caleb Norris, City of Maumelle  
Mayor Terry Hartwick, City of North Little Rock  
Mayor Mike Kemp, City of Shannon Hills  
Mayor Virginia Young, City of Sherwood  
Mayor Allan Loring, City of Wrightsville  
Mayor Terry Don Robinson, City of Wooster  
Judge Jim Baker, Faulkner County  
Judge Doug Erwin, Lonoke County  
Judge Barry Hyde, Pulaski County  
Mr. Brad McCaleb, Arkansas Department of Transportation  
\* Mr. Jon Honeywell, City Little Rock  
\*Ms. Jennifer Hill, City of Haskell  
\*Mr. Joe Procop, Rock Region METRO  
\*Ms. Courtney Ruble, City of Ward

*\*Indicates Proxy*

**Metroplan**

Tab Townsell  
Casey Covington  
Cindy Segebarth  
Hans Haustein  
Bernadette Rhodes  
Allen Skaggs  
Lynn Bell

**Guest**

Amy Heflin, FHWA  
Noel Oman, Arkansas Democrat-Gazette  
Kurt Jones, City of Conway

David Cook, City of North Little Rock  
Mike Watson, HALFF  
Byron Hicks, McClelland  
Jay Whisker, McClelland  
Jim Oakley, City of Jacksonville

**I. Approval of the Minutes of August 25<sup>th</sup>**

A motion to approve the minutes of the October Metroplan Board meeting was made by Mayor Kincade, seconded by Mayor Johnson, and passed by the Board.

**II. Approval of the Financial Statements for October and November 2021**

A motion to approve the financial statements for October and November was made by Ms. Hill, seconded by Mayor Hartwick, and passed by the Board.

**III. Agency Reports**

**A. Metroplan**

Mr. Townsell stated to the Board that staff will be working on a benchmarking trip for the Board in the upcoming year. With the Regional Greenways Plan development, it would be beneficial for the Board to go out and examine other areas around the country and how they are developing their greenway trail networks.

**B. Arkansas Department of Transportation**

Mr. McCaleb stated to the Board that in the November 3<sup>rd</sup> letting, Job 012398, Statewide Centerline Rumble Strip Improvements along Hwy. 5 west of Benton was letted.

Mr. McCaleb noted that currently there are no projects advertised.

Mr. McCaleb further stated to the Board that ARDOT has several studies underway in the area, most of which are in some stage of review.

Mr. McCaleb also stated that there is a virtual public involvement meeting scheduled for December 24<sup>th</sup> pertaining to Job 061613, I-40 Streets and Appraisals – Hwys. 13 and 31 in Lonoke.

**C. Rock Region METRO**

Mr. Procop stated to the Board that Mr. Frazier finished his last day with Rock Region METRO on Friday, December 10<sup>th</sup>. Mr. Justin Acry, who is the current CFO, will take over as the interim CEO while a new replacement is being sought. Rock Region METRO has hired a consulting firm to conduct the candidate search.

#### **D. Little Rock Port Authority**

There was no one in attendance from the Little Rock Port Authority.

#### **E. Bill and Hilary Clinton National Airport**

There was no one in attendance from the Clinton National Airport.

### **IV. 2022 Metroplan Benchmarking Trip**

Ms. Bernadette Rhodes gave a presentation to the Board on the schedule for the 2022 Metroplan Benchmarking Trip.

Ms. Rhodes noted to the Board that staff is working to put together a benchmarking trip for August 2022. Included in the Board packet was a list of potential areas which were identified based on past input by the Board and how they would be beneficial to the Central Arkansas Regional Greenways Plan.

Ms. Rhodes gave a brief summary of the important aspects of each area that the Board would be examining in each city.

Board members were asked to rank their top 3 choices for the Benchmarking trip.

### **V. Executive Director's Annual Evaluation**

Judge Erwin stated to the Board that he had received the Executive Director's Annual Evaluation from the Board and there was favorable response from the Board.

A motion to increase the Executive Director's salary by 4% was made by Mayor Hartwick, seconded by Mayor Kincade.

Mayor Johnson interjected and asked that the Board go into Executive Session. After Executive Session, Judge Erwin noted the motion on the floor to approve the salary increase which was agreed to unanimously and passed by the Board.

### **VI. Adoption of 2022 Metroplan Budget**

Judge Erwin noted that the 2022 Metroplan Budget was reviewed by the Executive Committee and was recommended for approval by the Board.

A motion to approve the budget was made by Mayor Kemp, seconded by Mayor Kincade, and passed by the Board.

### **VII. Metroplan Office Lease**

Mr. Townsell noted to the Board that Metroplan is in its 3<sup>rd</sup> year of a lease for office space with Pulaski County that is renewable on a standard yearly basis.

Mr. Townsell asked that the Board approve the extension of the lease through 2022.

A motion to approve Resolution 21-15 for renewal of the lease was made by Mayor Johnson, seconded by Mayor Robinson, and passed by the Board.

## **TRANSPORTATION AGENDA**

### **VIII. Project Cost Inflation**

Mr. Covington stated to the Board that staff has spent the last few months working on developing options to assist with project cost inflation.

Mr. Covington added that staff developed two options that would maintain Call for Projects for 2022 and 2023 a priority of the board. Both options anticipate fully funding JP Wright Loop, with the amount determined after the bid. A spreadsheet of the options was provided to the board.

Mr. Covington stated to the Board that the projects on the sheet were separated into categories. (1) railgrade separation projects, (2) projects bid or under construction, (3) projects obligated but not bid and (4) projects with an obligation in 2022. Options were described as follows.

#### Option 1:

- Funds remainder of JP Wright Loop in 2023 & 2024
- Project Let to Bid – 20% increase or a 50-50 sharing for increases above this amount
- Projects obligated but not bid – Up to a 20% increase in project amount
- Projects with obligation in 2022 – Up to a 20% increase in project amount

#### Option 2:

- Funds remainder of JP Wright Loop in 2022, 2023 & 2024
- Project Let to Bid – 20% increase or a 50-50 sharing for increases above this amount
- Projects obligated but not bid – No adjustments made.
- Projects with obligation in 2022 – No adjustments made.

Mr. Covington stated to the Board that under option 2, the board could allow jurisdictions to apply for overruns as part of future call for projects.

Option 1 leaves \$11 million for FFY 2023 and \$8.9 million for 2024 that would be allocated through calls for projects. Option 2 leaves \$12.3 million for FFY 2023 and \$12.3 million for FFY 2024 that would be allocated through call for projects.

Mr. Covington added that some of the projects in the third category are older and need to be moved forward toward bidding. Otherwise they will become inactive.

Mr. Covington noted that he estimated there would be \$15 million of STP funds available for obligated in 2022 and that the board awarded \$12.6 million the previous August for obligation in 2022. The options allocate these additional funds to projects that are bid or ready to go. The allocation of this additional \$2.4 million, estimated for 2022, should be considered in any recommendation.

Mr. Covington stated that in November there was a discussion of a 20% increase being applied to construction projects scheduled for 2022.

Mr. Covington stated that staff wanted to give the Board a chance to discuss the issue and turned the floor over to Judge Erwin to lead the discussion.

Judge Hyde stated to the Board that “We are not talking about TAP money. All TAP money is separate from this. The funding that is solely being discussed is from STGB funding.”

Judge Hyde further stated that the railroad bridge was a separate issue from the other projects. Therefore, we will have to deal with this project for Jacksonville the same way we did with Mayflower and prior railroad overpasses. The plan for railroad overpasses has been around for a number of years, therefore we must continue with movement as planned.

Judge Hyde stated that he had a conversation with Judge Arey and they agreed that everyone should handle their own construction cost increases. Under the scenarios presented, the Board would have to consider reducing the maximum available funds for future calls for projects from \$3 million to \$2 million.

Judge Hyde suggested that \$2.4 million in additional funds for 2022 be applied towards the shortfall of JP Wright Loop with no adjustments for other projects, a new Option 3.

Mayor Farmer asked if the Judge was making this statement as a motion. He agreed that each jurisdiction should have to take care of their own construction issues and have money to provide for future projects.

A motion for Option 3 was made by Judge Hyde and seconded by Mayor Kemp.

Mr. Covington reminded the board that they would need to ensure that the projects were available to obligate the additional \$2.4 million in 2022.

Mayor Johnson noted that there was a city meeting the week prior that projected the completion of the JP Wright Loop project to be late 2023 or 2024. Utility relocations are nearing completion with the major item being remaining the railroad agreement.

Mr. Covington stated that the railgrade separation project for Jacksonville has been sitting for too long and therefore the Feds will not put more money into it until it goes to bid. Therefore, the project would need to go to bid by the summer if additional funds are to be obligated in 2022.

Mr. Vinson asked the Board for clarification on the resolutions presented to the Board.

Judge Hyde responded that an Option 3 be considered which would authorize staff to begin plans for recruiting the funds that would be needed to start construction on the JP Wright railgrade separation.

Judge Hyde added this project is different from any other project on the spreadsheet and that there was already a precedence on this with the City of Little Rock and the City of Mayflower. This project may have been an oversight that may never be made again on any other project with money set aside before cost was known. For each of these railgrade projects there was at least \$5 million dollars provided.

Judge Hyde noted that in the next STBG funding if there was a shortfall in their bids and available funds, jurisdictions will be allowed to apply for additional funding in the next STBG to cover it.

Mr. Covington stated that typically a “Call for Projects” is done in the spring. Therefore, this is what we would have to determine for the spring of 2022 call. Under the option presented by Judge Hyde, the parameters and conditions that jurisdictions are allowed to apply for cost overruns would be very important. Most of the funds could end up going to existing projects.

Mayor Norris stated to the Board that the priority needs to be those projects that have already been approved at this time and moving them forward and ensuring that you can apply for the maximum funding in the future.

Mr. Covington added that the Board may want to consider a requirement for future calls for projects that projects must be designed before construction funding is awarded. The issue of cost increases has been an ongoing issue for Metroplan and typically has come back to the Board for discussion every three or four years.

Again, after some discussion, Mr. Covington stated that the motion was to hold new money for Jacksonville with all other projects receiving no additional funding but would be allowed to apply for additional funding under future calls for projects.

Mayor Hartwick asked for clarification if his jurisdiction would then be responsible for paying up front \$420,000 in funding before requesting additional funding.

Mr. Covington stated that the City would have to pay the full amount up front and could then ask for reimbursement later if the board approved additional funding.

Mayor Hartwick noted that the City has two projects that are about to be complete and wanted to know if they must pay for the completion of the projects or stop the projects.

Mr. Covington stated that if the Board does not award additional funding it would come out of the jurisdiction's money.

Mr. Covington stated that he could not advise jurisdictions to stop the project, but understands that they will be responsible for coming up with the additional funding and must decide what their finances would allow them to do.

Judge Baker asked that the motion be restated.

Therefore Mr. Covington reiterated to the Board that the motion's effect is that "Metroplan will apply the additional 2022 funds toward JP Wright Loop and not award additional funding to other projects."

Mr. Townsell stated to the Board that there were three options. Option 1: The JP Loop project be set aside and deal with other funding issues later. Option 2: Everybody else stands firm with no additional project funding and Option 3: Is to come back and apply for funding under the 2022 Call for Projects in the spring, including possible reimbursement for projects.

Mayor Hartwick then asked if the Board at an earlier time did authorize payment for the project?

Judge Hyde asked if the City knew before or after the start of the project that there may be additional funding needed.

Mayor Hartwick diverted the question to Mr. Covington.

Mr. Covington stated that when the Levy project was started the construction cost was nearly covered but there had been change orders along the way that necessitated the additional costs.

Judge Erwin stated Metroplan has the ability to increase the funding up to 20%.

Judge Hyde stated that it could be 120% but the city would be responsible for the 20%.

Mr. Vinson then asked if the City wants it can apply for the full maximum and receive more than the 20% listed in the options.

Judge Hyde stated that the City could apply under the 80-20% in future call for projects and receive 80% funding.

Mayor Hartwick stated that the problem with this is that the funding would not be available until late 2022 or 2023. This would not be beneficial to the Levy project.

Mr. Covington stated that projects during 2022 should stay with their current amount and be allowed to reapply for funding in the spring of 2022 for additional funding. The only project still to be addressed is the City of North Little Rock's project.

Therefore, based upon discussion, Mr. Covington recommended that the Board accept Judge Hyde's recommendation on the projects obligated as well as projects expected to be obligated in 2022.

Mayor Kemp questioned if staff had acted inappropriately. Mayor Kemp moved to call the question.

Mr. Townsell stated that a 2/3 vote of the Board is required to end debate per Mayor Kemp's motion. If approved by 2/3 of the board, a second would then be taken on the motion from Judge Hyde.

A vote was taken to proceed, and the vote showed 8 approved, 10 opposed.

Judge Hyde gave Mayor Hartwick further clarification on the motion, which he stated.

Mayor Hartwick stated that he was fully understanding of how this would affect the Park Hill project, but the Levy project would be affected as payment on the project is due in a month. It was his understanding that these change orders had gone through Metroplan.

After further discussion, Judge Hyde withdrew his motion, this was seconded by Judge Erwin.

Mayor Johnson noted that he agreed with Judge Hyde's motion, but he didn't think the Board had a really clear understanding of whether this affects projects that are in the middle of construction or about done. Therefore, although the motion is the way the Board should go, there are some details that need to be worked out to make it clearer.

Mayor Johnson further questioned if Mayor Hartwick might take the funds from the Park Hill project and redirect them to finish out the Levy project and then come back and reapply for funding for the Park Hill project.

Mr. Covington stated to the Board that once a project is bid it should not be stopped. The projects in question may need to be re-examined and brought back before the Board if additional funding is sought. The general consensus may be to allow those projects to come back through the application process. The board would also be required to approve any transferring of funds.

Judge Hyde ask Metroplan administration if staff approved these extras (Levy change orders) without board approval.

Mr. Covington responded that NLR staff provided the change orders to Metroplan. Metroplan reviewed the change orders for consistency with the project scope. Staff does not have the authority to approve any funding above the cost approved by the Board or that obligated. Projects are handled on a case-by-case basis but have been previously allowed to proceed to avoid unnecessary delays and to come back to the board once a final number was determined for overruns. This often occurs when a project is closed out and funds are shift between project phases to cover overruns and underruns. Mr. Townsell reiterated that staff reviews change orders for scope, not approval of cost.

Mayor Kemp questioned if a jurisdiction has multiple projects is there any way that funding could be moved around in those projects in the short term to allow for completion of a project and catch up on the remaining projects at a later time.

Mr. Covington stated that projects would then stop, and the Feds would indicate that the funding would have to be de-obligated. Therefore, projects are not stopped once they have gone through the bid process. The board could approve a shift but this would result in a larger shortfall for Park Hill that the board and North Little Rock would need to consider.

Mayor Kemp asked for the status of the Judge's motion.

Mayor Kemp asked that the motion be reinstated. Ms. Hill seconded the motion.

Mr. Honeywell asked that the motion be restated.

Mr. Townsell stated that the Board must consider the motion, which states that J.P. Wright Loop be funded separately from the other projects and set aside. All projects except for J.P. Wright Loop will stay on its original path of funding and be allowed to come back for supplemental funding if needed in spring 2022.

Mr. Vinson asked to confirm that supplemental funding is not limited to the amount of funding shown in options 1 or 2. Mr. Townsell responded that supplemental funding is not limited to the numbers you see in option 1 or 2, just to the 80% federal maximum. Mr. Vinson then asked if it was just the cost overrun or could it be

additional funding as well, referenced projects with a scope change as well those which were already being overmatched. Mr. Townsell responded technically yes.

There were 14 for approval and 2 opposed. The motion was approved.

## **IX. Study Updates**

Mr. Covington stated to the Board that the Regional Greenways consultants are working to have some additional public meetings coming up in January. An update will follow early next year once these meetings are completed.

Mr. Covington stated that Crafton Tull has been selected as consultants for the Little Rock South Loop Study. Negotiations have begun on the scope of work for the project.

Mr. Covington stated that staff is working on the Long-Range Transportation Plan and in talks with ARDOT on a timeline with hopes to have adoption along with a new TIP in October 2022.

With no further business, the meeting was adjourned.

**ITEM 2: MINUTES OF JANUARY 26, 2022**

**Special Metroplan Board Meeting  
January 26, 2022**

**Attending:**

Mayor Bernadette Chamberlain, City of Austin  
Mayor Tom Farmer, City of Benton  
Mayor Allen Scott, City of Bryant  
Mayor Ken Kincade, City of Cabot  
Mayor Sammy Hartwick, City of Greenbrier  
Mayor Sam Higdon, City of Guy  
Mayor Bob Johnson, City of Jacksonville  
Mayor Trae Reed, City of Lonoke  
Mayor Terry Hartwick, City of North Little Rock  
Mayor Mike Kemp, City of Shannon Hills  
Mayor Virginia Young, City of Sherwood  
Mayor Charles Gastineau, City of Ward  
Mayor Terry Don Robinson, City of Wooster  
Judge Doug Erwin, Lonoke County  
Judge Jim Baker, Faulkner County  
Judge Barry Hyde, Pulaski County  
Judge Jeff Arey, Saline County  
Mr. Keith Keck, Hot Springs Village  
Mr. Jon Honeywell, City Little Rock  
\*Mr. Sunny Farmahan, Arkansas Department of Transportation  
\*Mr. Joe Procop, Rock Region METRO  
\*Ms. Jennifer Hill, City of Haskell  
\*Mr. AR Spann, City of England  
\*Mr. James Walden, City of Conway  
\*Ms. Suzanne Peyton, Bill and Hilary Clinton National Airport

*\*Indicates Proxy*

**Metroplan**

Tab Townsell  
Casey Covington  
La’Kesha Stewart  
Lynn Bell

Judge Erwin indicated to the Board that the Special Metroplan Board meeting was called to introduce the award of the TAP grants.

Mr. Townsell stated that staff thought it would be appropriate to announce the awards this month rather than wait until the regularly scheduled February Metroplan Board meeting to give recipients more time to get their projects ready to go.

Mr. Covington stated to the Board that there were 17 applications submitted in the amount of \$2.9 million of funding that was requested. It was originally estimated that there would be about \$1.6 million to award for FY2022-2023, but because of the Infrastructure Bill the amount seems to be closer to \$2 million.

Mr. Covington further stated six staff from the jurisdictions were appointed by president Doug Erwin to score the projects. Staff then looked at several different ways of analyzing these scores which results in a consistent ranking of projects.

Mr. Covington provided the Board with a table consisting of the projects that were chosen.

Mr. Covington then stated that based on scoring and discussion with the committee it was recommended that the top 11 projects be funded.

If there are additional funds received to exceed the expected \$2 million those funds will be provided to jurisdictions first that did not receive an award and second to jurisdictions with a second application.

Mr. Townsell stated that staff drafted Resolution 22-01 reflecting this recommendation.

A motion to approve Resolution 22-01 was made by Judge Baker, seconded by Ms. Hill, and passed by the Board.

Mr. Covington added that a letter will be sent out to the Board indicating that the award is for two years, and staff will work the various jurisdictions to facilitate obligation in 2022 or 2023. Staff suggests that for projects with an anticipating obligation in 2022, these jurisdictions accelerate project development and plans.

Mr. Townsell stated that staff has added to the agenda the discussion of continuing the topic of deciding which city would be approved out of the two nominated for the benchmarking trip. A brief presentation was given to the Board followed by a poll to determine which city the Board will travel to in August. Staff would then begin the process of setting up meetings with people in the prospective area to develop the trip.

Ms. Stewart gave a brief presentation to the Board to highlight the cities selected. The two cities selected by the Board were Allentown, PA and Fort Collins, CO.

Ms. Stewart indicated to the Board that the trip would be scheduled anytime between August 15<sup>th</sup> – September 23<sup>rd</sup>. After selection of the city a Doodle poll would be sent out to the Board to narrow down the actual date.

After the poll, Fort Collins was selected as the 1<sup>st</sup> city of choice with travel dates as August 16<sup>th</sup> - August 19<sup>th</sup> as the 1<sup>st</sup> choice and August 15<sup>th</sup> – August 18<sup>th</sup> as 2<sup>nd</sup> choice.

With no further business, the meeting was adjourned.

**ITEM 3: APPROVAL OF FINANCIAL STATEMENTS FOR JANUARY 2022**

Will be provided at the board meeting.

**ITEM 4: AGENCY REPORTS**

**A. Metroplan Executive Director's Report**

**B. Arkansas Department of Transportation**

**C. Rock Region METRO**

**D. Bill and Hillary Clinton National Airport**

**E. Little Rock Port Authority**

## **ITEM 5: 2022 METROPLAN BENCHMARKING TRIP**

### **SUMMARY**

During the January special Board meeting, the Board of Directors voted to go to Fort Collins, Colorado, for the 2022 Benchmarking trip on the tentative dates of Tuesday, August 16<sup>th</sup> through Friday, August 19<sup>th</sup>. With over 280 miles of designated bikeways in the city of Fort Collins, the purpose of the benchmarking trip is to meet with the elected and transportation officials in the region to understand the challenges and successes of their bike culture and to learn vital information that can be brought back for possible implementation in the Central Arkansas region, especially as we continue to develop the Regional Greenways System.

**ACTION NEEDED:** For information only.

## TRANSPORTATION AGENDA

### ITEM 6: TIP AMENDMENT FOR CA0613

#### SUMMARY

The Arkansas Department of Transportation (ARDOT) notified Metroplan of a need to amend the Metroplan Transportation Plan (MTP) and Transportation Improvement Program (TIP) to reflect current project information for project CA0613 - widening of Hwy 67/167 through Jacksonville and from Hwy 5 to Hwy 89. The project also includes interchange improvements at James, Vandenburg, Hwy 5 and Hwy 89. The project is currently listed in the TIP with a let year of 2021 and a cost of \$194.2 million.

Revisions are expected to include current information on project cost, bid dates, and splitting of the project into multiple construction projects. ARDOT will provide this information as it is available. The new projects are expected to cost approximately \$300 million.

**ACTION NEEDED:** Motion to authorize staff to prepare and release for public comment an MTP and TIP amendment to reflect current project information for project CA0613.

## ITEM 7: SAFETY PERFORMANCE TARGETS

### SUMMARY

The Infrastructure Investment and Jobs Act (IIJA) continues the performance management approach from the FAST Act and MAP-21, the object of which is to invest resources in projects that collectively make progress towards national goals. The national goals for which MPOs must set performance targets are: (1) Safety; (2) Infrastructure Condition; (3) Congestion Reduction; (4) System Reliability; (5) Freight Movement and Economic Vitality; (6) Environmental Sustainability; and (7) Transit. MPOs may choose to adopt individual targets for their study area or to support the statewide targets. The Metroplan Board has previously chosen to support the statewide targets.

ARDOT recently adopted the following safety targets for 2022. A resolution supporting these targets has been drafted for the consideration of the Metroplan Board.

<b>Measure (2015-2019)</b>	<b>2022 Target</b>
Number of Fatalities 532.6	Number of Fatalities 631.5
Rate of Fatalities 1.474	Rate of Fatalities 1.808
Number of Serious Injuries 2,679.4	Number of Serious Injuries 2,996.9
Rate of Serious Injuries 7.426	Rate of Serious Injuries 8.608
Number of Non-Motorized Fatalities and Serious Injuries 174.6	Number of Non-Motorized Fatalities and Serious Injuries 229.2

ARDOT staff will present the statewide targets while Metroplan staff will report on measures and baseline data for Central Arkansas.

**ACTION NEEDED:** Motion to adopt Resolution 22-02.



**RESOLUTION 22-02**  
**SAFETY PERFORMANCE TARGETS**  
**SUPPORT FOR TARGETS BY ARKANSAS DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, Metroplan is the officially designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan area; and

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA) continues Fixing America’s Surface Transportation (FAST) Act performance management approach, in which states invest resources in projects that collectively will make progress towards national goals; and

**WHEREAS**, pursuant to 23 USC 148, ARDOT prepared a Highway Safety Improvement Program (HSIP) Annual Report and has established 2022 HSIP targets for each of the five safety performance measures for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads:

<b>Measure (2015-2019)</b>	<b>2022 Target</b>
Number of Fatalities 532.6 (Number)	Number of Fatalities 631.5 (Number)
Rate of Fatalities 1.474 (Rate)	Rate of Fatalities 1.808 (Rate)
Number of Serious Injuries 2,679.4 (Number)	Number of Serious Injuries 2,996.9 (Number)
Rate of Serious Injuries 7.426 (Rate)	Rate of Serious Injuries 8.608 (Rate)
Number of Non-motorized Fatalities and Serious Injuries 174.6 (Number)	Number of Non-motorized Fatalities and Serious Injuries 229.2 (Number)

**WHEREAS**, pursuant to 23 CFR §490.105, the MPOs shall establish targets no later than 180 days after the respective state DOT(s) establish their targets, the MPOs have the option of (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant state DOT targets of each performance measure, (2) setting their own targets for each performance measure, or (3) a mix of both options.

**NOW, THEREFORE, BE IT RESOLVED**, that as the metropolitan planning organization for central Arkansas, the Metroplan Board of Directors has chosen to support the state’s safety performance targets for 2022 and plans to program projects in support of these targets.

Duly recorded this 23<sup>rd</sup> day of February 2022.

\_\_\_\_\_  
 Mayor Allen Scott, Secretary/Treasurer

\_\_\_\_\_  
 Judge Doug Erwin, President



**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT annual target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

**METHODOLOGY**

Through extensive coordination with the Arkansas Highway Safety Office, FHWA, the National Highway Traffic Safety Administration (NHTSA), all MPOs, and other stakeholders, a methodology to determine the targets was finalized in 2017.

**Description of Methodology**

The target-setting method, similar to previous years, is generally described below:

1. Calculate moving averages for the last five years. A moving average “smooths” the variation from year to year. For this target setting, the moving average was calculated for the last five years that crash data is available (2011-2015, 2012-2016, 2013-2017, 2014-2018, and 2015-2019).
2. Calculate the average of these five data points.
3. Consider external factors to account for uncertainties. Past safety performance alone is not necessarily the best indicator of future performance, given numerous external factors outside of ARDOT’s control. For instance, to account for the fact that 2020 crash data is incomplete, an adjustment factor may be considered to account for the uncertainty of what the final numbers will be, rather than attempting to predict exact numbers.
4. Apply any adjustment factors as needed based on Step 3 to the averages calculated in Step 2 to determine targets.

**Step One: Calculate Moving Averages**

Calculate the moving average for each of the performance measures for the last five years, as shown in Table 1.

**Step Two: Calculate the Average**

The average of the five data points for each of the performance measures is then calculated, as shown in Table 2.

Table 1 – Calculation of Moving Averages

Data						Moving Averages					
Year	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries	Years	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries
2011	551	1.672	3,239	9.829	149						
2012	560	1.671	3,226	9.624	147						
2013	498	1.487	3,066	9.154	149						
2014	470	1.381	3,154	9.270	141						
2015	550	1.576	2,888	8.276	112	2011-2015	525.8	1.557	3,114.6	9.231	139.6
2016	561	1.569	3,032	8.480	154	2012-2016	527.8	1.537	3,073.2	8.961	140.6
2017	525	1.443	2,816	7.739	189	2013-2017	520.8	1.491	2,991.2	8.584	149.0
2018 <sup>1</sup>	516	1.407	2,272	6.195	205	2014-2018	524.4	1.475	2,832.4	7.992	160.2
2019 <sup>2</sup>	511	1.377	2,389	6.440	213	2015-2019	532.6	1.474	2,679.4	7.426	174.6
Notes:											
<sup>1</sup> 2018 Fatalities are from FARS Final <sup>2</sup> 2019 Fatalities are from National Safety Council (NSC)											

**Table 2 – Calculation of the Averages**

<b>Performance Measure</b>	<b>2011-2015</b>	<b>2012-2016</b>	<b>2013-2017</b>	<b>2014-2018</b>	<b>2015-2019</b>	<b>Average</b>
Number of Fatalities	525.8	527.8	520.8	524.4	532.6	<b>526.3</b>
Rate of Fatalities	1.557	1.537	1.491	1.475	1.474	<b>1.507</b>
Number of Serious Injuries	3,114.6	3,073.2	2,991.2	2,832.4	2,679.4	<b>2,938.2</b>
Rate of Serious Injuries	9.231	8.961	8.584	7.992	7.426	<b>8.439</b>
Number of Non-Motorized Fatalities and Serious Injuries	139.6	140.6	149.0	160.2	174.6	<b>152.8</b>

**Step Three: Consider External Factors**

As shown below, several external factors that may have an impact on safety performance were identified through coordination with safety stakeholders mentioned on page 2.

*Legalization of medical marijuana in Arkansas, and increase of opioid use*

There is considerable uncertainty regarding the impact of medical marijuana and opioid use on highway safety. Arkansas State Police have noticed a significant increase in crashes involving drug use in the state over the past couple of years.

*Speed limit increase on rural freeways in Arkansas in 2020*

State Act 784 of 2019 increased the maximum allowable speed limit for motor vehicles on rural freeways to 75 miles per hour (mph) effective July 1, 2020. Due to 2020 crash data being incomplete, we are uncertain how this will impact highway safety.

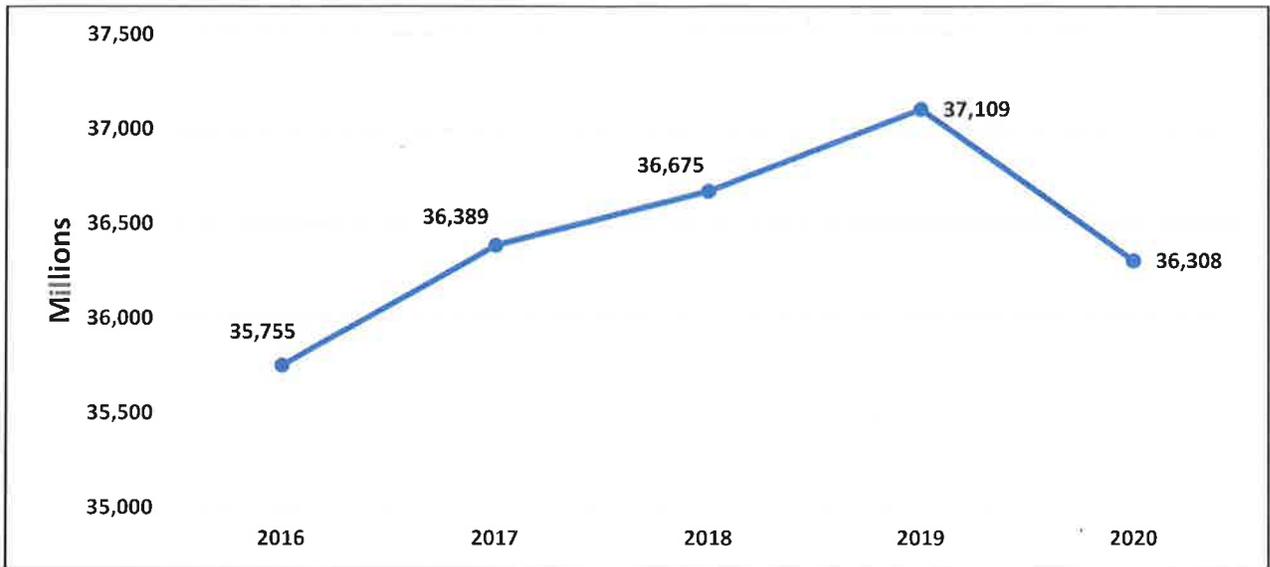
*Sudden decrease in vehicle miles traveled in Arkansas*

The vehicle miles traveled (VMT) in Arkansas decreased significantly in 2020 due to the Covid-19 pandemic. As shown in Figure 1, the VMT in Arkansas was increasing yearly until 2020. While the total number of crashes decreased in 2020, it is believed that the lack of congestion led to more high-speed collisions which resulted in more severe crashes. We are uncertain if VMT will continue to remain this low in the coming years.

*Increase in speeding citations*

Citations involving a vehicle traveling at speeds greater than 100 miles per hour (mph) increased by seventy-seven percent in 2020 when compared to 2019 (1,292 citations in 2019 and 2,285 citations in 2020).

**Figure 1 – Vehicle Miles Traveled (VMT) in Arkansas**

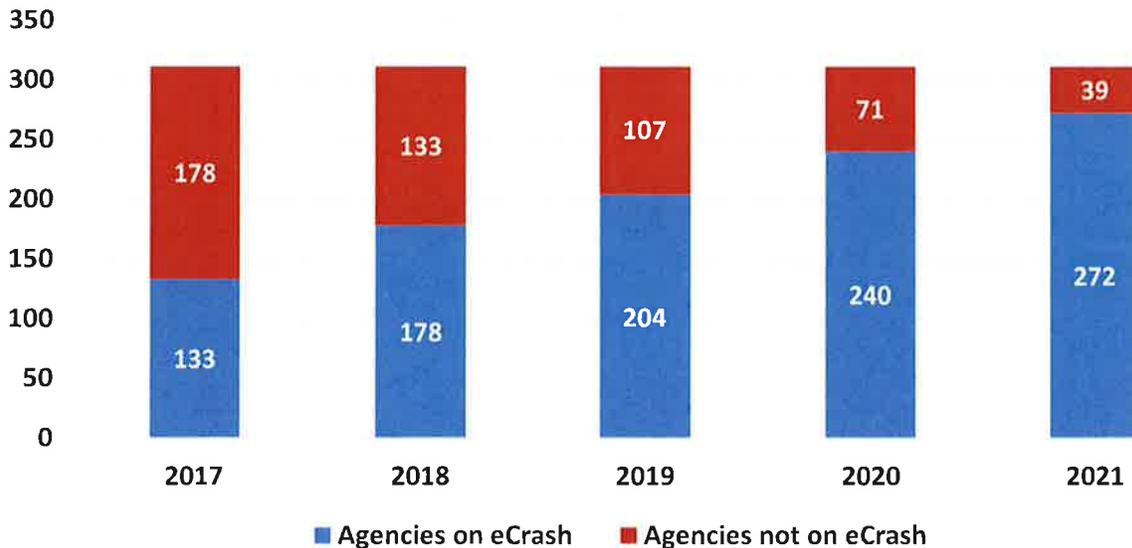


Data Source: FHWA and ARDOT

Continued transition to eCrash system

The eCrash system has made crash reporting more timely and consistent. Since first implemented by Arkansas State Police in 2015, law enforcement agencies throughout Arkansas have been transitioning to the eCrash system. To date, 87 percent of all law enforcement agencies now use eCrash as shown in Figure 2. However, there are still several agencies that have yet to make the transition.

**Figure 2 – eCrash Use in Arkansas**



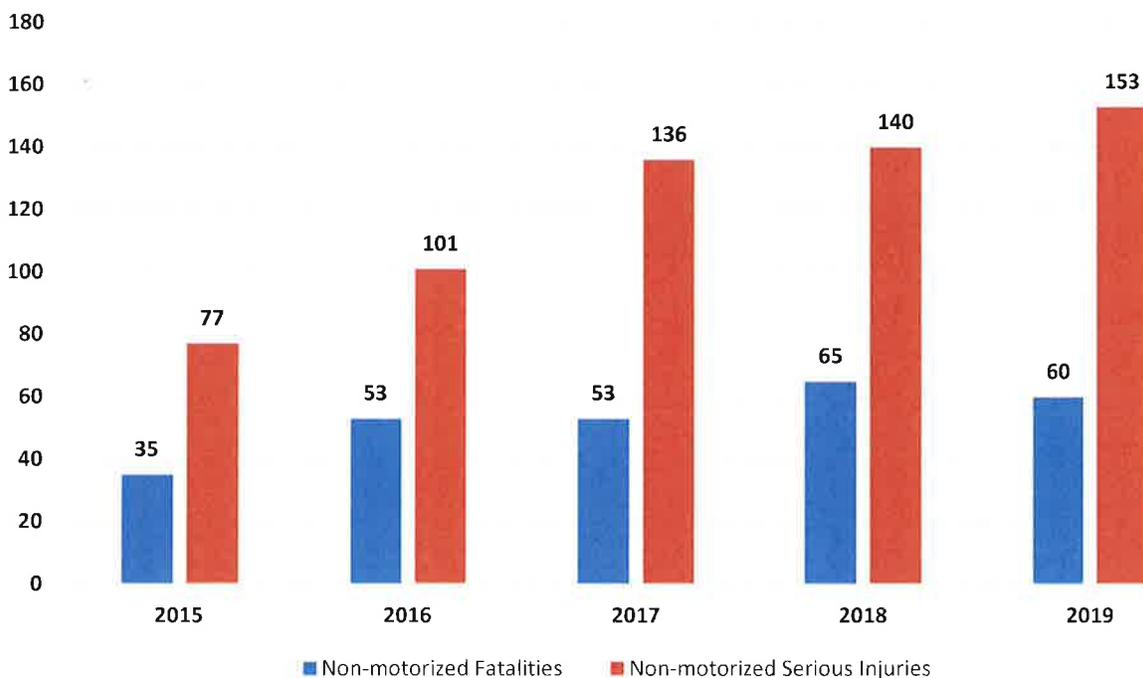
There is uncertainty regarding data quality not entered through eCrash, primarily regarding serious injuries. Although Arkansas State Police has an official definition of suspected serious injuries, it has been noted in the past that the definition was not applied consistently. Until all law enforcement agencies

begin using eCrash, and proper training on the definition is conducted, there will continue to be much uncertainty regarding data accuracy.

#### Underreported fatal crashes

It had been the general understanding that agencies not reporting their crashes were still reporting fatal crashes; however, in late 2020 ASP discovered that those agencies were also not reporting their fatalities. This underreporting has an impact on both fatality data and non-motorized crash data. As shown in Figure 3, the number of non-motorized fatalities and serious injuries can vary significantly. The variability of the Number of Non-Motorized Fatalities and Serious Injuries performance measures compared to other safety performance measures is illustrated in Attachment A. As shown in this attachment, the coefficient of variation for this performance measure is at 21 percent, which is significantly higher than the other performance measures ranging from 4 to 13 percent.

**Figure 3 – Number of Non-Motorized Fatalities & Serious Injuries**



#### **Step Four: Apply Adjustment Factors**

The various external factors mentioned under Step Three could impact Arkansas' safety performance. However, there is little to no research to justify the application of specific adjustment factors to account for external factors such as medical marijuana. With that said, in consultation with other safety stakeholders, it was determined that a twenty percent adjustment factor can be justifiably applied to the Number of Fatalities and Rate of Fatalities safety performance measures. This adjustment factor is based on the average percent increase of multiple external factors such as the increase in speeding citations (77%), DWI citations (3%), aggressive operation crashes (35%), and agencies reporting crashes (18%).

A higher adjustment factor has been applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure. The known number of non-motorized fatalities and serious injuries has

increased in 2019 compared to previous years, as shown in Figure 3. Therefore, it was determined that the 50 percent adjustment factor continue to be applied to the Number of Non-Motorized Fatalities and Serious Injuries performance measure, as it has been in previous years.

It was also mutually agreed upon by safety stakeholders that an adjustment factor of two percent should be applied to the Number of Serious Injuries and Rate of Serious Injuries safety performance measures. This adjustment factor is less than others due to the serious injury definition change in 2018, which caused the total number of serious injuries to decrease significantly.

## TARGETS

Based on the methodology described, targets for each of the five performance measures are shown below in Table 3, as well as in Attachment B.

**Table 3 – 2022 Performance Targets**

Performance Measure	Average <sup>1</sup>	Adjustment Factor <sup>2</sup>	Target
Number of Fatalities	526.3	+20%	<b>631.5</b>
Rate of Fatalities	1.507	+20%	<b>1.808</b>
Number of Serious Injuries	2,938.2	+2%	<b>2,996.9</b>
Rate of Serious Injuries	8.439	+2%	<b>8.608</b>
Number of Non-Motorized Fatalities and Serious Injuries	152.8	+50%	<b>229.2</b>

<sup>1</sup> See Table 2

<sup>2</sup> Description of justification found in Step Four

To gauge how these averages, adjustments, and targets compare to last year's targets, see Table 4.

**Table 4 – Comparison of 2021 & 2022 Performance Targets**

Performance Measure	2021			2022		
	Average	Adjust.	Target	Average <sup>1</sup>	Adjust	Target
Number of Fatalities	525.8	+2%	<b>536.3</b>	526.3	+20%	<b>631.5</b>
Rate of Fatalities	1.529	+2%	<b>1.560</b>	1.507	+20%	<b>1.808</b>
Number of Serious Injuries	3,042.9	+2%	<b>3,103.8</b>	2,938.2	+2%	<b>2,996.9</b>
Rate of Serious Injuries	8.886	+2%	<b>9.043</b>	8.439	+2%	<b>8.608</b>
Number of Non-Motorized Fatalities and Serious Injuries	146.8	+50%	<b>220.3</b>	152.8	+50%	<b>229.2</b>

<sup>1</sup> See Table 2

## FHWA ASSESSMENT OF 2020 PERFORMANCE TARGETS

FHWA will conduct an assessment to determine whether states have met or made significant progress toward meeting their previous year's targets in December of each year. For 2020, the assessment will be made in December of 2021 by comparing the actual 2016-2020 performance to the 2020 targets and the 2014-2018 baseline performance. At least four of the five targets must either meet (i.e., equal to or less than the target) or be better than the baseline performance to make significant progress. This means that states have two chances to "pass" the test for each performance measure. In some cases, a state may

not be better than the baseline performance for any given measure but may meet the target it set. In such cases, the state would “pass” the test for that measure.

As shown in Table 5, it is predicted that ARDOT will meet all of the targets except for the total number of fatalities. Therefore, FHWA will consider ARDOT as having “made significant progress” and thus avoid the penalty associated with safety performance.

**Table 5 – 2020 Performance Assessment**

Performance Measure	2016-2020 Average	2020 Targets	2014-2018 Baseline	Meets Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	550.6 <sup>1</sup>	541.2	524.4	No	No	<b>YES</b> (4 out of 5 targets met or made significant progress)
Rate of Fatalities	1.512 <sup>1</sup>	1.595	1.475	Yes	No	
Number of Serious Injuries	2,583.4 <sup>2</sup>	3,201.4	2,832.4	Yes	Yes	
Rate of Serious Injuries	7.097 <sup>2</sup>	9.441	7.992	Yes	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	199.4 <sup>2</sup>	300.3	160.2	Yes	No	
Notes: <sup>1</sup> Value is based on the actual FARS fatality numbers for 2016, 2017 and 2018, NSC numbers for 2019 and 2020. <i>Example: Number of Fatalities = (561+525+516+511+640)/5=550.6</i> <sup>2</sup> Value is based on the actual serious injury numbers for 2016-2019, and an assumed number for 2020.						

If FHWA determines that a state has not “made significant progress” toward meeting its safety targets, the penalty as outlined in 23 USC 148(i) is as follows:

- Use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects.
- Submit an HSIP Implementation Plan that describes actions the state will take to meet or make significant progress toward meeting its targets.

## ATTACHMENT A

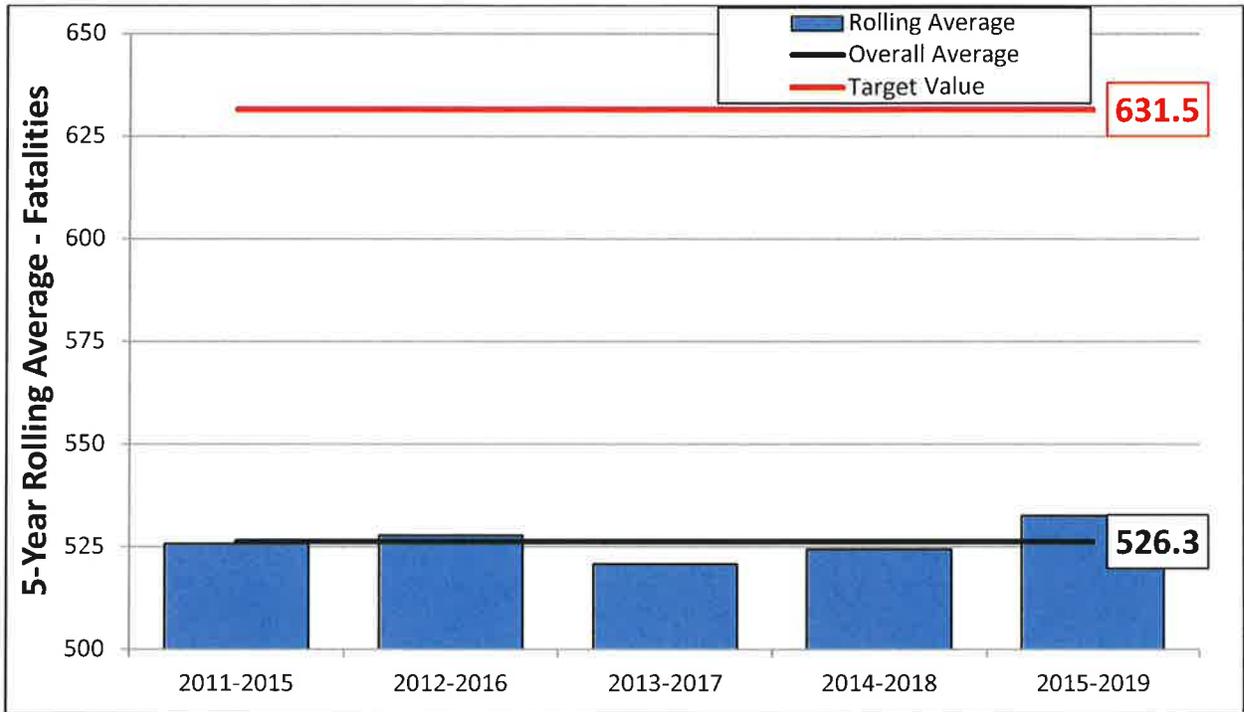
### Data Variability Analysis

<b>Number of Fatalities</b>			
2015	550	Mean Standard Deviation Coefficient of Variation	532.6 20 4%
2016	561		
2017	525		
2018	516		
2019	511		
<b>Rate of Fatalities</b>			
2015	1.576	Mean Standard Deviation Coefficient of Variation	1.474 0.083 6%
2016	1.569		
2017	1.443		
2018	1.407		
2019	1.377		
<b>Number of Serious Injuries</b>			
2015	2,888	Mean Standard Deviation Coefficient of Variation	2679.4 296 11%
2016	3,032		
2017	2,816		
2018	2,272		
2019	2,389		
<b>Rate of Serious Injuries</b>			
2015	8.276	Mean Standard Deviation Coefficient of Variation	7.426 1 13%
2016	8.480		
2017	7.739		
2018	6.195		
2019	6.440		
<b>Number of Non-Motorized Fatalities and Serious Injuries</b>			
2015	112	Mean Standard Deviation Coefficient of Variation	174.6 37 21%
2016	154		
2017	189		
2018	205		
2019	213		

The Coefficient of Variation is a statistical measure of the dispersion of data around the mean. It is a useful statistic for comparing the degree of variation from one data set to another, even if the means are drastically different from one another.

## ATTACHMENT B

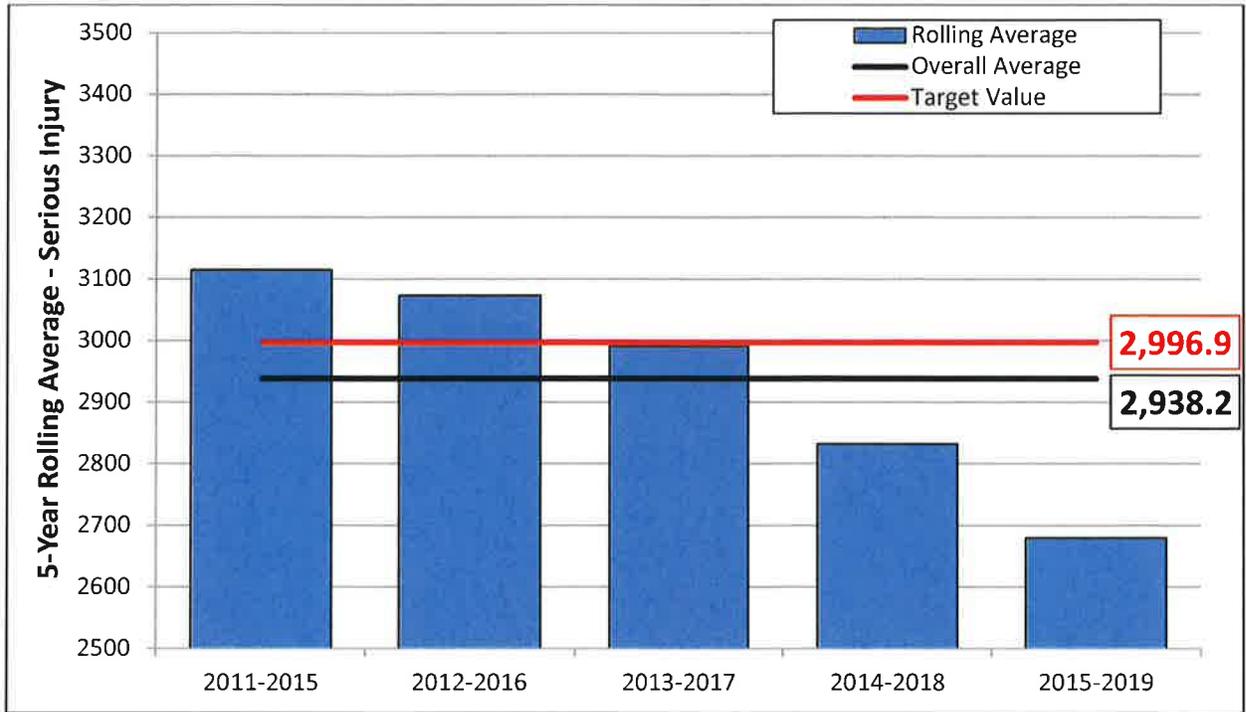
### HSIP 2022 Target – Number of Fatalities



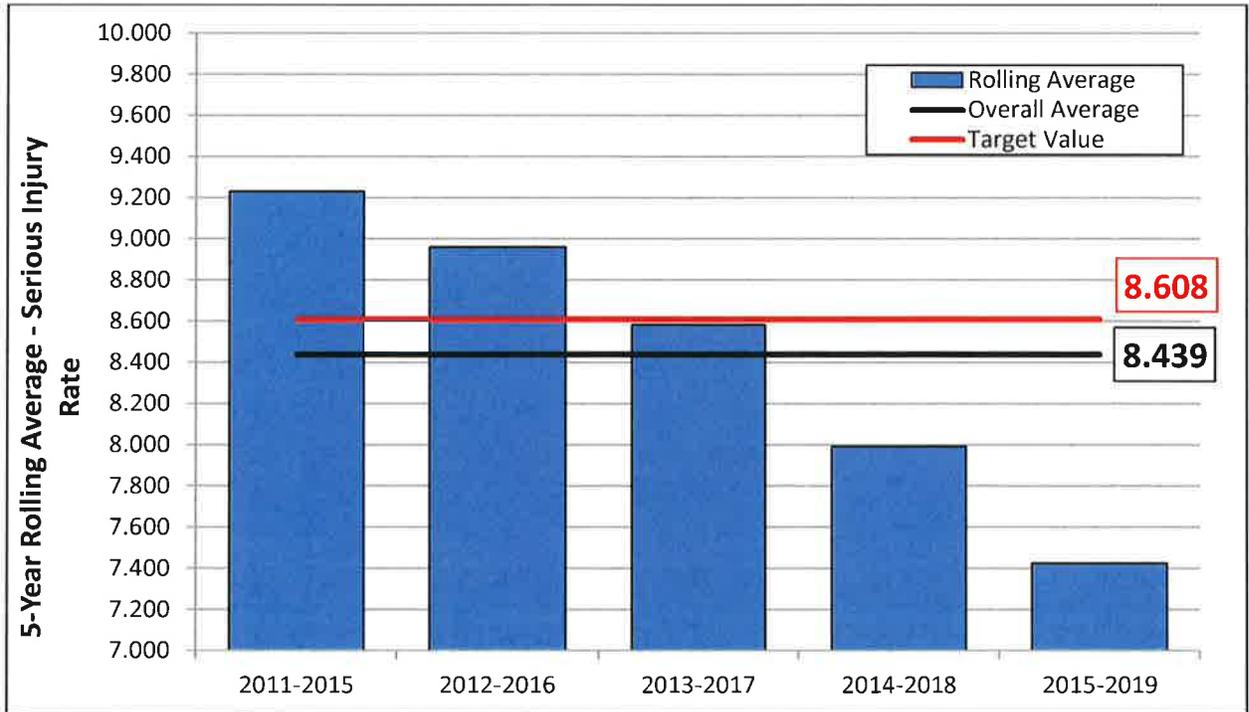
### HSIP 2022 Target – Fatality Rate



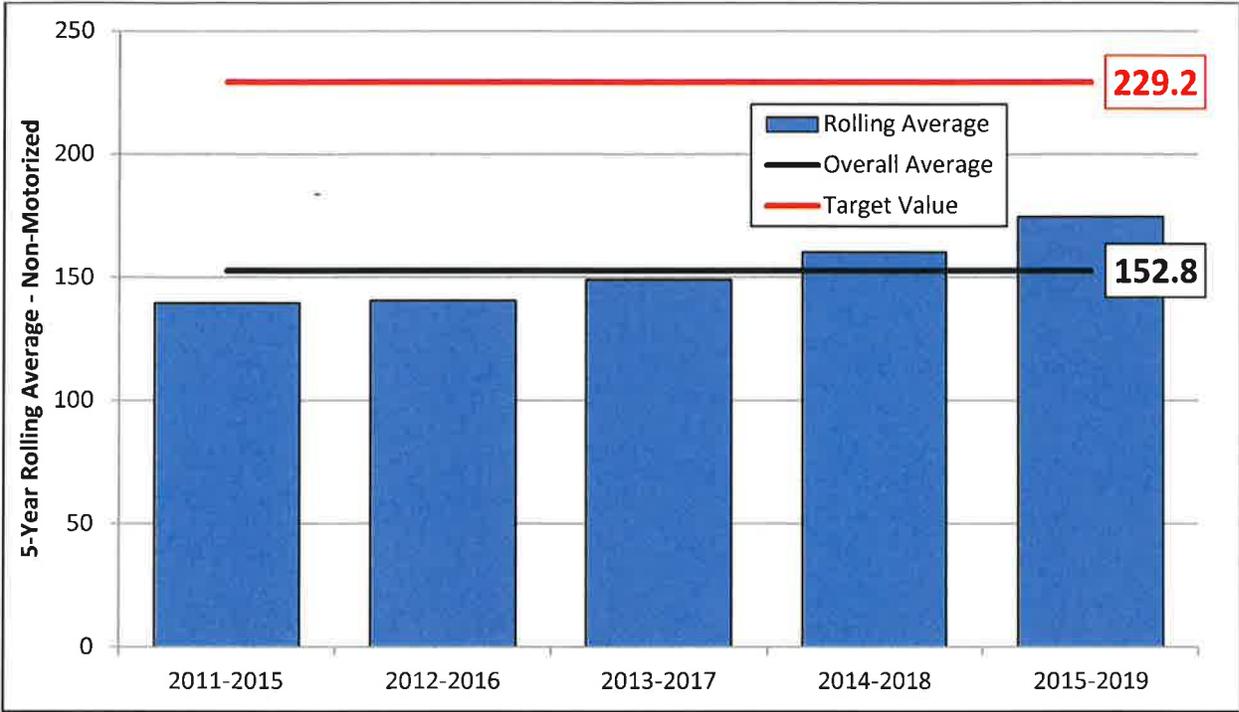
### HSIP 2022 Target – Number of Serious Injuries



### HSIP 2022 Target – Serious Injury Rate



### HSIP 2022 Target - Number of Non-Motorized Fatalities and Serious Injuries



## **ITEM 8: SOUTH LOOP SCOPE OF WORK**

### **SUMMARY**

The South Loop study will focus on defining an alignment and determining feasibility, cost, and economic benefit for a corridor traveling through the Little Rock Port and connecting to both I-440 and I-530. The study is also intended to consider multimodal needs of the corridor.

Consistent with Resolution 21-05 of April 2021, Metroplan staff acted with project partners to select a consultant, determine a project scope of work, and determine the financial contributions of study partners. Metroplan's federal contribution to the project is expected to be \$280,000, with the Little Rock Port providing the local match of \$70,000. Metroplan staff is proposing to cover the federal share with the accrued balance of planning funds from unspent prior year allocations.

The Board must approve the project budget and partner cost sharing.

**ACTION NEEDED:** Motion to adopt Resolution 22-03.



**RESOLUTION 22-03**  
***CENTRAL ARKANSAS REGIONAL TRANSPORTATION STUDY (CARTS)***  
***SOUTH LOOP CORRIDOR STUDY***

**WHEREAS**, Metroplan is the officially designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan area; and

**WHEREAS**, the MPO is charged with the responsibility of developing and administering the Unified Planning Work Program for the Central Arkansas Regional Transportation Study,

**WHEREAS**, a study of the South Loop Corridor from I-440 to I-530 is included in the 2022-2023 Unified Planning Work Program, and

**WHEREAS**, Resolution 21-05 directed staff to develop a scope of work and financial contribution of Metroplan for the study;

**NOW, THEREFORE, BE IT RESOLVED**, that as the Metropolitan Planning Organization for central Arkansas, the Metroplan Board of Directors hereby approves \$280,000 in federal planning funds allocated to Central Arkansas to be used to fund the study, to be matched with \$70,000 in funds from the Little Rock Port Authority.

Duly recorded this 23<sup>rd</sup> day of February 2022.

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Mayor Allen Scott, Secretary/Treasurer

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Judge Doug Erwin, President

## **ITEM 9: TIP STANDARD PRACTICES DOCUMENT**

### **SUMMARY**

The Board discussion from December highlighted the need to have standard practices documents for staff. Standards were often passed down from staff member to staff member without being written down. Written practices will provide direction to staff, ensure consistency in application, and recallability during staff changes. Developing these standard practices will be a focus of staff during 2022.

The initial standard practice document pertains to the TIP and covers (1) Call for Projects, (2) Project Funding and Change Orders, (3) August Redistribution, and (4) Project Schedule Adjustments.

**ACTION NEEDED:** Motion to adopt.

# Metroplan TIP Standard Practices Document

## Metroplan TIP Standard Practices Document – Call for Projects

Metroplan issues an annual call for projects for STBG funding and a biennial call for projects for TAP funding. The following describes the process used for calls for projects.

1. Staff prepares a call for projects every winter for STBG. TAP funding's call for projects is generally released in the fall to avoid conflicts with ARDOT's call for projects.
2. Staff prepares draft parameters and scoring criteria for each call for projects. Staff and Metroplan officers present those parameters to the Metroplan Board for its approval. Parameters and scoring should remain similar to the previous call for projects.
3. Upon approval, staff completes the project application and sends a notice to all board members with the application.
4. Staff will assist and provide feedback to local jurisdictions on applications, but not complete applications for project sponsors.
5. The board president appoints a scoring committee. Once scoring has been completed, scores are summarized by staff and presented to the Metroplan officers. Metroplan staff and officers present award recommendations to the Metroplan Board.
6. Staff sends Notice of Award letters to the local project sponsor and ARDOT. ARDOT then develops a project agreement detailing the responsibilities of all entities and project numbers.

## Metroplan TIP Standard Practices Document – Project Funding and Change Orders

This document details Metroplan staff's standard practices for the obligation of project funding, cost modifications, and change orders.

### Regional Project Selection (STBG) Pre-2018

The Regional Arterial Network Study of 2003 - updated in 2012 - was used to select regional transportation projects for funding. Regional funding was also used for rail grade separations and Jump Start projects that did not go through an application process for construction funding.

1. Projects were selected by the board from the RAN Study with input from staff. Cost estimates were included in the RAN study and were projected with inflation for the year of expenditure for budgeting purposes.
2. As projects were designed, cost estimates were updated. Cost increases were reflected in TIP updates and the staff notified the board of major cost changes.
3. Staff approved funding obligations up to each project's estimate/approved TIP amount.
4. Staff notified the board or officers of substantial differences between the obligated amount and the bid price.
5. Sometimes, projects required additional resources to be completed because of unforeseen circumstances. For these situations, change orders were tracked during construction and reviewed for consistency with the project's original scope. For major change orders or when the

cumulative amount greatly impacted cost, the board was notified. *Metroplan staff depended on the project sponsor to provide information on change orders.*

6. Projects that were allotted funding for multiple phases, such as design and engineering, right of way, and construction, could reallocate unused funds between each phase to cover the costs of the full project. If additional funding was required at the end of the project, staff would notify the board or officers for approval.
7. Metroplan staff notified the local sponsor by letter or email when a project obligation occurred. For construction phases, it was expected that the local sponsor bid the project within a 3-month timeframe. When no charge was made in 9 months, the project was placed on the federal inactive list.

### Application-Based Project Selection After 2018

Beginning in 2018, Metroplan moved to an exclusively application-based competitive grant program. Metroplan now issues a call for Surface Transportation Block Grant and Highway Improvement Program funding annually. For Metroplan's allocation of Transportation Alternatives Program funding, a call for projects is issued every two years. The following describes how Metroplan staff handles obligations of these projects.

1. The Metroplan Board approves, by resolution, a set maximum amount of funds for each project based on the project's application.
  - a. Metroplan staff is authorized to obligate funds up to the maximum amount for each project.
  - b. Only project phases included in the application or approved by the board may be obligated. The amount obligated per phase is not limited, only the project total.
2. Change orders are reviewed only for consistency with project scope. When the project costs less than the approved maximum approved funding, remaining federal funds may be used for change orders associated with the project. Change orders totaling more than the maximum amount cannot be funded without board approval. *Metroplan staff depends on the project sponsor to provide information on change orders.*
3. The board must approve increases to the federal project amount. Project award amounts are cumulative.
4. The local sponsor is responsible for all costs above the maximum approved amount. This means change orders pertinent to the completion of the project, above the maximum amount, are the responsibility of the local sponsor.
  - a. Cost adjustments have not been made for TAP projects. Local sponsors have been responsible for the cost increase or scaling the project to available funds.
5. Metroplan staff notifies the local sponsor by letter or email when a project obligation occurs. For construction phases, it is expected that the local sponsor bid the project within a 3-month timeframe. When no charge is made in 9 months, the project is placed on the federal inactive list.

## **Metroplan TIP Standard Practices Document – August Redistribution**

Metroplan is allocated funding annually under the federal transportation bill. Of the total allocated funding, an obligation limit is set each year, generally beginning at 85% to 95% for Arkansas. Each August, federal DOT redistributes funding to states that have efficiently obligated their allocations, traditionally increasing the Arkansas Obligation Limit to between 95% and 100%. This can add \$500,000 to \$1,500,000 available for obligation to Metroplan.

1. Metroplan staff assumes a yearly obligation limit of 98% to 100% to determine the available funds for annual calls for projects. Awarding funds at the maximum reduces the required yearly adjustments during the August Redistribution.
2. When the August Redistribution funding is announced, the CARTS Study Director develops a final obligation plan to present to the Metroplan Executive Director and Metroplan Board officers. This obligation plan may also be adjusted based on project readiness and estimated bid date. The following priorities are used in developing this final obligation plan:
  - a. Adjustments for projects scheduled for closeout.
  - b. Adjustments for projects with a scheduled obligation.
  - c. Other ready to go projects.
  - d. If reductions are required, they are based on project readiness. Advanced Construction funding is used for obligation reduction so that these funds can be added following project bidding.

## **Metroplan TIP Standard Practices Document – Project Schedule Adjustments**

Projects are awarded by Metroplan for obligation in a given federal fiscal year. Local sponsors are expected to monitor projects to ensure they proceed according to the project's schedule. When projects fall behind this schedule, it impacts Metroplan's ability to meet its obligation requirements. Metroplan staff uses the following process to consider schedule adjustments:

1. Metroplan staff will work with the local jurisdiction to accommodate project schedule modifications to the extent possible.
  - a. Schedule adjustments will only be considered when the delay falls outside the control of the local sponsor.
  - b. Schedule adjustments are accommodated by moving up other projects that are ready to obligate or adjusting the project funding source.
2. *Projects that fall more than one year behind schedule must be approved by the Metroplan Board.*

## **ITEM 10: LEVY JUMP START FUNDING REQUEST**

### **SUMMARY**

The City of North Little Rock made a formal request to the Metroplan Board asking that they authorize an increased federal amount on the Levy project to the current construction amount. This is consistent with Metroplan staff advice to the city with the original change order.

*Email from Casey Covington to City of North Little Rock Concerning Change Order 1*

*– Sent 9-21-2021*

*What we often do is rebalance funds (and add if available) at the conclusion of a project. I would advise for moving forward with the change order and at the end of the project we can rebalance and ask the board to approve any shortfalls. Any additional funds would be contingent on the board.*

Metroplan staff incorrectly included the Levy Jump Start Project in the increased cost discussion for new projects. Projects that did not go through an application process, considered regional projects, have previously been allowed to proceed with staff reviewing change orders for consistency with the project as they were submitted. As a project was closed out, funds were shifted between project phases to cover the cost differences.

The City of North Little Rock has asked for an additional \$288,782 in federal funds to cover these cost increases incurred during construction.

**ACTION NEEDED:** Motion to adopt Resolution 22-04.



**RESOLUTION 22-04**  
**FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**CARTS VARIOUS ATTRIBUTABLE PROJECTS**  
**LEVY JUMP START**

**WHEREAS**, Metroplan is the officially designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan area; and

**WHEREAS**, the MPO is charged with the responsibility of developing and administering the Transportation Improvement Program (TIP) for the Central Arkansas Regional Transportation Study;

**WHEREAS**, the Levy Jump Start Project is funded from the Transportation Improvement Program includes a group funding category for CARTS Various Attributable Projects;

**WHEREAS**, \$1,500,000 in federal funds were obligated toward construction of the Jump Start Levy Project in 2019; and

**WHEREAS**, required change orders have increased the cost of the project and the City of North Little Rock requests that federal funds for construction be increased by \$288,782;

**NOW, THEREFORE, BE IT RESOLVED**, that as the Metropolitan Planning Organization for central Arkansas, the Metroplan Board of Directors allocates as an additional \$288,782 in STBG funds to reimburse construction actives for Levy Jump Start, increasing the federal maximum total on the project (all phases) to \$2,248,905.

Duly recorded this 23<sup>rd</sup> day of February 2022.

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Mayor Allen Scott, Secretary/Treasurer

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Judge Doug Erwin, President

## OFFICE OF THE MAYOR

TERRY C. HARTWICK  
MAYOR  
mayor@nlr.ar.gov



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website: [www.nlr.ar.gov](http://www.nlr.ar.gov)

PHONE (501) 975-8601  
FAX (501) 975-8633

February 14, 2022

Re: Job #061554  
Levy Community Jump Start Improvements  
Cost Overruns

Board President Doug Erwin:

Per Casey Covington's email on September 9, 2021, the City of North Little Rock is writing to request additional funding for the above referenced project. Over the course of construction, we have encountered different issues that have led to change orders. I will outline them below. Construction is currently about 90% complete.

Federal Award: \$1,500,000.00

City Match: \$375,000.00

Low Bid/Contract Amount: \$1,957,135.60 (Shields & Associates, Inc.)

- Change Order #1: Cost \$8,366.77 – We uncovered an underground storage tank and had to remove/remediate.
- Change Order #2: Cost \$191,515.00 – This was for the light poles that were left out of the original bid. This was an oversight that should have been part of the original bid.
- Change Order #5: Cost \$78,960.10 – This was for the equipment and installation of two new traffic controllers and video detection systems at Camp Robinson/33<sup>rd</sup> and Camp Robinson/34<sup>th</sup> intersections. These are necessary to the project for the upgraded pedestrian signalized intersections. NLR Traffic Services will be doing all of the installation/labor at no cost to the project in order to help save money. The City doing installation will save \$87,193.44 .
- The New Contract Sum: \$2,235,977.47.

The new contract total is approximately \$360,977.47 over the current federal award and city match. The City of North Little Rock is requesting an additional \$288,781.98 (80%) be approved by the board to finish out this project. We are very close and are excited about construction being complete to see the benefits of the Jump Start initiative in our Levy community.

Please feel free to reach out if you have any questions. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Terry C. Hartwick".

Terry C. Hartwick  
Mayor

## **ITEM 11: STBG CALL FOR PROJECTS PARAMETERS**

### **SUMMARY**

Metroplan staff is preparing a spring call for STBG projects. These funds will be awarded for federal fiscal year 2023. Per the December discussion of the Board, this call for projects will include an option that allows project sponsors to apply for funds to cover project cost increases.

A list of parameters for the call for projects has been drafted by staff from input of Board officers. The Board is encouraged to discuss and provide their input on these parameters. Final parameters, if any, should be approved by March and prior to the issuance of a call for projects.

**ACTION NEEDED:** Discussion by Metroplan Board. Vote to approve as needed.

## FFY 2023 Call for Projects Proposal (STBG)

- Call for Projects issued in April 2022
- Application deadline in May 2022
- Awards in June or July 2022

Funding will be available for obligation from October 15, 2022 to September 15, 2023. Metroplan staff may make adjustments to the obligation date/years based on project readiness and availability of federal funds.

### Call for Projects Criteria (new)

- Applications will be for either engineering or construction funding. *Metroplan will not award engineering and construction in the same federal year.*
  - For Metroplan on-call engineering projects, a task order must be executed before construction funding can be applied for.
  - For local sponsor engineering projects, a contract for design and environmental must have been executed prior to applying for construction funding.
- For projects that have bid, applications may be made for the project cost increase based on the bid price and any other cost adjustments.
  - Applications will not be accepted for projects that have obligated (construction) but have yet to bid.
- For projects to be obligated in FFY 2022, applications may be made for cost estimate increases based on the engineer's estimate.
- Counties and medium and large cities may apply for one construction project and one engineering project. Project cost increases will be considered a construction project.
- Small cities may apply for one project. It may be for engineering or construction.

### Special Considerations for Cost Increases

- For projects with an overmatch, the amount of the overmatch from the previous application must be maintained.
- The federal maximum contribution for construction will remain \$3,000,000 per project. For amounts above this, projects should be split into phases.

### **General Requirements (continued from previous grants)**

#### Project Award Side (Federal 80%)

- Roadway Projects: \$500,000 - \$3,000,000
- Regional Trail Projects: \$200,000-\$3,000,000

#### Project Eligibility

- Street projects must be located on an arterial or major collector and part of the federal classified system.

#### Project Vetting

- Projects are expected to be vetted prior to their submittal to Metroplan. This includes a supporting local governing body resolution and a thorough review of rights-of-way, utility relocations, and design considerations.

## **ITEM 12: METROPOLITAN TRANSPORTATION PLAN UPDATE**

### **SUMMARY**

Metroplan staff is actively working with ARDOT and Rock Region METRO on the development of strategies for inclusion in the Metropolitan Transportation Plan (MTP). These strategies are intended to provide actionable steps that each can take to help achieve the themes of the Metropolitan Transportation Plan. It is anticipated that a final draft will be available by the end of March. A working draft is being provided for Board input.

Staff is also working on a thorough list of steps that local jurisdictions can take to advance transportation options and themes found in the MTP.

Lastly, with an anticipated adoption of the new MTP and TIP in October/November of 2022, Metroplan staff is preparing technical sections of the report for inclusion in the plan.

**ACTION NEEDED:** Information only.

## ACTIVE NEIGHBORHOOD AND PLACEMAKING

*Transportation investments and land development practices should achieve active walkable and bikeable communities, transit readiness, and quality public places, while supporting economic vitality and livable communities.*

### Prioritizing Safe Bicycle and Pedestrian Infrastructure to Encourage Active Neighborhoods

- **Metroplan**
  - Prioritize funding for Regional Greenways segments within cities that connect neighborhoods to desirable destinations.
  - Add CARTS Multimodal Guidelines considerations into project selections with priority for intermodal connections.
- **Rock Region METRO**
  - Study opportunities for transit-oriented development.

### Creating a Unique Sense of Space by Connecting People and Places

- **Metroplan**
  - Incorporating public amenities using design practices described in the Regional Greenways Plan around trailheads and major intersections.
  - Partner with local jurisdictions to train City staff on CARTS Unified Development Ordinance.
- **Local Jurisdictions**
  - Adopt Metroplan's Model Codes to encourage walkable, mixed use neighborhood centers.
  - Increase the amount of and preserve parks and open spaces in our communities.
  - Plan for and retrofit existing land uses into walkable mixed-use neighborhoods.
- **ARDOT**
  - Implement context sensitive solutions in the transportation system design (*We Move Arkansas*).
  - Minimize impacts to natural, historic, and cultural resources (*We Move Arkansas*).

## ACCESSIBLE TRANSPORTATION

*Transportation infrastructure should link the region's jurisdictions, neighborhoods, and activity centers by defining a robust, seamlessly connected multi-modal system. All users should have access to affordable transportation options that link homes, employment and essential services.*

### Improving and Expanding Transit Services to Ensure Accessible Transportation

- **Metroplan**
  - Fund public transportation studies that increase the visibility of transit in Central Arkansas.
- **Rock Region METRO**
  - Identify and seek new transit funding sources to bring major transit service enhancements, like increased frequency and commuter service, to Central Arkansas.
  - Implement solutions from *R.I.D.E. 2020 Plan*.
  - Support vanpool programs as initial step to provide transit service and connection throughout Central Arkansas.
  - Partner and support Conway's efforts to provide fixed route transit service.
- **Local Jurisdictions**
  - Support Complete Streets policies that incorporate active transportation and transit readiness in local projects.
- **ARDOT**
  - Consider multi-modal options and choices in all project development activities (*We Move Arkansas – ES*).
  - Coordinate partnerships between providers to offer free/reduced transfers between services (*AR Statewide Coordination Plan*).
  - Establish a one-call/one-click transportation service center (*AR Statewide Coordination Plan*).
  - Develop an online map version of the public transportation directory (*AR Statewide Coordination Plan*).

### Creating Connectivity within Communities through Transportation Facilities

- **Metroplan**
  - Prioritize investment in projects with emphasis on multimodal accommodations, complete streets, regional trails, and transit accommodations that complete connections within cities.
  - Complete Regional Greenways within plan horizon to provide connectivity between jurisdictions.
  - Lend technical support to cities to identify local active transportation connections to Regional Greenways.
  - Update Regional Arterial Network roadway network and plan.

- Develop training on applying the regional Multimodal Guidelines.
- **Local Jurisdictions**
  - Be inclusive with active transportation designs to ensure it is meeting the needs of various age populations and abilities.
  - Construct local network to connect into the Regional Greenways system.
- **ARDOT**
  - Coordinate with urban and rural planning agencies to implement multimodal transportation infrastructure improvements for increased connectivity among bicycles, pedestrians, and public transit (*We Move Arkansas – ES*).
  - Support multimodal transportation alternatives and intermodal mobility (*We Move Arkansas*).
  - Use outputs from the *Arkansas Bicycle and Pedestrian Plan* to provide transportation lifestyle options for citizens (*We Move Arkansas*).
  - Partner with MPOs and local governments to consider implementing approved and adopted bicycle/pedestrian facilities on the state highway system (*We Move Arkansas*).

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# RELIABLE, RESILIENT, AND SAFER TRANSPORTATION AND ENVIRONMENTS

The transportation system should be designed and maintained to address infrastructure condition, congestion, safety, and environmental impacts. The transportation system should support the needs of a region with varying urban, suburban, and rural populations and landscapes.

## Promoting Safe and Intentional Street Designs

- **Metroplan**
  - Prioritize projects that support state, regional, and local roadway safety plans as available.
  - Promote innovative intersection designs that can both increase safety and decrease congestion.
  - Invest in Regional Greenways segments that increase connectivity around corridors where auto-dependence is highest.
  - Use Multimodal Guidelines to ensure context sensitive, safe facility design for active transportation during project development.
- **Local Jurisdictions**
  - Increase the use of protected pedestrian crossings, separated multimodal facilities, active user signal prioritization, and roundabouts to enhance the safety of our system.
  - Employ the connectivity index from the Model Codes to encourage new subdivision developments to distribute traffic throughout the transportation network.
- **ARDOT**
  - Explore innovative intersection and interchange solutions (*We Move Arkansas – ES*).
  - Identify corridors and work with local governments and MPOs to establish Corridor Management Plans to protect existing assets and identify cost effective transportation systems management and operational solutions (*We Move Arkansas – ES*).
  - On a regular cycle, review and update as necessary the bicycle and pedestrian accommodation policy, roadway design guidelines and standards, and management and maintenance policies for state highways (*AR Bicycle and Pedestrian Plan*).

## Supporting Environmental Factors

- **Metroplan**
  - Maintain Metroplan’s Ozone Action Days campaign to reduce ground-level ozone and promote alternative transportation
  - Fund signal coordination projects to reduce travel time and the ill effects of idling cars at intersections.

- Commission a study to assess transportation’s effects on health, safety, and other environmental impacts.
- **ARDOT**
  - Support initiatives to reduce congestion and improve air quality (*We Move Arkansas*).

## Mitigating Congestion and Increasing Infrastructure Efficiency

- **Metroplan**
  - Utilize Performance Measures addressing reliability, safety, congestion, and infrastructure condition for project selection.
  - Ensure projects have an access management component during early development through implementation.
  - Support update of the Areawide Freeway Network Study.
- **Local Jurisdictions**
  - Invest in all modes on local facilities to reduce the burden on arterial roads.
  - Prioritize system maintenance for all modes including street, sidewalk, trail maintenance, clean bike lanes, and fresh pavement markings as well as working streetlights.
- **Rock Region METRO**
  - Strengthen transit reliability by supporting longer transit hours and more frequent service throughout Central Arkansas.
- **ARDOT**
  - Follow asset management principles to optimize preservation strategies on the state highway system (*We Move Arkansas*).
  - Identify potential freight corridors within which special attention is given to preempt commercial vehicle bottlenecks (*We Move Arkansas*).
  - Work with partners to encourage Travel Demand Management strategies to reduce the traffic demand during peak hours (*We Move Arkansas*).
  - Use output from MPO’s Congestion Management System to identify and address congested areas on the NHS (*We Move Arkansas*).
  - Prioritize and enhance intermodal connections for both passenger and freight movement by establishing an appropriate network of intermodal connectors (*We Move Arkansas*).

## INNOVATION IN TRANSPORTATION AND LAND DEVELOPMENT

*From policy to infrastructure construction and maintenance, innovative ideas and technologies should be deployed to benefit pedestrians, motorists, transit riders, cyclists, and telecommuters. Freight movements should be optimized using intermodal connectivity.*

### Linking Transportation Investments and Land Development

- **Metroplan**
  - Create a Regional Mobility Authority to assert more influence on regional transportation investments.
  - Develop corridor access management plans with local jurisdictions and ARDOT.
  - Study opportunities for increased rail, express bus, on-demand transit around the region.
  - Adapt Model Codes into small area planning in larger cities to encourage denser mixed-use neighborhood development.
- **Rock Region METRO**
  - Develop transit-oriented development plans
- **ARDOT**
  - Follow asset management principles to optimize preservation strategies on the state highway system (*We Move Arkansas*).
  - Coordinate with MPOs and local governments' land use planning and regional/local modal plans (*We Move Arkansas*).
  - Identify and appoint statewide and/or regional mobility managers (*AR Statewide Coordination Plan*).

### Implementing Smart Streets

- **Metroplan**
  - Initiate CARTS Smart Streets Plan that incorporates Intelligent Transportation Systems and assesses broadband shortfalls throughout Central Arkansas.
- **Local Jurisdictions and ARDOT**
  - Employ innovative travel solutions such as intelligent transportation systems, hot lanes, HOV lanes, signal coordination, pedestrian and bicycle signal prioritization and other emerging technologies.
- **ARDOT**
  - Implement Intelligent Transportation System (ITS) strategies to inform and provide travelers with real-time information regarding weather conditions, travel times, emergencies, and delays (*We Move Arkansas*).
  - Use technology advances to improve system performance (*We Move Arkansas*).
  - Plan and prepare for autonomous and connected vehicles (*We Move Arkansas*).

### Transforming the Transit system

- **Metroplan**
  - Study opportunities for increased rail, express bus, and on-demand transit around the region.

- **Local Jurisdictions**
  - Electrify transportation in bus fleets, city vehicles, and invest in charging stations to reduce the impact of non-renewable energy.
- **Rock Region METRO**
  - Promote adaptability with a variety of transit options (flex zones and ride share)
  - Develop bus rapid transit (BRT) and/or enhanced bus routes for high use routes.
- **ARDOT**
  - Identify and appoint statewide and/or regional mobility managers (*AR Statewide Coordination Plan*).
  - *Develop an online map version of the public transportation directory (AR Statewide Coordination Plan).*
  - Establish a one-call/one-click transportation service center (*AR Statewide Coordination Plan*).

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## REGIONAL COLLABORATION AND IDENTITY

*Regional partnerships, policies, and programs should encourage local policy decisions and investments that foster a connected and equitable transportation system that elevates Central Arkansas nationally.*

### Encouraging Multi-jurisdiction Projects

- **Metroplan**
  - Create a Regional Mobility Authority to access more influence on regional transportation investments.
  - Prioritize funding for projects that are multi-jurisdictional.
  - Utilize existing relationships on Metroplan's Board, like the Executive Committee and Small Cities Council, and create a forum for all regional issues.
  - Encourage ubiquitous adoption of Model Codes and Multimodal Guidelines to ensure consistency across the region.
  - Complete and leverage the Regional Greenways system to brand and create a unique sense of place across the region.
- **Local Jurisdictions**
  - Seek dedicated funding for transit in larger cities in the region and explore options to connect those systems.
  - Recognize the unique strengths of each community as part of the greater region and emphasize that in economic development.

### Fostering Diverse Representations and Involvement

- **Metroplan**
  - Provide professional development that is ongoing and aimed at keeping Board members up to date with events, ideas, and trends through fact-finding trips and board retreats.
  - Host speaker series and webinars for member jurisdictions that speak to current planning trends and solutions.
  - Develop a Travel Demand Management toolkit and outreach program for large organizations to encourage transit and other multimodal transportation options.
  - Expand technology-driven public engagement using social media and pursue new platforms to reach a broad and diverse audience.
- **Local Jurisdictions**
  - Encourage planning commissions and city councils from across the region to be more involved in regional planning efforts.
  - Create quarterly county caucus meetings to enhance regional cooperation in planning.
  - Utilize regional efforts like the Regional Greenways Plan, Multimodal Guidelines, and the Model Codes during community outreach efforts to strengthen the sense of a shared purpose and identity.

## Partners Mentioned Plans

1. **Arkansas Long-Range Intermodal Transportation Plan – WE Move Arkansas**
  - a. [http://www.wemovearkansas.com/docs/ARDOT\\_LRITP\\_ExecSummary.pdf](http://www.wemovearkansas.com/docs/ARDOT_LRITP_ExecSummary.pdf)
  - b. [http://www.wemovearkansas.com/docs/TM3\\_Goals-and-Objectives.pdf](http://www.wemovearkansas.com/docs/TM3_Goals-and-Objectives.pdf)
2. **Arkansas Bicycle and Pedestrian Transportation Plan**
  - a. <https://www.ardot.gov/wp-content/uploads/2020/10/Arkansas-Bike-Ped-Plan-FINAL-03312017.pdf>
3. **Arkansas Statewide Coordination Plan**
  - a. <https://www.ardot.gov/wp-content/uploads/2020/10/ARDOT-Transit-Coordination-Plan-2018.pdf>
4. **Rock Region METRO R.I.D.E. 2020**
  - a. <https://rrmetro.org/ride2020/>

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