

Metroplan Board of Directors Meeting

August 27, 2025

10:00 am

AGENDA

1. Approval of Minutes of July 23, 2025
2. Financial Report
3. 2024 Annual Audit
4. Metroplan Report
5. Agency Reports
6. Benchmarking Trip
7. Energy and Environment Innovation Streetlight Conversion Grant
8. TIP Amendment – Rock Region METRO
9. Congestion Management Process Report
10. 2025 Project Obligations
11. Metroplan Board Announcements
12. Citizen Communications
13. Adjourn



ITEM 1. MINUTES OF JULY 23, 2025

The minutes of the July 23rd, 2025, Metroplan Board meeting are attached for review and adoption.

ACTION NEEDED: Motion to adopt minutes from July 23rd, 2025.

Metroplan Board of Directors Meeting

July 23, 2025

Attending:

Board Members

Mayor Crystal Herrmann, City of Alexander
Mayor Tom Farmer, City of Benton
Mayor Chris Treat, City of Bryant
Mayor Ken Kincade, City of Cabot
Mayor Jeff Elmore, City of Jacksonville
Mayor Caleb Norris, City of Maumelle
Mayor Mike Kemp, City of Shannon Hills
Mayor Mary Jo Heye-Townsell, City of Sherwood
Mayor Charles Gastineau, City of Ward
Mayor Derrick Rainey, City of Wrightsville
Judge Allen Dodson, Faulkner County
Judge Barry Hyde, Pulaski County
Judge Matt Brumley, Saline County
Mr. David Siskowski, ARDOT
Mr. Keith Keck, Hot Springs Village
Ms. Suzanne Peyton, Clinton National Airport
*Mr. Robbie Alberson, City of Conway
*Mr. Jeff Arey, City of Haskell
*Mr. David Cook, City of North Little Rock

***Indicates Proxy**

Metroplan

Casey Covington
Tammy Gillis
Leesa Freasier
Peritosh Jambhale
Jonathan Lupton
Daniel Holland
Jeff Runder
Sydney Dozier

Guest

Tom Anderson, Faulkner County
Mike Watson, Halfff
Sunny Farmahan, ARDOT
Tab Townsell, Pulaski County
Mark Stodola, Arkansas Municipal League (AML)

Joe Smith, AML
Jon Honeywell, Volkert
Mark Koch, Olsson
Taylor Clark, MCE
Jack Brent, MCE
Jamie Collins, Neel-Schaffer
James Green

I. Approval of minutes

A motion to approve the minutes of the June Board meeting was made by Mayor Herrman, seconded by Mayor Gastineau and passed by the Board.

II. Approval of the Financial Report

Ms. Gillis gave a brief financial report to the Board.

Ms. Gillis noted that staff are currently working on creating the second quarter report, which will be presented at the next Board meeting. Also, the auditing firm will be at the next meeting to provide the Board with the audit report.

A motion to approve the June financials was made by Mayor Kemp, seconded by Mayor Farmer, and approved by the Board.

III. Metroplan Report

Mr. Covington stated to the Board that there are currently two Federal Highway grants out. The Bridle grant applications are due on August 1st and the Port Infrastructure Development Program applications are due on September 25th. These are the only two federal grants which are currently out, and more are anticipated in the next month or so.

Mr. Covington reminded the Board of the benchmarking trip October 7th - 10th. He thanked the members who had already signed to attend. Staff are working on the agenda, and he further noted that if Board members are unable to attend someone can come to represent their area.

Mr. Covington stated that at the August Board meeting the MPO Recertification review will be presented.

Mr. Covington stated that there is a new firm working on the Metroplan 2024 audit this year and it will be presented at the next Board meeting.

Mr. Covington added that staff have been very active in working with the consultants in developing the new Metroplan website. A soft launch of the site is scheduled for August 18th followed up the official launch of the site on August 27th.

Mr. Covington noted that volunteers are needed to review the website as it is and Ms. Rhodes had a signup sheet for those interested in helping staff with input on the new site.

Mr. Covington stated that Mr. Farmahan had reached out to inform Metroplan that the State is working on the 2027-2028 TIP/STIP. A list of projects is needed by August 18th. Staff will be sending out a notice for projects soon.

Mr. Covington further noted that an RFP has been put out for a consultant to examine planning needs in the region and how Metroplan and CAPDD can meet those needs together.

Metroplan staff and ARDOT are working on the Smart Streets Plan kickoff that will occur in the next couple of weeks.

Mr. Covington added that staff are working on re-examining county planning reports with a focus on congestion, bridges, and new connections. This will include all facilities within the county.

IV. Agency Reports

A. Arkansas Department of Transportation

Mr. Farmahan stated to the Board that there was only one job for the August letting. State A job 838278 - Hwy. 25 overlay. If funded this job should be completed by November.

Mayor Rainey expressed his condolences for the state workers who lost their lives during construction. The City of Wrightsville is doing its best to support the effort for safety in work areas.

B. Rock Region METRO

There was no report from Rock Region METRO.

C. Bill and Hillary Clinton National Airport

Ms. Peyton stated to the Board that Airport ridership is down around 1% for the year. Parking capacity continues to be an issue at the airport. Additional parking will begin this month at the hotel that recently opened on the airport grounds and has had a steady stream of guests.

Ms. Peyton noted that she will be a guest speaker at the North Little Rock Chamber of Commerce on Friday. She encouraged the Board to attend.

D. Federal Highway Administration

There was no report from FHWA.

E. Little Rock Port Authority

There was no report from the Little Rock Port Authority.

F. Congressional Offices

There was no report from the Congressional offices.

G. Arkansas Department of Economic Development

Ms. Ashley Williams, Regional manager for CAPDD, stated to the Board that she would be taking Mr. Twyford's position and covering west central Arkansas. There are a few projects in the pipeline and a key focus at this time is the Community Assistance Grant, which closes on July 31st. The application covers a broad scope of areas and can be found on the CAPDD website. Ms. Williams encouraged the Board to look at it and apply.

H. Arkansas Municipal League

Mr. Stodola stated to the Board that the Municipal League has been working on the Arkansas Legislature audit. Several cities are delinquent on their water or water and sewer audit reports for 2022 and 2023. This will be addressed before the Legislative Audit Board in September. Certified letters were sent out on the previous Friday. It is important that if your city receives this letter it is addressed immediately because turnback funding will be suspended until the matter is resolved. The Municipal League has a list of CPAs who work in this area that can assist with resolution of the issue.

Mr. Smith stated to the Board that a few of the Opioid lawsuits have been settled in the area. Recently there have been nine lawsuits settled in the amount of \$50-65 million. There are 500 cities that have to sign off on the suit. Therefore, it is very important that all of the documents are signed as soon as possible. If they are not signed in a timely manner, the suit will reduce by \$15 million. An email

will be sent out in August with the forms. Mr. Smith noted that the League will be available to assist with this process.

V. Arkansas Energy and Environment Innovation Regional Supplement – Central Arkansas Comprehensive Action Plan

Ms. Rhodes indicated that the draft of the EEI Plan would remain out for public comment until July 29, 2025.

Ms. Rhodes noted that the deadline for submittal of the EEI plan supplement to the Arkansas Department of Energy and Environment is August 1. The plan provides implementation details for five emissions reduction and air quality improvement

measures. Public comments were received and documented through email and two virtual town hall meetings, but none of the comments have required any changes to the plan's content.

A motion to approve Resolution 25-14 was made by Mayor Gastineau, seconded by Mayor Kemp, and passed by the Board.

VI. Call for Projects Award Recommendations

Mr. Holland stated to the Board that a total of 19 applications were received in the Call for Projects. Of those applications 15 were STBG and the remaining 4 were CPRG. The Bryant Parkway project was moved to the CPRG. The technical scoring of the projects was done by staff, which was 30% of the application. After scoring, all but two of the 19 projects were awarded funding. All of the projects must be bid by April 2026.

A motion to approve Resolution 25-15 was made by Mayor Treat, seconded by Mayor Farmer, and passed by the Board.

A motion to approve Resolution 25-16 was made by Mayor Norris, seconded by Mayor Gastineau and passed by the Board.

VII. Metroplan Board Announcements

Judge Brumley stated to the Board that the City of Bryant would host this year's AMPLIFY concert and would be expecting around 80,000 visitors to participate in the event.

With no further business, the meeting was adjourned.

ITEM 2. FINANCIAL REPORT

The January – June 2025 financial statement is provided to the Metroplan Board.

ACTION NEEDED: Motion to accept the Financial Report.

ITEM 3. 2024 METROPLAN ANNUAL AUDIT

The 2024 Metroplan Audit is being completed by Rasco Winter Thomas CPAS and Advisors. Representatives will be at the Board meeting to present the results and available for questions.

If the Board feels comfortable with the results of the audit, you may move for adoption of the 2024 Audit Report.

**2024 Metroplan Audit will be provided via email prior to the Board meeting.*

ACTION NEEDED: Motion to accept 2024 Metroplan Audit.

ITEM 4. METROPLAN REPORT

SUMMARY

Casey Covington will give an update on the following Metroplan activities.

- Regional Planning Needs Study
- STIP Recommendations
- Federal Update and Reauthorization
- Metroplan Website
- UPWP

ACTION NEEDED: Information only.

ITEM 5. AGENCY REPORTS

A. Metroplan Executive Director's Report

B. Arkansas Department of Transportation

C. Rock Region METRO

D. Little Rock Port Authority

E. Bill & Hillary Clinton National Airport

F. Federal Highway Administration

I. Arkansas Department of Economic Development

H. Central Arkansas Planning and Development District

ITEM 6. METROPLAN BENCHMARKING TRIP

SUMMARY

Approximately 25 board members/guests and 4 Metroplan staff will be attending this October's benchmarking trip to Madison, Wisconsin. An additional survey will be distributed in early September to request participants' meal and activity choices.

The group flight has been booked, agenda and locations finalized, and local presenters confirmed. The updated schedule is on the following page.

ACTION NEEDED: Information only.

TUESDAY 10/07/2025	
AM	Fly to Dane County Regional Airport
PM	Hotel Check-In @ AC Hotel Madison
6:00 PM	Welcome Reception & Dinner @ Edgewater Hotel
WEDNESDAY 10/08/2025	
9:00 AM	Introduction to Madison @ Madison City Hall Panel Presentation w/ Round Robin Stations Topics: Regional collaboration, land-use and growth planning, transportation, safety, infill and redevelopment, transit
11:30 AM	Lunch @ Farmers Market/Monona Terrace
1:00 PM	Madison Fleet Headquarters Tour Topics: Building and fleet efficiency
2:15 PM	Return Downtown for Bike Checks
2:45 PM	Bike Ride Topics: Multimodal Tour: How bikes play a part in the transportation system. Highlight growth and transportation management, City connection with university. <i>Alternative for non-riders: Historic Madison Tour</i>
4:30 PM	Unstructured time
6:00 PM	Dinner @ at local restaurant
7:30 PM	Social networking time @ AC Hotel
THURSDAY 10/09/2025	
8:30 AM	Take Bus Rapid Transit to Sun Prairie
9:30 AM	Coach Bus meets group at Sun Prairie Park & Ride Q&A with Metro Transit on coach bus
10:30 AM	Cottage Grove Development Tour Topics: Economic development districts, infill, transportation, regional growth management, partnerships with nonprofits, greenway connection.
12:00 PM	Lunch in Cottage Grove
1:45 PM	Introduction to Sun Prairie @ City Hall Topics: Growth management, transportation planning, Sun Prairie's role in the larger region.
2:45 PM	Tour of Sun Prairie Library Topic: Community Resilience
4:15 PM	Tour of Lunney Lake Farm County Park Topics: Regional coordination, quality of life, solar pavilions, building efficiency, prairie restoration, recreation, greenway connection
5:00 PM	Closing Reception & Debrief under park's solar shelter
6:15 PM	Head back to Capitol Square for Dinner on your own
8:00 PM	Social networking time @ AC Hotel
FRIDAY 10/10/2025	
Morning	Departure

ITEM 7. ENERGY AND ENVIRONMENT INNOVATION PLAN STREETLIGHT GRANT

SUMMARY

Five (5) cities submitted applications for streetlight conversion grants under the Round 2 call for projects:

Project Sponsor	Description	TOTAL FUNDING
City of Jacksonville	1,249 streetlight replacements	\$249,800.00
City of Maumelle	99 streetlight replacements	\$144,540.00
City of Sheridan	291 streetlight replacements	\$58,200.00
City of Traskwood	71 streetlight replacements	\$14,200.00
City of Wrightsville	87 streetlight replacements	\$17,400.00
TOTAL	1,797 streetlight replacements	\$484,140.00

Evaluation of the applications showed that all proposals met Metroplan's EEI grant's cost-efficiency targets. Four of the cities – Jacksonville, Sheridan, Traskwood, and Wrightsville – are working with Entergy to upgrade their streetlights.

Should all five of these applications be funded, the streetlight conversion program will have funded 4,522 streetlight replacements, exceeding its target of 4,033 streetlights.

ACTION NEEDED: Motion to approve Resolution 25-17.



RESOLUTION 25-17
ENERGY AND ENVIRONMENT INNOVATION FOR THE NATURAL STATE
CLIMATE POLLUTION REDUCTION GRANT
STREETLIGHT CONVERSION GRANTS

WHEREAS, Metroplan is the lead agency for the Energy and Environment Innovation for the Natural State Implementation Grant through the EPA's Climate Pollution Reduction Grant (CPRG) Program; and

WHEREAS, this grant includes \$5,000,000 for a pass-through grant program for Central Arkansas municipalities and counties to replace exterior high-pressure sodium and mercury vapor lighting with energy-efficient LED light fixtures, resulting in at least 4,762 metric tons of CO₂ reduced by 2030; and

WHEREAS, the Metroplan Board of Directors awarded \$3,599,799.46 in March and April 2025 for streetlight replacement projects in the first call for projects; and

WHEREAS, Metroplan issued a second call for projects in June 2025 and received applications from its members for a total of \$484,140.00; and

WHEREAS, projects were evaluated in accordance with program guidelines and at the direction of the Metroplan Board;

NOW, THEREFORE, BE IT RESOLVED, that the Metroplan Board of Directors allocates funding in the following amounts for streetlight replacement pass-through grants.

Project Sponsor	Description	TOTAL FUNDING
City of Jacksonville	1,249 streetlight replacements	\$249,800.00
City of Maumelle	99 streetlight replacements	\$144,540.00
City of Sheridan	291 streetlight replacements	\$58,200.00
City of Traskwood	71 streetlight replacements	\$14,200.00
City of Wrightsville	87 streetlight replacements	\$17,400.00
TOTAL	1,797 streetlight replacements	\$484,140.00

Duly recorded this 27th day of August 2025.

SIGNED: _____

Allen Dodson, President
Judge, Faulkner County

ATTEST: _____

Matt Brumley, Secretary
Judge, Saline County

ITEM 8. TIP AMENDMENT – ROCK REGION METRO

SUMMARY

Rock Region METRO has requested an amendment to the 2025-2028 Transportation Improvement Program to allow it to apply for previous fiscal years Federal Transit Authority Section 5307 Funds from FYs 2020 and 2021 designated for the Conway Urbanized Area. These funds will be used to purchase new vehicles, maintain those vehicles, as well provide for the continued operation of transit service in Conway and will also allow for future planning studies to determine the best way to continue to efficiently operate transit service in Conway.

This amendment must be initiated by September; therefore, it has been released for public comment. The public comment period will end on September 23rd. Any comments received will be considered by staff and addressed where necessary.

ACTION NEEDED: Motion to approve Resolution 25-18.



RESOLUTION 25-18

AMENDING THE CENTRAL ARKANSAS REGIONAL TRANSPORTATION STUDY (CARTS) FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

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, Rock Region METRO must obtain an amendment to the TIP to access Conway Urbanized Area's previous fiscal years FTA Section 5307 Funds from FY 2020 and FY 2021;

WHEREAS, the balance of FYs 2020 & 2021 Section 5307 funding totals \$1,968,761 and Conway's local contribution totals \$1,403,761.

WHEREAS, these funds will be used to purchase new vehicles, maintain the vehicles, provide for the continued operation of transit service in Conway, and allow for future planning studies to enhance transit service in the Conway UZA.

NOW, THEREFORE, BE IT RESOLVED, that as the metropolitan planning organization for Central Arkansas, the Metroplan Board of Directors, hereby approves the TIP amendment to reflect:

FFY	Funding Source	Description	Total	Federal	Local
2020	5307	Capital Rolling Stock	\$ 200,000.00	\$ 166,250.00	\$ 33,750.00
2020	5307	Capital - Bus Support Equipment/Facilities	\$ 37,500.00	\$ 30,000.00	\$ 7,500.00
2020	5307	Signal & Communications (Bus)	\$ 6,250.00	\$ 5,000.00	\$ 1,250.00
2020	5307	Bus Associated Transit Enhancements	\$ 6,250.00	\$ 5,000.00	\$ 1,250.00
2020	5307	Planning	\$ 300,000.00	\$ 240,000.00	\$ 60,000.00
2020	5307	Operating Assistance	\$ 1,071,434.00	\$ 535,717.00	\$ 535,717.00
2021	5307	Capital Rolling Stock	\$ 200,000.00	\$ 166,250.00	\$ 33,750.00
2021	5307	Capital - Bus Support Equipment/Facilities	\$ 37,500.00	\$ 30,000.00	\$ 7,500.00
2021	5307	Signal & Communications (Bus)	\$ 6,250.00	\$ 5,000.00	\$ 1,250.00
2021	5307	Bus Associated Transit Enhancements	\$ 6,250.00	\$ 5,000.00	\$ 1,250.00
2021	5307	Planning	\$ 100,000.00	\$ 80,000.00	\$ 20,000.00
2021	5307	Operating Assistance	\$ 1,401,088.00	\$ 700,544.00	\$ 700,544.00

Duly recorded this 27th day of August 2025.

Active Date: September 22nd

SIGNED: _____

Allen Dodson, President
Judge, Faulkner County

ATTEST: _____

Matt Brumley, Secretary
Judge, Saline County

ITEM 9. CONGESTION MANAGEMENT PROCESS REPORT

SUMMARY

Metroplan is required to develop a Congestion Management Process that assesses regional congestion and strategies for its management. Staff developed this report in-house using speed data for USDOT and will provide a brief presentation on its findings. This report will continue to be updated as new data is available, and studies are completed for corridors identified in the report.

ACTION NEEDED: Motion to accept Congestion Management Report.

CONGESTION MANAGEMENT PROCESS

AND RELIABILITY PERFORMANCE MEASURES



2025



METROPLAN

Table of Contents

Congestion Management Process	1
History of Congestion Management	1
Reinvented Congestion Management.....	2
Regional Objectives for Congestion Management	2
The CMP Network.....	3
CMP Performance Measures.....	4
Collect Data/Monitor System Performance	5
Public Participation and Outreach	8
Analyze Congestion Problems and Needs	11
Identify and Assess Strategies.....	12
Program and Implementation Strategies.....	13
Evaluate Strategy Effectiveness.....	14
Connection to National Performance	14

Figures

1. Portion of CMS Map 1999	1
2. CMP Network.....	3
3. Higher Speed Arterial Delay	5
4. Lower Speed Arterial Delay.....	6
5. Interstate and Freeway Delay	7
6. Smooth Commute Response Map.....	9
7. Inset Smooth Commute Response Map.....	10
8. Median Commute Times	16

Charts

1. Counties by Percentage of Total Road Facilities Identified in Smooth Commute	8
2. Identified Corridors by City—Smooth Commute Survey Results	8
3. Amount of Time Respondents Indicated They Spend in Congestion.....	9
4. Percent of Person Miles Traveled on Interstates that are Reliable, NMPRDS dataset 2024.....	14
5. Percent of Person Miles Traveled on Non-Interstate NHS that are Reliable, NMPRDS dataset 202.....	15
6. Truck Travel Time Reliability for Interstates Only NPMRDS dataset 2024	15

Tables

1. Metroplan's current MTP objectives that are related to congestion	4
2. CMP Performance Measure and MTP Objectives.....	4
3. Most Identified Corridors in Smooth Commute Input	9
4. Top Congested Roadway Segments	11
5. TIP Projects	13
6. LR MSA Median City to City Commuting Times.....	16

GLOSSARY

ARDOT—Arkansas Department of Transportation

CARTS—Central Arkansas Regional Transportation Study

CMP—Congestion Management Process

CMS—Congestion Management System

FHWA—Federal Highway Administration

MTP—Metropolitan Transportation Plan

NHS—National Highway System

NPMRDS—National Performance Management Research Data Set

TIP—Transportation Improvement Program

TMA—Traffic Management Area

TMC—Traffic Management Channel

CONGESTION MANAGEMENT PROCESS

The federal government requires Traffic Management Areas (TMA)—urbanized area with a population above 200,000—to conduct a systematic assessment of congestion within its study area. This assessment is intended to identify congestion, causes of that congestion, and measures for reducing congestion. It is intended to be one part of the regional planning process and to inform the Long-Range Metropolitan Transportation Plan (MTP).

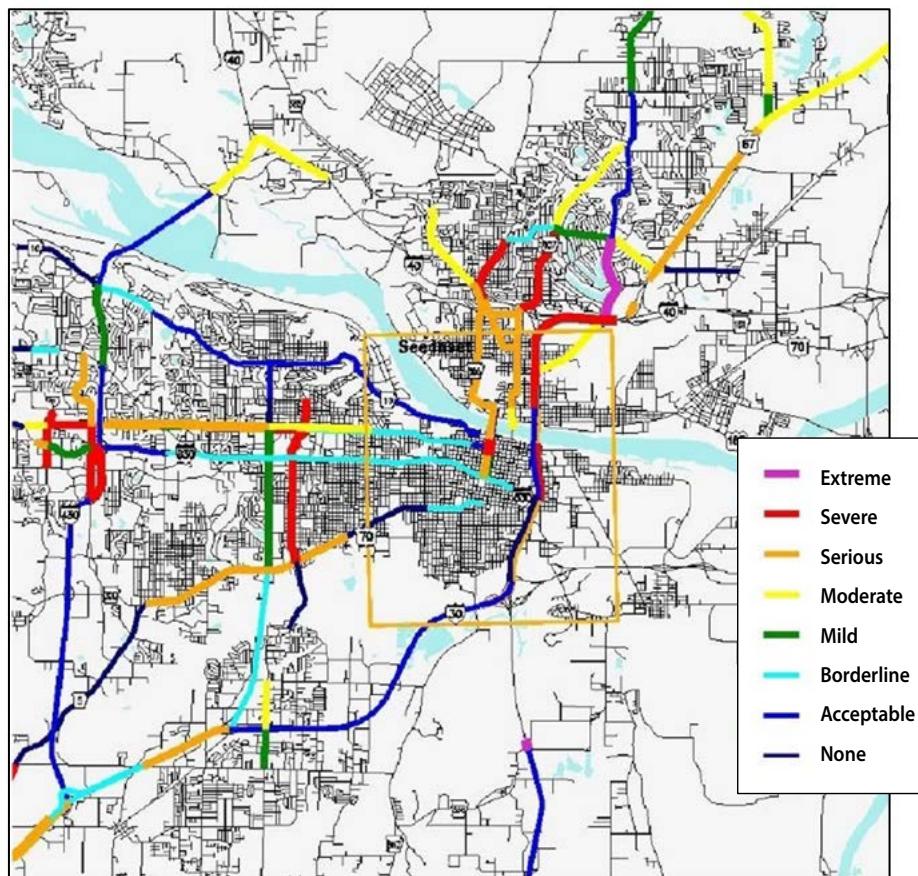


HISTORY OF CONGESTION MANAGEMENT PROCESS IN CENTRAL ARKANSAS

The Congestion Management Process (CMP), formerly Congestion Management System (CMS), utilized by Metroplan, was carried out by conducting travel time surveys within the Central Arkansas Regional Transportation Study (CARTS) area. Beginning in 1996, Metroplan staff conducted these surveys on freeways and regional arterials each fall and used the results to assess congestion on major thoroughfares within the CARTS area. Figure 1 shows a representation of the CARTS region and CMS corridors from 1999.



Figure 1. Portion of CMS Map 1999



The surveys were focused on the Regional Arterial Network and Areawide Freeway Network. The difference in travel time at speed limit and actual travel time were used to rate delay. Eight categories were used to determine if a facility had congestion: "Not Congested" was determined as either none, acceptable, borderline and "Congested" as mild, moderate, serious, severe, extreme.



In 2009, the CMP was focused on corridors identified in Operation Bottleneck. Operation Bottleneck was a public engagement program that alerted Metroplan of congestion during daily commutes.

2011 marked the last time the CMP was conducted using this process.

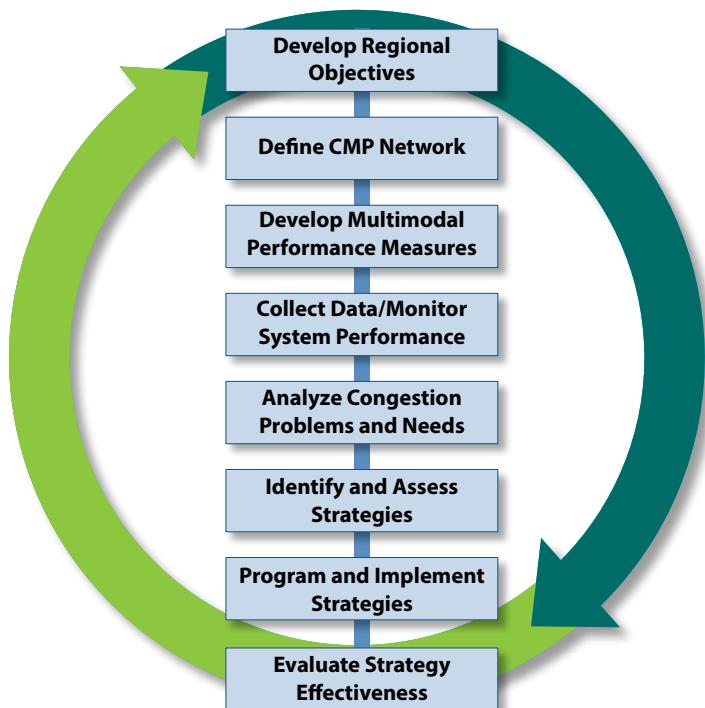
REINVENTED CONGESTION MANAGEMENT PROCESS (CMP) IN CENTRAL ARKANSAS

With the passage of MAP-21 and successive transportation bills with defined performance measures, Metroplan is moving away from the previous CMP measures in favor of travel time reliability measures. In 2025, Metroplan designed a new CMP procedure to support the Metropolitan Transportation Plan (MTP). To link the Congestion Management Process with performance measures and to use a common data set, the NPMRDS data was established as the new data set for the CMP.

The new Congestion Management Process for Central Arkansas follows the 8 Step Process included in FHWA's guidance.

1. Develop Regional Objectives for Congestion Management
2. Define CMP Network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

October 2024 was chosen to sample congestion in the region because it was free of extreme weather events and the region's schools were in session.



Source: FHWA, April 2011.

REGIONAL OBJECTIVES FOR CONGESTION MANAGEMENT

Federal regulation (23 CFR 450.320 (c) 2) requires congestion management objectives as part of the CMP. The FHWA Congestion Management Process Guidebook provides guidance on how to develop these objectives and provides a framework known as Specific, Measurable, Agreed, Realistic, and Time-bound (S.M.A.R.T.) to use when developing them. S.M.A.R.T. characteristics are defined as:

- **Specific**—The objective provides sufficient specificity to guide formulation of viable approaches to achieve the objective without dictating the approach.
- **Measurable**—The objective facilitates quantitative evaluation, saying how many or how much should be accomplished. Tracking progress against the objective enables an assessment of effectiveness of actions.
- **Agreed**—Planners, operators, and relevant planning participants come to a consensus on a common objective.

SPECIFIC MEASURABLE AGREED REALISTIC TIME BOUND

This is most effective when the planning process involves a wide range of stakeholders to facilitate regional collaboration and coordination.

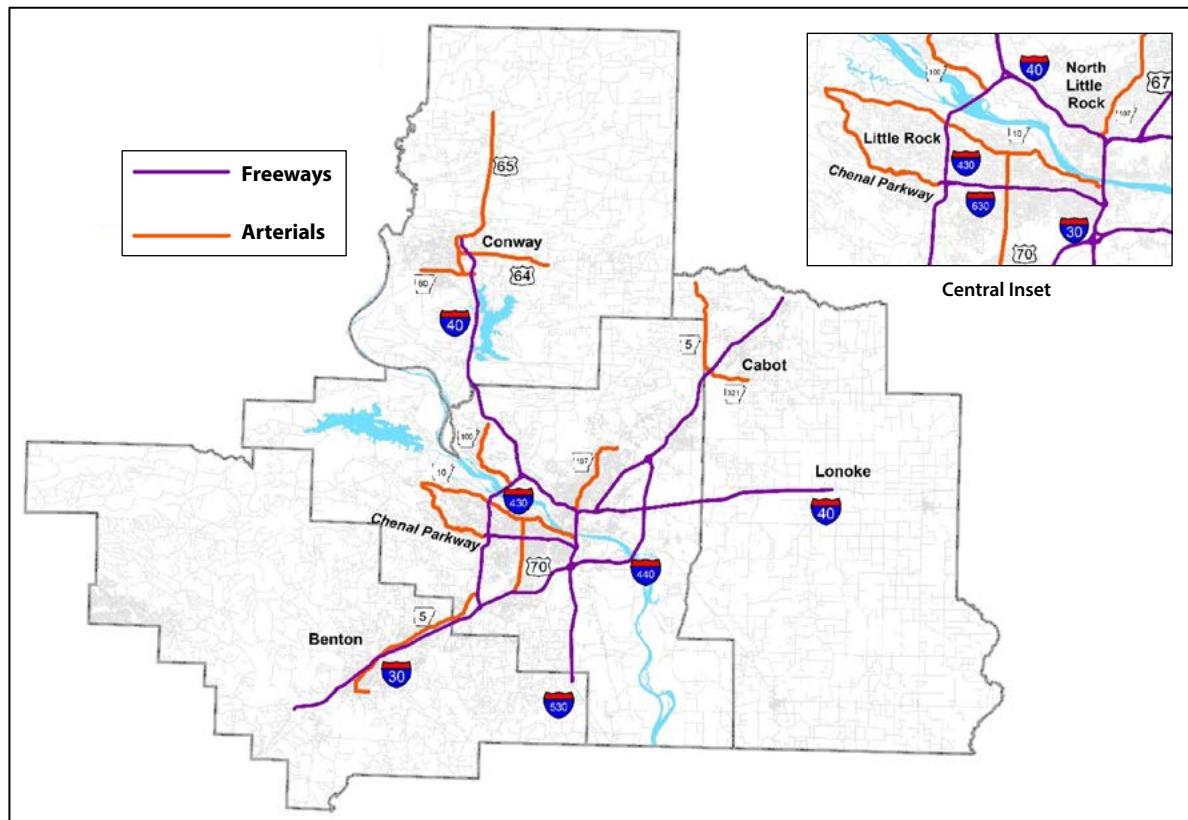
- **Realistic**—The objective can reasonably be accomplished within the limitations of resources and other demands. The objective may require substantial coordination, collaboration, and investment to achieve. Factors such as population growth, economic development, and land use may also have an impact on the feasibility of the objective and should be considered. Based on data on system performance and analysis, the objective may need to be adjusted to be achievable.
- **Time bound**—The objective identifies a timeframe within which it will be achieved.

THE CMP NETWORK

Metroplan has access to FHWA's National Performance Management Research Data Set (NPMRDS), a national database of probe vehicle speed and travel time data. This data enables Metroplan to analyze and track congestion on the roadways on an ongoing basis. The 2025 CMP network is comprised by interstates, freeways, and principal arterials within the Metroplan Study Area (Figure 2). This network is

representative fully within the NPMRDS dataset, while also allowing it to be expanded to additional facilities in the future. The Interstate and freeway network contains 310 directional miles within the region. The lower speed arterial network contains 128 directional miles and the higher speed arterial network consists of 92 directional miles (Figures 3 and 4).

Figure 2. CMP Network



CMP PERFORMANCE MEASURES

For freeways within the CARTS area, threshold travel speeds of 45 mph were used to indicate levels of delay.

For arterials, the congestion threshold travel speeds of 25 mph are used for lower speed arterials and 35 mph for higher speed arterials.

These speeds were selected in part because they are similar to the thresholds used previously to define congested segments.

For each roadway segment, the amount of time for which the travel time is below these speeds is used to define the length of congestion.

The CMP will track the following performance measures bi-annually, the baseline values are shown for 2024. The MTP objectives to which each measure applies are listed in the table at bottom.

Table 1. Metroplan's current MTP objectives that are related to congestion were selected as the objectives for the CMP. These include:

1	Design and implement multimodal corridors based on seven corridor types from the Multimodal Infrastructure Guidelines, for: Connectivity, Accessibility, Safety, Placemaking, and Active Transportation.
2	Maintain current roadway network and prioritize projects that optimize existing infrastructure before expanding capacity.
3	Develop Regional Greenways to create a more complete transportation network.
4	Support regionwide transit development that adapts to a dynamic transportation environment.
5	Embrace new technologies and best practices to optimize mobility and protect the environment.
6	Build upon state freight planning to identify critical local freight corridors and increase intermodal options.

Table 2. CMP Performance Measure and MTP Objectives

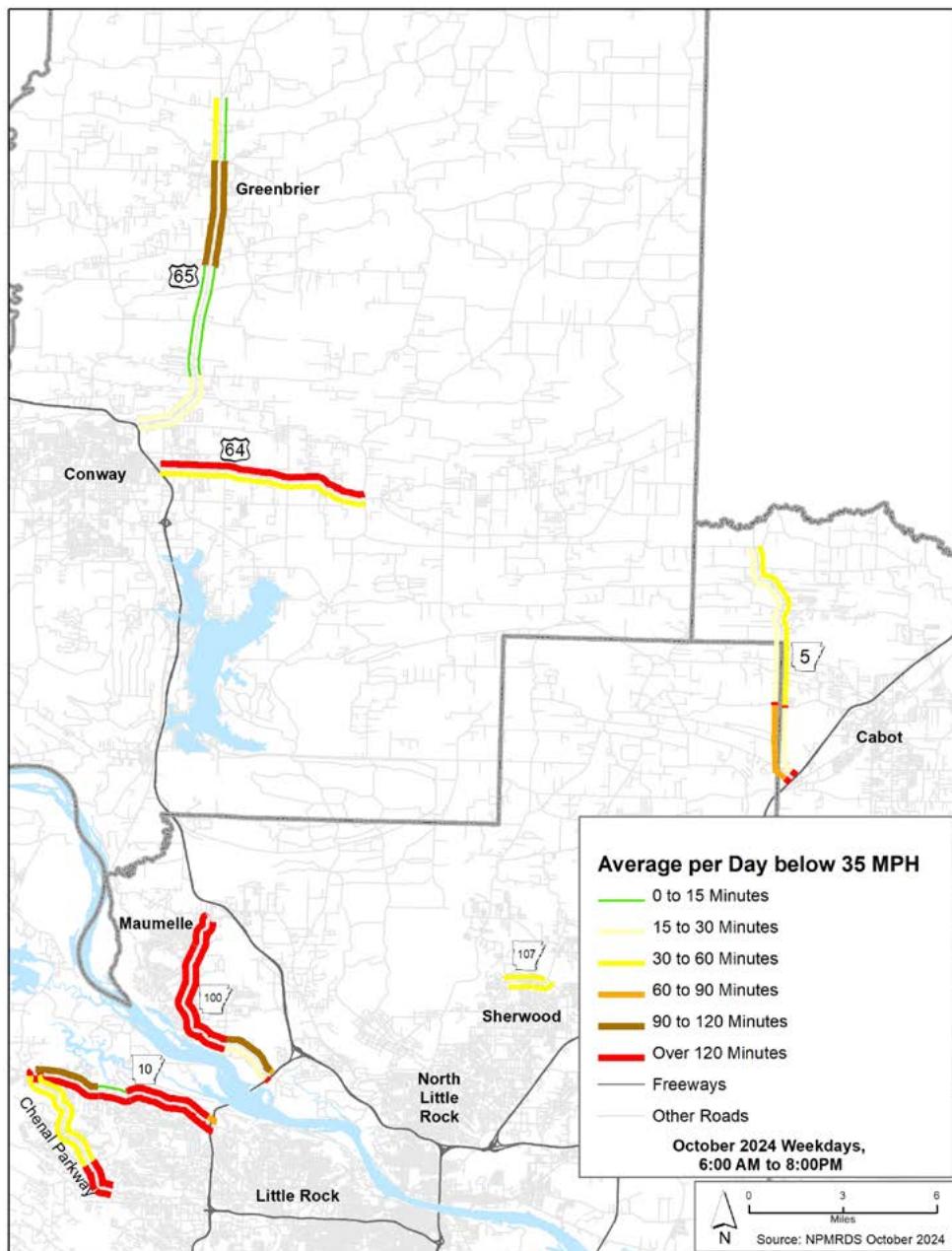
Measure	Objectives	Miles
Percent of Mileage on Interstates averaging below 45 MPH for 2 Hours or more per weekday	1,2,5	4.89 Miles (1.58%) (October 2024)
Percent of Mileage on Higher Speed Arterials averaging below 35 MPH for 2 Hours or more per weekday	1,2,5	28.78 Miles (31.3%) (October 2024)
Percent of Mileage on Lower Speed Arterials averaging below 25 MPH for 2 Hours or more per weekday	1,2,5	33.07 Miles (25.9%) (October 2024)
Other Performance Measures Based on Local Data		
Annual—Population served by Transit	1,2,4	202,333 (2023, based on Census 2020)
Percentage of Regional Greenways completed	1,3	44.6 Miles of 204 Miles (Built and/or Funded 2024)

COLLECT DATA/MONITOR SYSTEM PERFORMANCE

The data used to create the Congestion Management Plan (CMP) are from the NPMRDS dataset from October 2024. This dataset only displays data from weekdays 6:00 am to 8:00 pm. Within that timeframe, the data are aggregated into 15 minute intervals for each Traffic Management Channel (TMC). Only

main lane freeway segments are included in the TMC data that are used, for the Arterial Segments only roadways that are classified as Principal Arterials within the Urbanized Area were used. TMC's are bi-directional for each roadway.

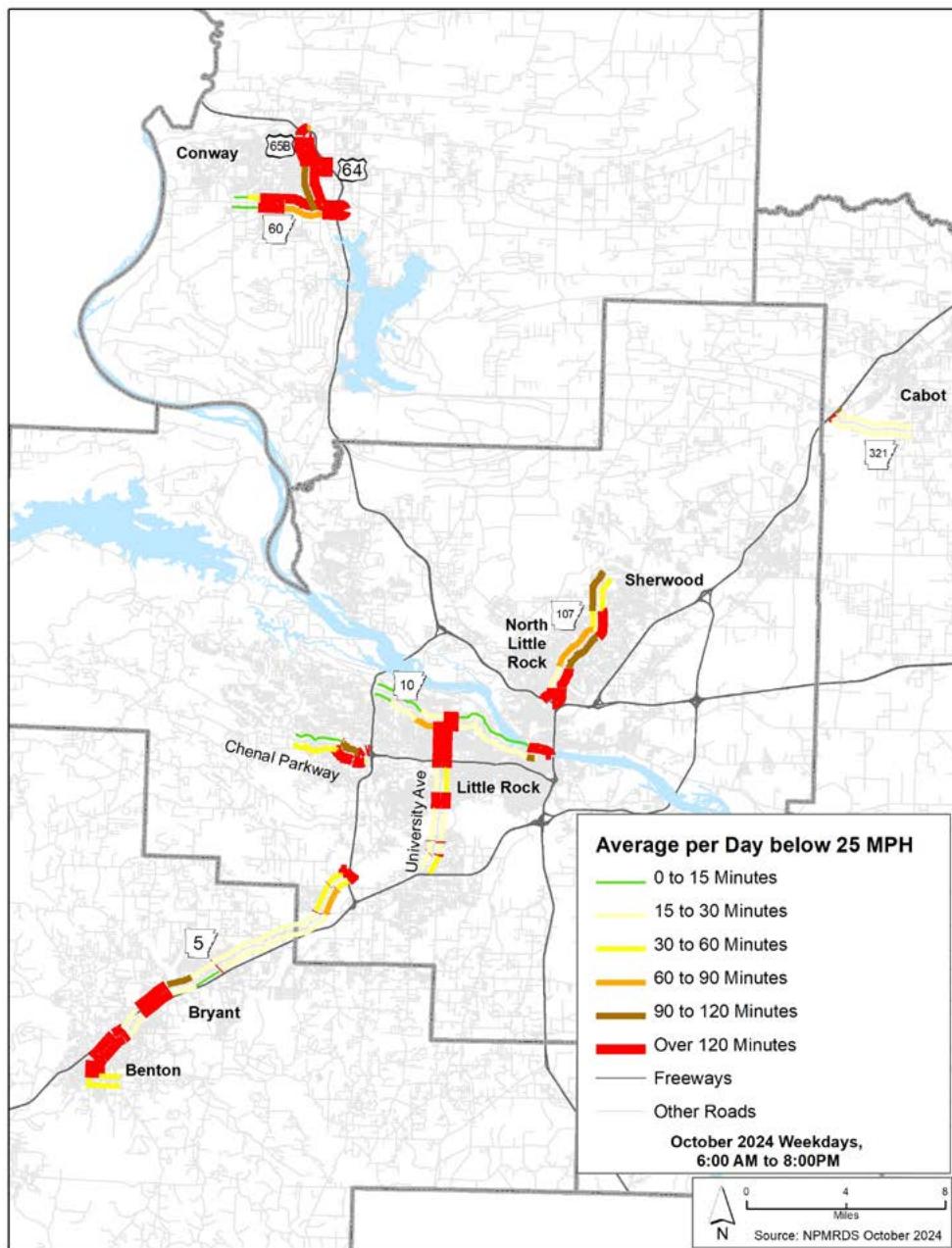
Figure 3. Central Arkansas Higher Speed Arterial Delay



For arterials within the CARTS area, a threshold speed of 25 mph was used to indicate levels of delay for lower speed arterials and 35 mph was the threshold for higher speed arterials. The maps below show the amount of time in congestion on the region's arterials. Much of the delay on the arterial network can be attributed to volume and traffic control signals during the AM and PM peak travel times

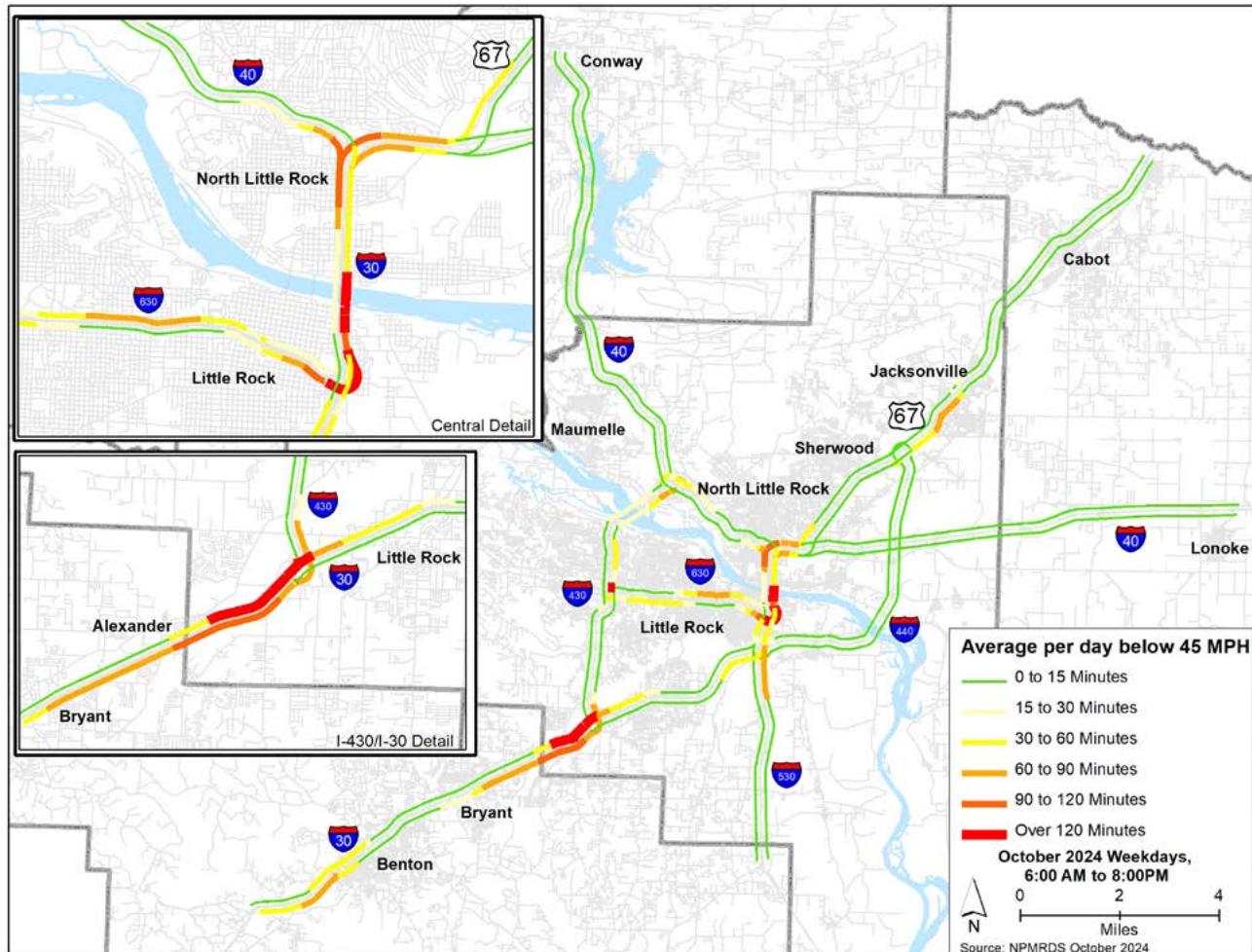


Figure 4. Central Arkansas Lower Speed Arterial Delay



For freeways within the CARTS area a threshold speed of 45 mph was used to indicate delay for freeways. The map below shows the amount of time in congestion on the region's freeways. The areas with the highest delay are mainly due to merging during the AM and PM peak travel times.

Figure 4. Central Arkansas Freeway Delay



PUBLIC PARTICIPATION AND OUTREACH

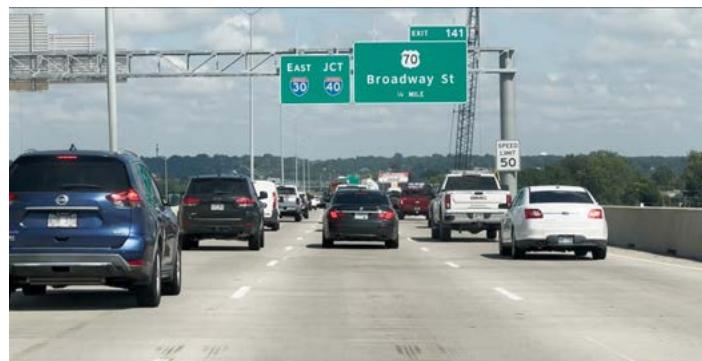
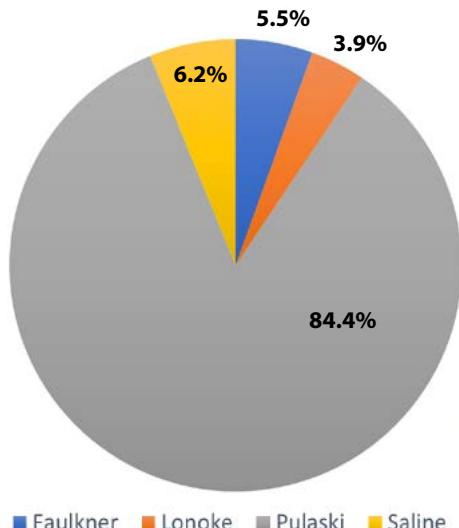
CONGESTION MANAGEMENT PROCESS— SMOOTH COMMUTE CAMPAIGN

Metroplan's Congestion Management Process incorporated a public input component entitled the Smooth Commute Campaign. This effort was intended to supplement the congestion management process's quantitative congestion analysis. Public input helps to identify roadway segments that may not have NPMRDS data availability, to confirm data-based findings when there is lower data density along a roadway segment, and to gauge public concerns to the location and extent of congestion.

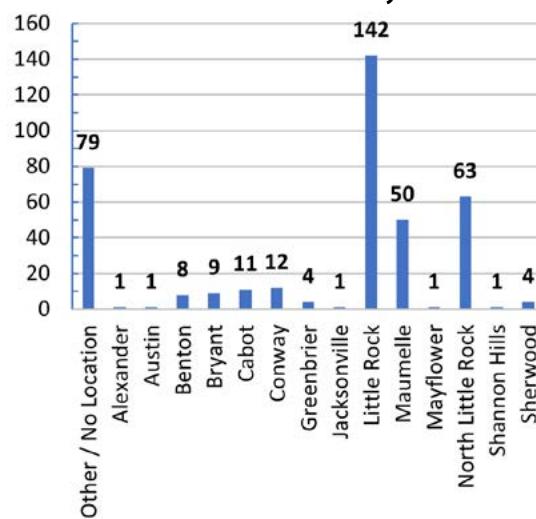
The Smooth Commute Campaign consisted of an online survey allowing the public to identify specific locations with congestion issues and to identify potential causes. The online survey was advertised on Metroplan's website, through social media, and at previously scheduled community events throughout the CARTS area. The online survey overlapped the October 2024 time period chosen for the quantitative analysis of NPMRDS traffic data.

The Smooth Commute Campaign was not designed to be a scientific survey, many of the survey responses were driven by the promotion of the survey at community events and individuals publicizing the survey. Additionally, identifying and assessing levels of congestion will be subjective without direct measurement. Despite these limitations public input was still valuable and served to flag local congestion issues that could be further assessed using quantitative means, and locations where the public is concerned about congestion.

Chart 1. Counties by Percentage of Total Road Facilities Identified in Smooth Commute Responses



**Chart 2. Identified Corridors by City—
Smooth Commute Survey Results**

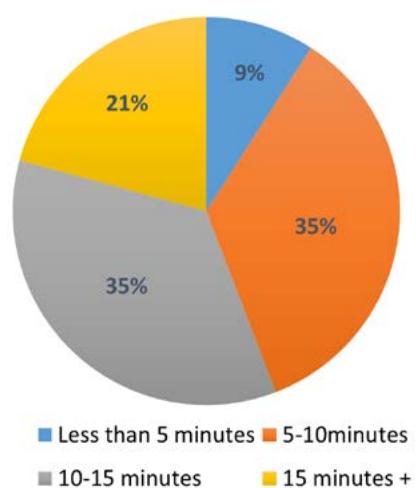


There were 387 online responses to the Smooth Commute Campaign. The pattern of locations identified by respondents is reflective of overall delay and vehicle miles travelled (VMT) in the four-county study region. Pulaski County has the largest population, largest employment centers, is the primary commuting destination for outlying counties, and has the roadway facilities with the highest traffic volumes. These factors are consistent with the county experiencing the greatest levels of congestion and delay in the region.

Table 3. Most Identified Corridors in Smooth Commute Input

Corridor	Responses
Maumelle Blvd	68
I-630	31
Chenal / Financial Center	25
I-30 (Hwy 111-I-430)	23
I-30 (Saline County)	17
I-430 (Hwy 100-Hwy 10)	11
Hwy 10 (I-430-Taylor Loop)	9
Hwy 89 (Cabot)	7
I-430 (Hwy 100-I-430)	6
Hwy 60-Hwy 65B (Hogan - I-40)	6

Chart 3. Amount of Time Respondents Indicated They Spend in Congestion

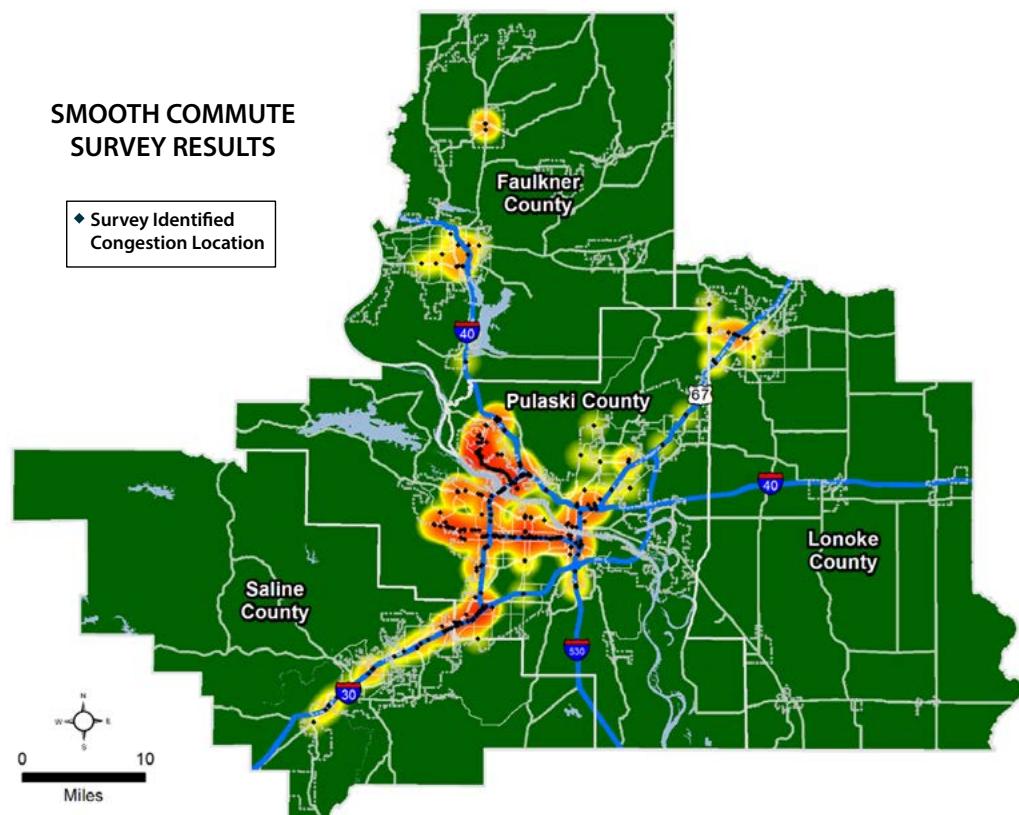


The most frequently identified corridors in the Smooth Commute Campaign are listed in Table 1. The most frequently identified corridors were Maumelle Boulevard, Interstate 630, Interstate 30, Interstate 430, and Chenal Parkway/Financial Center. All these corridors experienced at least one hour of weekday delay, as determined by analysis of NPMRDS speed data for October 2024. Corridors identified by survey respondents that were not part of the NPMRDS dataset include Highway 89 in Cabot; Broadway, Colonel Glenn, and

Kanis in Little Rock; N Broadway in North Little Rock; and Brockington in Sherwood. Corridor studies may be conducted to confirm congestion levels, potential causes, and strategies for its reduction on these roadways.

In addition to the location of congestion, the Smooth Commute survey asked respondents about the frequency, duration, and cause of congestion. 94% of respondents indicated that the congestion they were experiencing was

Figure 6. Heat Map of Identified Congestion for 4-County Study Area

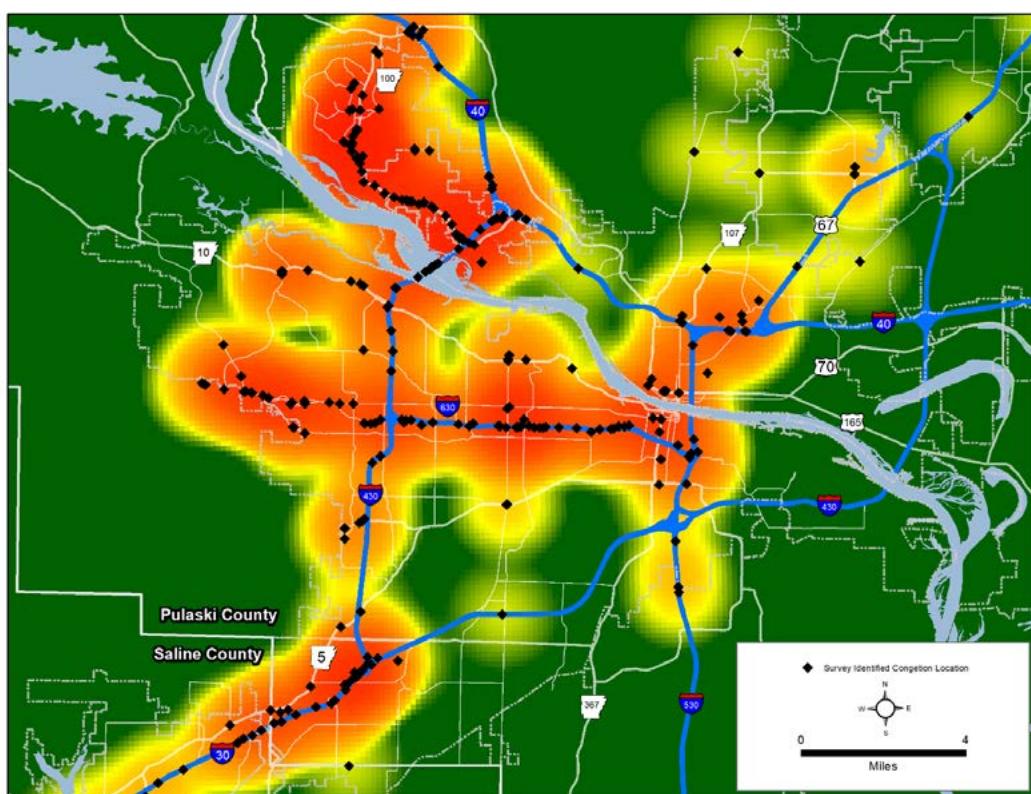


happening either daily or multiple times a week. Most respondents indicated they were spending between 5 and 15 minutes in congestion at the location they identified. This can serve as a useful datapoint. NPMRDS data was used to quantify the cumulative amount of weekday delay on corridors, but the total amount of time a facility operates under a given speed threshold is not reflective of any one commuter's average daily delay on that facility.

The survey also asked what could improve traffic flow in congested areas. Suggestions included a variety of both operational and capacity improvements. Frequently suggested solutions included: signal timing, adding turn lanes and turn bays, longer merge lanes, roadway widening, adding roundabouts, and adding alternative routes.



Figure 7. Heat Map of Identified Congestion for Central Area



ANALYZE CONGESTION PROBLEMS AND NEEDS

Specific segments were identified by the amount of time the facility operates at a speed below the defined congestion threshold. The charts below list continuous roadway segments over 0.25 miles in length that experienced the

highest level of delay. The top segments with delay identified in the Smooth Commute public outreach that are confirmed by the NPMRDS data are shown in the right column of Table 2.

Table 4. Top Congested Roadway Segments

Top Freeway Segments, Speed Less than 45 MPH					
Route	From	To	Mileage	Hours per Day	Smooth Commute
I-430 Ramp*	I430S	I30E	0.5	8.2	Yes
I-630 Ramp*	I-630	I30E	0.6	4.5	Yes
I-630	I-630/I430N Ramp	Financial Ctr	0.33	2.4	Yes
I-30W	I430N Ramp	2800 feet E of Co Line	2.54	2.2	Yes
I-30E	6th St	Broadway NLR	0.79	2.3	
I-30E	I-630	6th St	0.25	1.9	
I-630E	Spring St	I-30Ramps	0.68	1.5	Yes
I-30W	I-40WB	UP Railroad	1.14	1.5	
I-30E	1660 feet W of Co Line	Otter Creek South	2.35	1.5	Yes
I-30W/I-40E	Hwy 107	I-30 Merge	0.66	1.5	

*Ramp Speed Limits are lower than mainline lanes.

Top Higher Speed Arterial Segments, Speed Less Than 35 MPH					
Route	From	To	Mileage	Hours per Day	Smooth Commute
Commute	I430S	I30E	0.5	8.2	Yes
Chenal Pkwy	Kanis W	Kanis E	0.44	12.9	Yes
Chenal Pkwy	Kanis W	Rahling	0.81	13.0	Yes
Chenal Pkwy	Kanis E	Kanis W	0.43	13.5	Yes
Chenal Pkwy	Rahling	Kanis W	0.81	12.7	Yes
Hwy 10	Taylor Loop E	I-430	2.79	9.5	Yes
Hwy 100 (Maumelle Blvd)	Odom N	Odom S	1.74	9.1	Yes
Hwy 100 (Maumelle Blvd)	Hwy 365	Odom N	1.01	8.8	Yes
Hwy 100 (Maumelle Blvd)	Odom N	Hwy 365	1.01	8.0	Yes
Hwy 10	I-430	Taylor Loop E	2.7	6.1	Yes
Hwy 10	Taylor Loop W	Taylor Loop E	0.98	5.0	Yes

Table 4 Continued

Top Lower Speed Arterial Segments, Speed Less than 25 MPH					
Route	From	To	Mileage	Hours per Day	Smooth Commute
Commute	I430S	I30E	0.5	8.2	Yes
N East St/Military	6th	Northshore	2.4	13.1	
Financial Ctr	I-430	Autumn	0.65	11.9	Yes
N East St/Military	Northshore	6th	2.4	11.8	
Hwy 64 (Oak St)	I-40	Harkrider	0.86	10.5	
Hwy 65B (Harkrider)	Hwy 60	I-40	3.35	10.5	
Hwy 64 (Oak St)	Harkrider	I-40	0.86	9.6	
Hwy 65B (Harkrider)	I-40	Oak St (Hwy64)	1.6	9.5	
Hwy 60 (Dave Ward Dr)	Enterprise	I-40	0.76	8.7	Yes
Hwy 107 (JFK)	F St	I-40	0.77	6.4	
University	12th St	Hwy 10	1.86	6.4	
University Ave	Col Glenn	W 28th	0.64	6.2	
University Ave	W 28th	Col Glenn	0.64	6.0	
Hwy 10 (Cantrell)	Kavanaugh	University	0.62	4.9	
University	Hwy 10	12th St	1.86	4.6	
Hwy 5	I-30	Alcoa	1.43	4.4	
Hwy 107 (JFK)	I-40	McCain	1.71	3.9	
Hwy 60 (Dave Ward Dr)	I-40	Salem Rd	3.32	3.9	Yes
Hwy 60 (Dave Ward Dr)	Salem	Donaghey	1.07	3.9	Yes
Hwy 5	Alcoa	I-30	1.43	3.4	
Chenal Pkwy	W Markham	Hermitage	1.08	3.4	Yes
Hwy 10 (Cantrell)	University	Kavanaugh	0.62	3.3	
Hwy 107	N Hills	Kiehl	0.96	3.1	

IDENTIFY AND ASSESS STRATEGIES

As referenced in § 23 CFR 450.322 the CMP should set performance measures and strategies that can be reflected in the MTP and TIP. The overarching purpose of using performance measures in the CMP is to characterize current and future conditions on the regional transportation system in the region. However, performance measures serve multiple purposes including:

- To characterize existing and anticipated conditions on the regional transportation system;
- To track progress toward meeting regional objectives;
- To identify specific locations with congestion to address;
- To assess congestion mitigation strategies, programs, and projects; and
- To communicate system performance to decision-makers, the public, and MPO member agencies.

Performance measures will allow Metroplan to identify and evaluate current and anticipated system performance and communicate this information to decision-makers and stakeholders. The performance measures assess the multimodal transportation system and assist with evaluating congestion management strategies and in tracking progress in reducing congestion.

Strategies in this plan that focus on alleviating the specific congested corridors and bottlenecks will likely shift statewide performance measures in a positive direction. If a congestion management strategy is used in a specific identified location, it might be possible to compute a subset of the performance measures to determine how well the chosen strategy worked.

Projects within the region would be developed as a result of detailed corridor studies of roadways that were identified as part of the CMP. The CMP provides the initial indication that further study is needed.

PROGRAM AND IMPLEMENTATION STRATEGIES

Metroplan and its partners conduct frequent corridor studies to identify sets of cost effective projects to achieve corridor goals. The following projects are in the 2025-2028 CARTS Transportation Improvement Program (TIP) and are on corridors identified as part of the CMP. These projects are expected to reduce congestion on these corridors.



Table 5. 2025–2028 TIP Projects

Capacity Projects
Hwy 5 - Hwy 183 to Pulaski County Line
I-30/I-40 – I-530 to US 67 with interchange and ramp improvements
• Completed Nov 2024
I-40 – I-440 to Hwy 31 (Lonoke)
Hwy 107 – General Samuels to Arnold Dr
Hwy 5 – Hwy 89 to Greystone Blvd
Hwy 10 – Taylor Loop to Pleasant Valley
Hwy 67 – Interchange Ramp Improvements, Hwy 89, Hwy 5
Hwy 60 – Multiple Intersection Improvements
Hwy 65B – Bruce to Hwy 64

Pavement Preservation Projects
I-30 - Hot Spring County Line to Benton
I-630 - Cedar to Cumberland
I-530 – I-30 to Grant County Line
Hwy 107 – Arnold Dr to Republican Rd
Hwy 100 – Hwy 365 to I-40
I-40 - Hwy 100 to Hwy 107
Hwy 5 – Otter Creek Blvd to Fourche Creek Bridge

Rehabilitation Projects
I-40 - Hwy 67 East to NLR (0.55 Miles)

EVALUATE STRATEGY EFFECTIVENESS

The 2024 data will be compared with future data to determine if delay and reliability are improving, worsening or changing within the CARTS area.

To support monitoring activities, Metroplan should prepare a report bi-annually that presents data on each of the identified CMP performance measures. The report should include:

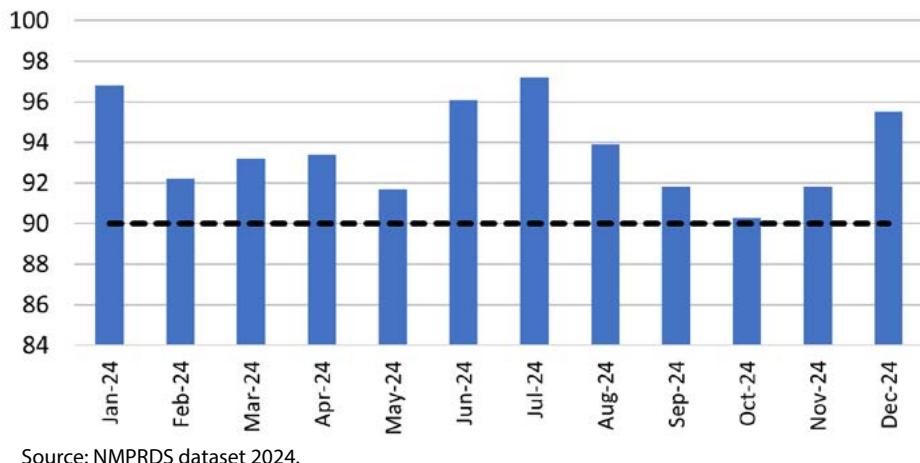
- An inventory of the status of congestion mitigation projects proposed in the CMP, as well as any other projects with significant congestion impacts.
- There should be a cumulative review of performance by year over time for each CMP measure, so that progress can be tracked starting from the year in which monitoring began. Observations will be made on any significant trends and a discussion of factors that may have led to those trends, including actions to implement congestion management strategies, as well as external factors such as growth in traffic or population, severe weather conditions, etc. that may have influenced congestion during the latest year.
- Future efforts must identify any changes in data sources or computational methods that may have influenced each measure. Corridor Studies should be implemented to further examine the causes of delay.

CONNECTION TO NATIONAL PERFORMANCE MEASURES

Additionally, the NPMRDS metrics that are used for National Performance Measures are calculated for the CARTS region with the intent to monitor progress. The three MAP-21 Performance Measures of Percent of Person Miles Traveled on Interstates that are reliable, Percent of Person Miles Traveled on Non-Interstate NHS that are reliable and Truck Travel Time Reliability for Interstates Only were used. These values were calculated for the entire year 2024. The reliability calculated for the following performance measures is a metric that can be used to determine non-recurring congestion within the region. The reliability percentage is a calculation of the 80th percentile travel time (longer travel time) divided by the 50th percentile travel time (normal travel time) if that ratio is less than 1.5 the segment is considered reliable for the time period. The truck travel time reliability is the 95th percentile divided by the 50th percentile, the target for that ratio is 1.5.

For the measure of Percent of Person Miles Traveled on Interstates that are reliable, every month of 2024 was over the target of 90% of being reliable. The aggregate percentage for the year was reliable at 94.5%.

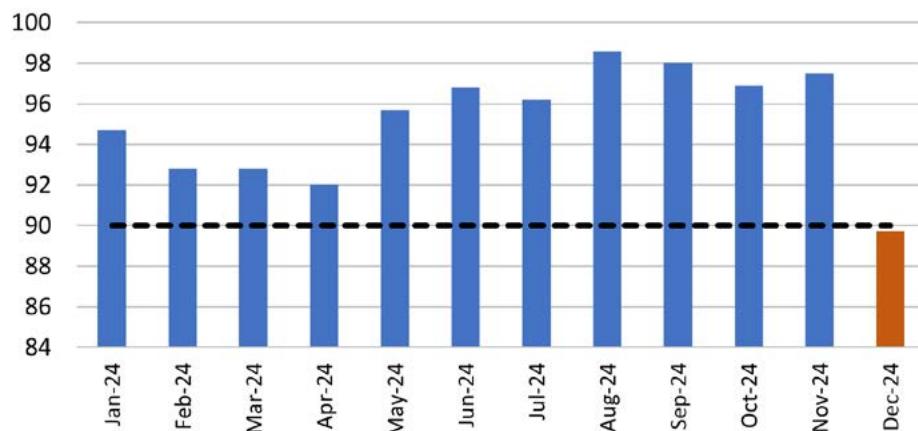
Chart 4. Percent of Person Miles Traveled on Interstates that Are Reliable



Source: NPMRDS dataset 2024.

For the Measure of Percent of Person Miles Traveled on Non-Interstate NHS that are reliable, only December of 2024 was below the target of 90% of being reliable. The aggregate percentage for the year was reliable at 98.0%.

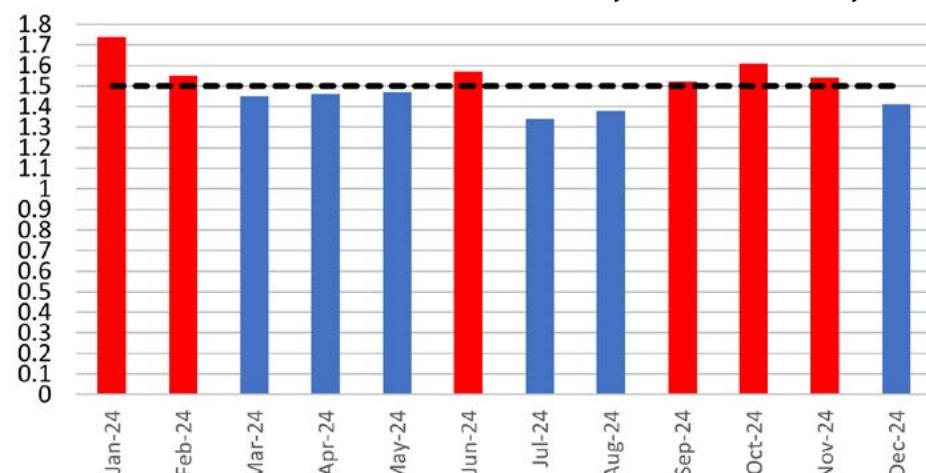
Chart 5. Percent of Person Miles Traveled on Non-interstate NHS that Are Reliable



Source: NMPRDS dataset 2024.

Using the Travel Time Reliability Index for Truck Travel time Reliability for Interstates Only, the months of January, February, June, September, October and November are above the index target of 1.5 with the aggregate for the year having a value of 1.41 which is below the 1.5 index target.

Chart 6. Truck Travel Time Reliability for Interstates Only



Source: NMPRDS dataset 2024.

National Performance Measures

Measure	Objectives	Percentage
Annual—Interstate Travel Time Reliability Percentage	1,2,5	94.5% (2024)
Annual—Non-Interstate NHS Travel Time Reliability Percentage	1,2,5	98.0% (2024)
Annual—Truck Travel Time Reliability Index	6	1.41 (2024)

Another useful measure is commute time within the region. Figure 8 shows median commute times within the CARTS region. The commute time data is from the Census Transportation Planning Package (2017-2021) and is sample data for census tracts. The figures represent resident workers who do not work at home. Median commuting time was calculated from grouped data.

Notice how commute times are lowest in and near the business cores of Little Rock and North Little Rock, as well as in the city of Conway. Commute times tend to be longer for the rural areas, but with local exceptions. Among suburban cities Cabot, Austin and Ward have the longest commute times. Table 4 is a matrix of commutes between the cities in the central Arkansas Region.

Figure 8. CTTP 2017–2021 Median Commute Times

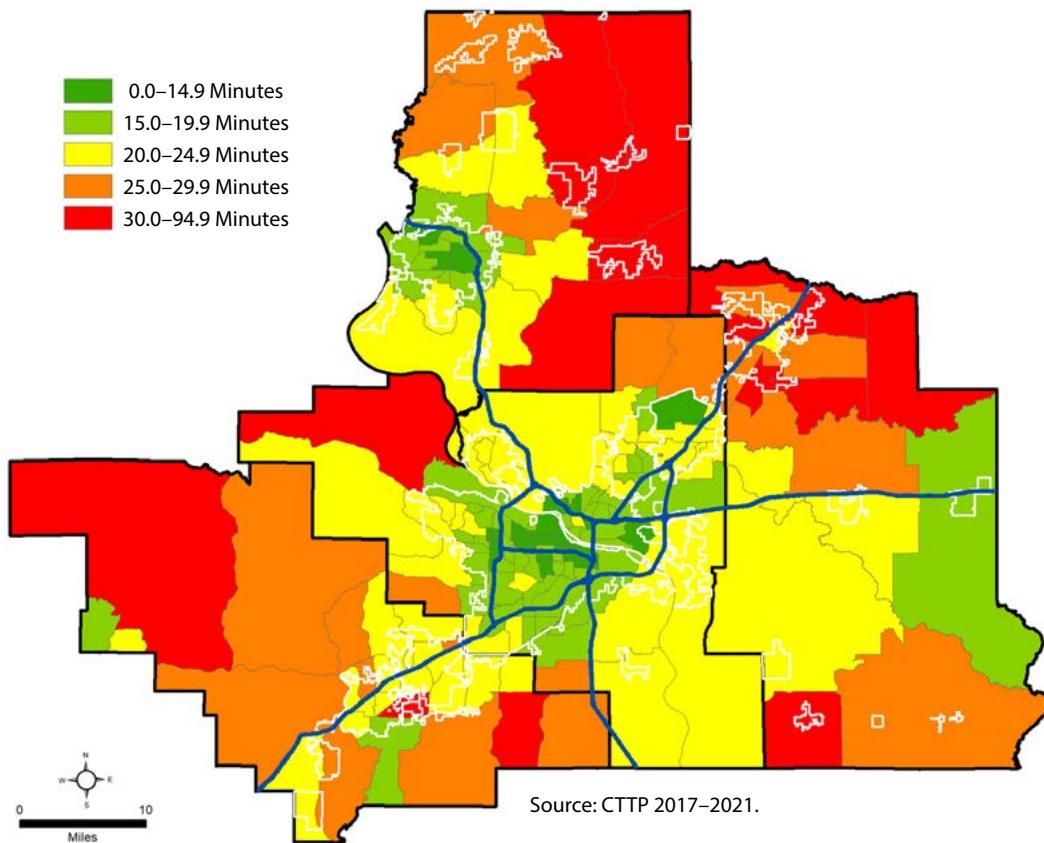


Table 6. Little Rock MSA Median City-to-City Commuting Times (in Minutes)

City of Residence	City of Work									
	Benton	Bryant	Cabot	Conway	Jacksonville	Little Rock	Maumelle	N Little Rock	Sherwood	Ward
Benton	10.4	15.7	-	29.0	48.5	29.1	47.0	32.4	31.2	-
Bryant	15.8	12.7	31.5	51.5	27.1	26.5	23.2	28.7	26.5	-
Cabot	74.0	41.5	9.5	45.7	21.8	39.9	57.8	32.0	24.3	7.0
Conway	47.2	61.6	40.5	11.5	38.3	40.1	23.1	35.1	44.6	-
Jacksonville	16.5	-	17.6	35.6	8.2	29.0	31.4	20.8	15.9	-
Little Rock	18.5	21.7	53.5	31.9	22.6	15.7	19.6	20.2	18.0	-
Maumelle	39.8	-	-	23.7	51.5	23.9	9.6	16.5	26.3	-
N Little Rock	37.8	26.5	24.0	35.0	18.2	20.5	20.0	13.2	14.4	-
Sherwood	19.0	17.5	31.3	32.7	15.6	25.8	19.0	16.4	10.6	-
Ward	-	26.5	17.2	-	29.4	37.9	51.5	33.3	27.0	16.1

Source: CTTP 2017–2021. Median values derived by Metroplan from grouped data.

Figures represent average travel time in minutes.

Intra-city commutes shown in boldface type. Figures are derived from sample data (ACS 2017–2021) and are subject to margins of error.



ITEM 10. 2025 PROJECT OBLIGATION REPORT

SUMMARY

Metroplan is working with ARDOT and local sponsors to ensure that FFY 2025 obligations requirements are met. A final number, after August redistribution, is expected to be provided in the next two weeks after which a final list of obligations will be developed. \$8 million has already been obligated this year. Staff does not anticipate an issue with obligating the remaining funds in 2025.

ACTION NEEDED: Information Only.