

Metroplan Board of Directors Meeting

September 23, 2026

10:00 am

North Little Rock Chamber of Commerce Conference Center
100 Main Street, North Little Rock

AGENDA

1. Approval of Minutes of August 26, 2026
2. Financial Report
3. Metroplan Report
 - a. August/Sept Report
 - b. 2027 Metroplan Budget
 - c. Metroplan and CAPDD Integration
 - Energy and Environment Innovation for the Natural State
4. EEI Implementation Grant Update
 - Transportation Agenda
5. SMART Streets Plan
6. 2027-2030 TIP
7. 2026 Obligations
8. Agency Reports
9. Metroplan Board Announcements
10. Citizen Communications
11. Adjourn



ITEM 1. MINUTES OF AUGUST 26, 2026

The minutes of the August 26th, 2026 Metroplan Board meeting are attached for review and adoption.

ACTION NEEDED: Motion to adopt minutes from August 26th, 2026.

Metroplan Board of Directors Meeting August 26, 2026

Attending:

Board Members

Mayor Bernadette Chamberlain, City of Austin
Mayor Ken Kincade, City of Cabot
Mayor Clyde Crookham, City of Haskell
Mayor Terri Hartwick, City of North Little Rock
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
Mr. Keith Keck, Hot Springs Village
Judge Allen Dodson, Faulkner County
Judge Barry Hyde, Pulaski County
Judge Matt Brumley, Saline County
Mr. Justin Avery, Rock Region METRO
Mr. David Siskowski, ARDOT
*Judge Doug Erwin, Lonoke County
*Mr. Maneesh Krishnan, City of Little Rock
*Ms. Laura Long, Clinton National Airport
*Mr. Colton Leonard, City of Bryant

***Indicates Proxy**

Metroplan

Casey Covington
Bernadette Rhodes
Lynn Bell
Peritosh Jambhale
Tammy Gillis
Hans Haustein
Jonathan Lupton
Daniel Holland
Sydney Dozier
Brittany Nichols
Jeff Runder

Guest

Joe Smith, Arkansas Municipal League (AML)
Mark Stodola, AML
Aaron Huntley, Arkansas Economic Development Commission
Ashley Williams, Arkansas Economic Development Commission
Ethan Goodwin, City of Bryant
Robbie Alberson, City of Conway
Brad Peterson, Crafton Tull
Truett Smith, Crafton Tull
Leigh Ann Pool, Central Arkansas Planning & Development District
Tanya Childer, Central Arkansas Planning & Development District
Michael Watson, HALFF
Marsha Guffey, Little Rock Port Authority
Buckley O'Mell, Little Rock Regional Chamber
Grant Cox, City of Little Rock
Mike Simmons, City of Little Rock
David Cook, City of North Little Rock
Taylor Clark, McClelland Consulting Engineers
Alex Gustaeson, Clark, McClelland Consulting Engineers
Asoph Comillo, Clark, McClelland Consulting Engineers
Austin Coleman, U.S. Senator Tom Cotton
Tab Townsell, Pulaski County
Mike Koch, Olsson
Ember Strange, Rock Region METRO
Stacey McMinn, City of Ward
Jon Honeywell, Volkert

I. Approval of minutes of August 26, 2026

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

II. Approval of the Financial Report

Tammy Gillis presented Metroplan's Quarter 2 financial report, providing a financial summary of revenue and expenses through June 30, 2026. She added that the agency's revenue is up as a result of member dues coming and the final report concluded with a review of indirect expenses for quarter 2. Motion to approve the financials by Mayor Kincade and seconded by Mayor Kemp and passed by the Board.

III. Metroplan 2025 Audit

Mason Morgan with Rasco, Winter, Thomas and Associates presented Metroplan's 2025 audit results. He reported that the audit issued an unmodified, clean opinion on the financial

statements and supplementary information, including the schedule of expenditures of federal awards. He noted that Metroplan maintained a strong financial position, with net assets exceeding \$4.4 million and net income of approximately \$262,000 for the year. Mr. Morgan stated that the Climate Pollution Reduction Grant was the primary driver of significant year-over-year changes, including increases in cash, federal grants and contracts receivable, accounts payable, revenue, and program service expenses. He reported no significant deficiencies, material weaknesses, material instances of noncompliance, or audit findings related to the major programs tested, and noted that a corrected CPRG cutoff adjustment had only a minor net impact. Motion to approve the 2025 Audit report was made by Mayor Gastineau and seconded by Mayor Heye-Townsell and passed by the Board.

IV. Metroplan Report

Casey Covington thanked the Board and Metroplan staff for the clean audit and noted that county transportation reports from the prior meeting are now available on Metroplan's homepage, with more county and city data to be added. He also thanked the Board for supporting the internship program. Casey reported that Metroplan is working with ARDOT on project obligations, with about \$11.5 million obligated and \$10 million remaining, and said staff will coordinate with David Siskowski to confirm projects and meet requirements, potentially through 2027 adjustments.

Casey Covington stated that stakeholders have received the draft Smart Streets Plan on transportation technology for the next 20 years, and the consultant is expected to present the nearly complete ARDOT partnership report in September. He then introduced Jonathan Lupton to present Metrotrends, expected in early September, focused on Central Arkansas population forecasts and housing needs over the next 20 years. Casey noted refinements from the Arkansas Economic Development Institute, stronger industry relationships, and Jonathan's 33 years of service in regional data collection, analysis, and information.

METROTRENDS

Jonathan Lupton presented the Metrotrends population and housing forecast, noting that Metroplan reviewed long-term population trends and developed three growth scenarios based on historical patterns. The preferred forecast anticipates the region reaching approximately 900,000 residents by 2060, assuming continued migration into Central Arkansas.

Jonathan explained that recent population growth has been driven primarily by migration, with natural increase contributing a smaller share due to declining birth rates. Jonathan emphasized that lower fertility rates are expected to continue shaping future population growth and household formation. He also compared current demographic and housing patterns to those of 1970, noting significant changes, including fewer households with children, a decline in the share of single-family households, an increase in one-person households, and a rise in median age from 27.8 to approximately 38. Regarding housing, Jonathan reported that household formation increased between 2020 and 2025, and Metroplan projects approximately 16,000 new households over the next five years, though growth is expected to slow over time. He stated that greenfield development will continue in areas such as Benton and Ward but may become less dominant as infill development, multifamily housing, smaller units, and mixed-use projects become more common.

Jonathan noted that developers reported strong market demand for mixed-use projects in urban settings, particularly those connected to trails and walkable amenities, but identified financing and local approval processes as ongoing challenges. He concluded that future housing demand will likely depend not only on the size and quality of individual housing units, but also on surrounding amenities, accessibility, and location.

CAPDD and Metroplan Integration

Casey Covington updated board members on the CAPDD and Metroplan merger, noting that financial forecasts and a staffing plan are complete, while space needs and governance research should largely conclude in September before memorandum of understanding work begins. He highlighted a November 8–10 peer exchange with the Greater Nashville Regional Council for about 15 Board members to learn from Nashville’s merger process, program operations, and board discussions. Interested members should contact Sydney Dozier and Casey soon due to limited space. Casey will also schedule a transition team meeting to review staffing, financial information, and the peer exchange.

Energy and Environment Innovation for the Natural State

V. EEI Implementation Grant Update

Leesa Freasier announced that rolling applications remain open across all major funding categories, including the green network, building efficiency, and transportation efficiency buckets, noting that the City of Cabot submitted the most recent application. While funding is still available, she cautioned that balances are running low. Ms. Freasier also reported that the next lottery selection for e-bike vouchers is scheduled for September 22nd, confirming that previous applicants remain registered in the system. Finally, she highlighted the availability of free potted trees for city parks or residential subdivisions and concluded by commending the ongoing success of the Climate Pollution Reduction Grant (CPRG) program.

Transportation Agenda

VI. Rock Region METRO TIP Amendment

Daniel Holland introduced Resolution 26-13, which amends the current 2025–2028 Transportation Improvement Program (TIP) to incorporate new funding allocated to the City of Conway for buses and bus facilities. The transit agency is seeking to access these funds, spanning fiscal years 2023 to 2026, by adding two new project lines to the active TIP document. This amendment is separate from the draft program currently out for public comment. Motion to approve the Resolution 26-13 made by Mayor Rainey and seconded by Mayor Crookham and passed by the Board.

VII. 2027 Supplemental Call for Projects

Casey Covington reported the allocation of \$7.4 million in supplemental project funding for 2027. Sourced from unobligated balances and returned funds from completed or discontinued projects, the program prioritizes shovel-ready initiatives in jurisdictions that have not previously received funding. Within this pool, staff presented a joint \$4 million request from Pulaski County, the City of Little Rock, North Little Rock, and the Little Rock Chamber of Commerce. The funds are designated to support the transportation

infrastructure—specifically sidewalks, bicycle paths, and multi-use trails—for the proposed I-30 Crossing Park, an open-space development located underneath the former interstate interchange. Staff expressed full support for the request, noting that the remaining balance of over \$3.4 million will be left available for other local jurisdictions to submit funding requests.

Judge Barry Hyde and Mr. Maneesh Krishnan emphasized the regional significance of this infrastructure investment, noting that neither Pulaski County nor Little Rock had applied for other grants this year. Staff noted that this project leverages a massive \$30 million private donation from the Bezos Earth Fund to develop open space underneath the former interstate interchange on ARDOT-owned land. Following a motion by Judge Brumley, seconded by Mayor Hartwick, and brief supportive discussion regarding the benefit to Central Arkansas, the resolution 26-14 passed unanimously by the Board.

Casey Covington concluded with a request to release the rest of the supplemental funding for a call for projects. Motion to approve the release of the 2027 Supplemental Call for Project was made by Mayor Chamberlain and seconded by Mayor Rainey and passed by the Board.

VIII. 2027-2030 TIP

Daniel Holland presented an informational update on the 2027–2030 Transportation Improvement Program (TIP). Mr. Holland noted that the public comment period for the draft project list is currently underway. While initially scheduled to close on September 2nd, the comment period will likely be extended by 15 days to integrate upcoming transit updates in coordination with Rock Region METRO and the Federal Transit Administration (FTA).

Mr. Covington highlighted the critical nature of the TIP for newer board members, emphasizing that any regional transportation project slated for construction over the next four years must be included in this document. He encouraged jurisdictions to review the active project list, which is currently available on the agency's homepage, ahead of a final review in September.

IX. Agency Reports

A. Arkansas Department of Transportation

David Siskowski provided an agency update on behalf of the Arkansas Department of Transportation (ARDOT). He announced that the next project bid letting is scheduled for December 23rd, which features three upcoming local initiatives. These include pedestrian and ADA accommodation improvements on Highway 10 (Chenal/West Little Rock) and Highway 365 (North Little Rock), interstate guardrail upgrades across nearly 100 locations on I-30, I-530, and I-630, and the repaving of the ARDOT central office parking lot starting this September. Additionally, Mr. Siskowski conveyed the ARDOT Director's formal support for the I-30 Crossing Park proposal, confirming that ARDOT will administer the grant while the local entity covers the funding match. Finally, he noted that the Director looks forward to addressing the board again in late spring or early summer of next year to provide an update following the legislative fiscal session.

B. Rock Region METRO

Justin Avery announced the upcoming launch of their new smart card technology scheduled for Monday, September 14th, noting that live public demonstrations and "show and tell" sessions are currently underway at the travel center to help familiarize customers with the system. Mr. Avery also provided an update on the streetcar reinstatement project, specifically regarding the Clinton Library expansion that has been disrupted since the I-30 crossing project began in 2019. He explained that recent STIP (Statewide Transportation Improvement Program) updates reflect the Federal Transit Administration (FTA) finally receiving project funds transitioned from the Federal Highway Administration and ARDOT, a necessary administrative step to move the project forward.

C. Little Rock Port Authority

Marsha Guffey expressed gratitude for receiving the Surface Transportation Block Grant (STBG) to fund the South Loop Study, noting that the team is working to launch the project as soon as possible. The study will focus on critical environmental work to determine the preferred alternative for South Loop. Ms. Guffey emphasized that this infrastructure is vital to support the Port's ongoing growth, sharing that consultants project traffic on some railways could eventually mirror the volume of Chenal Parkway.

D. Bill and Hillary Clinton National Airport

Laura Long, acting as proxy on behalf of Suzanne Payton, announced the official conclusion of the Airport Next survey, which garnered over 1,200 responses to help guide future airport expansion plans. Additionally, she highlighted a well-attended public meeting held on July 30th that gave the community an opportunity to review and provide feedback on these expansion initiatives. Finally, Ms. Long reported that the airport received its Section 404 permit from the U.S. Army Corps of Engineers to begin construction on the east parking lot, a project that will add approximately 1,800 public parking spaces, including 588 covered spaces.

E. FHWA

There was no one in attendance.

F. Congressional Delegates

Austin Coleman reported that the House of Representatives is scheduled to return to session next week, while the Senate will remain out for approximately another month. Upon Congress's return, the primary legislative priority will be passing a Continuing Resolution (CR) to fund the government, with a consensus building around a temporary extension lasting until the first or second week of December. Mr. Coleman noted that this CR is expected to include an extension of the current highway bill, a critical priority for the board, and he encouraged members to continue reaching out to the delegation with any local needs.

G. Arkansas Economic Development Council

Ashley Williams provided an agency update regarding the Site Development Grant program. She announced that state legislators approved \$25 million for the current round of funding, and the application window is officially open. The deadline to submit a mandatory intent to apply is September 30th, with the final application portal closing on November 6th. To assist applicants, the agency is hosting two informational Zoom sessions at 9:00 a.m. on Thursday, September 3rd, and Wednesday, September 9th. Both sessions will be recorded for those unable to attend, and registration links are available on the agency's website.

H. Arkansas Municipal League

Mark Stodola announced that the Little Rock Municipal League is hosting a luncheon and discussion with Congressman French Hill this afternoon, with the Congressman scheduled to speak at 2:00 p.m. Ahead of the presentation, attendees will participate in legislative discussions focused on housing issues and the census. Mr. Stodola noted that several board members have already RSVP'd for the event, which will begin immediately following the conclusion of the current meeting.

I. CAPDD

Leigh Ann Pool shared that despite recent staffing losses, the department is actively managing 37 open projects totaling \$20,824,027.22 in awards, with \$965,523 allocated for administration. The small team is navigating compliance for 14 different federal and state agencies while balancing 33 projects awaiting approval alongside immediate deadlines, including five due this Friday and another five due in October. Ms. Pool encouraged board members to reach out with any new project requests or to check on the reassignment and progress of existing files.

Judge Matt Brumley, Secretary/Treasurer

Judge Allen Dodson, President

ITEM 2. FINANCIAL REPORT

The expenditure to date (January – August) report is provided for review by the board.

ACTION NEEDED: Motion to accept the Financial Report.

Metroplan 2026 Operating Expenses

1/1/2026 - 08/31/2026 YTD *Unaudited*

		2026 Budget	2026 YTD Actual	% of Budget
Staff Salary and Fringe		\$1,581,280	\$871,208	55.1%
Indirect Expenses	Miscellaneous	\$5,000	\$1,390	27.8%
	Depreciation Expense	\$20,000	\$18,544	92.7%
	Employee Professional Membership	\$5,000	\$1,988	39.8%
	Financial System Support/Oversight	\$45,000	\$38,700	86.0%
	General Operating	\$5,000	\$0	0.0%
	Insurance - General	\$7,500	\$291	3.9%
	Legal, Accounting & Audit	\$65,000	\$1,295	2.0%
	Maintenance and Repair	\$5,000	\$0	0.0%
	Materials and Supplies	\$25,000	\$13,513	54.1%
	Lease Expense - Office Equipment	\$8,000	\$4,340	54.2%
	Outside Printing	\$15,000	\$180	1.2%
	Payroll Preparation Expenses	\$3,500	\$800	22.9%
	Postage	\$2,000	\$518	25.9%
	Professional Membership	\$10,000	\$7,462	74.6%
	Public Relations	\$8,000	\$401	5.0%
	Rent	\$68,000	\$45,333	66.7%
	Staff Travel & Training	\$52,500	\$23,313	44.4%
	Subscriptions and Publications	\$1,000	\$150	15.0%
	Technology Expense	\$70,000	\$45,566	65.1%
	New Website Depreciation	\$12,000	\$0	
	Telephone & Internet	\$16,500	\$9,534	57.8%
	Lease Improvement Depreciation	\$10,000	\$0	
Total		\$459,000	\$213,317	46.5%
100 %				
Local	oard Engagement/CA Summit/Travel/Lobbying	\$94,962	\$32,969	34.7%

ITEM 3. METROPLAN REPORT

SUMMARY

(a) August/September Report

Metroplan staff will update the board on planning activities for August and September, federal transportation reauthorization, and the 21st Century ROAD to Housing bill.

(b) The following page includes a draft 2027 Budget for Metroplan. The annual dues remain unchanged. Key budget assumptions include:

- a. Maintaining current staff levels and workloads
- b. Maintaining existing agreements
- c. Board Benchmarking Trip in 2027
- d. Travel Demand Model upgrade

The budget is provided as a draft only, for approval in November.

(c) Metroplan and CAPDD

The board transition team met on September 9th to review materials associated with the Metroplan and CAPDD Merger. Focus is currently on the development of a merger MOU for consideration of both the Metroplan and CAPDD boards.

What is next:

- Update financial planning based on state actions on WIOA – *Completed*
- Update staffing plan based on state actions on WIOA – *Completed*
- Space planning needs for co-location – *Ongoing*
- Governance and organization design research and examples – *Ongoing*
- Peer Exchange with Greater Nashville Regional Council (Nov 8-10)
- MOU development – *August-October (vote in November)*
- Personnel policies update – *July-Dec (vote in December)*
- Procurement document – *July-Dec (vote in December)*
- Legal paperwork – *early 2027*
- Co-Location – *starting in 2027, completed by end of year*

ACTION NEEDED: Information only.

Metroplan 2027 Operating Budget Draft

Metroplan Operating Revenue		2026 Comparison
MPO Planning Funds	\$1,306,300	\$1,255,709
EEI	\$40,137	\$18,016
CPRG	\$261,786	\$267,460
Metroplan Member Dues	\$655,153	\$655,153
State of Arkansas MPO Designation	\$20,000	\$20,000
MAWA	\$10,546	\$10,346
Interest Income	\$90,000	\$90,000
Total	\$2,383,923	\$2,316,684
Metroplan Operating Expenses		
Metroplan Salaries & Fringe	\$1,619,990	\$1,586,723
Indirect Expenses (excl Salary)	\$480,000	\$464,000
Local Funds/Board Expenses	\$129,000	\$88,962
MAWA Direct Support	\$6,000	\$6,000
Match for Planning Projects/Grants	\$62,000	\$87,000
Total	\$2,296,990	\$2,232,685
Unallocated Gains Assets	\$86,933	\$83,999

Metroplan 2027 Operating Expenses Draft

		2027 Budget	2026 Comparison
Salary and Fringe	Planning	\$1,060,911	\$1,037,492
	EEL	\$26,078	\$11,908
	CPRG	\$170,088	\$176,785
	Indirect	\$255,586	\$231,244
	MAWA	\$2,954	\$2,873
	General Fund	\$104,374	\$126,421
Total		\$1,619,990	\$1,586,723
Indirect Expenses	Local Mileage and Parking	\$5,000	\$5,000
	Depreciation Expense	\$20,000	\$20,000
	Employee Professional Membership	\$6,000	\$5,000
	Financial System Support/Oversight	\$50,000	\$45,000
	General Operating	\$5,000	\$5,000
	Insurance - General	\$7,500	\$7,500
	Legal, Accounting & Audit	\$75,000	\$65,000
	Maintenance and Repair	\$5,000	\$5,000
	Materials and Supplies	\$25,000	\$25,000
	MPO charges	\$2,500	\$2,500
	CPRG Charges	\$2,500	\$2,500
	Lease Expense - Office Equipment	\$8,000	\$8,000
	Outside Printing	\$15,000	\$15,000
	Payroll Preparation Expenses	\$3,500	\$3,500
	Postage	\$2,000	\$2,000
	Professional Membership	\$10,000	\$10,000
	Public Relations	\$8,000	\$8,000
	Rent	\$68,000	\$68,000
	Staff Travel & Training	--	--
	Training MPO	\$37,500	\$35,000
	Travel CPRG	\$15,000	\$17,500
	Subscriptions and Publications	\$1,000	\$1,000
	Technology Expense	\$70,000	\$70,000
	New Website Depreciation	\$12,000	\$12,000
	Telephone & Internet	\$16,500	\$16,500
	Lease Improvement Depreciation	\$10,000	\$10,000
Total		\$480,000	\$464,000
100% Local	Board Engagement/CA Submmit /Travel/Mis.	\$135,000	\$94,962

Indirect Rate Calculation

Indirect Salaries	\$255,585.65
Indirect Expenses	\$480,000.00
Indirect Salaries and Indirect Expenses	\$735,586
Direct Salary and Fringe Total	\$1,364,404
Indirect Rate	53.9%

Metroplan 2027 Planning Studies

Metroplan Studies Revenue

Ozone Action Days	\$48,000.00
Travel Demand Model	\$200,000.00
Transferred from Local Dues	\$62,000.00
Total	\$310,000.00

Metroplan Studies Expenses

Ozone Action Days	\$60,000.00
Travel Demand Model	\$250,000.00
Total	\$310,000.00

METROPLAN 2027 LOCAL CONTRIBUTIONS

Metroplan Members		2027 Dues
Dues - Saline County	\$	50,604.00
Dues - Pulaski County		44,108.00
Dues - Lonoke County		20,979.00
Dues - Faulkner County		40,531.00
Dues - City of Alexander		3,114.00
Dues - City of Austin		3,183.00
Dues - City of Bauxite		579.00
Dues - City of Benton		32,213.00
Dues - City of Bryant		19,010.00
Dues - City of Cabot		24,443.00
Dues - City of Cammack Village		716.00
Dues - City of Conway		59,003.00
Dues - City of England		2,279.00
Dues - City of Greenbrier		5,250.00
Dues - City of Guy		692.00
Dues - City of Haskell		3,640.00
Dues - City of Jacksonville		27,119.00
Dues - City of Little Rock		186,384.00
Dues - City of Lonoke		3,934.00
Dues - City of Keo		190.00
Dues - City of Maumelle		17,711.00
Dues - City of Mayflower		1,825.00
Dues - City of Mount Vernon		132.00
Dues - City of North Little Rock		59,424.00
Dues - City of Shannon Hills		4,131.00
Dues - City of Sherwood		30,113.00
Dues - City of Traskwood		455.00
Dues - City of Vilonia		3,945.00
Dues - City of Ward		5,568.00
Dues - City of Wooster		959.00
Dues - City of Wrightsville		1,419.00
<u>Associate Members</u>		
Dues - Grant County		500.00
Dues - Hot Springs Village		500.00
Dues - City of Sheridan		500.00
		\$ 655,153.00

Dues are calculated as \$.92 per population of the 2020 Census.
County dues are for unincorporated populations.

Energy and Environment Innovation for the Natural State Implementation Grant

ITEM 4. EEI IMPLEMENTATION GRANT aka CPRG (CLIMATE POLLUTION REDUCTION GRANT)

The following activities were completed in August-September:

General

- **Rolling applications** are still open for Streetlight Replacements, EV Vehicle and Charger Rebates, and Public Building Efficiency Stipends. <https://metroplan.org/eei-funding-opportunities/>
- Metroplan's Year 2 grant report is being drafted. Due to EPA October 15th.
 - Quarterly reports are past due! Please submit ASAP.
 - All invoices to-date are due to Leesa by September 30th, 12:00 pm.

Green Networks

- **E-Bike Rebate registration is live.** <https://ebikear.aptracks.com/>
Individuals can register now for all 4 upcoming random selections. Approx. 200 individuals in Central AR are being selected each time. Participants that are not selected will stay on the list for future selection dates.
- Central AR Tree Planting Project now offering **free potted trees**: www.bit.ly/FREETREE26
- Shannon Hills is closing this week on a 12-acre parcel along Sardis Road for Land Preservation and Restoration purposes.

Transportation Efficiency

- LED Streetlight invoices paid in Jacksonville, Sheridan, Traskwood, Wrightsville, and Alexander.
- Conversion complete in Traskwood, Wrightsville, and Alexander.
- LED Conversion in progress in Conway, Little Rock, and Maumelle.

Building Efficiency

- Ward installation of LED lighting, HVAC, and building controls is complete. Invoicing for reimbursement in progress.
- LIT geothermal well construction is complete (CPRG funded). Next step is construction of the geothermal-powered Central Utility Plant and connection to wells (funded through other grants).
- Faulkner County, Bryant, Benton, Jacksonville, Shannon Hills, and Alexander currently participating in Building Efficiency Cohort.

SUMMARY: Rolling Call for Projects – <https://metroplan.org/eei-funding-opportunities/>

1. Transportation Efficiency
 - a. Rebates for EV fleet vehicles (*approx. \$350,000 available*)
 - b. Rebates for Level 2 EV chargers (*approx. \$350,000 available*)
 - c. Stipends for streetlight conversion to LED fixtures (*approx. \$1,000,000 available*)
2. Building Efficiency
 - a. Funding for performance contracting or off-the-shelf equipment and installation in public buildings (*approx. \$3.2 million available. 2026 cohort in progress.*)

ACTION NEEDED: Information only.

Transportation Agenda

ITEM 5. SMART STREETS PLAN

SUMMARY

Metroplan partnered with the Arkansas Department of Transportation on the development of a regional SMART Streets Plan, identifying technology deployment to assist in meeting transportation needs. Working with stakeholders, the plan identified technologies for deployment in the near term (0-5 years), mid-term (6-10 years), and long-term (10+ years). The plan also identifies priority corridors for deployment.

A representative of HNTB team will present the plan to the Metroplan Board.

ACTION NEEDED: Motion to release for public review.

Central Arkansas Smart Streets Plan

A Regional Roadmap for Safer, Smarter, and More Connected Travel

ARDOT and Metroplan

Prepared by HNTB

September 2026 – Working Draft Plan

**Excerpt Prepared for the Metroplan Board Meeting
September 23, 2026**

Sections included: Acknowledgements • Executive Summary • Central Arkansas Smart Streets Implementation
Priorities Map • Key Smart Street Technology Opportunities



Acknowledgements

Metroplan is a voluntary association of local governments that has operated by interlocal agreement since 1955. It is the designated metropolitan planning organization under Title 23 of the United States Code. Metroplan has members in five Central Arkansas counties: Faulkner, Grant, Lonoke, Pulaski, and Saline. The organization acts as a unified voice to serve local governments, the public, and the business community by developing plans, convening stakeholders, and providing information and data to address transportation, land use, and environmental issues affecting the region. We would like to thank the many stakeholders who aided in development of these multimodal guidelines.

Thank you to the local agency staff and community members who contributed their time, perspective, ideas, and expertise to the development of the Central Arkansas Smart Streets Plan:

ARDOT Metroplan

Vision Team Members:

Arkansas Trucking Association, City of Conway, City of Little Rock, City of North Little Rock, Little Rock Chamber of Commerce, Little Rock Port Authority, Pulaski County, Rock Region METRO, Union Pacific Railroad, University of Arkansas

Strategy Team Members:

Benton Utilities, Cabot Fire Department, City of Benton, City of Bryant, City of Cabot, City of Conway, Conway Corporation, Faulkner County, International Municipal Signal Association, Jacksonville Police Department, Little Rock Chamber of Commerce, MEMS, Port of Little Rock

Executive Summary

Building a safer, smarter, and more connected transportation future

Central Arkansas is growing. More people, more jobs, and increasing travel demand are creating new challenges and opportunities for the transportation network that connects the

NATIONAL METRICS - WHY SMART STREETS MATTER

National studies show Smart Streets technologies can deliver:

- Up to 15% fewer crashes
- Up to 35% less intersection delay
- Up to 25% shorter travel times
- Up to 50% faster incident clearance
- Up to 20% lower fuel consumption
- More reliable trips for commuters, transit riders, freight operators, and emergency responders

Source: U.S. Department of Transportation and Federal Highway Administration ITS Benefits Research Program.

region's communities. The Central Arkansas Smart Streets Plan provides a practical, 20-year roadmap for using transportation technology to improve safety, mobility, reliability, and access to information across the region. Developed by ARDOT and Metroplan, the plan focuses on improving everyday travel experiences for residents, businesses, freight operators, emergency responders, and visitors.

Rather than pursuing technology for its own sake, the plan focuses on outcomes that matter: reducing crashes, improving travel reliability, strengthening incident response, enhancing traveler information, and making transportation systems work together more effectively. The roadmap aligns with [Metroplan's Metropolitan Transportation Plan \(MTP\) 2050](#) and builds upon existing transportation investments throughout Central Arkansas.

Our Vision

Advancing Smart Streets in Central Arkansas to deliver safer, more reliable, and efficient travel by deploying innovative technologies, optimizing real-time information, and collaborating with communities to meet today's priorities and unlock tomorrow's opportunities.

Key Findings

The region is not starting from scratch. Central Arkansas already benefits from significant transportation technology investments, including the Arkansas Traffic Management Center, IDrive Arkansas, dynamic message signs, traffic cameras, road weather information systems, and strong partnerships among transportation agencies and local governments. These assets provide a strong foundation for future Smart Streets investments.

Analysis of safety, congestion, operational, and stakeholder data identified corridors and intersections where technology investments can provide the greatest public benefit. The plan identified:

- **10 priority interstate corridors** where technology can improve safety, incident management, freight movement, and traveler information.
- **35 priority arterial (non-interstate) corridors** where improvements can enhance mobility, reliability, and multimodal safety.
- **35 priority intersections** where technology can help reduce conflicts, improve operations, and support safer travel.

The evaluation also found that the greatest opportunities for improvement center on safety, traveler information, traffic operations, regional coordination, and stewardship of existing transportation investments.

While this plan identifies priority corridors and intersections based on current needs and data, these locations should be viewed as representative implementation opportunities rather than the only locations where Smart Streets investments may be appropriate. The strategies, technologies, and lessons learned from these early applications can be adapted and expanded to other corridors throughout Central Arkansas as needs, funding, and implementation opportunities evolve.

Priority Outcomes

Priority Outcomes translate the Central Arkansas Smart Streets Plan's five goals into measurable transportation benefits that matter to residents, businesses, and transportation partners. Together, these outcomes provide a framework for evaluating opportunities, prioritizing investments, and tracking progress over time. Each Priority Outcome advances multiple plan goals. Improved information and regional coordination serve as enabling outcomes that support safety, environmental stewardship, mobility, economic growth, and future readiness.

1. **Enhance Safety** by reducing crashes and improving conditions for all roadway users.
2. **Optimize Mobility** by improving travel reliability and reducing congestion.
3. **Improve Access to Information** through real-time traveler information and connected systems.
4. **Strengthen Regional Coordination** through data sharing and collaboration among transportation partners.
5. **Prepare for the Future** by building a flexible foundation that can support emerging transportation technologies.

Roadmap for Action

Recognizing that transportation technology will continue to evolve, the plan organizes its recommendations into three implementation horizons: **Today (0–5 years)**, focused on proven, high-value improvements that deliver immediate benefits; **Tomorrow (5–10 years)**, focused on expanding regional coordination and operational capabilities; and the **Future (10–20 years)**, focused on preparing for emerging transportation opportunities. Together, these horizons provide a practical and flexible roadmap for the region’s transportation future.

TODAY (0-5 YEARS)	TOMORROW (5-10 YEARS)	FUTURE (10-20 YEARS)
Improve roadway lighting and visibility	Expand regional communications networks	Prepare for emerging transportation technologies
Expand traveler information, detour, and closure alerts	Increase real-time traffic monitoring and management	Advance climate-resilient transportation systems
Improve traffic signal performance	Integrate transportation data across agencies	Explore AI-enabled transportation operations
Deploy smart work zone technologies	Expand connected transportation infrastructure	Prepare for autonomous and next-generation mobility solutions
Enhance cybersecurity and system reliability	Pilot advanced traffic management strategies	Continue adapting to future mobility needs

Many of the strategies identified in this plan may be eligible for future federal, state, regional, or local funding opportunities, allowing successful approaches to be expanded and replicated throughout the region over time.

Looking Ahead

The Central Arkansas Smart Streets Plan is not a list of prescribed projects. It is a flexible, regional framework for future planning, funding, coordination, and implementation. Success will ultimately be measured not by the number of technologies deployed, but by safer roads, more reliable travel, stronger regional coordination, and an improved quality of life for the people and businesses of Central Arkansas. By building on existing strengths and remaining adaptable as technology evolves, the region can continue creating a transportation system that works better today while preparing for the opportunities of tomorrow. **Better Now. Ready for Tomorrow.**

Key Messages

IMPROVING EVERYDAY TRAVEL AND ACCESS

Safe Streets. A Thriving Region.

- » The Plan improves daily travel for people driving, walking, biking, using transit, and moving goods. It focuses on safety, more predictable trips, and better access to jobs, schools, healthcare, and services.

CONNECTED INFORMATION AND COORDINATED SYSTEMS

Fewer Surprises on the Road.

- » Smart streets give travelers timely, accurate information while helping agencies coordinate across city and county boundaries.

BUILDING ON WHAT WORKS

Strengthening Existing Investments.

- » The Plan builds on the transportation systems, tools, and partnerships already in place across Central Arkansas.

RIGHT SOLUTIONS FOR THE RIGHT PLACES

Right Solution. Greater Outcomes.

- » Different corridors serve different roles. The Plan matches solutions to corridor function, community need, and implementation readiness.

A PRACTICAL ROADMAP FOR THE FUTURE

Better Now. Ready for Tomorrow.

- » Technology is the tool, not the goal. Success is measured by safer roads, more reliable travel, and better quality of life.

Call to Action

The future of transportation in Central Arkansas will not be defined by technology alone. It will be shaped by the decisions, partnerships, and investments made today. This plan provides a shared roadmap for ARDOT, Metroplan, local governments, transportation providers, emergency responders, businesses, and community partners to work together toward a common vision of safer roads, more reliable travel, and stronger regional connectivity.

By building on existing strengths, focusing investments where they can deliver the greatest benefit, and remaining adaptable as technology continues to evolve, Central Arkansas can create a transportation system that better serves residents, supports economic growth, and improves quality of life for generations to come.

Central Arkansas Smart Streets Implementation Priorities

Safety and congestion data was used to identify corridors and intersections where technology investments can deliver the greatest public benefit. By looking at both crash risk and recurring delays, the framework highlights locations where Smart Streets technologies can improve safety, reliability, mobility, and traveler information. The approach is transparent and flexible, allowing priorities to be updated as data, technologies, and regional needs change.

The identified priority corridors (see **Figure 1**) share common needs: improving safety, reducing delays, supporting freight and economic activity, and preparing for future growth. Focusing on these locations helps leverage existing investments and move toward a safer, more connected, and more reliable transportation network.

The opportunity is clear: work together, invest strategically, and take the next steps toward a safer, smarter, and more connected Central Arkansas.

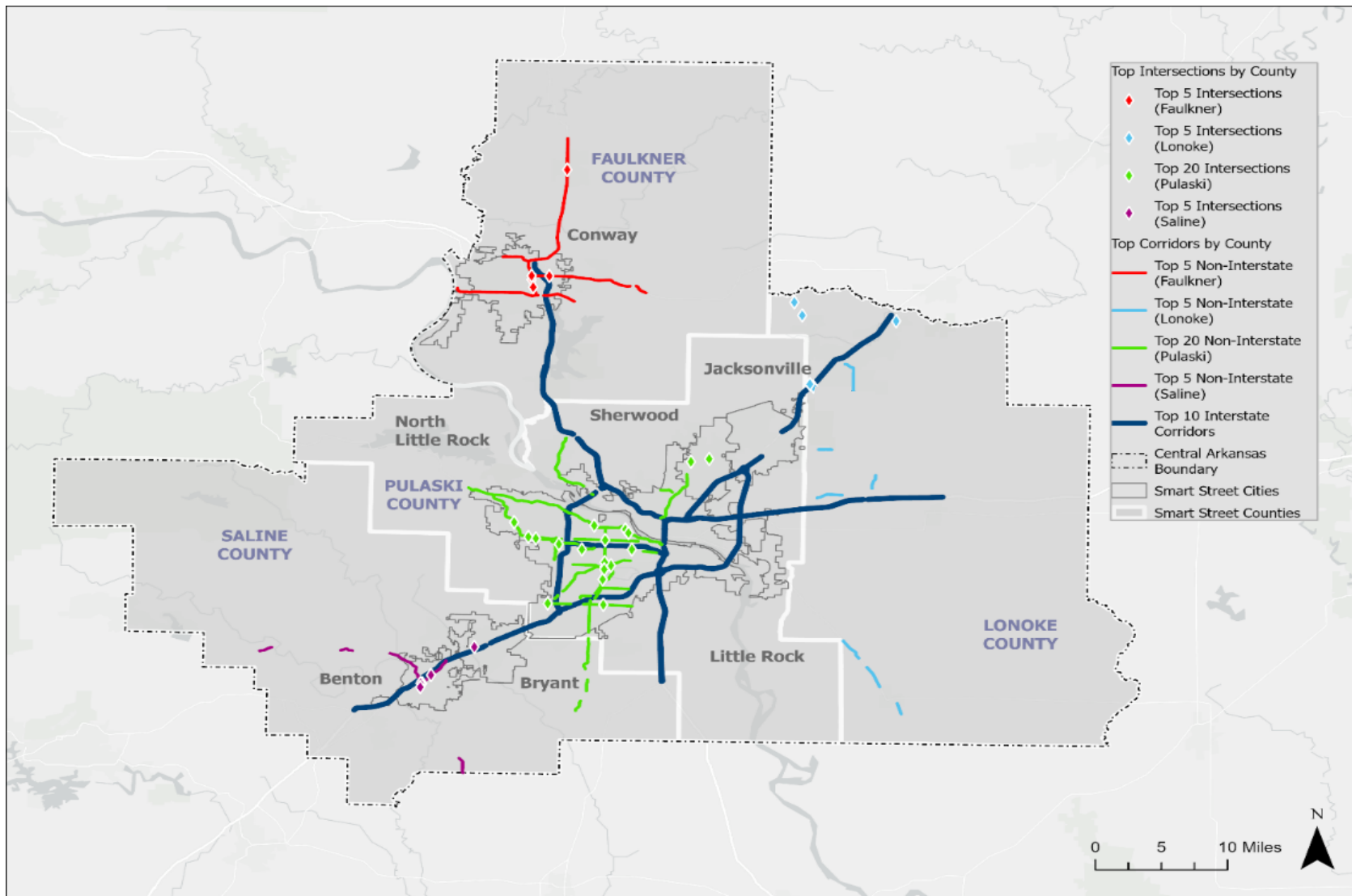


Figure 1: Central Arkansas Smart Streets Implementation Priorities

Key Smart Streets Technology Opportunities

Turning priorities into action

The priority corridors and intersections identify where transportation needs and opportunities are greatest. The technology options in the following table help explain what can be done to improve safety, travel reliability, traveler information, regional coordination, and transportation system performance.

More than 100 technologies were evaluated using a stakeholder-informed scoring process that considered proven benefits, resiliency, technology readiness, user experience, and cost-effectiveness. The table highlights technologies that emerged as key opportunities within the plan's priority actions, corridor roadmaps, or implementation recommendations. Each technology is organized by functional category and potential deployment horizon:

- **Today (0–5 years):** Proven, implementation-ready technologies that can address near-term needs and strengthen existing systems.
- **Tomorrow (5–10 years):** Technologies that expand regional connectivity, coordination, and operational capabilities.
- **Future (10–20 years):** Emerging technologies that warrant continued monitoring, planning, or phased preparation as capabilities and regional needs evolve.

The table should be viewed as a flexible toolbox, not a prescribed deployment list. Not every technology is appropriate for every location. Future project development should match the right solution to the specific corridor need, operating environment, available infrastructure, agency capacity, funding opportunity, and expected public benefit. The technologies listed are directly identified in the plan's priority actions, corridor roadmaps, or implementation recommendations.

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
1	Active Traffic Management (ATM) Solutions	Operations, Maintenance and Asset Management	TOMORROW (5-10 Years)	ATM uses real-time data and dynamic controls, such as variable speed limits (VSL), lane assignments, and automated incident detection, to optimize traffic flow. By continuously monitoring roadway conditions, ATM improves safety, reduces congestion, and enhances travel reliability. Automated responses allow agencies to adapt quickly to changing traffic patterns, minimize delays, and maximize roadway capacity, ultimately delivering smoother and safer journeys for the public.
2	Adaptive Signal Control Technology (ASCT)	Infrastructure and Communications	TODAY (0-5 Years)	Adaptive Signal Control Technology (ASCT) uses real-time traffic data to automatically adjust signal timing as travel conditions change. By responding to variations in traffic demand, ASCT helps reduce delays, improve traffic flow, and enhance travel-time reliability along coordinated corridors. The technology also supports more efficient signal operations by reducing reliance on fixed timing plans and allowing agencies to respond dynamically to recurring congestion and changing travel patterns.
3	AI-Driven Urban Mobility Ecosystem	Operations, Maintenance and Asset Management	FUTURE (10-20 Years)	An AI-driven urban mobility ecosystem integrates transit, traffic, micro-mobility, and freight operations into a coordinated network. By dynamically balancing demand and supply, AI systems improve efficiency, reduce congestion, and enhance overall mobility. This ecosystem enables real-time optimization of routes, schedules, and resource allocation, fostering seamless connectivity across different modes of transportation. Ultimately, it supports sustainable urban growth, lowers environmental impacts, and delivers safer, more reliable mobility services for communities.
4	Automated Traffic Signal Performance Measures (ATSPM)	Software and Data	TODAY (0-5 Years)	ATSPM systems automatically collect and analyze data from signal controllers to monitor traffic signal performance. By enabling proactive signal management, agencies can identify issues early, optimize timing, and improve overall mobility and safety. This approach supports data-driven operational decisions, enhances transparency, and reduces congestion. Ultimately, ATSPM empowers smarter traffic management and delivers more reliable travel experiences for communities.

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
5	Automatic Incident Detection Systems – Video Analytics with Closed Circuit Television (CCTV)	Operations, Maintenance and Asset Management	TOMORROW (5-10 Years)	Automatic incident detection systems use video analytics, traffic sensors, and other real-time data to identify crashes, stopped vehicles, debris, and unusual traffic conditions. Integrated with CCTV and traffic management systems, these tools help agencies verify incidents more quickly, alert responders, and implement traffic-control strategies. Earlier detection can shorten response times, improve traveler information, reduce secondary-crash risk, and support faster restoration of normal traffic operations.
6	Autonomous Data Ecosystem	Software and Data	FUTURE (10-20 Years)	An autonomous data ecosystem automates the collection, validation, fusion, and analytics of transportation data across systems. By reducing manual intervention, it improves data reliability and accelerates operational workflows. This approach enables faster, data-driven decisions for both real-time operations and long-term policy planning. Ultimately, autonomous ecosystems strengthen efficiency, enhance transparency, and empower smarter transportation management.
7	Autonomous Inspection Systems	Operations, Maintenance and Asset Management	FUTURE (10-20 Years)	Autonomous inspection systems employ drones, robots, and sensor platforms to evaluate pavement, bridges, and roadside infrastructure. These technologies deliver rapid, high-accuracy assessments while significantly reducing the need for field crews. By automating inspections, agencies can detect issues earlier, improve safety, and lower operational costs. Autonomous inspection systems also support predictive maintenance strategies, helping extend asset lifespans and ensure more reliable transportation networks.
8	Automated Vehicle (AV) Technology (full-scale deployments)	CAV and AAM Technology	FUTURE (10-20 Years)	AV technologies are deployed at large scale across roadway networks, supporting widespread autonomous mobility and fully integrated traffic operations. Large-scale deployments enable agencies to evaluate system interoperability, optimize corridor performance, and expand access to advanced mobility services. By reducing human error and improving traffic efficiency, AV technologies enhance safety, reliability, and sustainability across the transportation system. For agencies, full-scale implementation positions them at the forefront of innovation while ensuring communities benefit from smarter, more resilient mobility solutions.

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
9	Bus Rapid Transit (BRT)	Infrastructure and Communications	TOMORROW (5-10 Years)	BRT integrates dedicated infrastructure with intelligent communications systems to provide reliable, high-capacity transit service. By operating on exclusive lanes and using advanced signal priority, BRT systems reduce delays and improve travel times. Real-time information and coordinated operations enhance passenger experience, while the combination of efficiency and scalability makes BRT a cost-effective solution for urban mobility.
10	Climate Adaptive Road Systems	Operations, Maintenance and Asset Management	FUTURE (10-20 Years)	Climate adaptive road systems incorporate advanced materials, embedded sensors, and responsive controls that adjust to climate stresses such as extreme heat, flooding, or severe storms. By proactively adapting to environmental conditions, these systems help agencies reduce long-term maintenance costs, extend the lifespan of critical infrastructure, and improve roadway safety during hazardous weather. They also provide real-time data that supports better asset management and emergency response planning, ensuring communities remain connected and resilient even under climate pressures. For agencies, implementing this option strengthens sustainability goals while minimizing disruptions to transportation networks.
11	Closed Circuit Television (CCTV)	Infrastructure and Communications	TODAY (0-5 Years)	CCTV deployment provides continuous visual monitoring of roadways, intersections, and critical assets to support traffic management and safety. Integrated with communications networks, CCTV systems enhance incident detection, strengthen situational awareness, and improve operational response. This approach enables faster decision-making, reduces risks, and supports coordinated action among agencies. Ultimately, CCTV deployment delivers safer, more reliable, and more efficient transportation operations.
12	Connected Vehicle (CV) Speed Harmonization App	CAV and AAM Technology	TOMORROW (5-10 Years)	The CV speed harmonization application provides CVs with recommended speeds based on real-time traffic, weather, and downstream roadway conditions. By smoothing traffic flow and reducing sudden braking or acceleration, the app lowers crash risk and enhances overall corridor safety. For agencies, implementing this technology improves travel reliability, reduces congestion-related emissions, and supports integration with broader CV initiatives. Ultimately, speed harmonization helps create safer, more efficient, and more sustainable roadway operations.

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
13	Data Harvesting and Integration	Software and Data	TOMORROW (5-10 Years)	Data harvesting and integration consolidate information from traffic sensors, CVs, infrastructure, construction systems, and third-party sources into a unified environment. By standardizing and combining diverse datasets, agencies can ensure consistent data quality and enable real-time analytics. This approach supports informed operational decision-making, reduces inefficiencies, and enhances system interoperability. Ultimately, integrated data environments empower smarter planning, safer mobility, and more efficient transportation management.
14	Detour and Closure Information	Innovative Design, Administration, Construction, and Financing	TODAY (0-5 Years)	Detour and closure information communicates lane closures, detours, and access changes through multiple channels such as apps, dynamic message signs (DMS), and navigation platforms. By providing timely and accurate updates, agencies minimize traveler frustration, improve roadway safety, and support informed decision-making. Clear communication also helps maintain access to local businesses and community services during construction, reducing economic disruption. Ultimately, this approach enhances transparency and strengthens public trust in project delivery.
15	Digital Twin for Transportation Networks	Software and Data	FUTURE (10-20 Years)	Digital twin technology creates a dynamic, continuously updating virtual replica of transportation networks, seamlessly connected to sensors and digital infrastructure. These models mirror real-time conditions across roadway assets, traffic systems, and operational environments, enabling advanced monitoring, scenario testing, predictive analysis, and performance optimization. By simulating potential impacts before implementation, agencies can reduce risks, improve reliability, and enhance decision-making for operations, maintenance, and long-term planning. Ultimately, full-network digital twins provide powerful insights to improve safety, minimize disruptions, optimize resource allocation, and support smarter, more resilient transportation systems.
16	Dynamic Lane Management	Infrastructure and Communications	TOMORROW (5-10 Years)	Dynamic lane management leverages digital signage, sensors, and communications networks to adjust lane usage in response to real-time demand and roadway conditions. This adaptive approach enhances corridor capacity, improves safety, and increases operational flexibility during incidents or peak

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
				travel periods. By dynamically reallocating lanes, transportation agencies can optimize traffic flow, reduce congestion, and provide a more resilient roadway system.
17	Dynamic Roadway Reconfiguration	Operations, Maintenance and Asset Management	FUTURE (10-20 Years)	Dynamic roadway reconfiguration enables lanes, shoulders, and intersections to adjust automatically based on real-time conditions, leveraging connected infrastructure such as overhead lane control signals, movable barriers, and smart signage. Supported by advanced communications systems, this technology allows the physical network to adapt rapidly to changing traffic demand, incidents, emergencies, or special events. By dynamically reallocating roadway space, agencies can optimize capacity, improve traffic flow, enhance safety, and maximize resilience, without requiring costly permanent infrastructure changes. Ultimately, dynamic reconfiguration supports smarter mobility management, more efficient use of urban space, and adaptable, future-ready transportation corridors.
18	Dynamic Message Signage (DMS)	Infrastructure and Communications	TODAY (0-5 Years)	Dynamic message signs (DMS) display timely roadway information to help travelers respond to changing conditions. Agencies can use these signs to communicate incidents, congestion, closures, detours, work zones, severe weather, and other safety-related messages. By providing information before travelers reach an affected area, DMS support safer decisions, improve route awareness, and help reduce unexpected delays. Integrated with traffic monitoring and management systems, they also strengthen incident response and provide agencies with a flexible tool for communicating directly with roadway users.
19	Edge Computing for Ultra-Low Latency	Software and Data	TOMORROW (5-10 Years)	Edge computing processes data closer to its source, such as intersections, Roadside Units (RSUs), and field sensors, by analyzing information locally before transmission. This approach minimizes latency, enables ultra-low-latency responses for safety-critical and time-sensitive applications, and reduces reliance on centralized systems. By processing data at the source, agencies can improve real-time decision-making, enhance roadway safety, and support advanced mobility services like signal control and safety alerts. Ultimately, edge

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
				technologies strengthen system resilience, improve reliability, and ensure transportation networks can respond instantly to dynamic conditions.
20	Energy-Harvesting Roadways	Infrastructure and Communications	FUTURE (10-20 Years)	Energy-harvesting roadways integrate innovative technologies that capture energy from solar exposure, vehicle motion, and thermal gradients. By transforming roadways into renewable energy generators, this green technology supports sustainable development and reduces reliance on traditional energy sources. These systems not only enhance environmental resilience but also create new opportunities for powering roadside infrastructure, connected mobility, and smart city applications.
21	Fiber Optic Communications Backbone	Infrastructure and Communications	TOMORROW (5-10 Years)	A fiber optic communications backbone delivers the high-capacity, secure, and reliable connectivity essential for smart street and ITS. By linking field devices, traffic management centers, and cloud platforms, it enables seamless real-time data transmission and scalable operations. This backbone not only supports advanced applications such as CVs and automated traffic control but also enhances resilience, interoperability, and long-term sustainability of transportation networks.
22	Freight Priority	CAV and AAM Technology	TOMORROW (5-10 Years)	Freight priority systems use CV data to grant optimized signal timing or routing for commercial vehicles, ensuring more efficient movement of goods through key corridors. By reducing congestion impacts and minimizing delays, these systems improve supply chain reliability and support economic growth. For agencies, implementing freight priority enhances traffic management, lowers emissions from idling trucks, and strengthens partnerships with the freight industry. Ultimately, this technology helps balance mobility needs across passenger and freight traffic while improving overall corridor performance.
23	Fully Autonomous Maintenance Fleets	Operations, Maintenance and Asset Management	FUTURE (10-20 Years)	Fully autonomous maintenance fleets rely on self-driving vehicles and robotic systems to perform routine roadway upkeep with minimal human intervention. By automating tasks such as pavement repairs, debris removal, and line painting, these fleets improve safety, reduce labor demands, and enable continuous, optimized maintenance cycles. Over the long term, autonomous fleets can lower

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
				operational costs, extend infrastructure lifespan, and ensure more reliable transportation networks.
24	Fully Integrated Predictive Asset Management	Operations, Maintenance and Asset Management	FUTURE (10-20 Years)	Fully Integrated Predictive Asset Management combines real-time sensors, AI forecasting, and digital twin technology to automatically plan and schedule maintenance activities. By creating a fully automated, data-driven ecosystem, it optimizes asset life-cycle performance and ensures proactive interventions. This approach helps agencies reduce unexpected failures, lower long-term costs, and extend infrastructure lifespan. Ultimately, predictive asset management enables smarter investment decisions, more reliable operations, and sustainable infrastructure management.
25	Hyper-Connected Transportation Networks	Infrastructure and Communications	FUTURE (10-20 Years)	Hyper-connected transportation networks integrate roadway assets, vehicles, sensors, fiber networks, 5 th Generation Cellular Network (5G) RSUs, and edge devices into a unified, high-bandwidth ecosystem. This communications-rich environment enables continuous, real-time data exchange across infrastructure and mobility systems, supporting connected vehicles, advanced safety applications, traffic management, and predictive maintenance. By connecting every element of the transportation system, hyper-connectivity enhances operational efficiency, improves roadway safety, and strengthens resilience against disruptions. Ultimately, this approach lays the foundation for next-generation intelligent transportation networks, fostering smarter mobility management and sustainable urban development.
26	Immersive AR/VR Interfaces for Operations	Software and Data	FUTURE (10-20 Years)	Immersive AR/VR interfaces provide operators with interactive, real-time visualizations of corridor conditions and system performance. By enhancing situational awareness, these tools support rapid decision-making in complex operational environments. They also strengthen training programs, improve coordination, and reduce risks during critical events. Ultimately, immersive AR/VR technologies empower smarter operations and deliver safer, more efficient transportation management.
27	Integrated	Software and Data		ICM solutions connect infrastructure, sensors, and communication systems across freeways, arterials, and transit networks while providing a centralized

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
	Corridor Management (ICM) Platforms and Interfaces		TOMORROW (5-10 Years)	interface to unify data and controls. These platforms enable coordinated operational strategies and real-time decision-making at the corridor level, improving traffic flow, enhancing safety, and supporting multimodal integration. By consolidating information and enabling seamless collaboration, ICM reduces congestion, optimizes resource use, and strengthens incident response. Ultimately, these solutions foster smarter, more resilient, and efficient transportation networks, delivering a seamless travel experience for users.
28	Integrated Traffic Management Systems (ITMS)	Operations, Maintenance and Asset Management	TODAY (0-5 Years)	ITMS uses sensors, cameras, and AI to monitor and manage traffic flow in real-time, helping reduce congestion and improve roadway safety. Advances in AI and machine learning (ML) further enhance these systems by enabling predictive traffic modeling, dynamic signal control, and faster incident response.
29	Intelligent Traffic Signal Systems	Operations, Maintenance and Asset Management	FUTURE (10-20 Years)	An intelligent traffic signal system integrates traditional signal control with sensors and AI algorithms to optimize traffic flow for vehicles and vulnerable road users (VRUs) in real-time. By analyzing traffic patterns and predicting congestion, the system can adjust signal timing dynamically to reduce delays, improve intersection efficiency, and minimize fuel consumption. For agencies, this technology lowers operational costs through automated performance monitoring, reduces the need for manual retiming, and enhances safety by responding quickly to changing conditions. Additionally, it supports future CV applications, positioning the agency for long-term mobility innovation.
30	Intersection Conflict Warning System (ICWS)	CAV and AAM Technology	TODAY (0-5 Years)	ICWS uses sensors and real-time monitoring to detect potential cross-traffic conflicts and provide advance warnings to approaching drivers. By proactively alerting motorists, ICWS reduces the likelihood of angle and turning crashes, particularly at rural or high-speed intersections. For agencies, implementing ICWS can significantly improve safety performance, lower crash-related costs, and reduce liability exposure. Additionally, these systems support data-driven decision-making by collecting traffic and conflict data, enabling agencies to prioritize future safety investments and optimize maintenance schedules.

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
31	Pavement Condition Monitoring	Operations, Maintenance and Asset Management	TODAY (0-5 Years)	Pavement condition monitoring involves collecting data on pavement distress, roughness, friction, and structural performance to assess current conditions and predict future deterioration. This information supports O&M staff by identifying emerging problems, prioritizing repairs, and improving maintenance planning. Monitoring typically uses devices such as mobile imaging systems, Light Detection and Ranging (LiDAR), Ground Penetrating Radar (GPR), and in-pavement or roadside sensors.
32	Pedestrian Safety Solutions	Infrastructure and Communications	TODAY (0-5 Years)	Pedestrian safety solutions integrate smart crosswalks, detection systems, and connected signals to protect vulnerable road users. Using sensors, lighting (e.g., Rectangular Rapid Flashing Beacons (RRFB)), and communications, these technologies improve visibility and reduce conflicts at high-risk locations. This approach enhances situational awareness, supports proactive traffic management, and creates safer walking environments. Ultimately, pedestrian safety solutions foster equity, accessibility, and trust in modern transportation networks.
33	Queue Detection and Warning	CAV and AAM Technology	TODAY (0-5 Years)	Queue detection and warning systems use roadside sensors or CV data to identify downstream traffic queues and deliver real-time alerts to approaching drivers. By providing early warnings, these systems reduce the risk of rear-end collisions and improve overall corridor safety. For agencies, implementing this technology enhances traffic management capabilities, supports proactive incident response, and builds public confidence in roadway safety initiatives. It also helps optimize corridor operations by minimizing crash-related delays and improving travel reliability.
34	Road Weather Information Systems (RWIS)	Operations, Maintenance and Asset Management	TODAY (0-5 Years)	RWIS includes field Environmental Sensor Stations (ESS), communication networks, and central systems that collect and process weather and pavement data. Each ESS measures atmospheric and pavement conditions, while the central system generates easily interpretable road weather information. By providing real-time insights, RWIS helps agencies improve safety, optimize maintenance decisions, and allocate resources more efficiently. This technology reduces weather-related disruptions, enhances traveler information, and supports proactive management of roadway operations.

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
35	Roadside Units (RSUs) Technology	CAV and AAM Technology	TODAY (0-5 Years)	RSUs support vehicle-to-everything (V2X) communications, enabling safety, mobility, and environmental applications. RSUs facilitate interactions such as vehicle-to-infrastructure (V2I), vehicle-to-vehicle (V2V), and vehicle-to-pedestrian (V2P), providing real-time warnings, signal and speed information, and roadway situational awareness. Early deployments typically occur along key corridors and at high-priority intersections to establish foundational CAV capabilities.
36	Self-Learning Infrastructure	Software and Data	FUTURE (10-20 Years)	Self-learning infrastructure continuously adapts its operations using AI and machine learning (ML). Over time, the system automatically refines signal timing, incident response, and asset management strategies to improve performance. This adaptive approach enhances efficiency, strengthens resilience, and reduces human intervention. Ultimately, self-learning infrastructure enables smarter, safer, and more sustainable transportation networks.
37	Sensors for Pavement, Bridges, and Traffic (IoT)	Infrastructure and Communications	TODAY (0-5 Years)	IoT-based sensors embedded in pavement, bridges, and traffic infrastructure enable real-time monitoring of structural health and traffic conditions. By providing continuous data streams, these systems support proactive maintenance, improve roadway safety, and extend asset life. This approach enhances decision-making, reduces costly failures, and ensures infrastructure remains resilient under growing demand. Ultimately, IoT sensors create smarter, safer, and more sustainable transportation networks.
38	Signal Phase and Timing Apps (SPaT)	CAV and AAM Technology	TODAY (0-5 Years)	SPaT applications share real-time traffic signal status and timing information with CVs, enabling drivers to adjust speed and avoid unnecessary stops. By improving coordination between vehicles and signals, these apps enhance safety, reduce delays, and optimize traffic flow across corridors. For agencies, implementing SPaT technology supports more efficient signal operations, lowers congestion-related emissions, and strengthens integration with broader CV initiatives. Ultimately, SPaT applications provide a foundation for smarter intersections that improve both mobility and sustainability.
39	Small Cell Deployments (5G)	Infrastructure and Communications	TOMORROW (5-10 Years)	Small cell deployments deliver dense, high-speed wireless coverage to support CVs, sensors, and mobile users. By enabling low-latency communications, these networks provide the foundation for advanced ITS and smart street applications.

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
				Small cells enhance connectivity in urban environments, improve reliability for time-sensitive operations, and ensure seamless integration across mobility and infrastructure systems.
40	Smart Street Lighting	Infrastructure and Communications	TODAY (0-5 Years)	Smart street lighting uses connected LED fixtures equipped with sensors and communication capabilities to improve visibility and energy efficiency. These systems adapt to traffic flow and environmental conditions, providing the right level of illumination when and where it is needed. Beyond safety and efficiency, smart lighting also supports additional smart city applications such as environmental monitoring and public connectivity. Ultimately, smart street lighting enhances sustainability, reduces costs, and creates safer, more livable urban environments.
41	Traffic Conflict Analysis	Innovative Design, Administration, Construction, and Financing	TOMORROW (5-10 Years)	Traffic Conflict Analysis applies ML, AI, and traffic camera technologies to deliver predictive insights into where, when, and why crashes are most likely to occur. By analyzing vehicle interactions, near-miss events, and traffic flow patterns, this advanced concept enables proactive safety measures before collisions happen. The integration of AI-driven analytics with real-time monitoring strengthens roadway safety, supports data-informed decision-making, and helps agencies design more resilient and efficient transportation systems.
42	Truck Parking Availability System (TPAS)	Infrastructure and Communications	TOMORROW (5-10 Years)	A Truck Parking Availability System (TPAS) uses sensors, cameras, and communications technologies to monitor available truck parking spaces and share real-time information with commercial vehicle drivers. Availability information can be provided through roadside signs, traveler information systems, and compatible navigation applications, helping drivers locate parking before reaching a facility. By reducing the time spent searching for available spaces, TPAS supports safer parking decisions, improves freight travel reliability, and helps reduce unauthorized parking along ramps and roadway shoulders.
43	Truck Platooning	CAV and AAM Technology		Truck platooning enables connected trucks to travel closely together using automated controls, improving fuel efficiency, stability, and corridor capacity. By reducing aerodynamic drag and coordinating vehicle movements, platooning

#	TECHNOLOGY OPTION	CATEGORY	DEPLOYMENT TERM	DESCRIPTION
			TOMORROW (5-10 Years)	lowers fuel consumption and emissions while enhancing roadway throughput. For agencies, this technology supports freight efficiency, strengthens supply chain reliability, and reduces congestion impacts on major corridors. Ultimately, truck platooning provides a scalable solution that balances economic benefits with environmental sustainability.
44	Virtual Weigh Stations	Software and Data	TOMORROW (5-10 Years)	Virtual weigh stations use roadside sensors, weigh-in-motion equipment, cameras, and communications systems to screen commercial vehicles as they travel at highway speeds. The systems help agencies identify vehicles that may require further inspection without directing every truck into a traditional weigh station. By focusing enforcement resources on higher-risk vehicles, virtual weigh stations support freight mobility, improve inspection efficiency, reduce unnecessary stops for compliant carriers, and enhance roadway safety.
45	Wrong-way Vehicle Detection (WWVD) Technologies	CAV and AAM Technology	TODAY (0-5 Years)	WWVD technologies use sensors, cameras, and ITS components to automatically identify vehicles entering a roadway in the wrong direction and activate immediate warnings and alerts. These systems typically include detection, dynamic signage, and notification capabilities, and many proven off-the-shelf solutions exist. For agencies, WWD detection reduces severe crash risk, particularly on high-speed facilities, and enhances public safety by enabling rapid response through automated alerts to traffic management centers and law enforcement. Implementing WWD systems also supports data collection for trend analysis, helping agencies prioritize high-risk locations and optimize preventative maintenance strategies.

ITEM 6. 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY

The 2027-2030 TIP was jointly developed by Metroplan, the Arkansas Department of Transportation and Rock Region METRO. Public comment was accepted on the draft plan ([The 2027-2030 Draft TIP Is Available for Public Review and Comment - Metroplan](#)) from August 2nd to September 2nd. During this period Metroplan received several calls and questions about ndprojects included in the plan.

Metroplan is working with ARDOT and Rock Region METRO on final revisions to the project list. An additional 15-day public comment period will occur prior to official approval of the plan.

ACTION NEEDED: To Be Determined

ITEM 7. 2026 Project Obligations

SUMMARY

Metroplan has completed project obligations for 2026. The total amount of funds obligated for the year is \$17.7 Million. Due to NEPA not being ready, several projects that were expected to obligate are being held for 2027. A call for supplemental funding is being prepared for release.

ACTION NEEDED: Information only.

Project Obligation FY 2026	
STP CARTS Apportionment 2026	\$15,137,437
Carbon Reduction Apportionment 2026	\$1,803,806
TAP CARTS Apportionment 2026	\$1,686,995
Programming Authority (Apportionments 2026)	\$18,628,238
Programming Authority Carried Forward from 2025	\$7,235,562
Total Available Program Authority	\$25,863,800
Obligation Limitation Estimated 2026 (100.0%)	\$18,628,238
Obligation Limitation Carried Forward from 2025	\$3,451,051
Total Available Obligation Limitation	\$22,079,289

2026 Metroplan Obligations

				Estimated			
	Project		Local Sponsor	Obligation	Funding	Phase	
ARDOT Contact	Number	Projects: 2026 Obligation (TAP and STP>200K)		Amount	Source		TIP/Metroplan Resolution
	061221	Little Rock Bike Connector (PE)	Little Rock	\$3,494	STBG	Closeout	Adjusement
	061468	University Ave Traffic Operations	Little Rock	\$1	STBG	Closeout	Closeout
	61527	JP Wright Loop Rd. Railgrade Seperation	Jacksonville	-\$117,951	STBG	Closeout	Final
	061806	Hwy 38 & N Lincoln Traffic Light	Austin	-\$233,654	STBG	Construction	MB Resolution 26-03
	061814	Arkansas River Trail Dillards Section	Little Rock	-\$366,560	STBG	Design	MB Resolution 26-03
	061893	Castle Valley RRd - Green Rd (Chicot)	Pulaski Co	-\$421	STBG	PE	
	061925	Northshore Drive (Miltary to Alcoa)	Benton	-\$444,000	STBG	Design	MB Resolution 25-15
	061803	Bowman Road	Little Rock	-\$447,136	STBG	PE/ROW	MB Resolution 25-15
	080174	Conway Loop	Faulkner	-\$804,000	STBG	Design/Env	MB Resolution 25-15
	061926	Kanis Road (Gamble to Cooper)	Little Rock	-\$400,000	STBG	Design	MB Resolution 25-15
	061807	Alcoa Park - Mills Park Trail	Bryant	-\$400	TAP	PE	
	061553	Park Hill Community Jump Start	North Little Rock	\$33,986	STBG	Closeout	
	080636	Markham Street Jump Start Impv Phage 2	Conway	\$7,076	STBG	Closeout	
	061803	Bowman Road	Little Rock	-\$163,428	STBG	PE	MB Resolution 25-15
	061720	LOCOMUT Phase 1 Construction	Cabot	-\$448,263	STBG	PE and Const	MB Resolution 26-09 & 03
	061817	Downtown Streetscape Cabot	Cabot	\$4,000	STBG	PE	
	061927	Central Arkansas Greenway - White Oak Bayou Trail	Maumelle	-\$315,000	STBG	Design	MB Resolution 25-15
	061928	Jacksonville Highway (East Bethany to I-40)	North Little Rock	-\$269,000	STBG	Design	MB Resolution 25-15
Ashley	061884	Saline River Greenway Phases 3,4,5	Benton	-\$200,000	TAP	Design	MB Resolution 26-03
Carlos	061924	SWT S6 to S8C	SalineCo	-\$1,489,000	STBG	Design/Develop	MB Resolution 25-15
	061946	Woodruff Creek Trail	Sherwood	-\$335,000	TAP	Design	MB Resolution 26-04
	080174	Conway Loop	Faulkner	-\$2,560,000	STBG	Design	MB Resolution 26-10
Carlos	061715	Jacksonville Main Street	Jacksonville	-\$783,000	STBG	Construction	MB Resolution 26-12
Carlos	061808	General Samuels Rd. Sidewalks (Jacksonville) (S)	Jacksonville	-\$200,000	TAP	Construction	MB Resolution 22-01
Ashley	080723	Hwy 65 Pedestrian Bridge	Greenbrier	-\$162,388	TAP	Design	MB Resolution 26-03
Ashley	061896	Jacksonville-Cato Rd Improvements	Sherwood	-\$1,761,466	STBG	Construction	MB Resolution 26-12
Kellie	061840	Club Manor and Odom	Maumelle	-\$1,592,573	STBG	Construction	MB Resolution 25-15
Kellie	061840	Club Manor and Odom	Maumelle	-\$887,427	CRP	Construction	MB Resolution 25-15
Carlos	061718	SWT Right of Way Acquisition	SalineCo	-\$1,388,240	CRP	ROW/Utilities	MB Resolution 26-03 & 24-11
Carlos	061810	Sardis Rd. Trail Ph. 1 (Shannon Hills) (S)	Shannon Hills	-\$259,120	TAP	Construction	MB Resolution 22-09 & 25-02
Carlos	061757	Jonesboro Dr. Childrens Trail	Little Rock	-\$1,300,000	CRP	Construction	MB Resolution 26-12
Carlos	061717	Congo Rd./Shenandoah Rd Roundabout	Benton	-\$330,000	STBG	Construction	MB Resolution 26-12
Carlos	061713	Sherwood Powerline Easement	Sherwood	-\$200,000	CRP	Construction	MB Resolution 26-12
	061944	Midland Park to Highway 5 Trail	Bryant	-\$270,000	TAP	Design	MB Resolution 26-04
Total				-\$17,679,470			
Ending Balance Obligation Limitation				\$4,399,819			

FFY 2026 Committed to Obligate 2/26 - \$21.65 Million

Project Obligation FY 2027	
STP CARTS Apportionment 2027	\$16,941,243
Carbon Reduction Apportionment 2027	\$0
TAP CARTS Apportionment 2027	\$1,737,605
Programming Authority (Apportionments 2027)	\$18,678,848
Programming Authority Carried Forward from 2026	\$8,184,330
Total Available Program Authority	\$26,863,178
Obligation Limitation Estimated 2027 (100.0%)	\$18,678,848
Obligation Limitation Carried Forward from 2026	\$4,399,819
Total Available Obligation Limitation	\$23,078,667

2027 Metroplan Obligations

	Project Number	Projects: 2027 Obligation (TAP and STP>200K)	Local Sponsor	Estimated Obligation Amount	Funding Source	Phase	TIP/Metroplan Resolution
2027 STBG Project	061954	White Oak Crossing Regional connector sections 1 and 2	Maumelle	-\$400,000	STBG	Engineering	MB Resolution 26-10
	061956	Pedestrian Greenway Crossing	Maumelle	-\$285,000	STBG	Construction	MB Resolution 26-10
	061816	Hwy 5 & DeSoto Blvd Ints improvements	Saline County	-\$1,040,000	STBG	Construction	MB Resolution 26-10
		Erwin Parkway Roundabout	Cabot	-\$400,000	STBG	Engineering	MB Resolution 26-10
		Downtown sidewalks	Sheridan	-\$100,000	STBG	Engineering	MB Resolution 26-10
		Locust street: 2nd to 5th	Cabot	-\$3,840,000	STBG	Construction	MB Resolution 26-10
	061958	Moon Road Improvements phase 1	Ward	-\$150,000	STBG	Engineering	MB Resolution 26-10
		Connect Conway	Conway	-\$4,000,000	STBG	Construction	MB Resolution 26-10 & 24-11
		Regional Greenway: Hollywood to Windchime	Sherwood	-\$160,000	STBG	Engineering	MB Resolution 26-10
	061953	South Loop Preliminary Design	Pulaski/Port	-\$960,000	STBG	Engineering	MB Resolution 26-10
		Springhill Road Improvements	Bryant	-\$1,940,000	STBG	Engineering	MB Resolution 26-10
		30 Crossing Park	TBD	-\$4,000,000	STBG	Construction	MB Resolution 26-14
Project Carried Over from 2026	061803	Bowman Road	Little Rock	-\$2,189,436	STBG	ROW	MB Resolution 25-15
	080709	College Avenue Bridge	Conway	-\$3,620,000	STBG	Construction	MB Resolution 25-15
	061902	Indian Lake Estates Pedestrian Impvts (Sherwood) (S) (2026 obligation)	Sherwood	-\$320,000	TAP	Construction	MB Resolution 25-02
2027 TAP Projects		Alcoa Trail Phase 1 and 2	Benton	-\$335,000	TAP	Design	MB Resolution 26-04
		Central Arkansas Greenways Phase 3	Cabot	\$65,000	TAP	Design	MB Resolution 26-04
		SE Trail Phase 2	Pulaski County	-\$335,000	TAP	Construction	MB Resolution 26-04
		Woodland Drive Trail/Intersection	Maumelle	-\$335,000	TAP	Construction	MB Resolution 26-04
	061903	Jonesboro Children's Trail Ph. 4 (Little Rock) (S)	Little Rock	-\$188,000	TAP	Design	MB Resolution 25-02
	080561	Miller Street Sidewalks	Mayflower	-\$150,000	TAP	Construction	MB Resolution 26-12
		CARTS Planning - Travel Demand Model	Metroplan	-\$200,000	STBG	Planning	
		Maumelle Blvd Study	ARDOT/Planning	-\$240,000	STBG		
		Project funding reverted	Various	\$4,434,000		Various	
Total				-\$20,688,436			
Ending Balance Obligation Limitation				\$2,390,231			
Ending Balance of Programming Authority				\$6,174,742			

ITEM 8. AGENCY REPORTS

A. Arkansas Department of Transportation

B. Rock Region METRO

C. Little Rock Port Authority

D. Bill & Hillary Clinton National Airport

E. Federal Highway Administration

F. Arkansas Department of Economic Development

G. Central Arkansas Planning and Development District
