

Regional Advisory Committees (RAC)

Transportation Systems

Economic Vitality

Livable Communities

What is my job description?

The RAC is comprised of three separate committees working independently on common tasks, with the goal of creating a long-range, regional, transportation plan that will endure for 20 or more years.

The Regional Advisory Committees recommend and respond directly to the Metroplan Board and Executive Committee on issues impacting Metroplan and the MPO.

- These include, but may not limited to, matters related to the development and implementation of the long-range Metropolitan Transportation Plan (MTP).

The Regional Advisory Committees are intended to maintain and improve the strong public engagement record of Metroplan by providing **direct input** from stakeholders and public into the decision-making levels of the regional planning process.

Your committees are providing the Metroplan Board with **multiple perspectives** in the regional dialogue for an in-depth exploration of transportation issues affecting central Arkansas.

Hopefully, this fosters a **synergistic interaction** among professional staffs, area interests, informed citizens, and elected officials for better regional transportation development through stronger implementation of best practices at the local level.

All committees are concerned with:

1. Supporting the Metroplan Board of Directors as needed;
2. Local and regional strategies to implement the long-range plan;
3. Integrating mobility, economy, community, and the built environment;
4. Six Livability Principles (see separate page for these and the Ten National Planning Factors); and
5. Development of long-range metropolitan plan updates.

Transportation Systems Committee

Transportation Systems encompasses issues of safety, efficiency, technology, and design along with their interactions with the natural and built environment.

Specific planning factors assigned to this committee: #2, #3, #7, #8, #9

Factor #2: Increase the safety of the transportation system for motorized and non-motorized users.

Locally defined objectives under this factor may include:

- Standards for streets and highways (Design Review)

Factor #3: Increase the security of the transportation system for motorized and non-motorized users.

Locally defined objectives under this factor may include:

- Technology impacts on transportation and transportation behavior
- Complete streets
- Interaction with build environment

Factor #7: Promote efficient system management and operation.

Locally defined objectives under this factor may include:

- System Efficiency and Congestion Management
- ITS and Traffic Operations
- Integration of transit as a viable option

Factor #8: Emphasize the preservation of the existing transportation system.

Locally defined objectives under this factor may include:

- Asset management
- Regional bikeways and trails

Factor #9: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;

Locally defined objectives under this factor may include:

- Preservation of rural land and responsible use of resources (e.g., environmental considerations)

Economic Vitality Committee

This committee is concerned with matters of industry, commerce, workforce and regional-scale economic growth as it relates to transportation and planning.

Specific planning factors assigned to this committee are: #1, #4, #10

Factor #1: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Locally defined objectives under this factor may include:

- Workforce mobility
- Infrastructure needed to attract world-class 21st century industry and business (including but not limited to broadband service, premium & regional transit, and roadway design of freeways & arterials and to address all amid the volatility of changing climate)

Factor #4: Increase accessibility and mobility of people and freight.

Locally defined objectives under this factor may include:

- Intermodal connectivity
- Role of transit, including readiness for premium & interlocal transit options, in regional industry, commerce, workforce mobility and economic growth and vitality

Factor #10: Enhance travel and tourism.

Livable Communities Committee

This committee deals with regional development, transit readiness and livability, as implemented throughout central Arkansas' communities and neighborhoods. [Note: Here is how *Imagine Central Arkansas* presents the concept of "livability": ". . . Across a wide spectrum of residents, definitions of livability all hark to common themes: accessible housing and transportation, environmental stewardship, economic resilience, educational excellence and the value of community interaction. . . ."]

Specific planning factors assigned to this committee: #5, #6

Factor #5: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Locally defined objectives under this factor may include:

- Infrastructure and transit readiness (making changes on the local level to serve communities while preparing for the premium transit desirable for large-scale, regional economic development)
- Neighborhood vitality and place making
- Economic health and resilience of neighborhoods and small communities
- Identifying best practices in zoning and subdivision codes

Factor #6: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- Community bikeways, walkways, and trails
- Public health and the built environment
- Efficient integration of multi-modality in the community arterial, collector, and local street systems.

Ten National Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. **(Economic Vitality)**
2. Increase the safety of the transportation system for motorized and non-motorized users. **(Transportation Systems)**
3. Increase the security of the transportation system for motorized and non-motorized users. **(Transportation Systems)**
4. Increase accessibility and mobility of people and freight. **(Economic Vitality)**
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. **(Livable Communities)**
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. **(Livable Communities)**
7. Promote efficient system management and operation. **(Transportation Systems)**
8. Emphasize the preservation of the existing transportation system. **(Transportation Systems)**
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. **(Transportation Systems)**
10. Enhance travel and tourism. **(Economic Vitality)**

§ 450.306 Scope of the metropolitan transportation planning process.

(a) To accomplish the objectives in § 450.300 and § 450.306(b), metropolitan planning organizations designated under § 450.310, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

(c) Consideration of the planning factors in paragraph (b) of this section shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR 774.17), and housing and community development.