



City of Jonesboro

Municipal Center
300 S. Church Street
Jonesboro, AR 72401

Meeting Minutes Public Services Council Committee

Tuesday, March 19, 2024

4:15 PM

Municipal Center, 300 S. Church

NOTE: TIME CHANGE TO 4:15 P.M.

1. CALL TO ORDER

2. ROLL CALL (ELECTRONIC ATTENDANCE) CONFIRMED BY CITY CLERK APRIL LEGGETT

Present 6 - Chris Gibson; Ann Williams; Brian Emison; LJ Bryant; Anthony Coleman and Janice Porter

Absent 1 - Joe Hafner

3. APPROVAL OF MINUTES

[MIN-24:007](#)

Minutes for the Public Services Committee Meeting on Tuesday, January 16, 2024

Attachments: [Minutes](#)

A motion was made by Brian Emison, seconded by Ann Williams, that this matter be Passed. The motion PASSED with the following vote.

Aye: 5 - Ann Williams; Brian Emison; LJ Bryant; Anthony Coleman and Janice Porter

Absent: 1 - Joe Hafner

4. NEW BUSINESS

ORDINANCES TO BE INTRODUCED

[ORD-24:010](#)

AN ORDINANCE TO APPROVE AN INTERLOCAL AGREEMENT BETWEEN THE CITY OF JONESBORO AND CRAIGHEAD COUNTY, ARKANSAS FOR THE PURPOSE OF CONTINUING THE SHARED EXPENSES OF CRAIGHEAD COUNTY JONESBORO PUBLIC LIBRARY OF ARKANSAS, AND FOR OTHER PURPOSES

Sponsors: Mayor's Office

Attachments: [County Interlocal Library 2024](#)

A motion was made by Ann Williams, seconded by Brian Emison, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Ann Williams; Brian Emison; LJ Bryant; Anthony Coleman and Janice Porter

Absent: 1 - Joe Hafner

RESOLUTIONS TO BE INTRODUCED

[RES-24:018](#) A RESOLUTION EXPRESSING THE WILLINGNESS OF THE CITY OF JONESBORO, ARKANSAS TO AUTHORIZE THE GRANTS AND COMMUNITY DEVELOPMENT DEPARTMENT TO APPLY FOR THE FEDERAL TRANSIT ADMINISTRATION (FTA), FY 2023 49 U.S.C SECTION 5307 FORMULA GRANT FOR THE JONESBORO ECONOMICAL TRANSPORTATION (JET)

Sponsors: Grants and JETS

A motion was made by Ann Williams, seconded by Brian Emison, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Ann Williams; Brian Emison; LJ Bryant; Anthony Coleman and Janice Porter

Absent: 1 - Joe Hafner

[RES-24:019](#) A RESOLUTION TO CONTRACT WITH THE GEARHEAD OUTFITTERS TO PROVIDE A MIRACLE LEAGUE TEAM WITH SPONSORSHIP IN THE AMOUNT OF \$1,000 FOR THE 2024 MIRACLE LEAGUE SPRING SEASON

Sponsors: Parks & Recreation and Finance

Attachments: [Miracle League Sponsorship- Signed](#)

A motion was made by Brian Emison, seconded by Ann Williams, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Ann Williams; Brian Emison; LJ Bryant; Anthony Coleman and Janice Porter

Absent: 1 - Joe Hafner

[RES-24:021](#) A RESOLUTION AUTHORIZING THE MAYOR AND CITY ATTORNEY TO CERTIFY FOR THE CITY OF JONESBORO FOR THE 2024 ANNUAL FEDERAL TRANSIT ADMINISTRATION (FTA) CERTIFICATIONS AND ASSURANCES FOR THE JONESBORO ECONOMICAL TRANSPORTATION SYSTEM (JET)

Sponsors: JETS

Attachments: [FY24-certifications](#)

A motion was made by Brian Emison, seconded by Ann Williams, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Ann Williams; Brian Emison; LJ Bryant; Anthony Coleman and Janice Porter

Absent: 1 - Joe Hafner

[RES-24:022](#) A RESOLUTION TO CONTRACT WITH FIRST HORIZON BANK FOR SPONSORSHIP OF ONE ARTIFICIAL TURF SOCCER/FOOTBALL FIELD AT JOE MACK CAMPBELL SPORTS COMPLEX

Sponsors: Parks & Recreation and Finance

Attachments: [Joe Mack Soccer Field Sponsorship \(First Horizon\)](#)

Councilmember Dr. Anthony Coleman said, I have a question. I haven't been out there in a while, so is this the only artificial turf? Assistant Director of Parks and Recreation Brandon Shrader said, there are two out there that are going to be side by side. But, yes, those will be the only two artificial turfs. Councilmember Dr. Anthony Coleman said, okay, great. I only see one up here for this resolution. Mr. Shrader said, yes, I believe we should be seeing another one coming through for Cavanaugh.

Councilmember Dr. Anthony Coleman said, okay. And my next question is, who determines the sponsorship requests? Mr. Shrader said, so basically those kind of come in just when people are interested. We will kind of get with them. I'd say in the past, we've had several baseball fields and softball fields or whatever that come in, and they do a five or ten year commitment. And then after that, we approach that company about re-upping that term or following up. Councilmember Dr. Anthony Coleman said, sure. I understand the concept. I am asking who comes up with the amount.

Mr. Shrader said, oh, honestly those have kind of been the same amounts we've had for years now. Councilmember Dr. Anthony Coleman said, really? Mr. Shrader said, I say years, but we've had them for a few years. Councilmember Dr. Anthony Coleman said, so, question. Can we with the next update, maybe next month, can you all give us a kind of history on that? Mr. Shrader said, absolutely. We can give you current pricing. Councilmember Dr. Anthony Coleman said, right, and what determines that amount. And I am asking because I've been a development officer, so I understand the concept, and I understand requesting and sponsorship and so on and so forth. But we normally have kind of a rubric of what we ask and why we ask the amount and that type of thing. So I just wondered what that was or if we ever had any discussions about it. Mr. Shrader said, yes, without going too much into it, I would assume we just kind of look at the area and the location of the field itself. Obviously, we are doing a lot of tournaments and a lot of leagues and things out there, and I am sure that has a lot to play a part. So I am sure we can definitely get you some notes and kind of show you what all that breaks down. Councilmember Dr. Anthony Coleman said, sure, because I think this was \$30,000 for five years? Mr. Shrader said, I believe so. Chairman Chris Gibson said, one more quick question. Are these two fields in addition to the field that the A&P Commission agreed to fund with the city? Mr. Shrader said, that I do not know.

Chief Administrative Officer Brian Richardson approached the podium and said, these two turf fields are the turf fields that the city and the A&P combined on, correct. Chairman Chris Gibson said, so it's the same. We just picked up two sponsorships to offset the cost is basically what it boils down to. Mr. Richardson said, correct.

A motion was made by Brian Emison, seconded by Ann Williams, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Ann Williams; Brian Emison; LJ Bryant; Anthony Coleman and Janice Porter

Absent: 1 - Joe Hafner

[RES-24:023](#)

A RESOLUTION TO CONTRACT WITH THE HARMONY HEARING FOR THE PURPOSE OF SPONSORING A MIRACLE LEAGUE TEAM FOR THE 2024 SPRING SEASON TEAM WITH SPONSORSHIP IN THE AMOUNT OF \$1,000

Sponsors: Parks & Recreation and Finance

Attachments: [MiracleLeague Harmony Hearing](#)

A motion was made by Brian Emison, seconded by Janice Porter, that this matter be Recommended to Council. The motion PASSED with the following vote.

Aye: 5 - Ann Williams; Brian Emison; LJ Bryant; Anthony Coleman and Janice Porter

Absent: 1 - Joe Hafner

5. PENDING ITEMS

6. OTHER BUSINESS

[COM-24:003](#) MONTHLY JETS UPDATE

Sponsors: JETS

Chairman Chris Gibson said, we don't have a representative here tonight, so we will put this off until the next meeting.

Filed

[COM-24:004](#) MONTHLY UPDATE FROM PARKS & RECREATION

Sponsors: Parks & Recreation

Assistant Director of Parks and Recreation Brandon Shrader approached the podium and said, so right now we are finishing up City Stars basketball. We had over 800 kids in the league. We are on spring break this week obviously, but next week we will come back and do our tournament and final games. We are also finishing up two Junior High leagues, one for soccer and one for softball. We had 30 teams in each one of those from all over Northeast Arkansas. As we complete the leagues that we do have, we are starting up our spring activities. In April, we are going to gear up and begin our spring sports programming with City Stars Youth Soccer, youth volleyball, youth softball, Wolf Club Spring Tackle Football, and Miracle League Baseball. Those programs at this point are at a little over 2300 kids, which we're excited to see those numbers, especially with some of those registrations still open and available.

Currently, we have about 1500 plus memberships sold or renewed for the Jonesboro Shooting Sports Complex with the addition of a new rifle league going on out there on Saturdays. The shooting complex will be hosting pretty much for the entire month of April back to back youth and ATA trap tournaments. And also, over at Allen Park this week, we have the Memphis Grizzlies doing a camp over there, which has been really cool to go and watch them. So if you all have some time to go over to Allen Park from eight to three up to Thursday. I certainly suggest going to check it out. Do you have any questions? Chairman Chris Gibson said, is that some kind of community outreach that the Grizzlies do, or is that something that was a cost to the city? Mr. Shrader said, no, it's not anything that cost the city. It's an outreach that they do.

Councilmember Dr. Anthony Coleman said, Mr. Chairman, I have a couple of questions. I have two or three and they are totally separate. The first one is, where are

we on the master parks plan? Mr. Shrader said, so we will meet again with Halff next week, but I think really they are finalizing a lot of their items for their reports. They will in turn send that over to us and the leadership teams that we have, and then we will move forward from there. But from the last update that we had as of last Tuesday, we were moving forward pretty quickly. I don't have dates to give unfortunately, but I feel comfortable saying that here within the next little bit, we'll know for sure. Chairman Chris Gibson said, I believe based on my last conversation with Danny, we were probably looking at probably around mid-April, first of May. Is that pretty close to our timeline? Mr. Shrader affirmed by nodding his head.

Councilmember LJ Bryant said, are they under any contract to deliver by a certain date? Mr. Shrader said, no, I don't think so. And then plus we added the accessibility plan, which was going to complement that parks master plan, which obviously I think was what extended it out just a little bit further than we probably originally thought. Councilmember Dr. Anthony Coleman said, but we had that discussion about doing that, and I know we as a council agreed to it. But in that discussion, I think it was around January or February we were supposed to have that plan from my understanding. Brian, you can probably help me, but I'm pretty sure that it was supposed to be January or February, and that has been since last October we had that discussion. So to further his point, I think I would like to hear some definites. Hey, we're going to bring this out and so on and so forth, especially with us looking at trying to...well, I don't want to get into all of that. But my point is that I think we ought to really stay on him as it relates to timeline. Mr. Shrader said, we've definitely been in communication with Halff & Associates to push and move forward. Chief Administrative Officer Brian Richardson approached the podium and said, I will have to confirm with Danny, but I believe the last that I heard was they are planning on getting it ready to present to this committee on April 16th. So that would be the next Public Services Committee. I know they were shooting for that to come in here and actually present the formal completed study.

Councilmember Dr. Anthony Coleman said, thank you. My other question is, I heard about the various programs, City Stars and so on and so forth. And I just wondered, what are some of the percentages as far as increase in those persons? I know you may not have that now, but I would like to see that in maybe our next meeting if there are any increases in the participation and what that looks like. And then obviously making certain that what we have is available, because those are free programs. I want to make sure that we are providing a service, but making sure that the city is also financially being fiduciarily competent. But then the other part is, I heard you talk about the shooting complex, and I would like to hear a little data on that as well. I get a lot of emails and questions about the shooting complex, and so I would like to know some data on that. How much is it being utilized? And I think the last time I heard it, it may have been six months or so ago. So I would like some data on usage and financially, all of that in the report. So that would help me and my thoughts. Thank you. That's all I had.

Filed

[COM-24:006](#)

CONNECTIVITY ADVISORY COMMITTEE UPDATE FROM ANDY SHATLEY

Attachments: [Exec Summ Priority List updated 3-18-24 \(003\)](#)
[ConnectivitySlides](#)

Andy Shatley approached the podium and said, everybody have their executive summary? My name is Andy Shatley. I appreciate the time to be here today. I'll give you a little feedback, or a little background, on why I'm even here. Last fall, the mayor

and his office reached out to several citizens to reform the connectivity committee that kind of came together in 2018 and worked on the One Jonesboro Connectivity Plan that was adopted by City Council in 2018. There has been an interest to bring that committee back together to help aid city officials, parks and what have you on some direction and also citizen input on trying to build out that system and think through that. Just bring some different minds to the table to try to bring some energy and some citizen input at the same time. So you will see the executive summary that was listed. I will tell you that we started meeting, and the reason I am here is because they asked me to be the chairperson. So you have to be careful when you serve on a committee. You'll end up being the chairperson for it. I am kind of interested in this thing. I think all of you know that. I have a passion for active transportation and trying to see our network built out in Jonesboro.

There were several citizens selected for this committee, not just people who were passionate about cycling or whatever. It's people that has brought some value to be able to analyze things, and look at the city and try to see where we would have our best ROI as far as looking at the different segments to create the momentum to stratify the projects. And I will tell you that the stratification of the projects, taken into consideration you see there in paragraph two, distance of connection, number of closely proximated address points, potential for alternative funding. So if something had an opportunity for either RAISE Grant, federal or state or local, that kind of determined where it fell on the list. Milestone connections such as parks or retail destination, projected cost and connections with other systems. So if we had an opportunity to bridge the gap between a connection that already exists and trying to get somebody somewhere that ranked a little higher, if we had an opportunity to connect the neighborhood of the park or a school, then those got ranked higher. There are also some areas to where we talked about urban tacticalism to where you see paths along the road, and we are like, hey, we need to go ahead and put some sort of infrastructure right there. You will see a couple of those are listed here in the list also. But for the sake of time, I'm going to go ahead. I will tell you that there is a pretty impressive formula that was put together by one of our committee members to accumulate all of this data and factors and weighted formula. And I can't even get into it because it blows my mind, and I'm kind of a math guy. That is the kind of talent that we were able to bring through to our committee. And it helps stratify these projects, because as you all know, I think we would be unanimous to say that we are behind in building out the infrastructure for active transportation. So it's a little daunting to figure out where you should start. Well, not where you should start, but what's next? So we create the momentum and have the best connections.

So you will see some of the lists, and I am going to just go ahead and blast through this. There is much more detail on a large worksheet spreadsheet that was put together for our committee; but for the sake of clarity and time, this executive summary was put together for our committee for today. When I read off the routes, these are routes. And some of these have not been worked out and planned. These are routes. As I say, the backbone of our plan is the One Jonesboro system that was adopted in 2018. There have been some adjustments based upon, for instance, there is connection to a pending sports complex on Race Street. Well, that wasn't there in 2018, so that brought some new segments to the table. The first one would be the downtown to ASU trail that is under construction now. It is fully funded. It should be done this summer. Obviously that was the top of the list because it was fully funded and already under construction. And as I scroll down, what you're going to see is, we're going to go from next project to next project. And you're going to see this map grow as we go down the list. So the project that we are going to talk about is going to be in blue. And so the next project is the RAISE grant selected routes; and you're going to

see these a little random on the map. But they were chosen intentionally to marry the description of federal funds. So some of these segments that were selected are very specific to the funds they are trying to capture. So you may not see a perfect flowing of segments based upon funding mechanisms; but as we grow this map, you will see kind of how we tried to put things together.

You have already heard the RAISE grant, I think, a couple of times so I won't belabor that. The next is the Aggie Road Farmers Market to University Heights. I think the plans have been submitted to ARDOT, and we are working with ARDOT. There is funding out there, I believe, for that segment right there. So that is the next one that is probably closest to being having dirt moved. The next one is Aggie Road extended. I will go down to the next one, and you will see how that map now gets extended out to potential Eastern Park that you probably all heard of already. When we heard about a potential park, that starts to raise that connection from an existing connection we know that is going to happen to let's go ahead and start trying to connect the park before right-of-ways get in the way or gets expensive. We can go along either drainage easements or property that hasn't been developed yet, and that will be cheaper. So that's the reason why that got ranked that high.

The next one down is the Culberhouse shared-use path. You've already seen some of that going in. We feel like that is kind of going to be the spine of the West End. It's tough to move north and south in that part of town. That seems to be a decent way to move north and south, to move people. There are a lot of schools in that area. There is going to be a dog park. There is a high school, there is a library that is close; and so there are a lot of different facilities that we are trying to get onto right there. The next one is the downtown to Joe Mack Park, and that takes us all the way across the bypass. This is an attempt to get as far east as possible. If you go back to the One Jonesboro plan, you have spokes that try to move northeast and south and west to try to get to the perimeter so that we can build the perimeter also. This is that attempt to move west, because we have city facilities that are going to be out there west, trying to get as close to Joe Mack Campbell as possible. There are a couple of different opportunities to try to either get over the railroad tracks or use that overpass so that you can go down to Lacey and get back to the backside of Joe Mack Campbell. Those connections, we haven't gotten that far in the discussion, but to get that far west is important to us.

Next is the Johnson shared-use path, Caraway Road to the Newman Center. I believe this has been brought up by this committee. That is one of those urban tacticalism beaten paths that it would behoove us to take from Caraway Road all the way to the Newman Center. Our committee sees that as a connection potentially all the way to Greensboro Village. And then we talked about in our last committee to try to bypass the busy intersection of 351, and maybe go through Greensboro Village to see if they will have some bike infrastructure for us and we can get around all that traffic, and that will lead us to another one of our segments on 351. Next is the Marion Berry overpass, whatever you want to call it, adaptation, reimagination. It finishes the connection from downtown to ASU's campus we feel important a segment to complete. The infrastructure to get students downtown to Jonesboro and then back safely. Like you say, the very first one on the list gets you right to the overpass, but we don't have the infrastructure to get you across the overpass. So there are several conversations about how to make that happen, and there are several pending funding opportunities. I think like three. So we will talk about funding opportunities and how they change segments as soon as we find out if something is going to be funded.

The next is the Culberhouse to Highland Drive, and that is just a small little segment.

It is actually under construction right now. That brings you all the way to Dairy Queen, I think it is, and the dog park right there and then the back side of Jonesboro High School. Anything that is close to schools, we are all about. We want the kids to be able to get to their school on foot safely. This is the segment that comes out of the west part of Craighead Forest Park, dedicated bike path along Culberhouse. I believe this map shows it coming all the way to Parker Road, but our goal is to really come to the potential new road that you all had agreed to help fund or whatever. That comes right there. I don't know exactly where on the map, but the goal is to connect all those neighborhoods on your east side of Culberhouse and to make it to that new road; because the way I understand it, there is going to be bicycle and pedestrian interactions there at that intersection.

Next on the list is the next phase of soft trail. This is not connectivity like the other ones, but we still have a part of our committee that sees soft trail as part of our charge; because we think that falls within the purview of this committee. So since we already have the—I don't know which phase you want to talk about—but the new mountain bike trails (I don't know if anybody has ridden them), but the southwest portion is about to be done also. Most of the trails that have been done are in the east, southeast, and there are a few in the north and northwest; but the southwest corner that hasn't been designed and touched yet and that is what this represents.

Next is the very top of the map. You will see a popup here. This is going to be random, and this has to do with ARDOT's changing of their philosophy on whether or not they are going to play ball with bicycle and pedestrian infrastructure. On the original plans, there are segments of 351 that said yes, they would. They said no initially, and now they say yes. So there is a section that we are going to have to come and help connect up to that 351 enhancement. We hope that as we come back through Greensboro Village and Greensboro Road that we can miss a lot of the heavy traffic and connect up to the 351. There is going to be a dedicated pathway on the west part of that. So that is what that small little section is right there. It's one of those deals that seems weird when you talk to the citizens. You're like, okay, that is a path to nowhere. But there truly is a strategic plan, trying to take into consideration all the moving parts of trying to infill the network system.

Chairman Chris Gibson said, Andy, what is the exact position of that little segment, just out of curiosity? After conferring with someone off camera, Mr. Shatley said, he is saying Peachtree to Macedonia. It's pretty short, but it represents a full on connection. It's just the fact that that little segment in the phasing of that project, the philosophy change happened. Does that make sense? Craig and Ryan can speak to that a little bit more, but that was a little tricky based upon ARDOT's willingness to include bicycle and pedestrian infrastructure in their development and all of a sudden it changed. Am I saying that correct? Yes. Councilmember Ann Williams said, that was kind of an about-face on their philosophy. Mr. Shatley said, that is correct. And so we are trying to capitalize that. If we can get to and make sure that we can work that into any development they are trying to do, we want to jump on that before they actually do it and not do it.

Next is the South Caraway Road bike path. That is going to be a dedicated pathway when that Caraway Road project happens. There is a lot of activity, and that is another one of those urban tacticalism roads where I'll ride my bike on Caraway Road and you can see just a nice, beautiful path right on the east part of Caraway Road. So it would behoove us to come back through there and give them a safe place to move and be mobile. Next on the list is Johnson to Parker Park side path. We threw this in there just for completeness, but I believe this is part of the Safer Streets project that we

landed, the grant. So this is going to be fully funded. We went ahead and included some of these fully funded because we still feel like if they haven't been done yet, we still want to put them on our list to show the completeness of what we are trying to build out. The last one on here is an interesting segment that I think is pretty cool. It is part of the One Jonesboro plan, and most people probably don't know it existed. And there is the creek that is on the south side of the bypass that comes in behind Home Depot. We feel like we have a good shot of land that is not going to be encumbered that we can put a soft trail along the top side of that drainage ditch right there, and we can get all the way to the back side of that street right there. I believe it is called Crestfield. It is a dead end street. We would like to put a bridge over that creek to access that neighborhood, and immediately you tap in to the backside of that neighborhood. And there are opportunities on a power line easement to move towards Forest Hill, and that could potentially be a huge connection through that creek and drainage area to get all of those neighborhoods to Craighead Forest Park.

So that completes the list. I'll go to the last one. The green is existing things that are already there. And this is my favorite map, because this looks a lot better than what we have now. This map excites me. The map that I have on my wall in my office, about this big, only has just a few miles of dedicated bicycle and pedestrian infrastructure; and I think that we as a committee did everything we possibly could to try to come up with the best routes, the most efficient routes. We tried to stay within the plan that was adopted without running into too many hurdles, to try to pick the first series of projects and segments, that if you look at it, you are like, ooh, I am starting to see where you are going here. And what I would suggest is that we hand this over to the mayor's office, to your committee, or whatever you think we should do with this. I'm already ready for our committee to work on the next segments. I foresee this committee as kind of being visionary, staying out front; and as the connections happen or the funding mechanisms come in, you may see the list move or get massaged or more projects being added that we see not high ROI connections between neighborhoods and housetops and new facilities around town. I see this committee as really being the driving force of building out our entire active transportation system.

Chairman Chris Gibson said, Cliff's Notes version from the One Jonesboro plan, because it's been a while since we laid eyes on that. Can you just give us an idea of what the differences are? I mean, I see some. Mr. Shatley said, as far as conceptually speaking, there is a thought process. If you kind of drew a big circle around downtown, the attempt is to try to make a spoke west, a spoke east, a spoke north, and a spoke south; and then trying to create a perimeter around those spokes. Then as you do that, that is like the backbone of the connectivity, and then you start trying to connect in between all those major connections. So, there is very little deviation. There may be one street moved over, one here, one there, depending on if you look at the property we own or the easements. There was a lot of lessons learned, I believe, on the Creath project as far as how we purchase easements and property. We are trying to avoid that, so that as we do the next projects, if we find one street over, and we are like, hey, this gets us west and we are one street over, we are moving one street over. Because if we can save \$2 million on a three mile segment, let's do it. So there is a bit of a deviation, but not much at all.

Councilmember Dr. Anthony Coleman said, this is good. I appreciate it for me, anyway, to understand it. As far as funding goes, I am assuming that you are...when you say handed off, what do you mean by handed off? Mr. Shatley said, we were charged by the mayor's office to come up with stratified projects that we felt built out our system the best with the number of housetops and connecting facilities, and give them a list. And they would put a cost estimate to them. Ryan and his engineering department put

the potential cost to these, what we thought would be the first set of priorities to build out our system. So that is when I say hand this off. When I talk about funding, I don't want to assume what question you are going to ask; but when I talk about funding, they are talking about RAISE grant pending. There is potential ARPA money pending on what we would use that for. There is obviously city money. There is TAP grant money. There is RTC TAP grant money. So there are several funding mechanisms depending on what funding mechanism matched best with the segments. So those are the pending items, and that is the reason why the cost totals could be pending. If we get granted the RAISE grant, I think we are all going to throw a party. And then you could wipe out \$17.5 million. So some of this is in the air. But regardless of what the cost is, we feel like these are the top segments that move the needle the best right now.

Councilmember Dr. Anthony Coleman said, so my follow up question is, you mentioned ARPA, and I actually wrote that down. I was just wondering, and I don't know if this is a question for you or for Brian, but I just wanted to know if it was even possible for you to consider some of those funds for that. So I guess you answered that. Mr. Shatley said, that is a nod from me, yes sir.

Councilmember LJ Bryant said, Mr. Chairman, great job, Andy. I kind of got more of a Craig question. Mr. Shatley said, my committee, 99% of the work. So they are not here, and I am speaking on their behalf. If you find out who they are, get their name, then you need to thank them. Because they spent an inordinate amount of time, so they deserve a lot of praise. Councilmember LJ Bryant said, Craig, kind of a magic wand question. I will just pick like one random magic wand question. Let's say, downtown to Joe Mack, we waved a magic wand. We funded it this evening. Two years to get something like that done? I mean, is there any ballpark, like best case, worst case if money wasn't a factor involved?

Director of Engineering Craig Light said, if it was local money and it wasn't tied into a lot of rings of fire, things we had to do, just basically general funds like what we are doing Culberhouse with. That is all local money and we are able to move fairly quickly through that. Assuming that is the case, I think that we could reasonably be out to the interstate, down Washington and that area within two years. We are already looking at right of ways. We are actually looking at the availability of JET funds, bus funds as there is a bus route down Monroe Street. So we could make those improvements with that. Washington Avenue has a pretty wide shoulder all the way down through there. It's just a matter of notch and widening, putting up the stuff. So it could happen pretty quickly if the money, if it's all local funds. When we get funding from, say CDBG, their funds come with extra things that we have to do. It slows the process. Same with TAP money. When ARDOT puts their money in, they call the shots on the timeline of it; and it slows things down to a crawl. But local funding on the project, we could move pretty quickly. I'm hopeful that Safe For All money that we are doing with the federal highway, from our initial conversations, it appears that we are going to be able to move quicker on that than we would the TAP money. But we are hopeful right now that we still have to get permits from ARDOT since both of them are state routes, so that could slow it down. But if we could stay on local streets, off state highways, local money, we could move a whole lot faster with projects.

Councilmember Ann Williams said, I was going to mention. I had brought this up previously. And I have talked to Brian and Tony about this, about increasing the JETS service, because actually to increase ridership would entail, a way to do that is to increase the number of stops at each bus stop that the bus makes. So if we could increase service, there would be more people taking it, and then increase the ridership,

because I think, as Tony mentioned, one of the biggest complaints of potential riders is the length of the wait between the bus stopping. And I wonder if we could think about in terms of tie-in as far as increasing our JETS coverage and service due to the fact that we could use federal funding for public transportation on infrastructure if it could be justified by it being a connectivity and way of riders getting to the bus stop. And so I think increasing the service with JETS should not be a mutually exclusive thing to what we are talking about as far as connectivity and trails, because it all kind of ties in together. And one hand could wash the other as far as increasing our JETS service as far as helping increase our infrastructure for pedestrians at the same time. Is that a possibility? Because I think we need to go ahead and increase the service of JETS if we are going to be in the public transportation business. As far as JETS and buses, we need to make it big enough that it is viable. We need to increase the service enough that it is a possibility of people wanting to take it.

Chief Administrative Officer Brian Richardson approached the podium and said, and obviously, you've seen quite a bit of movement in the last couple of months with some additional bus vehicles that have been purchased and some grants for smarter bus stops. And that is really just the tip of the iceberg on where we need to go with JETS, because I think that the mayor has been of the opinion that we need to either go all in on the public transit or just scale back. And I think the ridership numbers alone with the new leadership at JETS kind of generating some new ideas; and we are exploring ways to increase ridership, exploring technology access for the JETS system. You're going to hopefully see that system evolve into something that not only stands on its own but also interacts with general connectivity throughout the city and is an option that people will want to use versus people that only use because they have to use. So I think that when we can get there, we will be in a really good spot.

Councilmember Ann Williams said, it needs to be increased for it to be viable for more people, which would increase the ridership, I think. Mr. Richardson said, which a lot of people, I continue to be surprised by ridership numbers as we review them and look at our JETS system. There is a lot of ridership on those buses, and I think that we owe it to the residents of Jonesboro to make sure that we do everything we can to maximize that service and make it available for as many people as possible. Councilmember Ann Williams said, if we are going to continue to do it, we need to do it as well as we can.

Chairman Chris Gibson said, anything else for Andy? Andy, I know you've got other commitments and I don't want to be redundant, but would you come back to the next city council meeting and present to the entire group? Mr. Shatley said, sure. If you want me to, absolutely. Chairman Chris Gibson said, I think I would like to see that. Thank you. Any other business by the committee?

Councilmember Ann Williams said, I would just ask that since we didn't have a presentation by JETS at this meeting, that at the next one we do have a serious discussion of the expansion of the service and maximizing the JETS service as well as we can. Chairman Chris Gibson said, duly noted.

Councilmember Dr. Anthony Coleman said, I just want to add to that, because I know that we have been discussing the coverage at the stops and stuff. I haven't heard much about that. I would like to know where we are on that. Councilmember Ann Williams said, and there was an update on that at our MPO meeting, I think, about the shelters too. But I think it was mentioned that it was slowed down because of a lack of supply. I can't remember. Do you recall that, Brian?

*Mr. Richardson said, I'm sorry, are we talking about the bus stop grant?
Councilmember Ann Williams said, yes. The bus shelter grant. Mr. Richardson said,
they have been struggling through trying to find vendors that can adequately meet the
demands of that grant, but I think we've got some good new leads that we have been
working on. I know Jeremy and his staff have been really focused on that.
Councilmember Ann Williams said, it's a supply issue, right? Mr. Richardson said,
we're still not over supply issues in this world, surprisingly. They are working diligently
every day to try and speed up that process.*

Filed

7. PUBLIC COMMENTS

8. ADJOURNMENT

**A motion was made by Brian Emison, seconded by LJ Bryant, that this meeting
be Adjourned. The motion PASSED with the following vote.**

Aye: 5 - Ann Williams; Brian Emison; LJ Bryant; Anthony Coleman and Janice Porter

Absent: 1 - Joe Hafner