

Public Open House for the *NWARPC* 2045 Metropolitan Transportation Plan



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<http://transportation/metropolitan-transportation-plan/>

Northwest Arkansas Regional Planning Commission

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<http://nwarpc.org>



NWARPC 2045 Metropolitan Transportation Plan

2045 MTP Overview

In 2019 NWARPC has begun the process of updating the long-range transportation plan to the 2045 Northwest Arkansas Metropolitan Transportation Plan (MTP). On October 16 and 17, 2019 NWARPC is hosting two public forum events to officially inform the TAC, RPC/Policy Committee, state and local agencies and the general public of the intent to begin a year-long update process. This process will continue throughout 2020 and will culminate with the adoption of the 2045 Northwest Arkansas MTP by the NWARPC Policy Committee in early 2021.

The MTP Update Process:

- Analyzing the current transportation conditions and initiatives
- Identifying future needs and alternatives
- Gathering and considering recommendations from the public
- Compiling information, data, maps, graphics, etc.
- Developing the draft plan
- Presenting the draft plan for public comment and to the Technical Advisory Committee (TAC)
- Presenting the final plan to the NWARPC Policy Committee for adoption

Community Outreach Tools:

- Public input meetings
- Surveys
- Media announcements
- NWARPC website: <http://nwarpc.org>
- Social Media: www.facebook.com/rpcnwa
- One-on-one interviews with city leadership and various stakeholder groups
- Presentations for local groups and interested parties

<http://transportation/metropolitan-transportation-plan/>

The 2045 Metropolitan Transportation Plan builds upon previous and ongoing plans, studies and projects that NWARPC has completed or is in the process of completing.

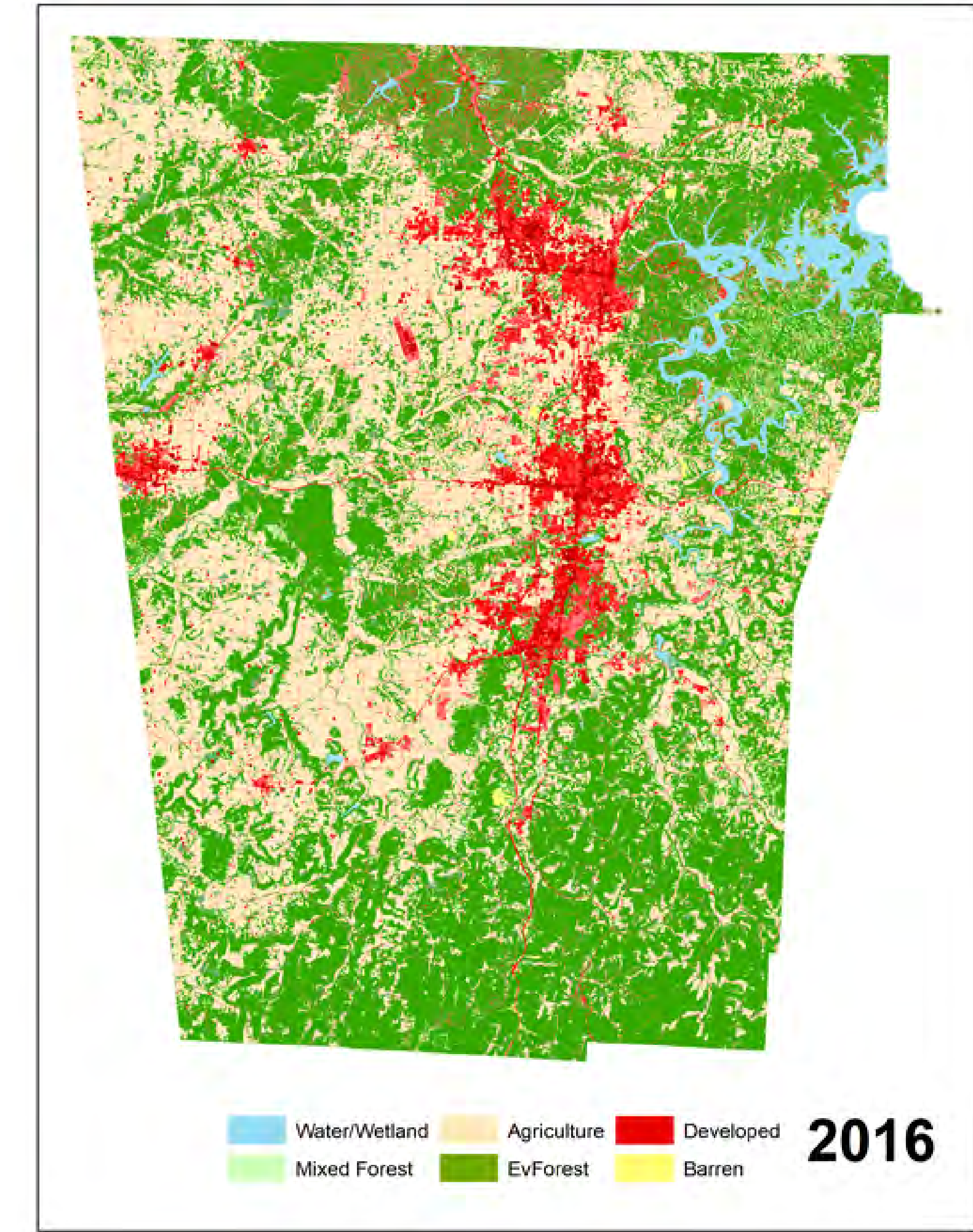
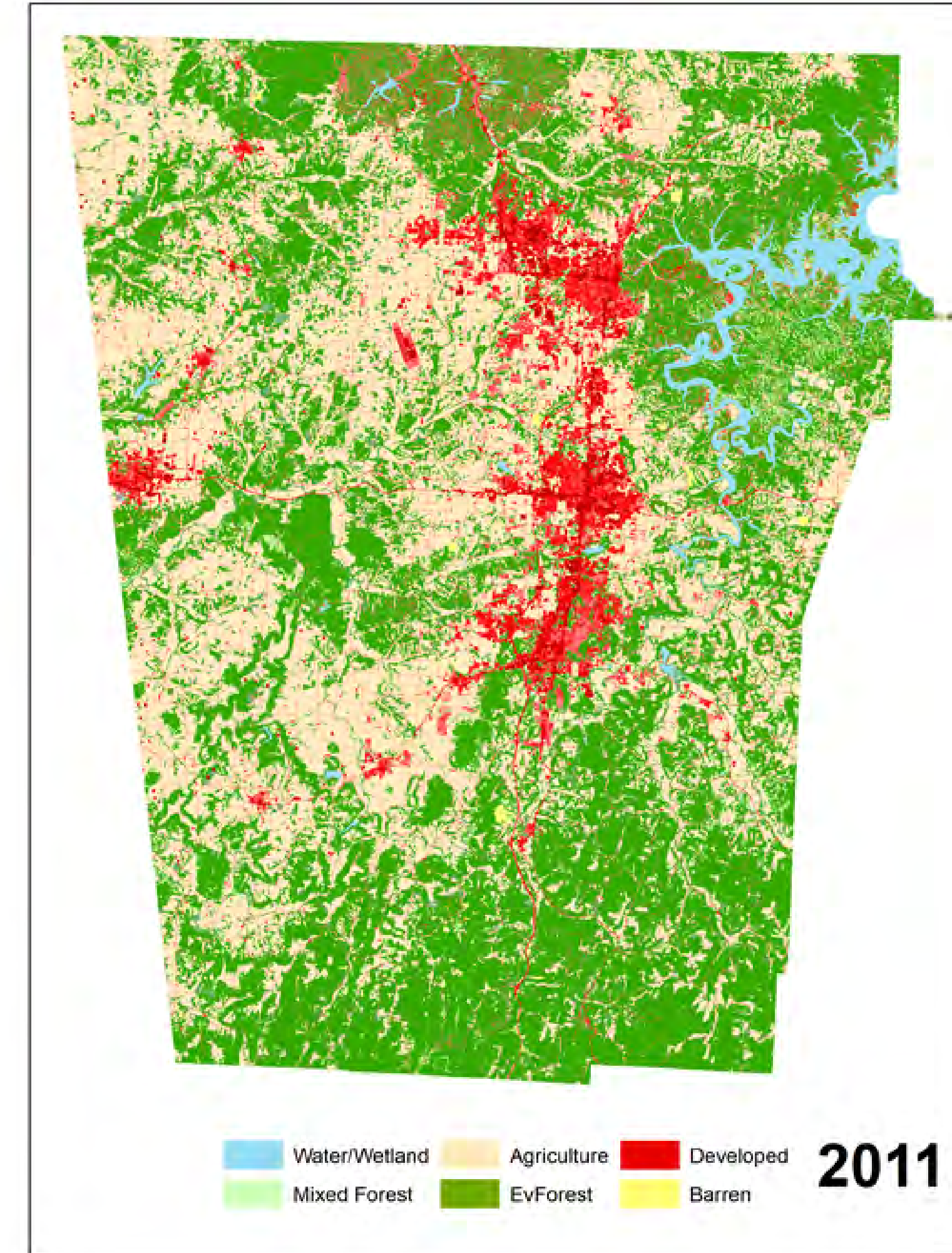
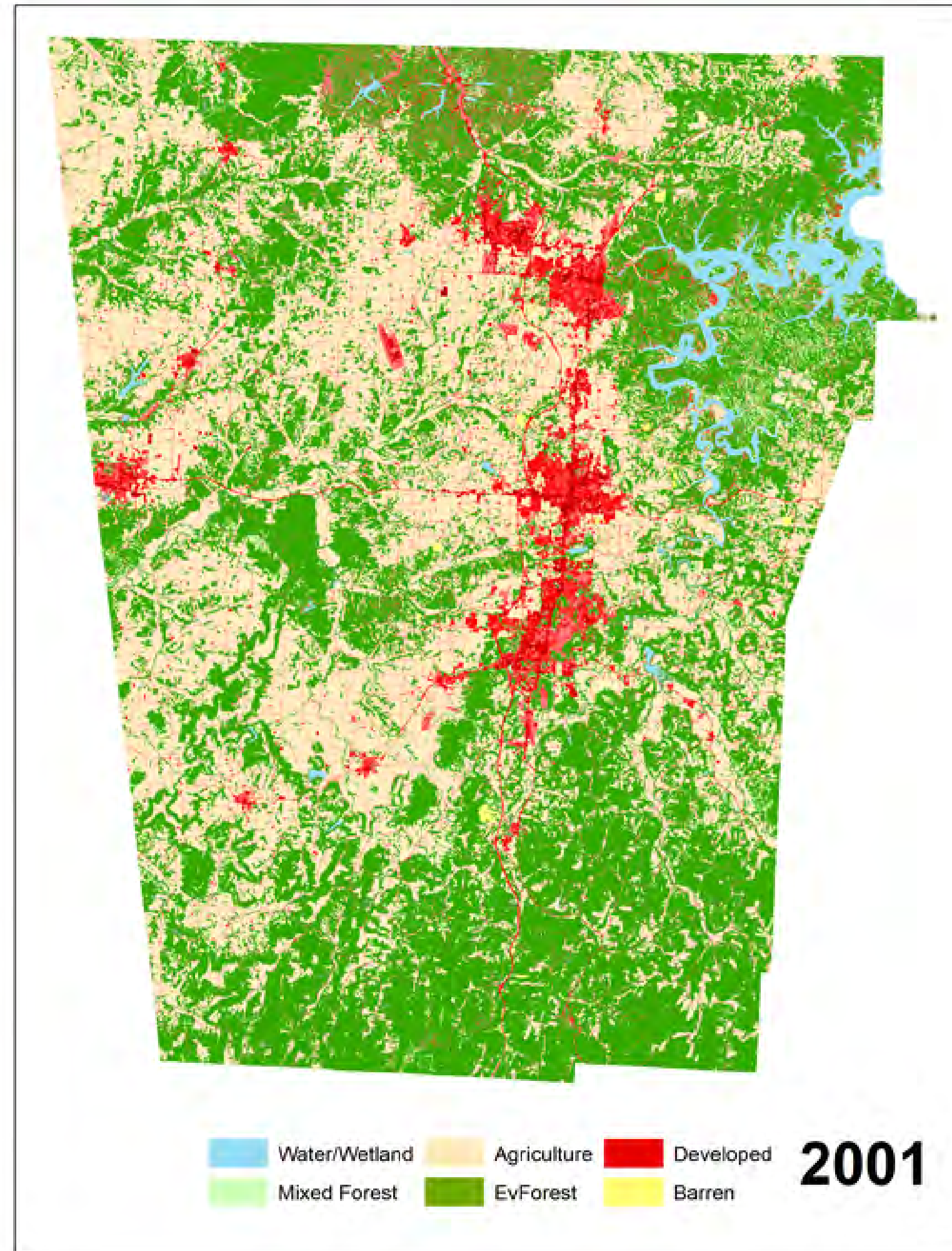
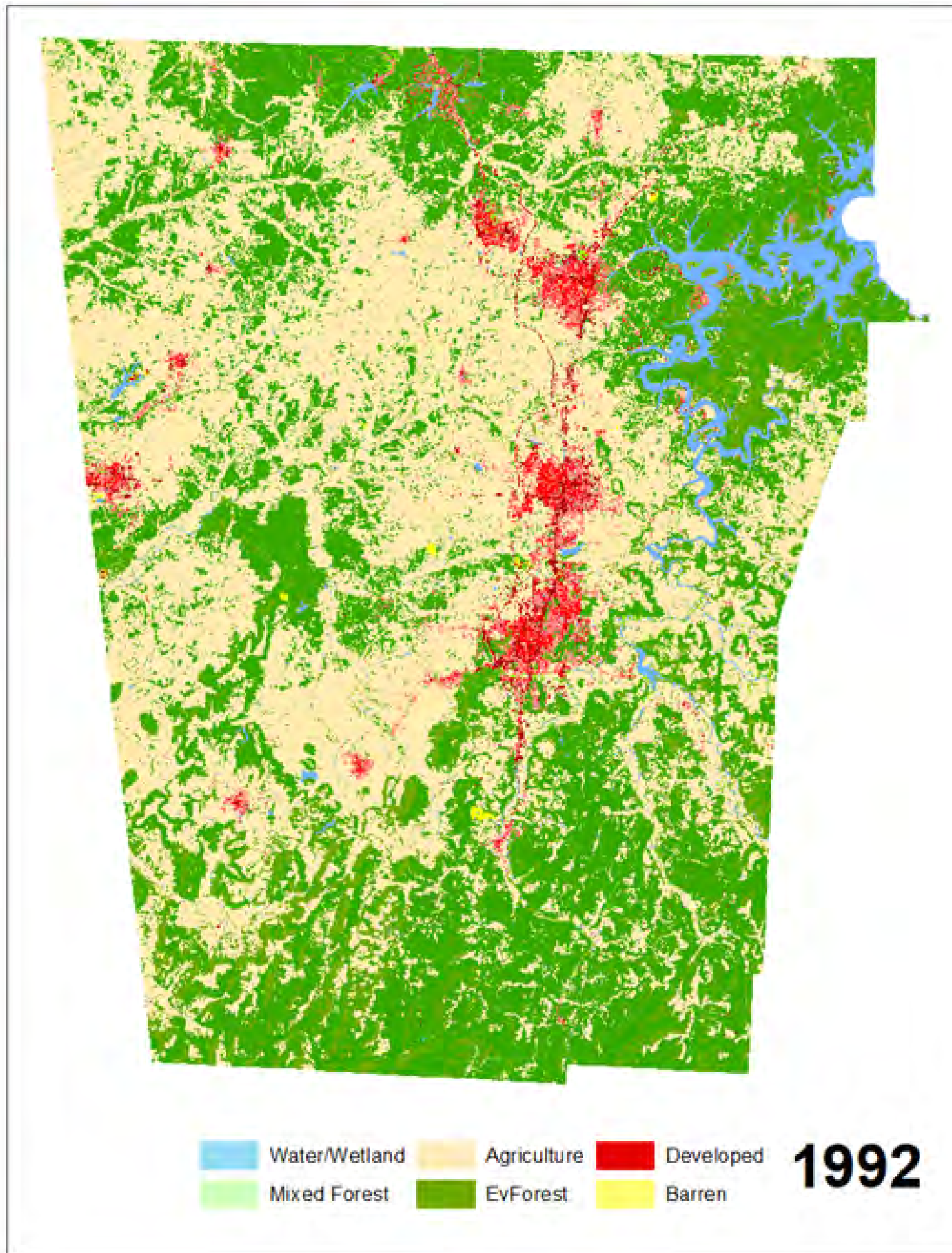


NWARPC 2045 Metropolitan Transportation Plan Update

Northwest Arkansas - Regional Growth

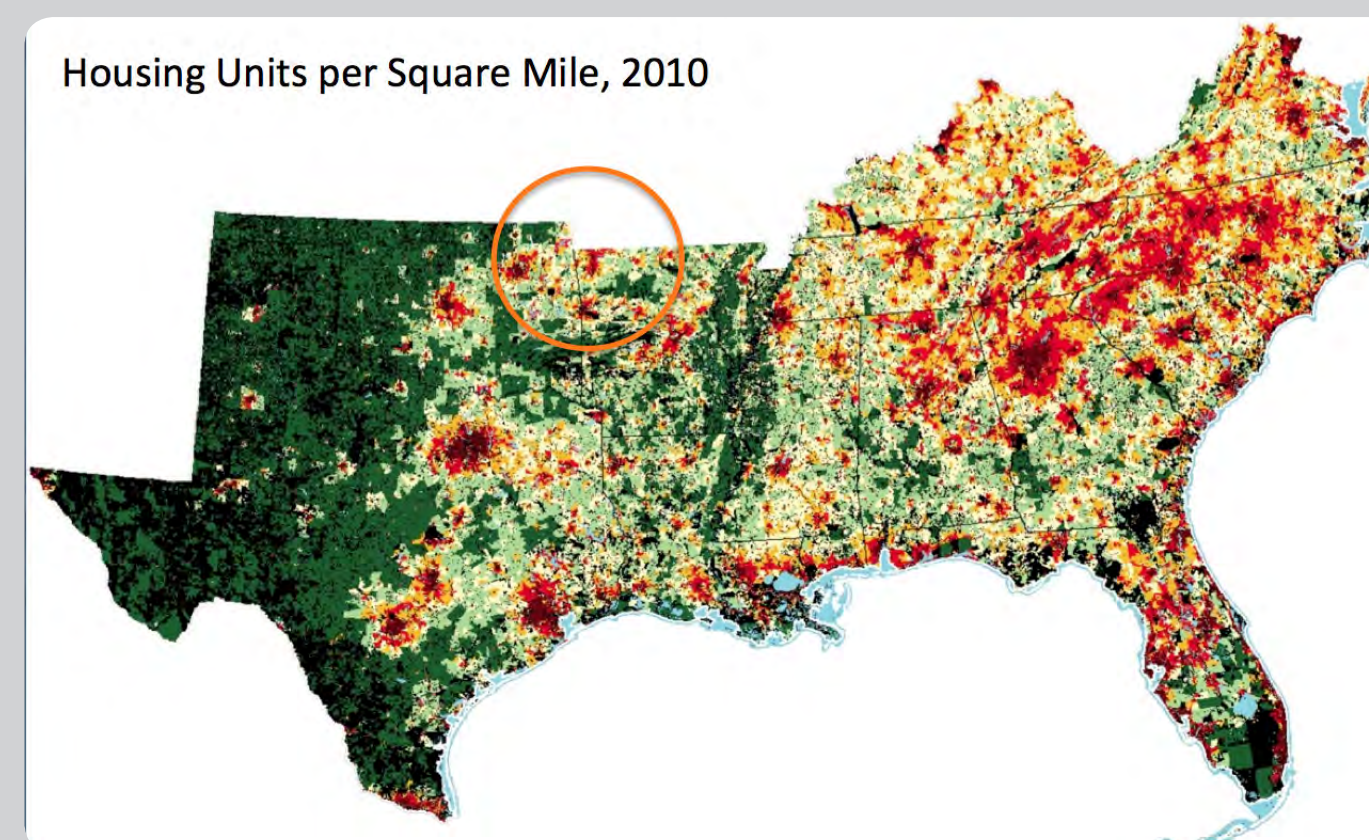
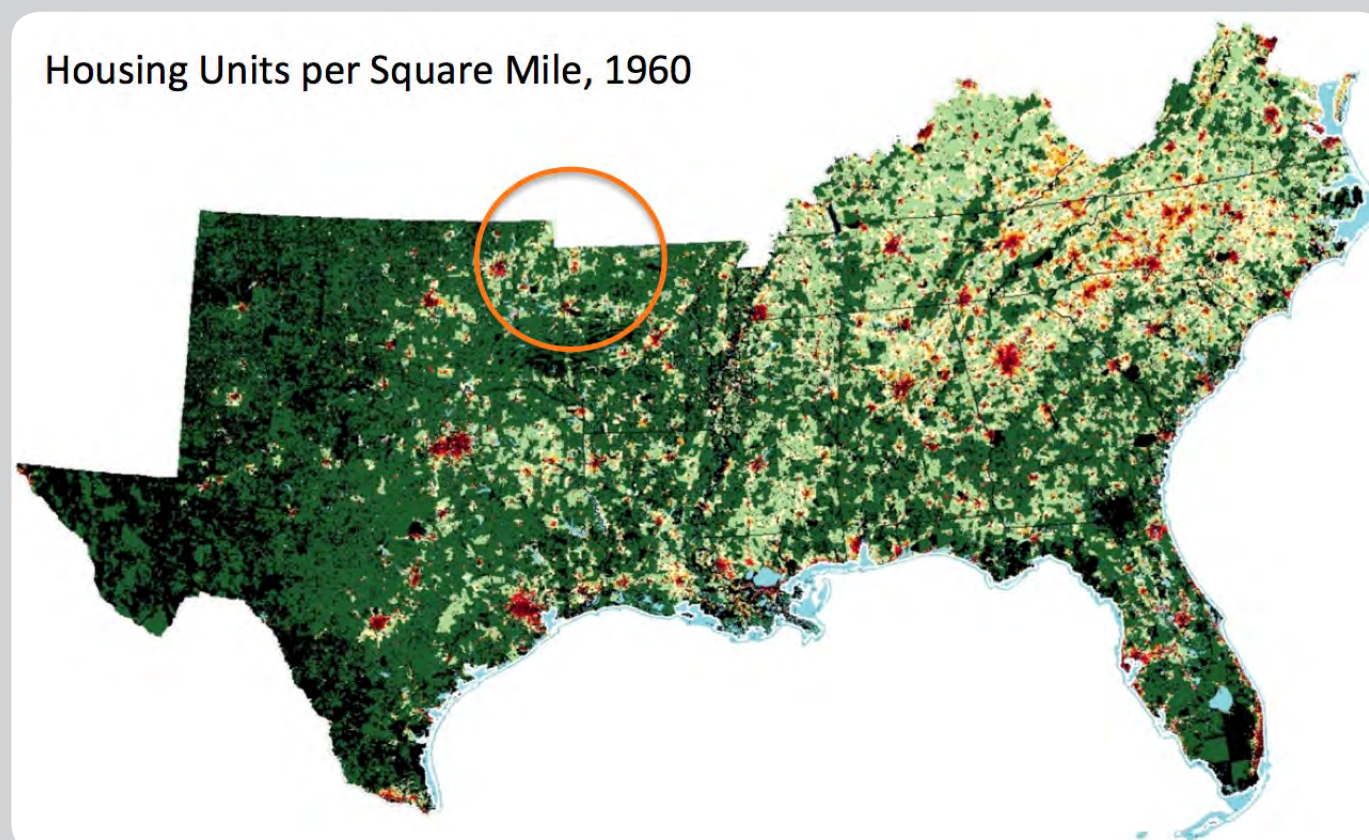
Growth in Northwest Arkansas

Source: National Land Cover Database (NLCD)



Growth in the Southeastern U.S.

» Source: USDA Forest Service; Volker Radeloff (University of Wisconsin) and Ann Ingerson (The Wilderness Society).



Population in Benton and Washington Counties:

1990 Census Pop 210,908
 2000 Census Pop 311,121
 2010 Census Pop 424,404
 2015 Census Est. Pop 475,149

2017 Census Est. Pop 498,296
 2018 Census Est. Pop 509,569
 2040 NWARPC Projection 802,372
 2045 NWARPC Projection 974,276



Metropolitan Transportation Plan

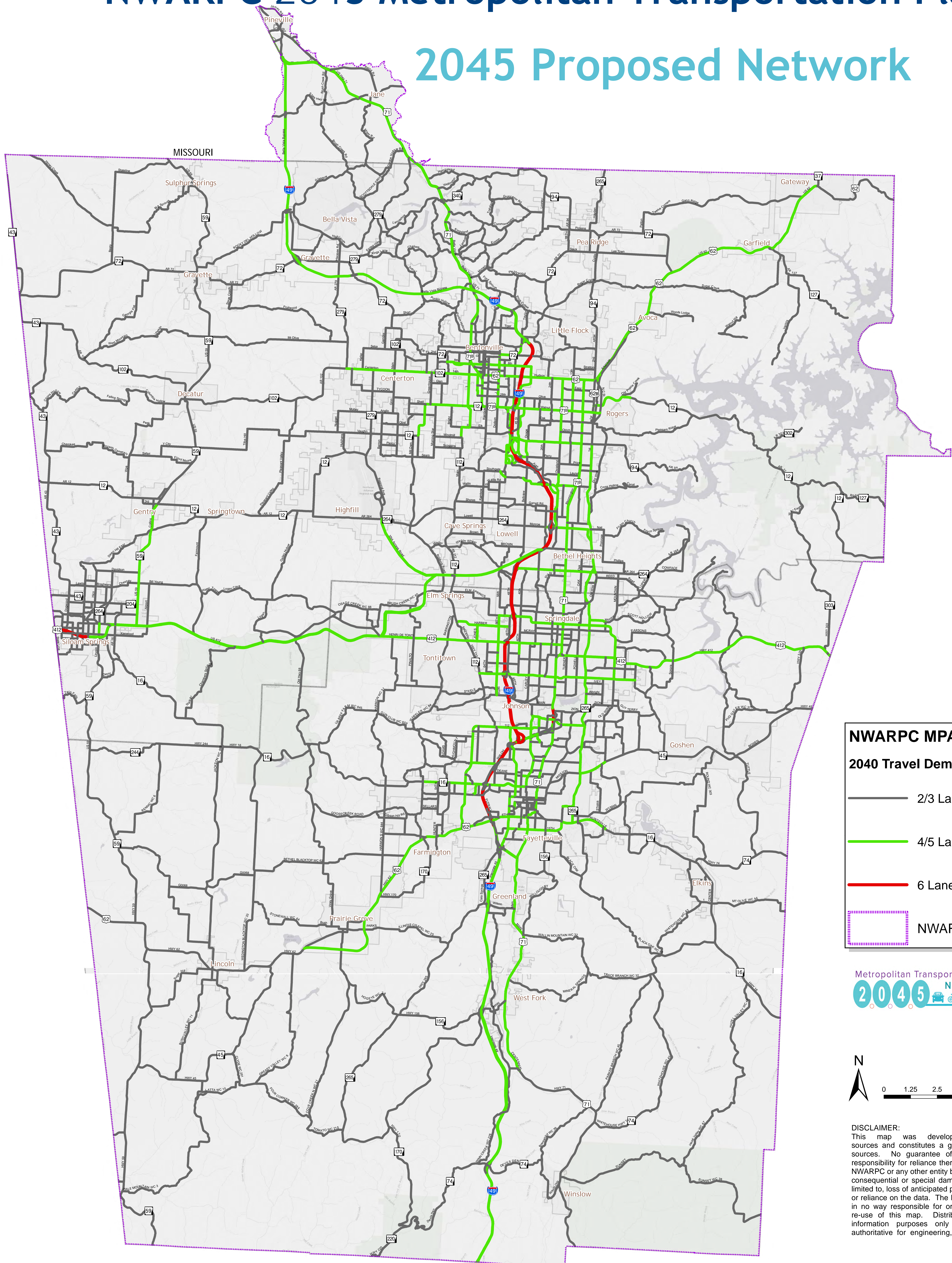


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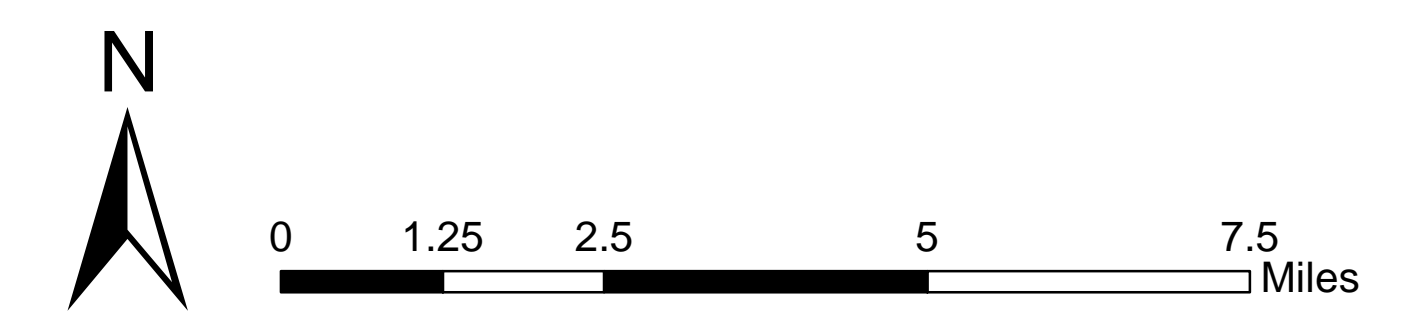
NWARPC 2045 Metropolitan Transportation Plan

2045 Proposed Network



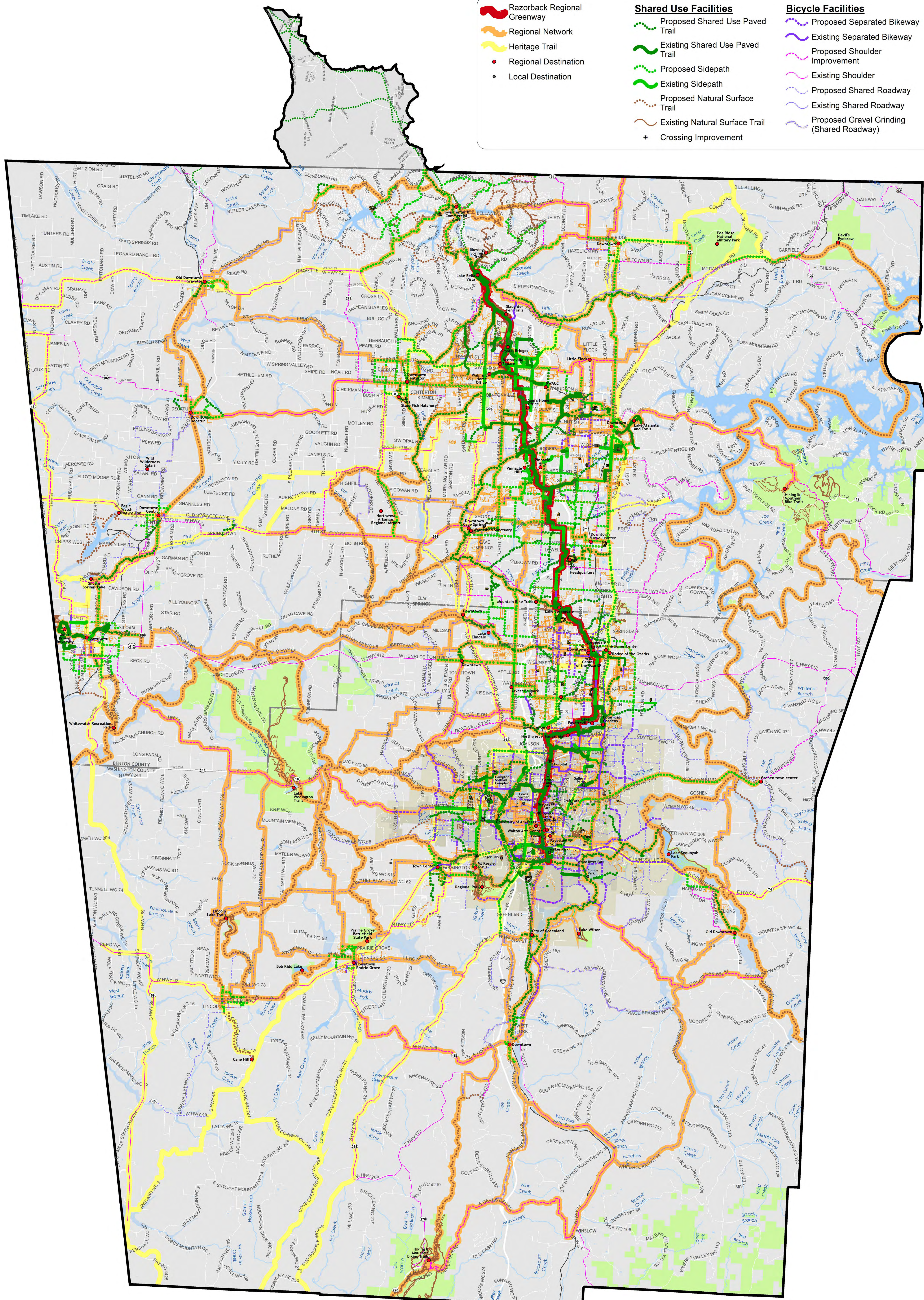
NWARPC MPA Future Network
2040 Travel Demand Model Forecast

- 2/3 Lanes
- 4/5 Lanes
- 6 Lanes
- NWARPC MPA Boundary



DISCLAIMER:
This map was developed from the best available sources and constitutes a graphic representation of these data sources. No guarantee of accuracy is granted, nor is any responsibility for reliance thereon assumed. In no event shall the NWARPC or any other entity be liable for direct, indirect, incidental, consequential or special damages of any kind, including, but not limited to, loss of anticipated profits or benefits arising out of use of or reliance on the data. The NWARPC and/or any other entity are in no way responsible for or liable for any misrepresentation or re-use of this map. Distribution of this map is intended for information purposes only and should not be considered authoritative for engineering, legal and other site-specific uses.

NWA Regional Bicycle and Pedestrian Master Plan



<ul style="list-style-type: none"> Razorback Regional Greenway Regional Network Heritage Trail Regional Destination Local Destination 	<p>Shared Use Facilities</p> <ul style="list-style-type: none"> Proposed Shared Use Paved Trail Existing Shared Use Paved Trail Proposed Sidepath Existing Sidepath Proposed Natural Surface Trail Existing Natural Surface Trail Crossing Improvement 	<p>Bicycle Facilities</p> <ul style="list-style-type: none"> Proposed Separated Bikeway Existing Separated Bikeway Proposed Shoulder Improvement Existing Shoulder Proposed Shared Roadway Existing Shared Roadway Proposed Gravel Grinding (Shared Roadway) 	<p>Pedestrian Facilities</p> <ul style="list-style-type: none"> Sidewalk Proposed Sidewalk Neighborhood/Park Trails 	<ul style="list-style-type: none"> City Limits Planning Area Waterbodies Railroad
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Regional Plan

WALK BIKE
Northwest Arkansas

NWA Regional Bicycle and Pedestrian Master Plan | 2014
 Prepared for the Northwest Arkansas Regional Planning Commission
 Prepared by Alta Planning + Design

29 Community Plans

GARFIELD WALK/BIKE ACTION PLAN

OVERVIEW
 Garfield is a rural community with a hometown atmosphere that has a population of 500 and covers 3 square miles. Garfield is rich with history and community. Neighboring communities include Rogers, Pea Ridge, Little Flock and Avoca. Pea Ridge National Military Park is a regional destination adjacent to Garfield. The community is characterized by low-density development in a rural and scenic landscape. There is a local elementary school housed in a building on the National Register of Historic Places. Nearly all roads in Garfield are narrow leaving little room for cyclists and cars to pass. Key opportunities include shoulder improvements along several main roads through the community allowing safer passage for motorists, pedestrians and cyclists, connecting citizens to city parks and commercial establishments and making Hamilton Park a trailhead for bicyclists. Most neighborhood roads and side roads in Garfield are excellent places to go for a walk/run or a bicycle ride. Garfield is part of the Fayetteville-Springdale-Rogers AR-MO Metropolitan Statistical Area. US Hwy 42 runs through downtown.

1 Individual Community Action Plans

Regional Destinations

- Pea Ridge National Military Park
- Rogers Lake Arboretum City Park
- Rogers Rail yard Bike Park

Other Key Destinations

- Hamilton City Park
- Shore Lake
- Cops of Englewood park site
- Whitney Mountain Lodge
- Schools
- Grocery Stores
- Library

WALK BIKE NORTHWEST ARKANSAS

NWARPC 2045 Metropolitan Transportation Plan

Population and Growth Trends

Population Trends

Incorporation Date	City	1940			1940 to 1950			1950 to 1960			1960 to 1970			1970 to 1980			1980 to 1990			1990 to 2000			2000 to 2010			2010 to 2018			State Rank	2018
		Total	Added	% Change	Total	Added	% Change	Total	Added	% Change	Total	Added	% Change	Total	Added	% Change	Total	Added	% Change	Total	Added	% Change	Total	Added	% Change					
BENTON		3,550	1,412	39.77%	738	5,700	14.87%	5,350	11,050	93.86%	6,379	17,429	57.73%	7,263	24,692	41.67%	14,137	38,829	57.25%	17,135	55,964	44.13%	11,636	67,600	20.79%	8				
6/6/1881	Rogers	2,359	583	24.71%	707	3,649	24.03%	1,859	5,508	50.95%	3,248	8,756	58.97%	2,501	11,257	28.56%	8,473	19,730	75.27%	15,571	35,301	78.92%	15,810	51,111	44.79%	10				
4/3/1873	Bentonville																									17				
11/7/2006	Bella Vista																									28				
12/22/1881	Siloam Springs	2,764	506	18.31%	683	3,953	20.89%	2,056	6,009	52.01%	1,931	7,940	32.14%	211	8,151	2.66%	2,692	10,843	33.03%	4,196	15,039	38.70%	1,952	16,991	12.98%	28				
9/7/1914	Centerton	219	-19	-8.68%	-23	177	-11.50%	135	312	76.27%	113	425	36.22%	66	491	15.53%	1,655	2,146	337.07%	7,369	9,515	343.38%	6,055	15,570	63.64%	39				
8/17/1905	Lowell	271	70	25.83%	-64	277	-18.77%	376	653	135.74%	425	1,078	65.08%	146	1,224	13.54%	3,789	5,013	309.56%	2,314	7,327	46.16%	2,095	9,422	28.59%	47				
11/7/1935	Pea Ridge	72	196	272.22%	112	380	41.79%	708	1,088	186.32%	400	1,488	36.76%	132	1,620	8.87%	726	2,346	44.81%	2,448	4,794	104.35%	1,251	6,045	26.10%	62				
7/9/1898	Gentry	726	3	0.41%	-43	686	-5.90%	336	1,022	48.98%	446	1,468	43.64%	258	1,726	17.57%	439	2,165	25.43%	1,260	3,425	58.20%	443	3,868	12.93%	91				
1/27/1899	Gravette	865	29	3.35%	-39	855	-4.36%	299	1,154	34.97%	64	1,218	5.55%	194	1,412	15.93%	398	1,810	28.19%	1,303	3,113	71.99%	297	3,410	9.54%	114				
11/16/1970	Little Flock																									104				
8/9/1967	Bethel Heights							284	284		12	296	4.23%	-15	281	-5.07%	433	714	154.09%	1,658	2,372	232.21%	380	2,752	16.02%	111				
3/5/1910	Cave Springs	285	-18	-6.32%	14	281	5.24%	188	469	66.90%	-40	429	-8.53%	36	465	8.39%	638	1,103	137.20%	828	1,931	75.07%	3,039	4,970	157.38%	145				
5/25/1908	Decatur	358	-8	-2.23%	65	415	18.57%	432	847	104.10%	166	1,013	19.60%	-95	918	-9.38%	396	1,314	43.14%	385	1,699	29.30%	101	1,800	5.94%	147				
7/17/1958	Highfill				92	92		-12	80	-13.04%	12	92	15.00%	-8	84	-8.70%	295	379	351.19%	204	583	53.83%	64	647	10.98%	253				
8/26/1890	Sulphur Springs	435	108	24.83%	-83	460	-15.29%	43	503	9.35%	-7	496	-1.39%	27	523	5.44%	148	671	28.30%	-160	511	-23.85%	-47	464	-9.20%	269				
3/15/1938	Garfield	104	-21	-20.19%	-35	48	-42.17%	115	163	239.58%	24	187	14.72%	121	308	64.71%	182	490	59.09%	12	502	2.45%	74	576	14.74%	274				
3/16/1966	Avoca							173	173		83	256	47.98%	13	269	5.08%	154	423	57.25%	65	488	15.37%	32	520	6.56%	277				
8/27/1934	Gateway	57	40	70.18%	-34	63	-35.05%	20	83	31.75%	-8	75	-9.64%	-10	65	-13.33%	51	116	78.46%	289	405	249.14%	69	474	17.04%	309				
6/7/1909	Springtown																									475				
	Elm Springs*																									*				
	Springdale*																									*				
	Inc. BC	12,065	2,881	14,946	23.88%	2,090	17,036	13.98%	12,362	29,398	72.56%	13,911	43,309	47.32%	12,028	55,337	27.77%	36,374	92,815	67.73%	86,041	178,856	92.70%	46,562	225,418	26.03%				
	Uninc. BC	24,083	-953	23,130	-3.96%	-3,894	19,236	-16.84%	1,842	21,078	9.58%	13,728	34,806	65.13%	7,356	42,162	21.13%	19,533	60,591	43.71%	-18,108	42,483	-29.89%	4,707	47,190	11.08%				
	Benton Co Totals	36,148	1,928	38,076	5.33%	-1,804	36,272	-4.74%	14,204	50,476	39.16%	27,639	78,115	54.76%	19,384	97,499	24.81%	55,907	153,406	57.34%	67,933	221,339	44.28%	51,269	272,608	23.16%				
Washington																														
8/23/1870	Fayetteville	8,212	8,859	17,071	107.88%	3,203	20,274	18.76%	10,455	30,729	51.57%	5,875	36,604	19.12%	5,495	42,099	15.01%	15,948	58,047	37.88%	15,533	73,580	26.76%	13,171	86,751	17.90%	3			
10/15/1946	Farmington					216	216		692	908	320.37%	375	1,283	41.30%	39	1,322	3.04%	2,283	3,605	172.69%	2,369	5,974	65.71%	1,244	7,218	20.82%	55			
7/25/1888	Prairie Grove	887	52	939	5.86%	117	1,056	12.46%	526	1,582	49.81%	126	1,708	7.96%	53	1,761	3.10%	779	2,540	44.24%	1,886	4,426	74.25%	1,887	6,313	42.63%	81			
3/6/1961	Johnson							274	274		245	519	89.42%	80	599	15.41%	1,720	2,319	287.15%	1,035	3,354	44.63%	382	3,736	11.39%	76				
2/19/1964	Elkins							418	418		161	579	38.52%	113	692	19.52%	559	1,251	80.78%	1,397	2,648	111.67%	531	3,179	20.05%	102				
11/21/1909	Tontitown	189	14	203	7.41%	6	209	2.96%	217	426	103.83%	145	571	34.04%	-111	460	-19.44%	482	942	104.78%	1,518	2,460	161.15%	1,543	4,003	62.72%	108			
5/18/1885	West Fork	359	-8	351	-2.23%	-1	350	-0.28%	460	810	131.43%	716	1,526	88.40%	81	1,607	5.31%	435	2,042	27.07%	275	2,317	13.47%	318	2,635	13.72%	115			
11/21/1907	Lincoln	720	51	771	7.08%	49	820	6.36%	203	1,023	24.76%	399	1,422	39.00%	38	1,460	2.67%	292	1,752	20.00%	497	2,249	28.37%	225	2,474	10.00%	121			
3/14/1910	Greenland	114	50	164	43.86%	-37	127	-22.56%	523	650	411.81%	-28	622	-4.31%	135	757	21.70%	150	907	19.82%	387	1,294	42.67%	140	1,434	10.82%	174			
10/11/1982	Goshen																									186				
2/27/1905	Winslow	248	0	248	0.00%	-65	183	-26.21%	44	227	24.04%	20	247	8.81%	95	342	38.46%	57	399	16.67%	-8	391	-2.01%	36	427	9.21%	311			
	Elm Springs*	156	61	217	39.10%	21	238	9.68%	22	260	9.24%	521	781	200.38%	112	893	14.34%	138	1,031	15.45%	725	1,756	70.32%	484	2,240	27.56%				
	Springdale*	3,319	2,516	5,835	75.81%	4,241	10,076	72.68%	6,707	16,783	66.56%	6,675	23,458	39.77%	5,576	29,034	23.77%	13,846	43,787	50.81%	20,408	64,195	46.61%	9,331	73,526	14.54%				
	Inc. WC	14,204	11,595	25,799	81.63%	7,750	33,549	30.04%	20,541	54,090	61.23%	15,230	69,320	28.16%	12,295	81,615	17.74%	37,759	119,374	46.26%	46,341	165,715	38.82%	30,100	195,815	18.16%				
	Uninc. WC	26,910	-2,730	24,180	-10.14%	-1,932	22,248	-7.99%	1,032	23,280	4.64%	0	23,280	0.00%	620	23,900	2.66%	6,547	38,341	60.42%	-991	37,350	-10.16%	3,796	41,146	10.16%				
	Washington Co Totals	41,114	8,865	49,979	21.56%	5,818	55,797	11.64%	21,573	77,370	38.66%	23,124	100,494	29.89%	12,915	113,409	12.85%	44,306	157,715	39.07%	45,350	203,065	28.75%	33,896	236,961	16.69%				
2 County																														
	Springdale	3,319	2,516	5,835	75.81%	4,241	10,076	72.68%	6,707	16,783	66.56%	6,675	23,458	39.77%	5,576	29,034	23.77%	13,846	43,787	50.81%	20,408	64,195	46.61%	9,331	73,526	14.54%				
	Elm Springs	156	61	217	39.10%	21	238	9.68%	22	260	9.24%	521	781	200.38%	112	893	14.34%	151	1,044	16.91%	849	1,893	81.32%	522	2,415	10.82%	157			
	2 County Totals	77,262	10,793	88,055	13.97%	4,014	92,069	4.56%	35,777	127,846	38.86%	50,763	178,609	39.71%	32,299	210,908	18.08%	100,213	311,121	47.52%	113,283	424,404	36.41%	85,165						

NWARPC 2045 Metropolitan Transportation Plan Performance Based Planning and Measures

The Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 continued by the Fixing America's Surface Transportation Act (FAST Act) in 2015 directs the U.S. Department of Transportation to establish a set of performance measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision-making through performance-based planning and programming throughout the rulemaking process. State Departments of Transportation (DOTs), providers of public transportation and the Northwest Arkansas Regional Planning Commission must:

- Establish performance targets that reflect the measures
- Report on progress towards achieving those targets
- Develop performance based plans for safety and asset management
- Implement a performance based approach to planning and programming

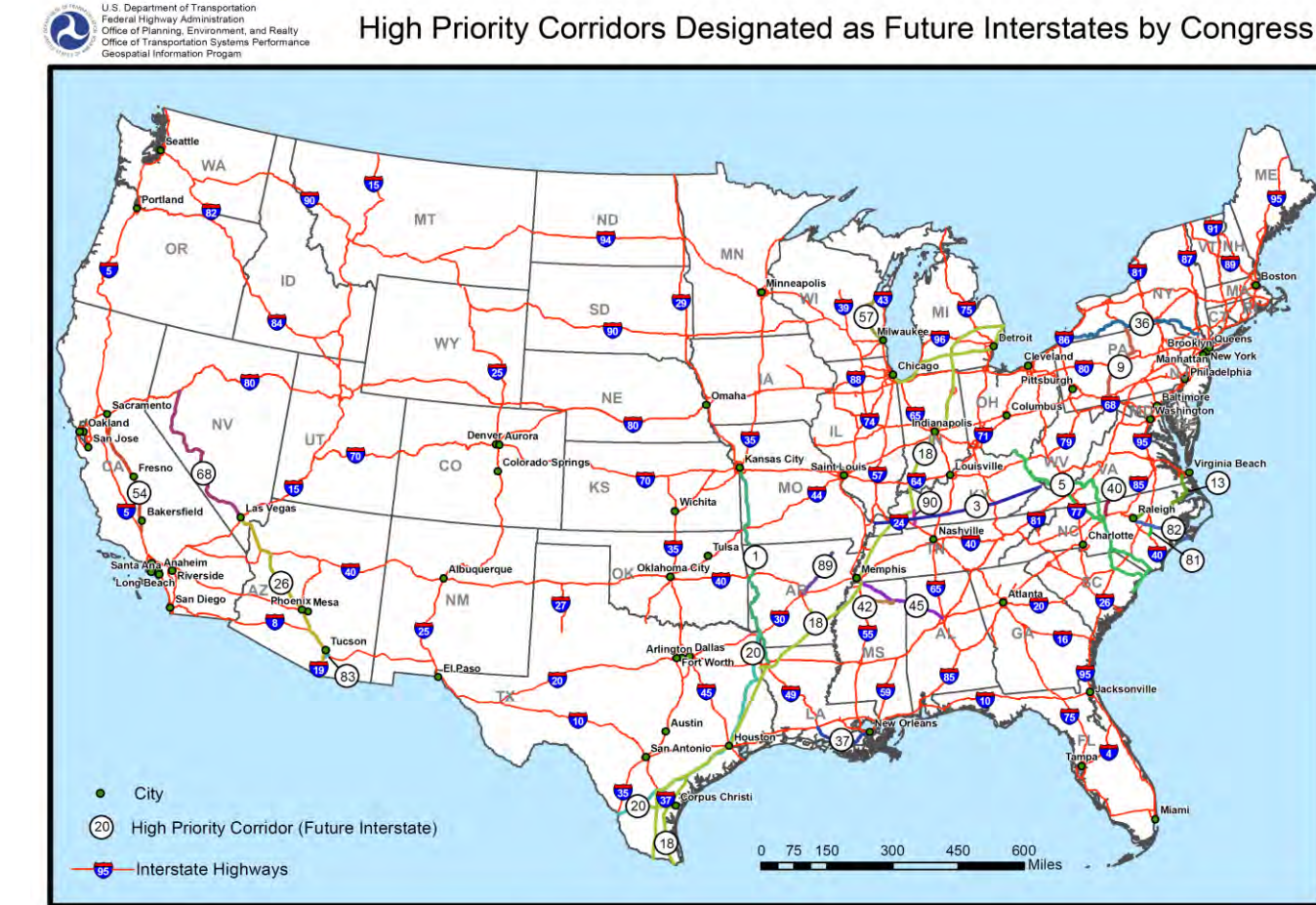
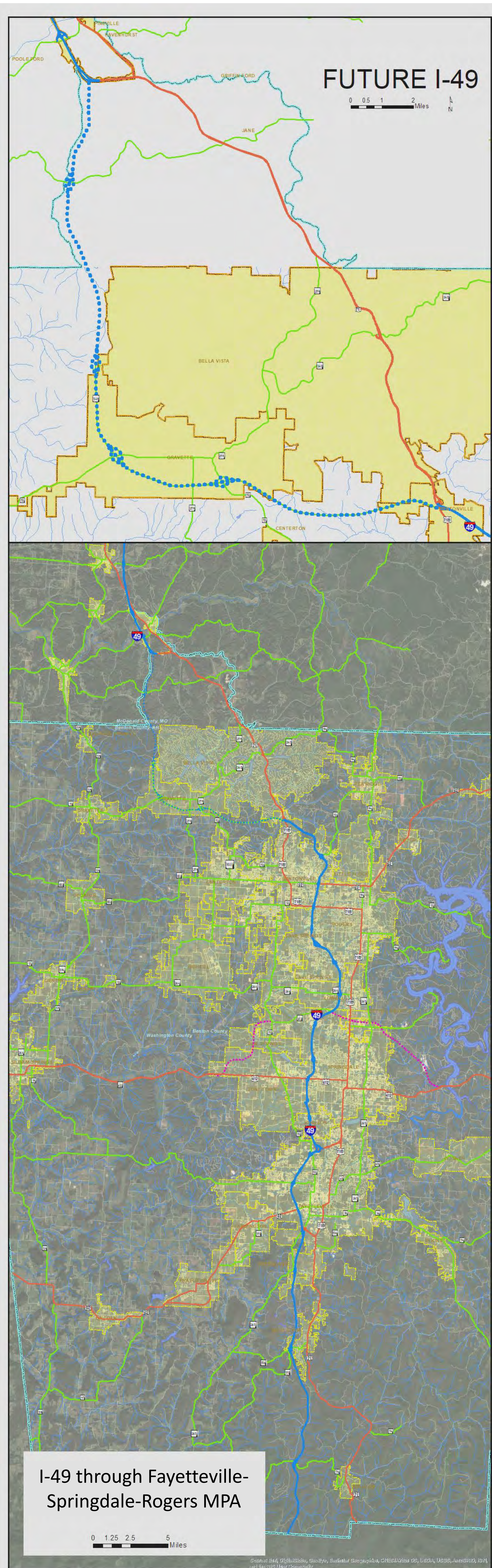
NWARPC SUPPORTED ARDOT AND MoDOT TARGETS					
Northwest Arkansas Regional Planning Commission - September 26, 2018 - Res. No.13					
SAFETY		MoDOT CY 2018	MoDOT CY 2019	ARDOT CY 2018	ARDOT CY 2019
Number of Fatalities		857.7	872.3	555	543
Fatality Rate per 100 Million VMT		1.163	1.16	1.662	1.615
Number of Serious Injuries		4,559.3	4,433.8	3,470.0	3,637.0
Serious Injury Rate per 100 Million VMT		6.191	6.168	10.419	10.824
Number of Non-Motorized Fatalities and Serious Injuries		431.9	445.4	149	170
PAVEMENTS		MoDOT 2-year	MoDOT 4-year	ARDOT 2-year	ARDOT 4-year
Percentage of Interstate Pavements in Good Condition			77.5%		79.0%
Percentage of Interstate Pavements in Poor Condition			0.0%		5.0%
Percentage of non-Interstate NHS Pavements in Good Condition		61.1%	61.1%	48.0%	44.0%
Percentage of non-Interstate NHS Pavements in Poor Condition		1.0%	1.0%	10.0%	12.0%
BRIDGE		MoDOT 2-year	MoDOT 4-year	ARDOT 2-year	ARDOT 4-year
Percent of NHS bridges by deck area classified as Good condition		30.9%	30.9%	50.0%	50.0%
Percent of NHS bridges by deck area classified as Poor condition		7.1%	7.1%	4.0%	6.0%
TRAVEL TIME RELIABILITY		MoDOT 2-year	MoDOT 4-year	ARDOT 2-year	ARDOT 4-year
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate		88.9%	87.1%	91.0%	89.0%
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS			87.8%		90.0%
Freight Reliability Measure: Truck Travel Time Reliability Index		1.28	1.30	1.45	1.52

NWARPC MPO SPONSORED TRANSIT ASSET MANAGEMENT PLAN TARGETS **Northwest Arkansas Regional Planning Commission - September 26, 2018 - Res. No. 12**

MPO SPONSORED TRANSIT ASSET MANAGEMENT PLAN	Asset Category	FY2019	FY2020	FY2021	FY2022	FY2023
Revenue Vehicles						
Age - % of revenue vehicles within a particular asset class that have exceeded their age ULB	BU - Bus	25%	25%	20%	20%	20%
	CU - Cutaway Bus	25%	25%	20%	20%	20%
	MV - Mini-van	25%	25%	20%	20%	20%
Mileage - % of revenue vehicles within a particular asset class that have exceeded their mileage ULB	BU - Bus	25%	25%	20%	20%	20%
	CU - Cutaway Bus	25%	25%	20%	20%	20%
	MV - Mini-van	25%	25%	20%	20%	20%
Cumulative Condition Score - % of revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	BU - Bus	25%	25%	20%	20%	20%
	CU - Cutaway Bus	25%	25%	20%	20%	20%
	MV - Mini-van	25%	25%	20%	20%	20%
Equipment						
Cumulative Condition Score - % of non-revenue vehicles within a particular asset class that score below 2.0 on the TERM Scale	Non-Revenue/Service Vehicle	50%	50%	50%	50%	50%
Equipment						
Condition Score - % of Facilities that score below 2.0 on the TERM Scale	Administration	25%	25%	25%	25%	25%
	Maintenance	25%	25%	25%	25%	25%
	U of A Passenger Facilities	25%	25%	25%	25%	25%

NWARPC 2045 Metropolitan Transportation Plan

30+ Years in the Making: Interstate 49 from Ft. Smith to Kansas City



Note: The FAST Act included the entirety of the Interstate System—including Interstate facilities not located on the PHFS—in the NHFN; however, all Interstate System roadways may not yet be reflected on the national and state NHFN maps and tables. FHWA will update the maps and tables on a periodic basis, incorporating any Interstate System routes missing currently, as well as those new roads added to the Interstate System that become part of the "non-PHFS Interstate System Highways" component of the NHFN under 23 U.S.C. 167(c)(2)(D).

Better Utilizing Investments to Leverage Development (BUILD)

Increased emphasis on projects located in rural areas. \$15 billion ready for projects with significant local or regional impact. Apply by July 19, 2018. Follow us @USDOT

Discretionary Grant Program I-49 Missouri-Arkansas Connector

NWARPC prepared and submitted a BUILD grant on July 18, 2018 for a \$25 million grant to be used solely on the I-49 Missouri-Arkansas Connector. The Secretary of Transportation announced in December 2018 that NWARPC's application was approved.

The \$25 million grant will complete the funding gap in Missouri and enable MoDOT to construct 4.8 miles of I-49 in the McDonald County portion of NWARPC's MPA. The BUILD grant allowed ARDOT to move forward to complete the voter-approved 14.1-mile section of I-49 in Benton County - a \$102M ½ cent sales tax (CAP) construction project.

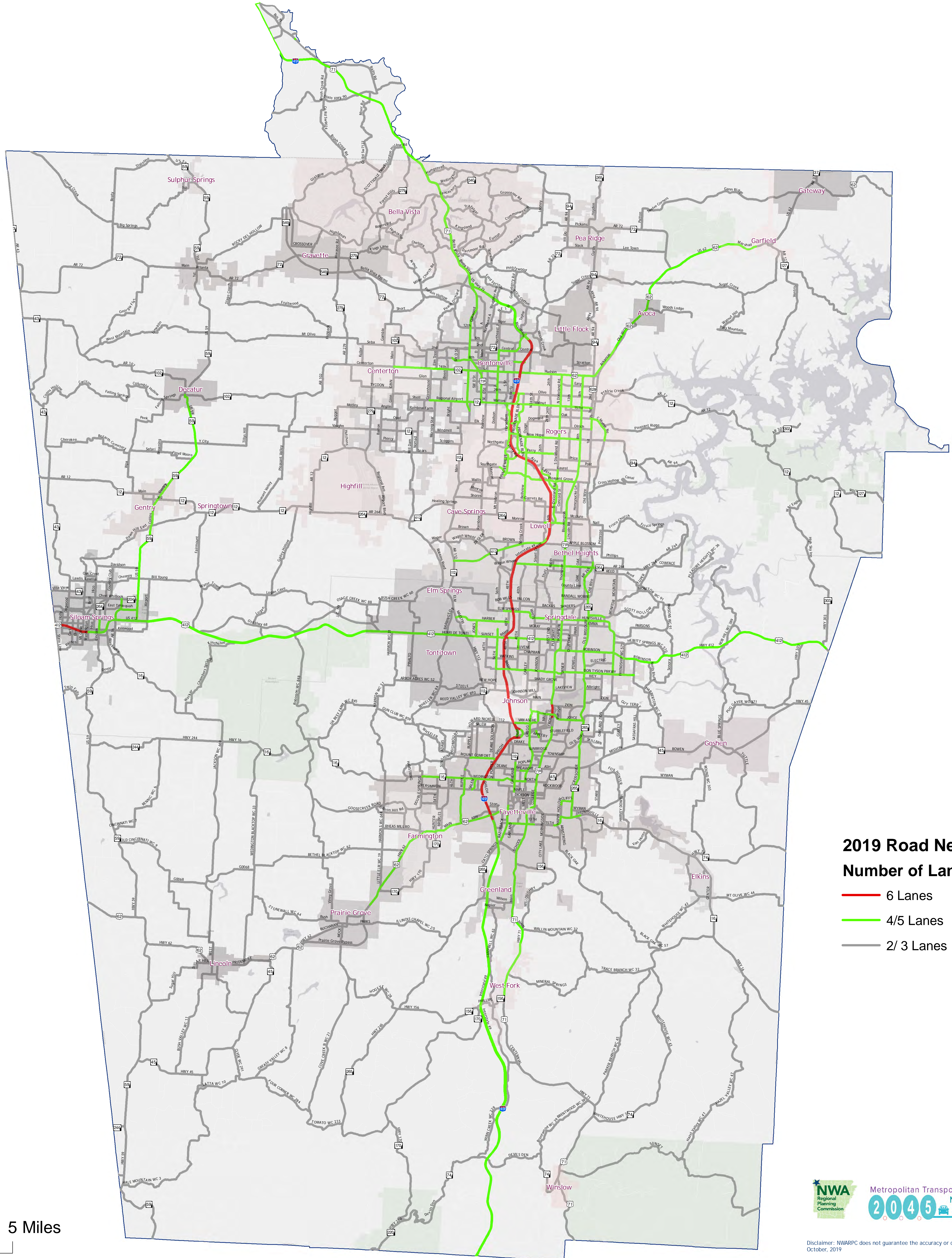
These three projects complete I-49 From I-40 (Alma, AR) to I-35/I-29 (Kansas City, MO).

HISTORY OF I-49

- 1991** Arkansas Highway Commission (AHC) adopts the Kansas City, Missouri to Shreveport, Louisiana Highway Feasibility Corridor Study as a guide for improvements within the US 71 Corridor.
- 1992** AHC, approves planning study for US 71 between McKisic Creek and the Missouri state line.
- 1995** The Bypass study completed.
- 2000** Federal Highway Administration (FHWA) approves the location of the Bypass.
- 2001** The Arkansas State Highway and Transportation Department (AHTD) conducts the Arkansas Statewide Preliminary Toll Road Feasibility Study. AHC authorizes design consultant for the bypass. The results of the planning-level assessment for the project indicates that the bypass is feasible for tolling.
- 2003** Act 296 passed to allow the AHC to be a toll authority and issue bonds for construction of toll projects.
- 2004** Bella Vista Bypass Traffic, Revenue and Toll Feasibility Study considers the feasibility of constructing the US 71 Bypass using toll financing. Missouri voters approve Amendment 3 for the Smoother, Safer, Sooner program, which allowing funding for the Missouri portion of the Bypass.
- 2006** The Bypass is included in the MoDOT STIP. The Bypass Toll Study updated with findings from the Bypass Traffic, Revenue and Toll Feasibility Study(2004). ARDOT hires Toll Facility Advisor, Financial Advisor, Toll Counsel, and Bond Counsel.
- 2007** The Bypass is included in the AHTD 2007-2010 STIP as a toll facility and in the MoDOT STIP. Right-of-way acquisition services begin in Arkansas. Toll Facility Advisor and Financial Advisor reports a funding shortfall with tolling, and existing federal aid is already in use.
- 2009** Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Letter of Interest submitted. AHC and Missouri Highway Commission (MHC) conduct joint meeting in Bella Vista to endorse the ARRA TIGER Discretionary Grant application. Draft Bella Vista Bypass Traffic and Revenue Report Submitted. Final environmental documentation is submitted to FHWA.
- 2010** Notification of Grant Award by USDOT \$10,000,000 (Bella Vista Bypass from AR 72 S to AR 72 N).
- 2011** Construction of TIGER I Project in Arkansas begins.
- 2012** Arkansas voters pass a 0.5 % sales tax increase (Connecting Arkansas Program).
- 2014** Tiger I Project substantially complete and open to traffic.
- 2015** AR 72 N-Co. Rd. 34 completed in Arkansas.
- 2017** US 71B-AR 72 S completed in Arkansas.
- 2018** NWARPC receives BUILD Grant \$25,000,000 for the remaining MO 4.8 mile gap.
- 2019** ARDOT awards bids to complete I-49 in AR.
- 2022** Bella Vista Bypass to open by ARDOT and MODOT, completing I-49 between Fort Smith, Arkansas and Kansas City, Missouri.

NWARPC 2045 Metropolitan Transportation Plan

2019 Road Network



2019 Road Network
Number of Lanes

- 6 Lanes
- 4/5 Lanes
- 2/ 3 Lanes

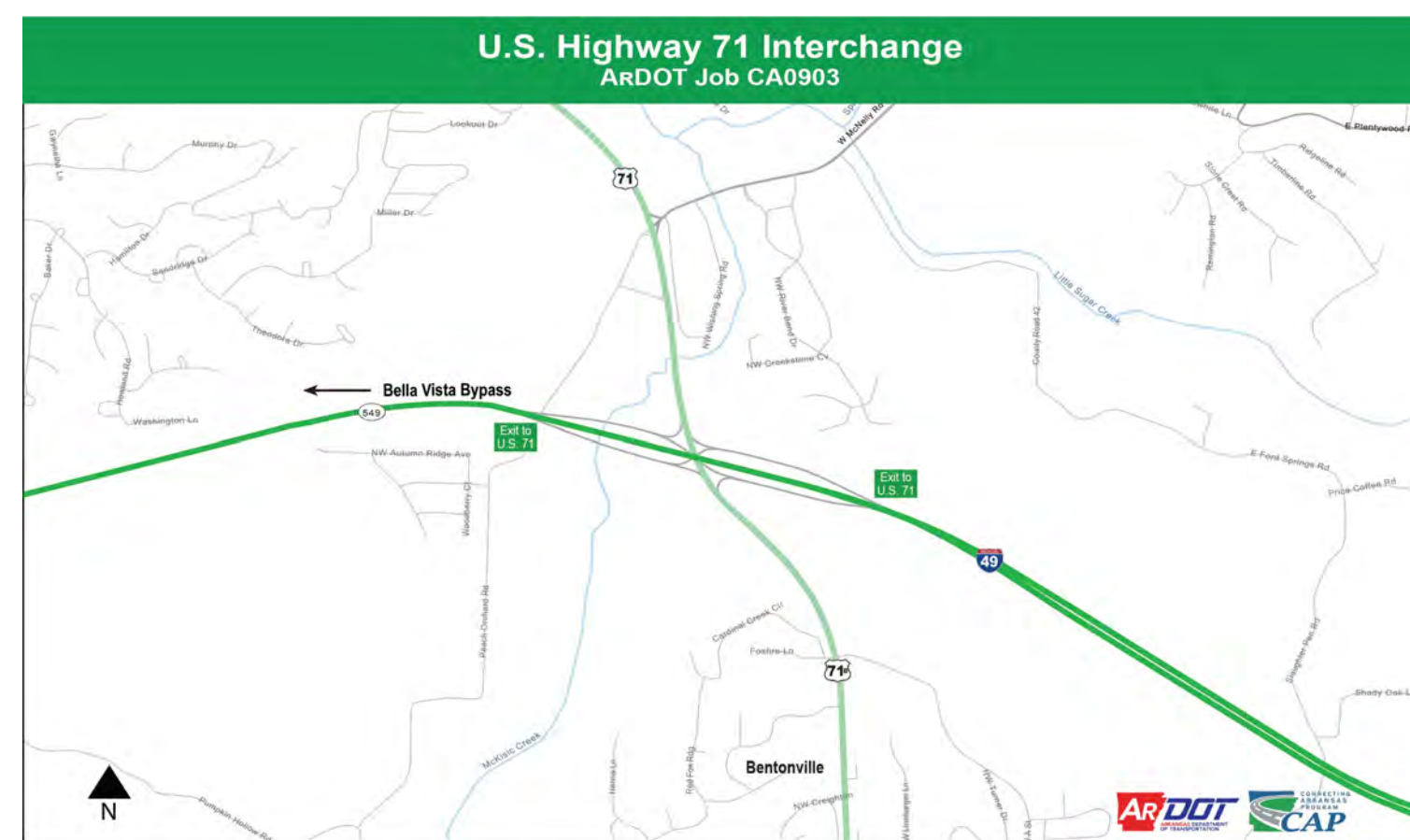


NWARPC 2045 Metropolitan Transportation Plan

Connecting Arkansas Projects (CAP) I-49 Projects

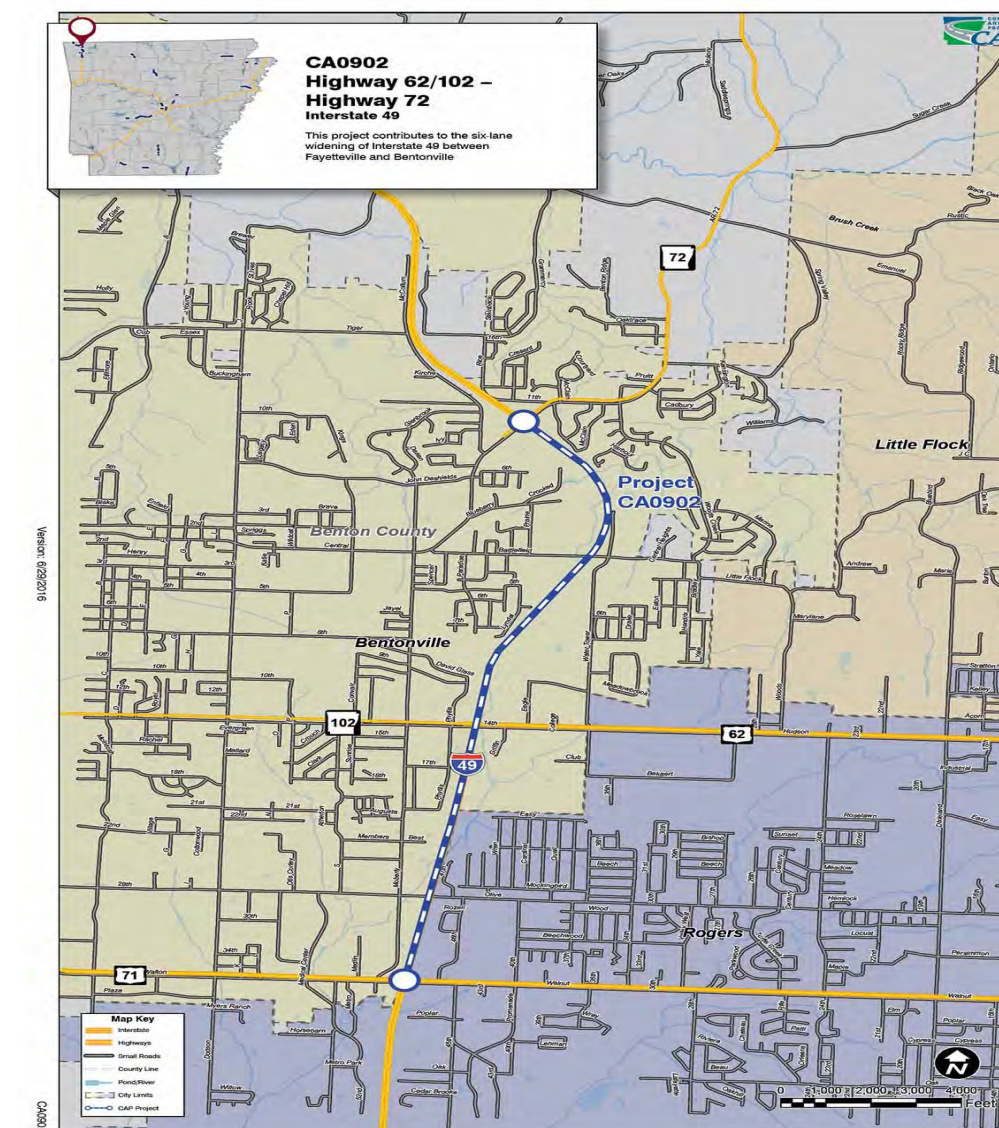
- In 2012, 58% of the Arkansas voters passed a temporary ten-year ½ cent sales tax
- The state sales tax increased from 6% to 6.5% and generated approximately \$1.8 billion in funding for the ten-year transportation program
- 2012 CAP funding included eight I-49 projects in Benton and Washington County for a total of \$378 million

- Bids were approved by the Arkansas State Highway Commission (ASHC)
- \$87 million in additional turn back funds to be used by the 34 jurisdictions in Benton and Washington County over 10 years
- Bids were opened and awarded by Arkansas Department of Transportation (ARDOT, formerly AHTD)



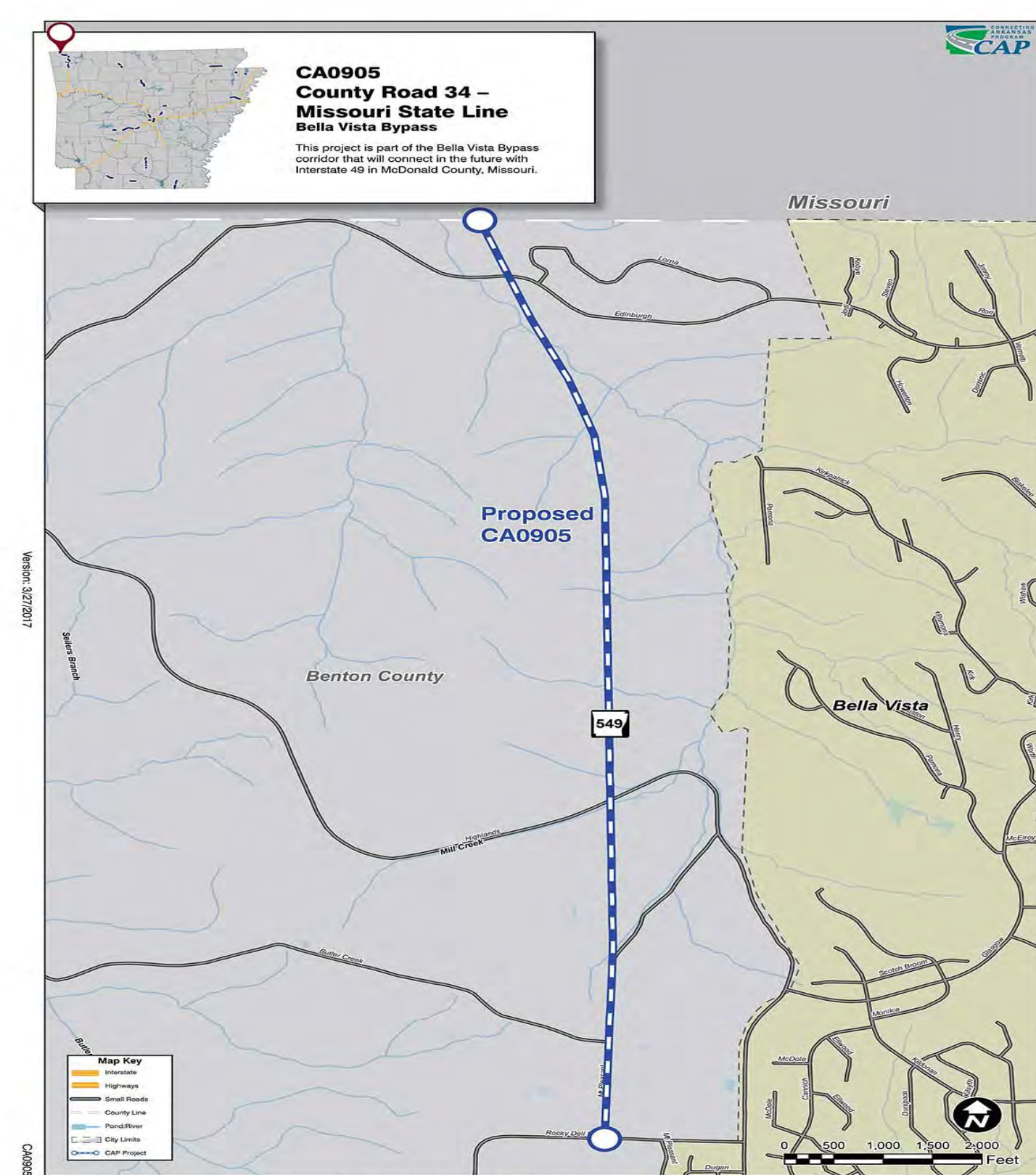
Job CA0903 Highway 71 Interchange

- **Construction Progress:** Estimated 2 years to completion (once the work begins)
- **Construction Overview:**
 - Highway Construction(2.8 miles)
 - Bridges
 - AR 549/I-49 & US 71 Interchange
 - Interchange ramps with AR 72 and AR 62/102
 - Coordination with MoDOT at Stateline
- **Bid Overview:**
 - Bids opened July 2019
 - Emery Sapp & Sons was awarded the project for \$66.6 million



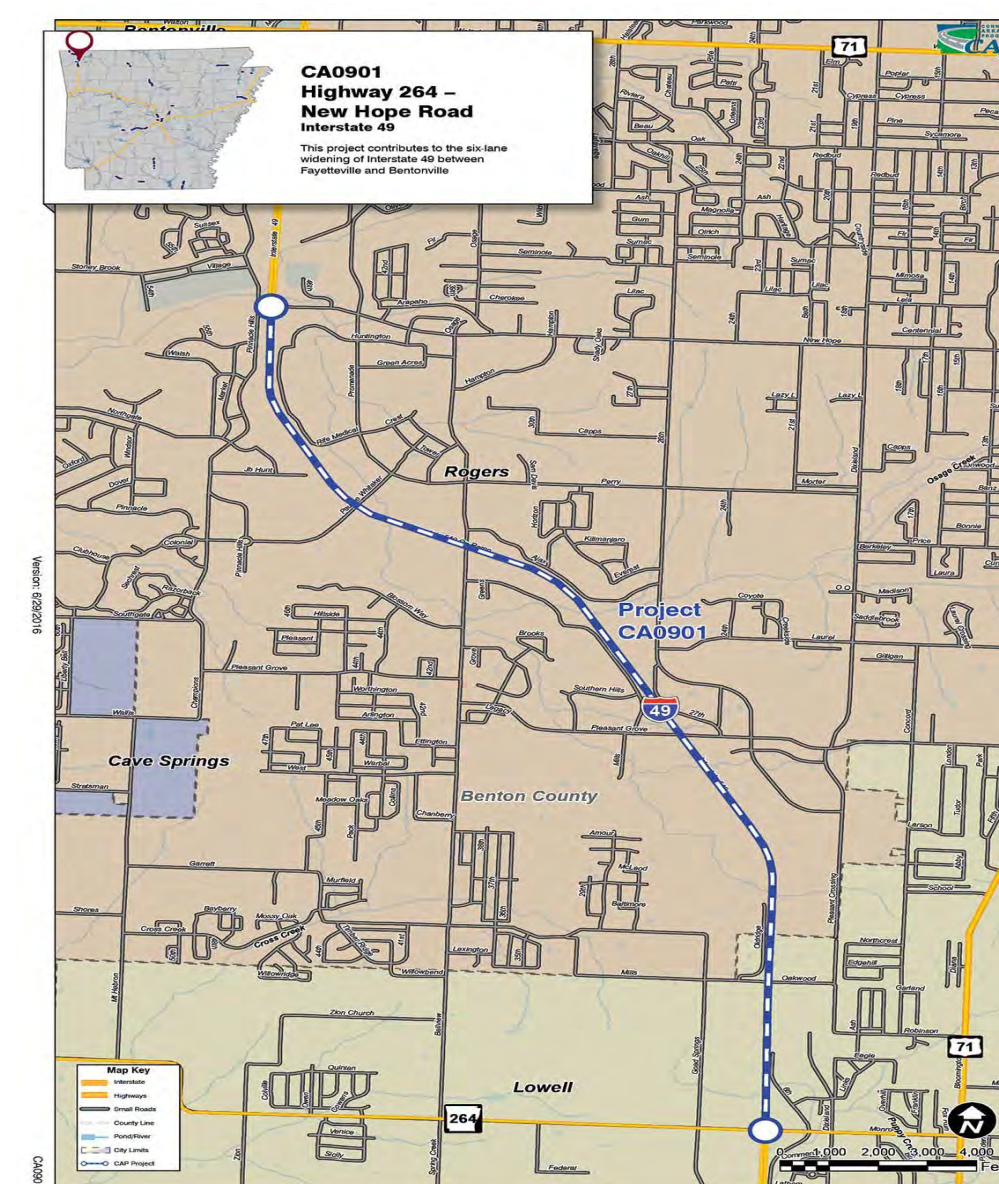
Job CA0902 Highway 62/102 - Highway 72

- **Construction Progress:** 100% (Substantially complete in December 2017)
- **Construction Overview:**
 - Widened I-49 to 6 lanes from AR 62/102 to AR 72 (3.4 miles)
 - Overpasses at Highway 62/102 & I-49
 - Constructed auxiliary lanes from AR 62/102 to 71B
 - Interchange ramps with AR 72 and AR 62/102
- **Bid Overview:**
 - Bids opened June 2016
 - Crossland Construction was awarded the project for \$27.7 million



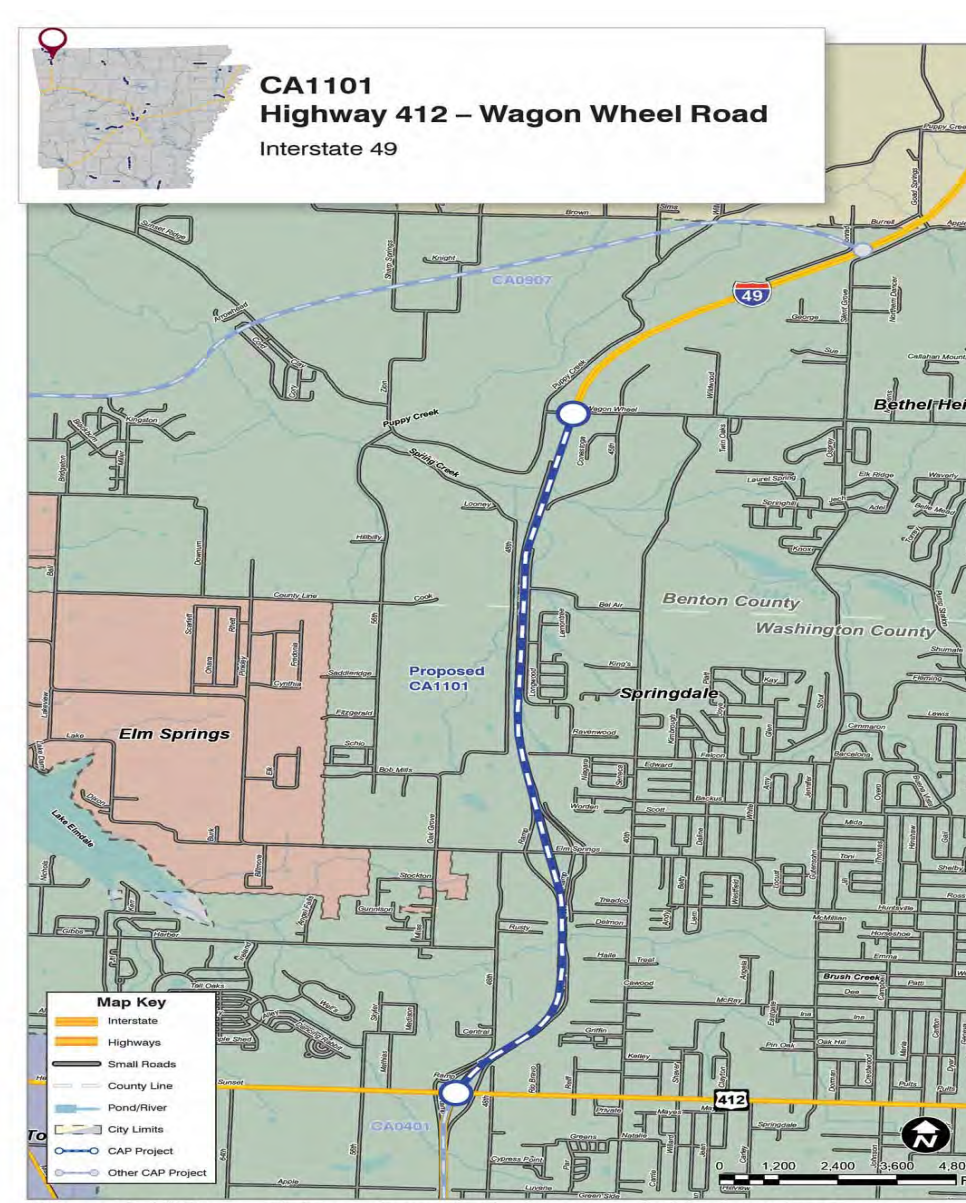
Job CA0905 County Road 34 - Missouri State Line

- **Construction Progress:** Estimated 1 year to completion (once the work begins)
- **Construction Overview:**
 - Highway Construction 4 Lane Benton Co. Rd 34 to MO State Line(2.5 miles)
 - Bridges
 - AR 549/I-49 & US 71 Interchange
 - Interchange ramps with AR 72 and AR 62/102
 - Coordination with MoDOT at Stateline
- **Bid Overview:**
 - Bids opened July 2019
 - Emery Sapp & Sons was awarded the project for \$35.5 million



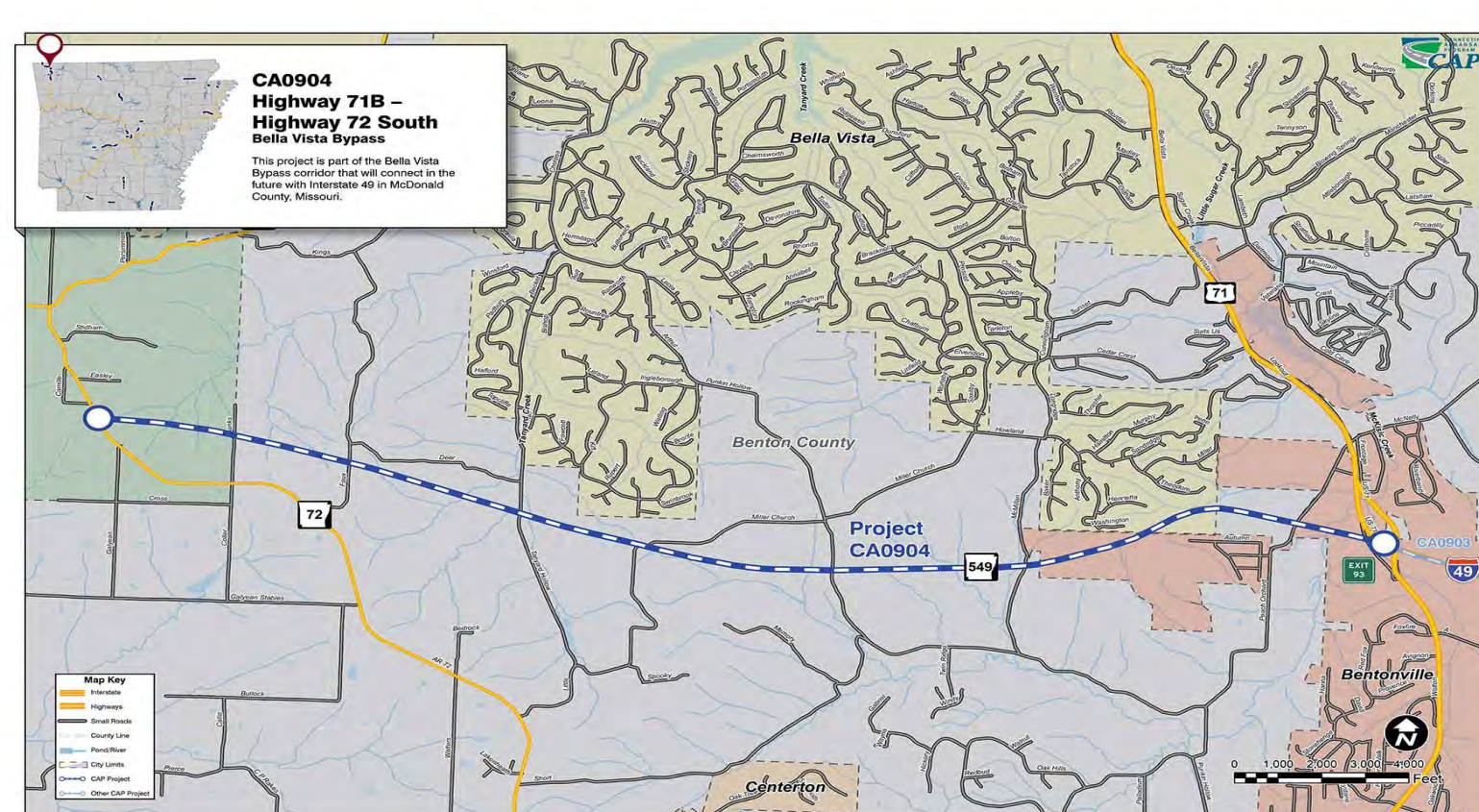
Job CA0901 Highway 264 - New Hope Road

- **Construction Progress:** 100% (Substantially complete in July 2017)
- **Construction Overview:**
 - Widened I-49 to 6 lanes from AR 264 to AR 94 (5.1 miles)
 - Six bridges over AR 94 and Blossom Way Creek
 - Detention Ponds
- **Bid Overview:**
 - Bids opened June 2016
 - APAC-Central was awarded the project for \$38.7 million



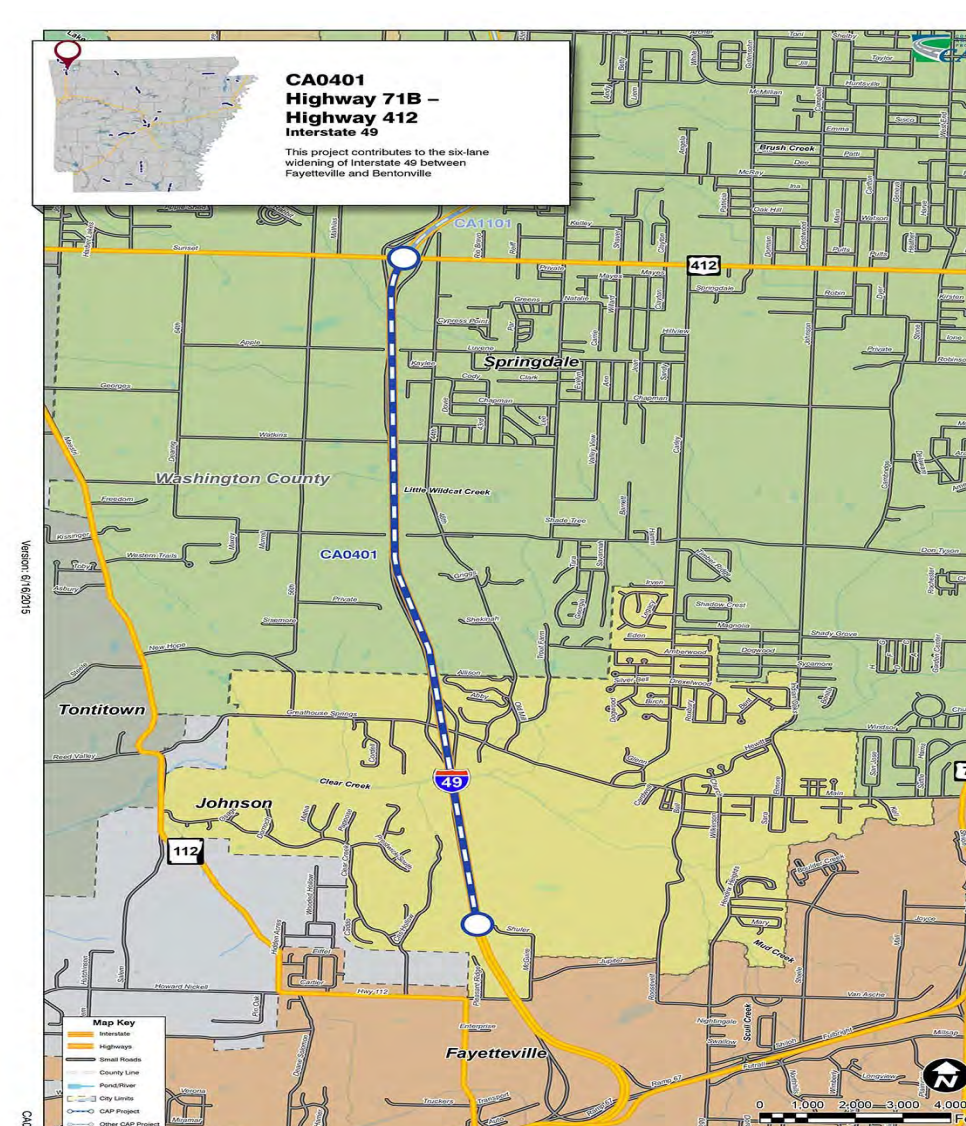
Job CA1101 Highway 412 - Wagon Wheel Road

- **Construction Progress:** 100% (Substantially complete in November 2016)
- **Construction Overview:**
 - I-49 widened to 6 lanes from US 412 to Wagon Wheel Rd (3.4 miles)
 - Spring Creek bridges
- **Bid Overview:**
 - Bids opened September 2015.
 - APAC-Central was awarded the project for \$21.65 million



Job CA0904 Highway 71B - Highway 72 South

- **Construction Progress:** 100% (Substantially Complete May 2017)
- **Construction Overview:**
 - Highway Construction 2 lanes from 71B to AR 72 S (6.4 miles)
 - Roundabout at Highway 71B
 - 2 Bridges
 - 3 Overpasses
- **Bid Overview:**
 - Bids opened February 2014
 - Kolb Grading was awarded the project for \$52.6 million



Job CA0401 Highway 71B - Highway 412

- **Construction Progress:** 100% (Substantially complete in November 2016)
- **Construction Overview:**
 - I-49 widened to 6 lanes US 71B (Johnson) US 412 (3.85 miles)
 - Clear Creek bridges
 - Johnson Mill Boulevard bridges
 - Highway 412 bridges
- **Bid Overview:**
 - Bids opened June 2015
 - APAC-Central was awarded the project for \$28.3 million

NWARPC 2045 Metropolitan Transportation Plan Transit Planning

Public Transit Providers

Northwest Arkansas has two public transit providers that currently operate in the urban and rural areas of the region and include Ozark Regional Transit, Inc. (ORT) and University of Arkansas Razorback Transit.

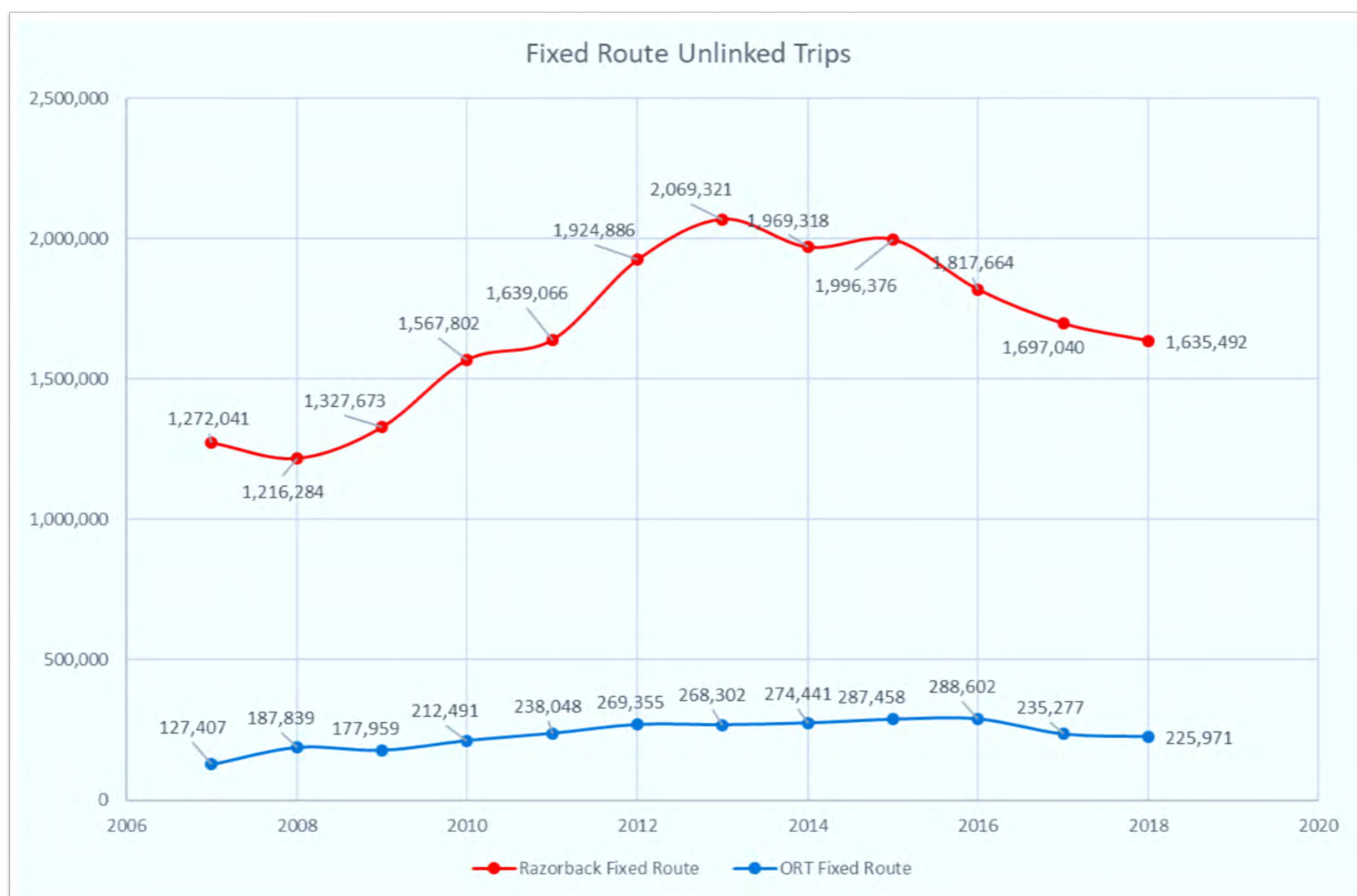
Approximately 1.9 million unlinked trips were provided in 2018 between the two public transportation systems with average daily fixed route unlinked trips of 886 on ORT and 8,500 unlinked trips on Razorback Transit. The University of Arkansas enrollment has increased from approximately 21,000 students in 2010 to approximately 27,778 students in 2019. Both ORT and Razorback Transit coordinate their routes to avoid duplication of service and provide key connections/transfers between the two systems within Fayetteville and University of Arkansas.

Razorback Transit						Ozark Regional Transit					
Annual Unlinked Trips Fixed Route and Demand Response						Annual Unlinked Trips Fixed Route and Demand Response					
Year	Unlinked Trips	Numeric Change	Percent Change	Fixed Route	Demand Response	Year	Unlinked Trips	Numeric Change	Percent Change	Fixed Route	Demand Response
2007	1,280,648			1,272,041	8,607	2007	153,242			127,407	25,835
2008	1,223,358	-57,290	-4.47%	1,216,284	7,074	2008	205,256	52,014	33.94%	187,839	17,417
2009	1,335,028	111,670	9.13%	1,327,673	7,355	2009	193,082	-12,174	-5.93%	177,959	15,123
2010	1,575,149	240,121	17.99%	1,567,802	7,347	2010	237,184	44,102	22.84%	212,491	24,693
2011	1,647,481	72,332	4.59%	1,639,066	8,415	2011	263,828	26,644	11.23%	238,048	25,780
2012	1,933,690	286,209	17.37%	1,924,886	8,804	2012	296,405	32,577	12.35%	269,355	27,050
2013	2,078,006	144,316	7.46%	2,069,321	8,685	2013	288,501	-7,904	-2.67%	268,302	20,199
2014	1,978,500	-99,506	-4.79%	1,969,318	9,182	2014	302,821	14,320	4.96%	274,441	28,380
2015	2,005,267	26,767	1.35%	1,996,376	8,891	2015	317,448	14,627	5.33%	287,458	29,990
2016	1,826,149	-179,118	-8.93%	1,817,664	8,485	2016	319,060	1,612	0.56%	288,602	30,458
2017	1,706,497	-119,652	-6.55%	1,697,040	9,457	2017	261,335	-57,725	-20.00%	235,277	26,058
2018	1,645,305	-61,192	-3.59%	1,635,492	9,813	2018	247,155	-14,180	-6.03%	225,971	21,184

Source: 2007-2018 National Transit Database, University of Arkansas Data Analysis Year July 1 to June 30

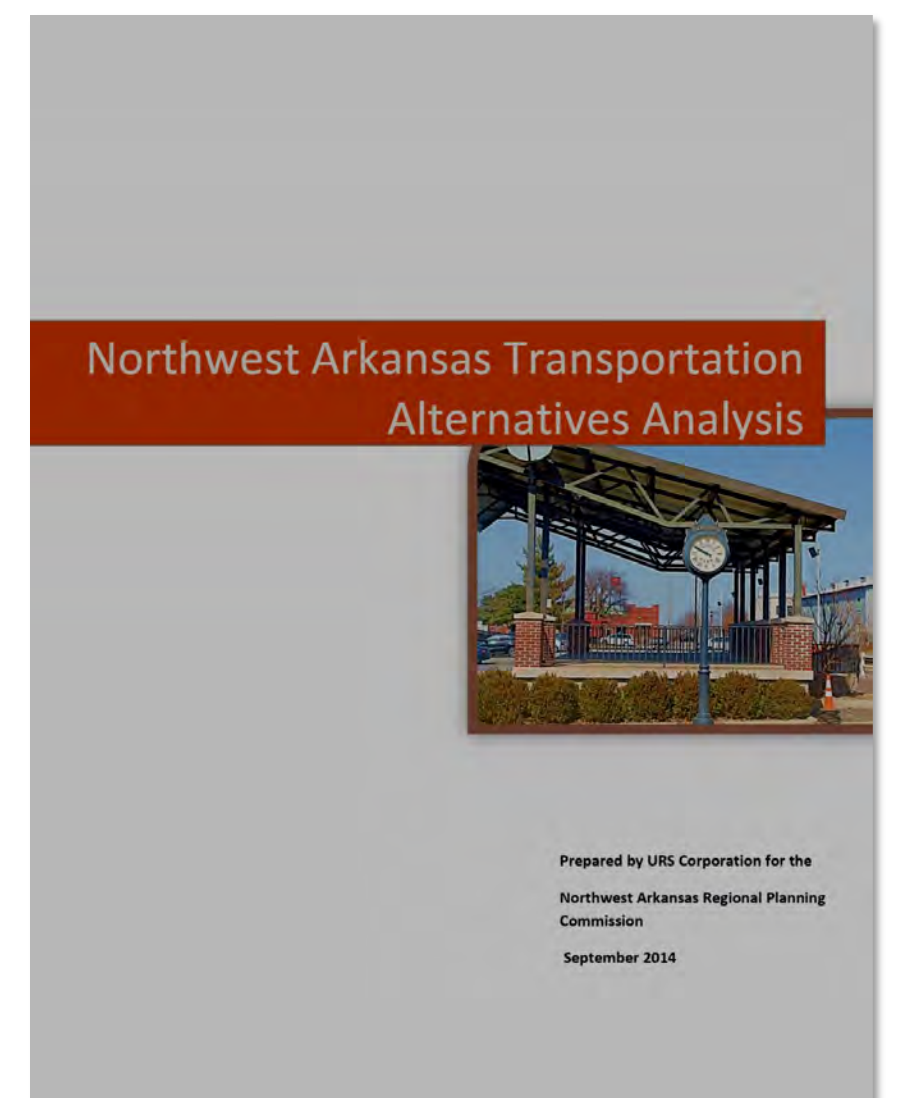
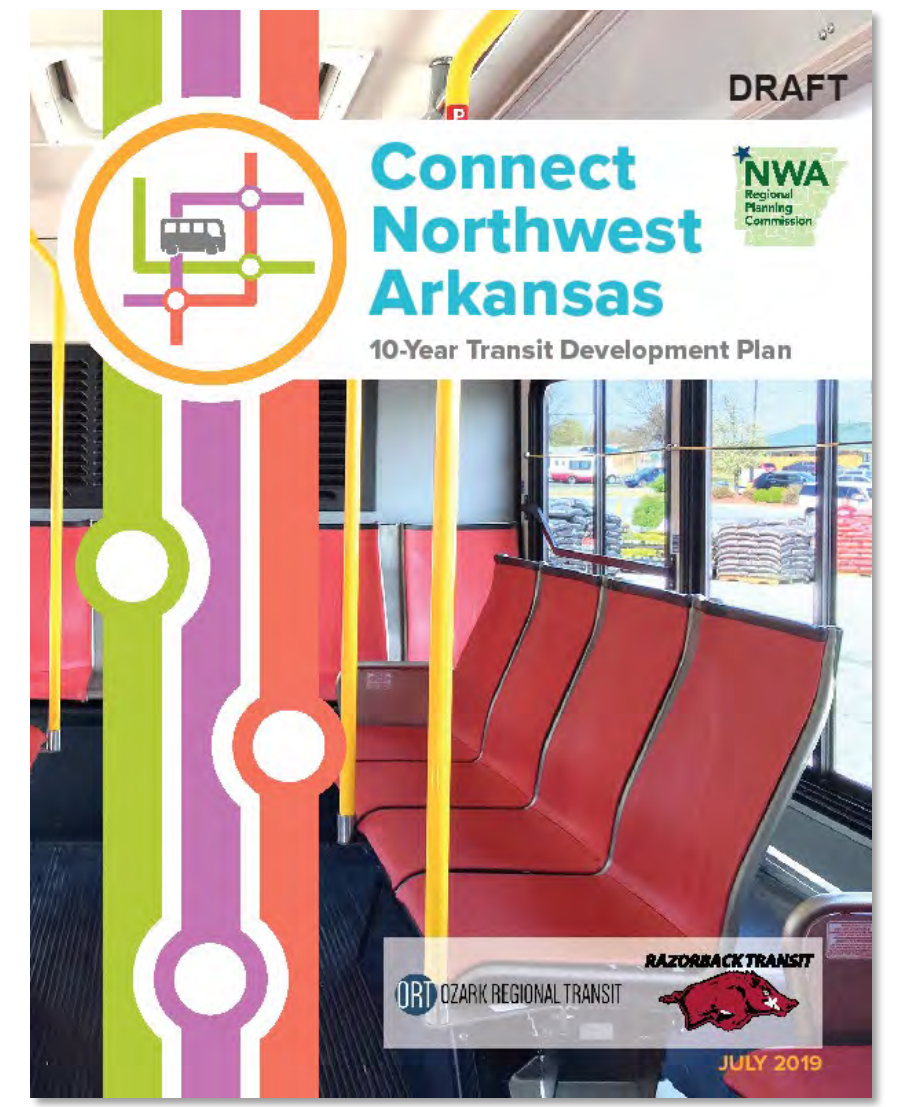
Annual Unlinked Trips

The American Public Transportation Association has provided the definition for unlinked trips as “unlinked passenger trips is the number of times passengers board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination and regardless of whether they pay a fare, use a pass or transfer, ride for free, or pay in some other way. A person riding only one vehicle from origin to destination takes one unlinked passenger trip; a person who transfers to a second vehicle takes two unlinked passenger trips; a person who transfers to a third vehicle takes three unlinked passenger trips...”



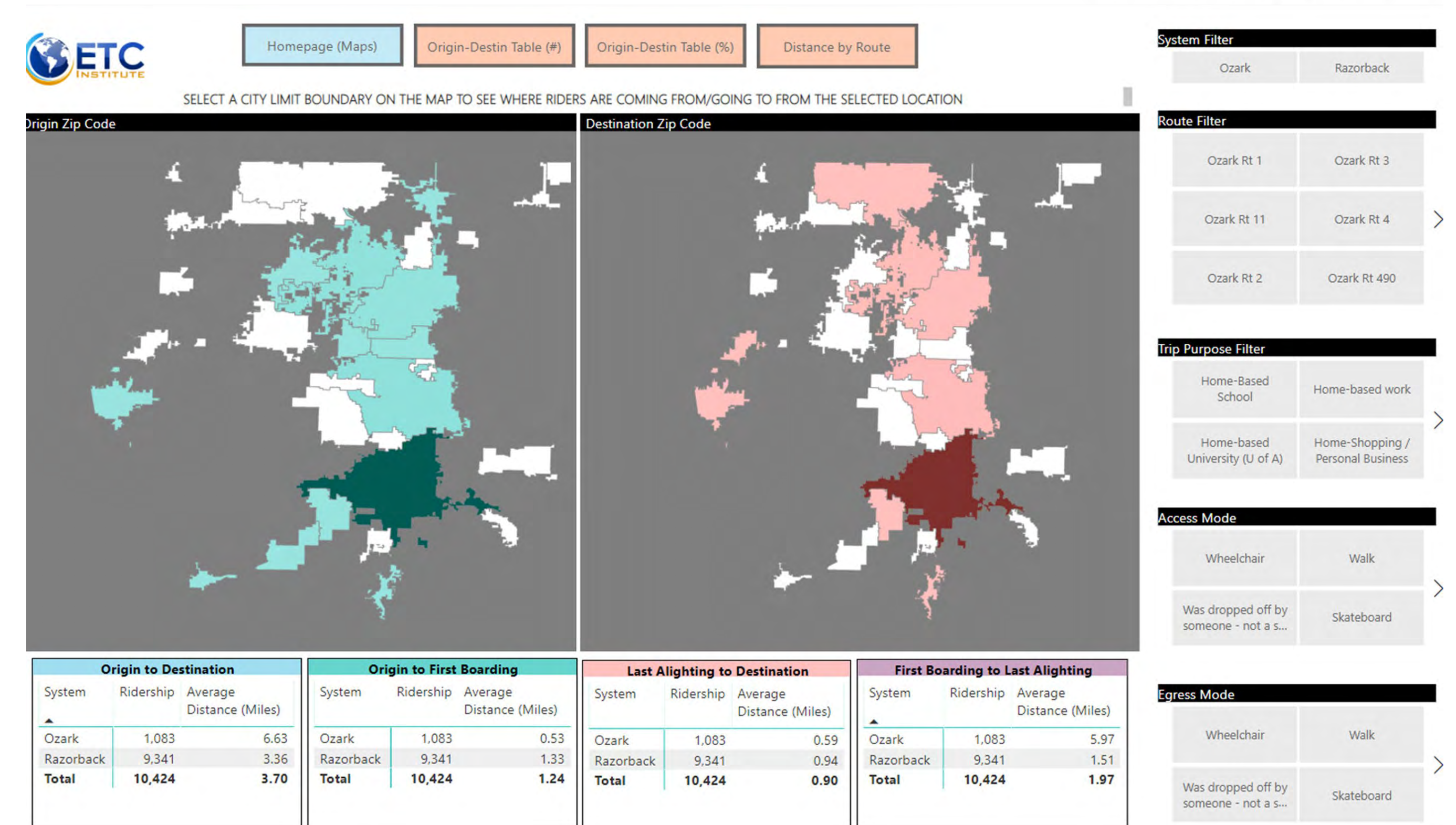
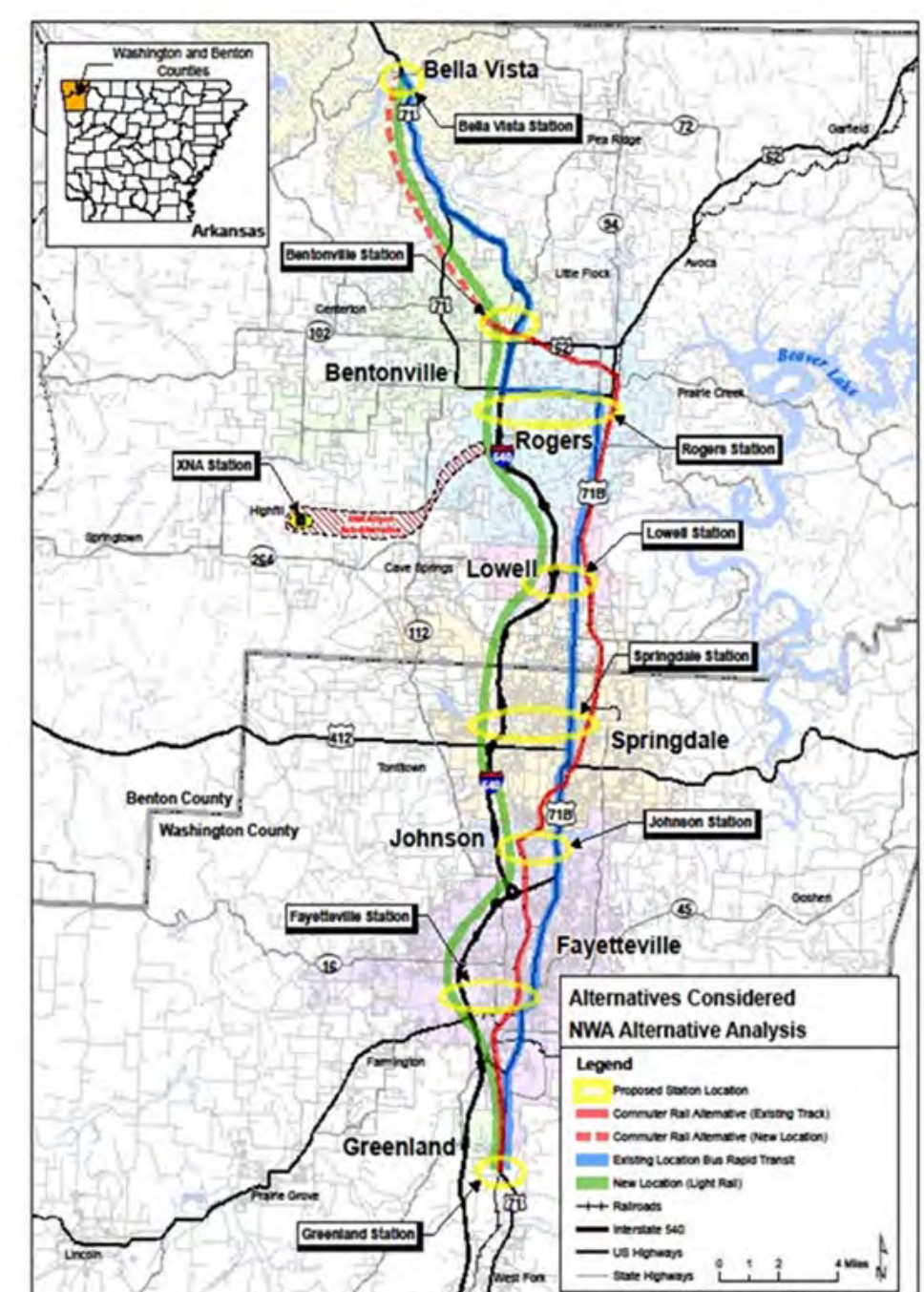
Transit Planning In NWA

- Northwest Arkansas Regional Planning Commission
- NWARPC Transit Asset Management Plan - 2018
- NWARPC System Wide Origin and Destination Survey - 2018
- NWARPC Transit Program of Projects – 2018-2019
- NWARPC Transit Alternative Analysis – 2014 (Light Rail – Commuter Rail – Bus Rapid Transit)
- NWARPC Transit Development Plan - 2010 – (2019-2020 Update on-going)
- Ozark Regional Transit – Public Transit Operator
- ORT BRT Study - 2018
- NWARPC Transit Development Plan - 2010
- Razorback Transit University of Arkansas – Public Transit Operator
- Fayetteville Mobility Plan - 2017
- U of A Campus Master Transportation Plan – 2015
- NWARPC Transit Development Plan - 2010
- Local Jurisdictions
- Comprehensive Plans
- Downtown Master Plans
- Area Plans



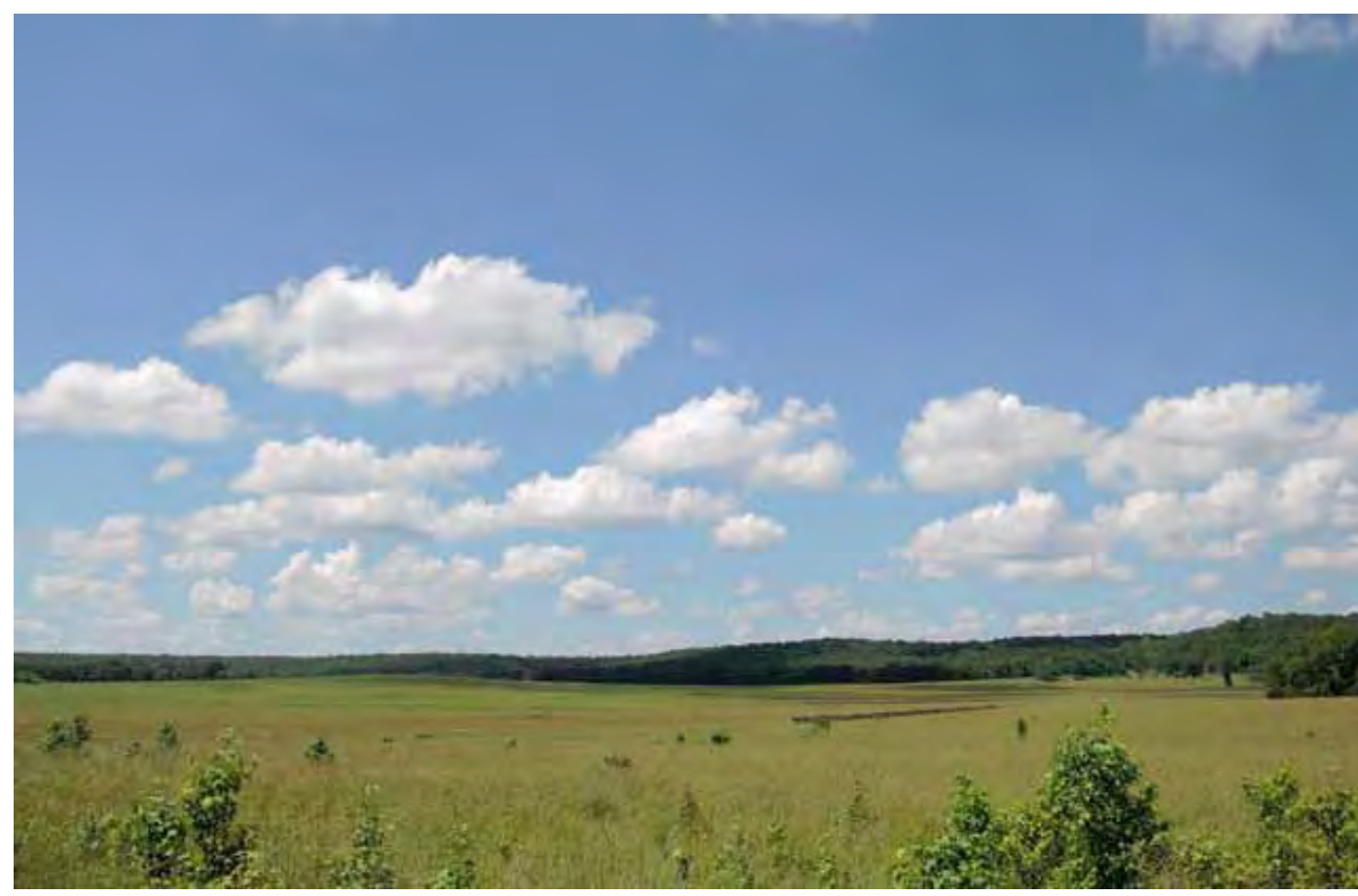
Transportation Alternatives Study

- Determined Need for Major Long Term Investments in Study Area
- Estimated Costs, Benefits and Environmental Impacts
- Guidance for Future Economic and Land Use Development Patterns
- Evaluated Feasibility with regard to FTA Major Capital Investment Funding Rules

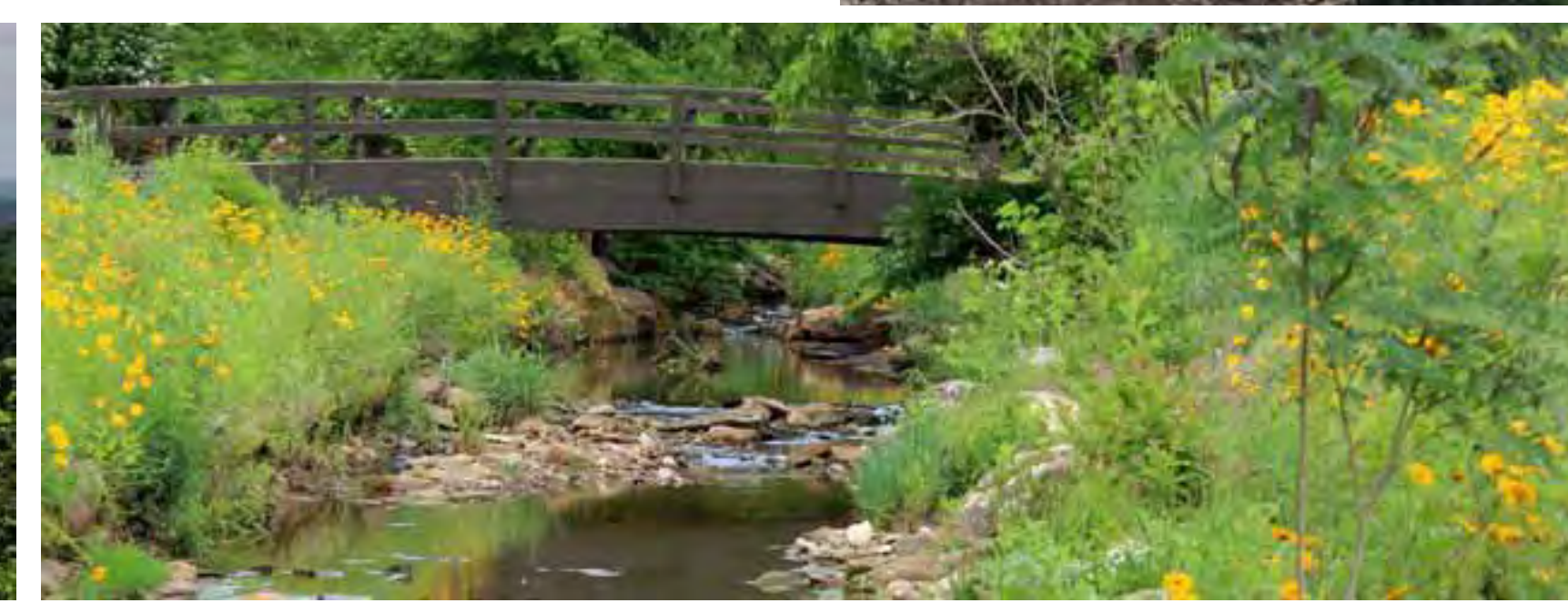


ORIGIN (VERTICAL) by DESTINATION (HORIZONTAL) [AVERAGE DAILY BOARDINGS]	Bella Vista	Bentonville	Farmington	Fayetteville	Gentry	Hiwassee	Huntsville	Mountainburg	Mulberry	Rogers	Siloam Springs	Springdale	West Fork	Total
Bentonville		197.6									63.2	18.6	13.2	355.6
Cave Springs				10.8										10.8
Centerston				17.9										17.9
Chester				12.2										12.2
Farmington				33.5										33.5
Fayetteville				11.6										11.6
Fayetteville Township		164.0	7.1	8,618.5	10.8	6.8	13.2		6.1	10.8	59.0	32.3	208.7	9,137.4
Fort Smith				12.2										12.2
Huntsville				9.1										9.1
Lincoln				12.2										12.2
Lowell				28.7										28.7
Mountainburg				12.9										12.9
Pea Ridge				9.9										9.9
Prairie Grove				22.1										22.1
Rogers			27.2	172.7						23.7				223.5
Siloam Springs				23.0										23.0
Springdale				7.0								157.7		451.8
Summers				12.2										12.2
West Fork				6.6										27.3
Total	8.0	259.8	7.1	9,524.9	10.8	6.8	13.2		6.1	10.8	145.8	32.3	385.0	10,424.0

The Northwest Arkansas Open Space Plan is a coordinated, voluntary program to protect and promote the region's most valued natural landscapes and open spaces. Open space includes the lands and waters where people hunt and fish, play with their children, hike through the woods, observe wildlife in their natural habitat, and, in some cases, where they farm and grow food. The goal is to preserve these assets, thereby maintaining our high quality of life as the region continues to grow and prosper.



- ### Benefits
- Enhancing Quality of Life
 - Generating Economic Activity
 - Water Quality
 - Natural Wildlife Habitats
 - Recreation, Health and Safety
 - Historic and Cultural
 - Farmland and Rural Landscapes



Mapping Analysis and Prioritization

Thirty-six sets of open space data were organized into the 5 main subject areas below. Those data sets were then ranked by the steering committee according to their importance for each of the subject areas. Areas of land that have more of these features, and those having higher-value features, are shown in darker shades of green (scores 3-5). Areas of land with fewer of these features, or that lack these features, are shown in lighter shades of green (scores 1-3).

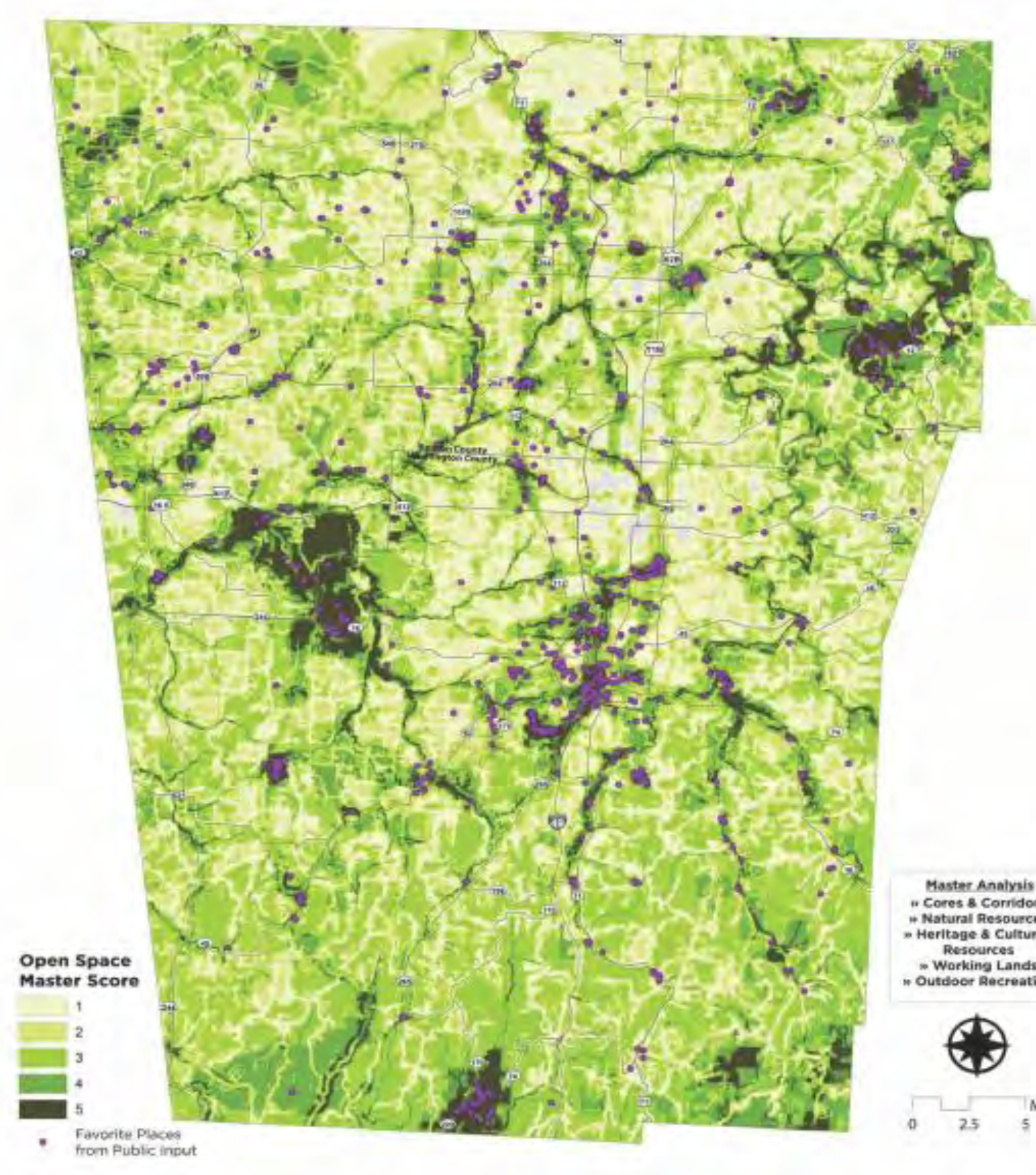
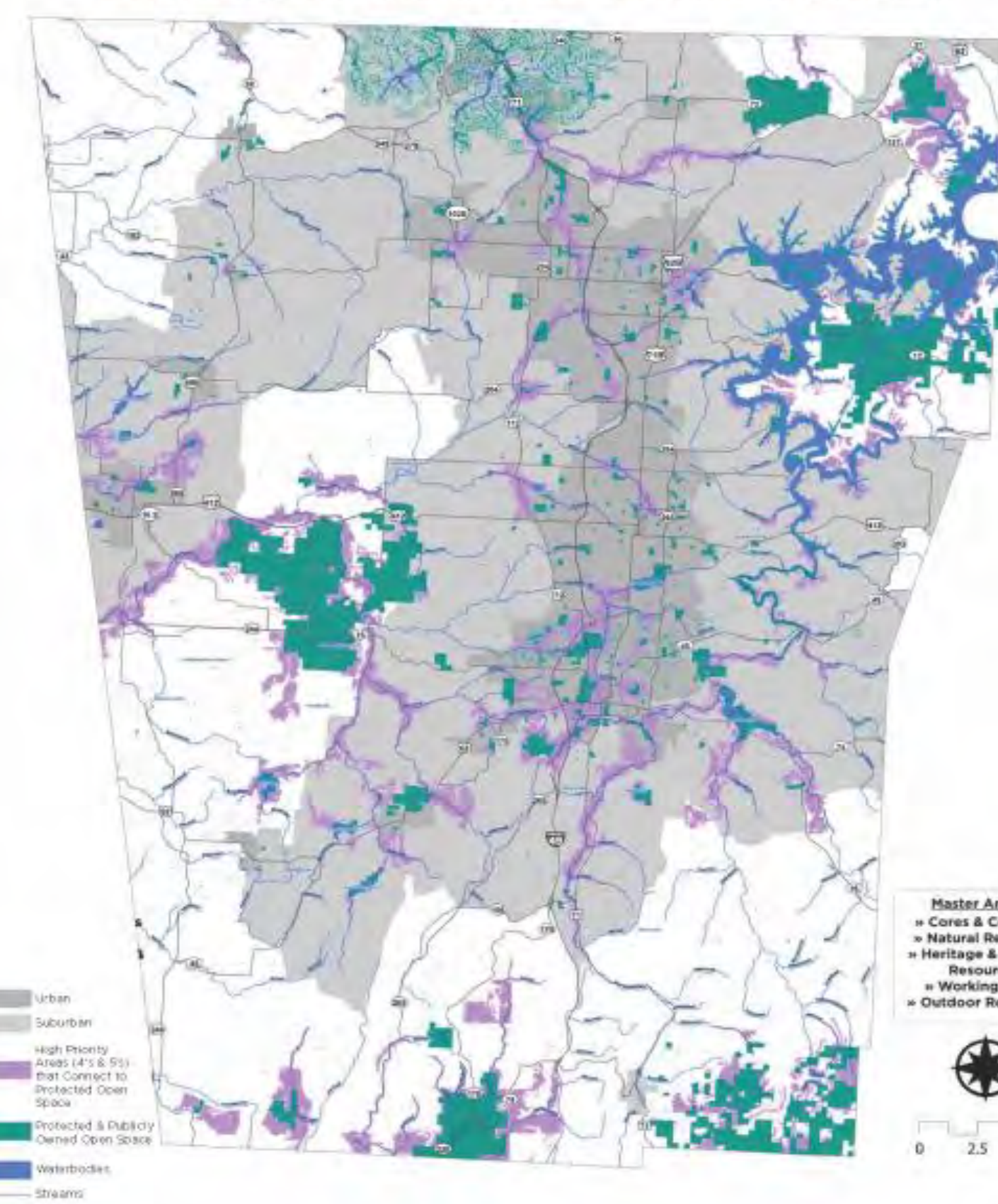
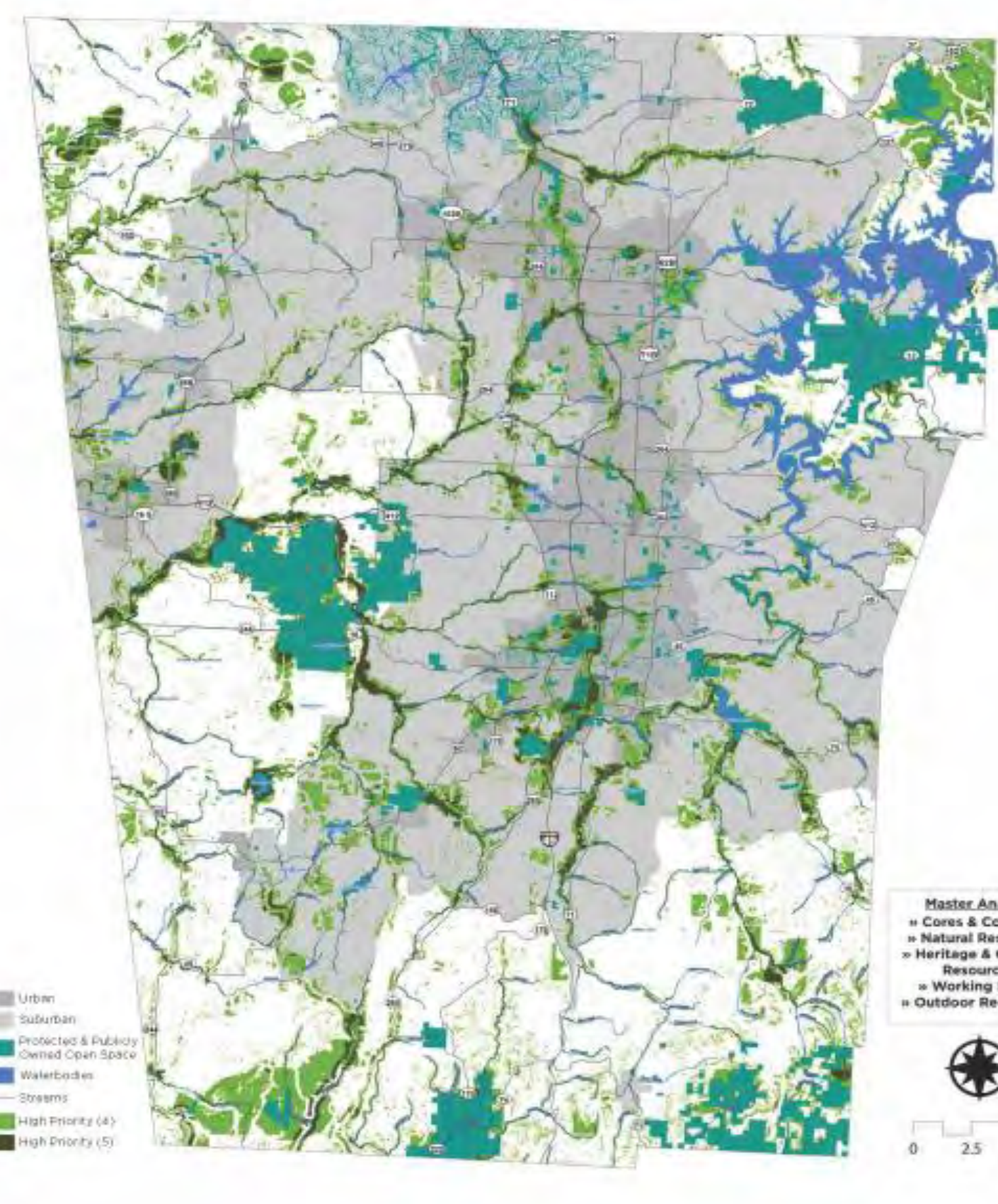
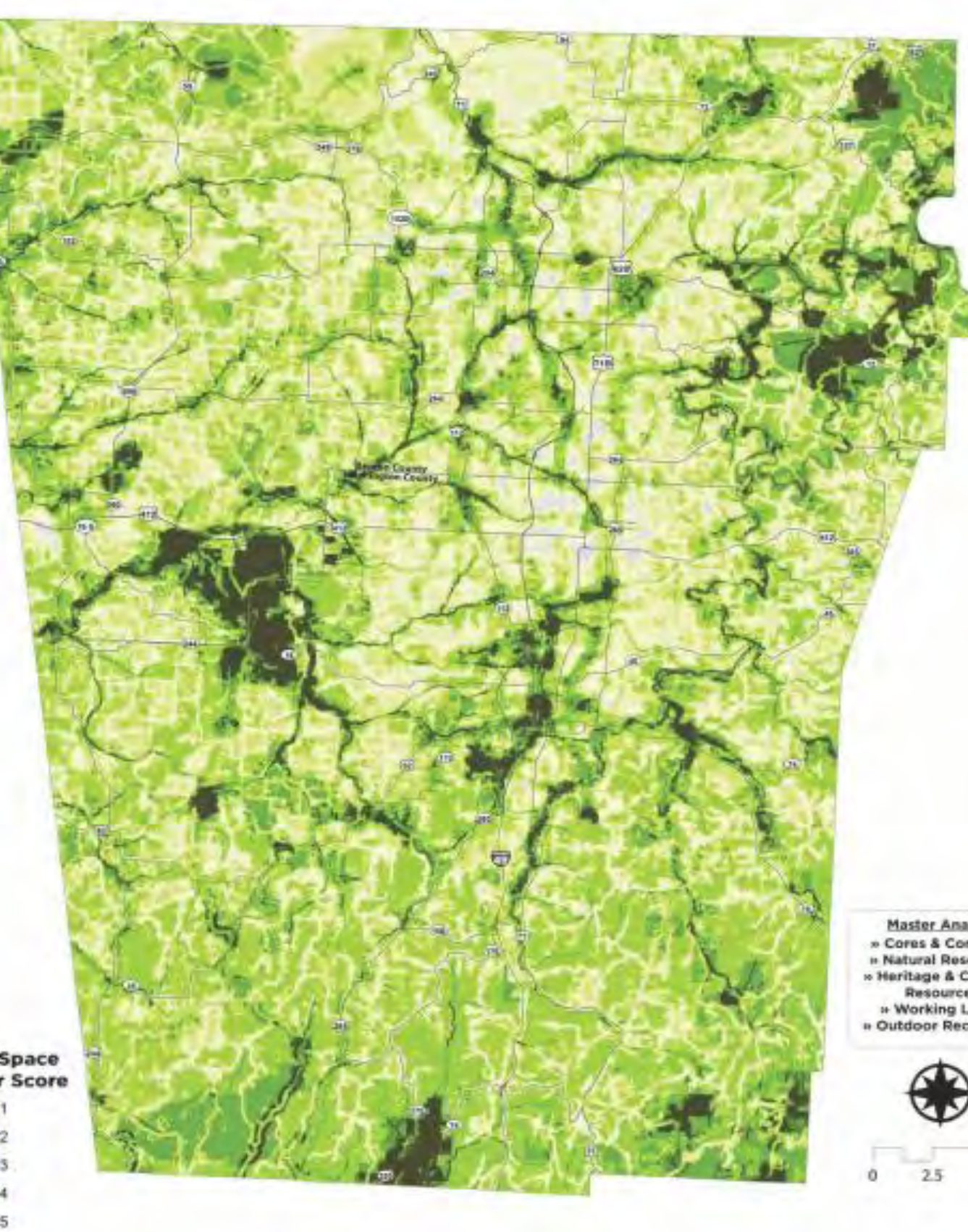


OVERALL PRIORITY MAP
The overall map combines the five maps above, with the greatest emphasis on the 'Natural Resources' features, as directed by the Steering Committee, and as supported by input from the public comment form.

HIGH PRIORITY AREAS & DEVELOPMENT PRESSURE
This map shows the higher priority areas (levels 4 & 5 from the Overall Priority Map), and existing open spaces (blue-green). The urban areas (dark grey) and suburban areas (light grey) may indicate higher levels of development pressure.

HIGH PRIORITY AREAS THAT CONNECT TO EXISTING OPEN SPACES
This map shows where higher priority areas (pink) align with existing protected and publicly owned open spaces (blue-green). Large, connected open spaces are key to supporting biodiversity and other benefits of open space.

PRIORITY AREAS IN RELATION TO PUBLIC INPUT
This map shows public input for 'Community Favorite Places' that was collected in 2015 during seven public workshops and through the online public input map. See specific comments at www.nwaopenspace.com/participate.

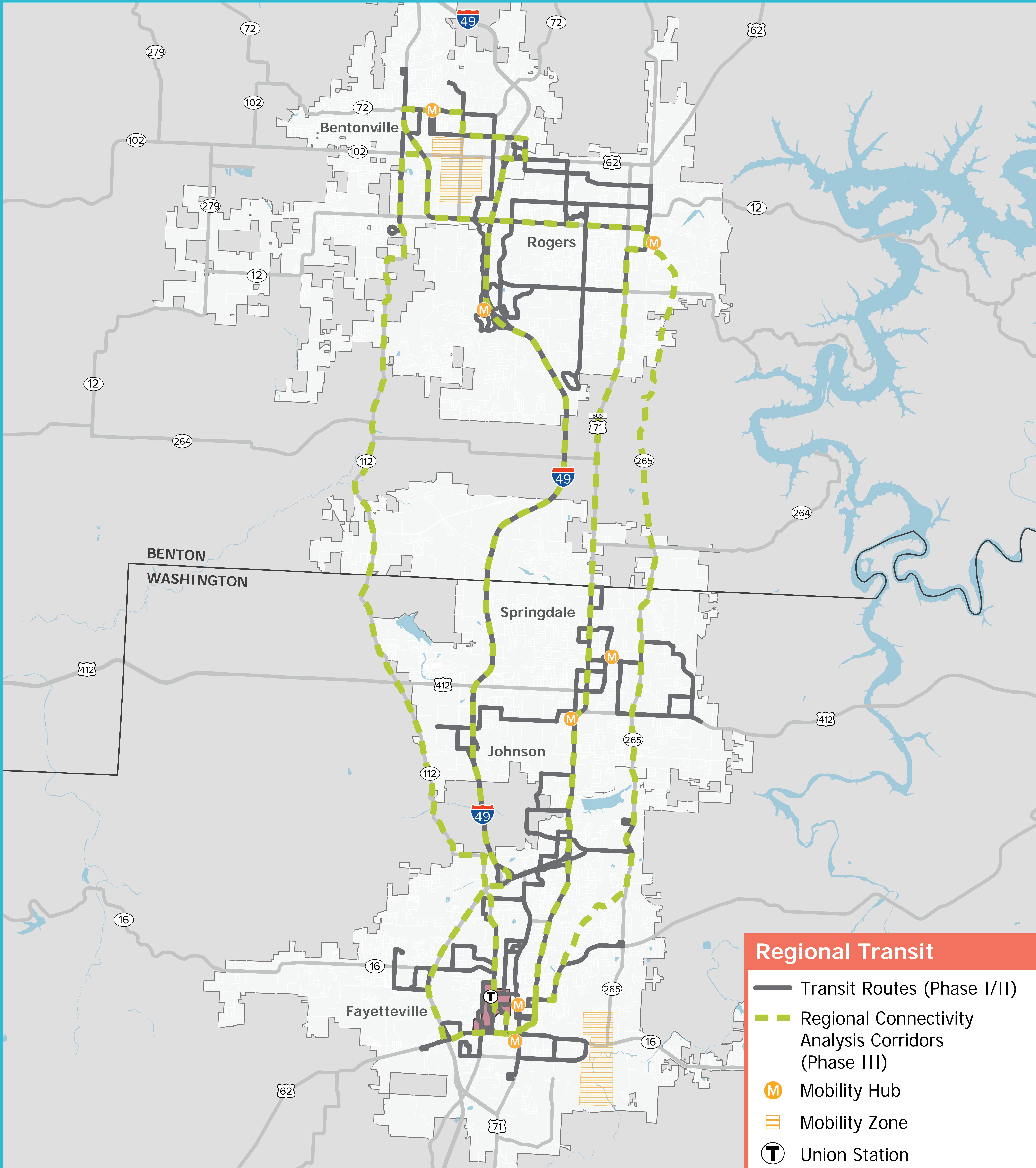




Connect Northwest Arkansas

Future Regional Transit System

Northwest Arkansas

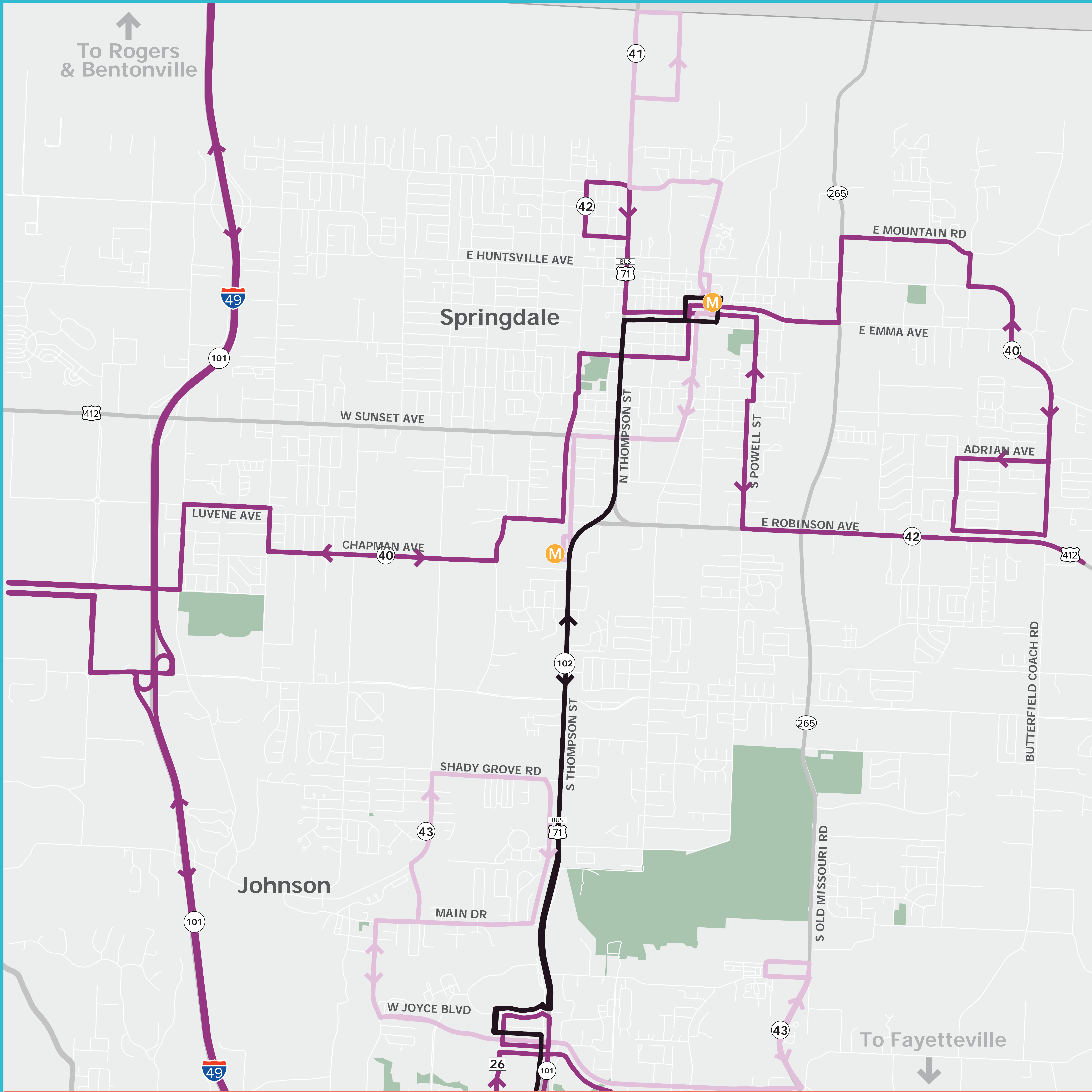




Connect Northwest Arkansas

Future Local Transit System Map

Springdale and Johnson



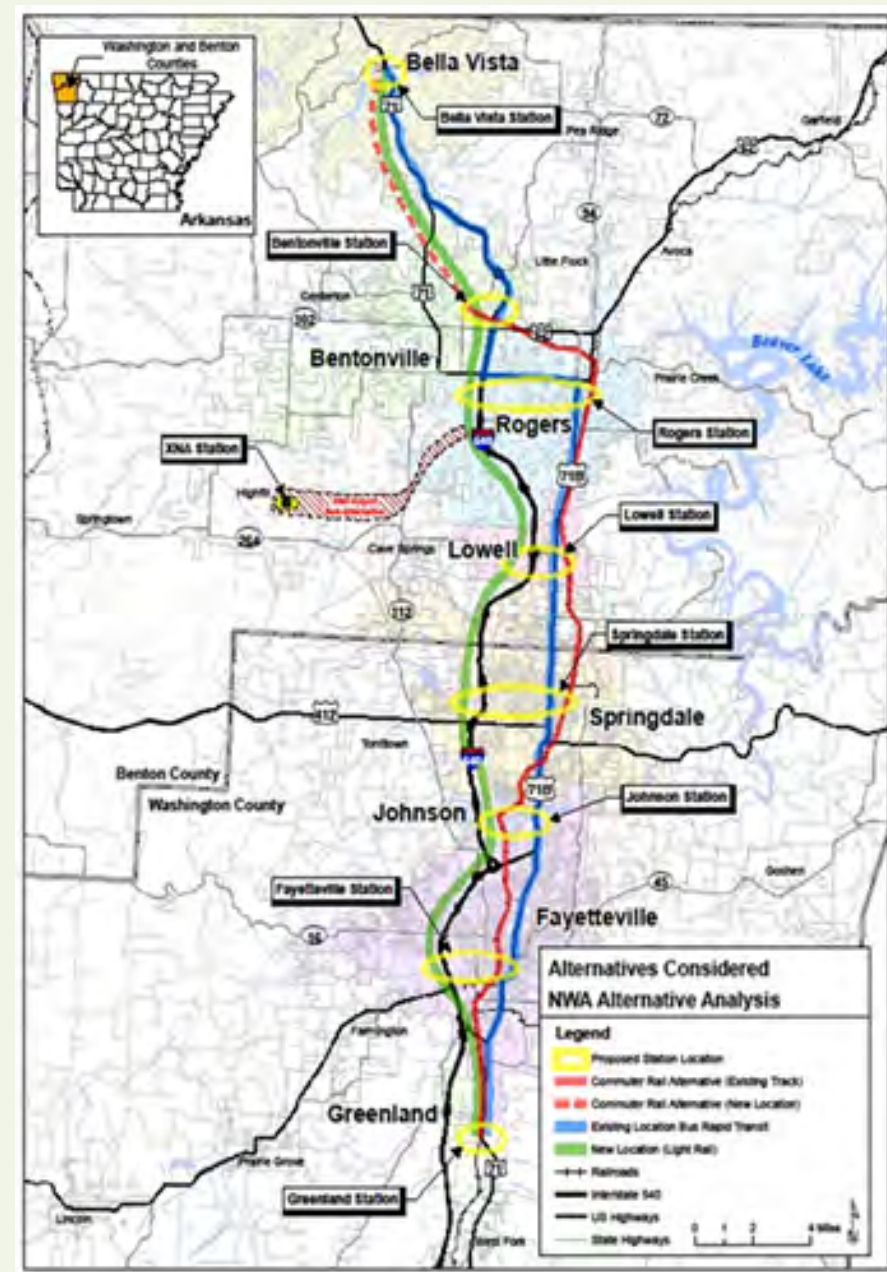
Springdale and Johnson Transit

Transit Routes (by Frequency)

-
- ≤15 min
↗ 31 - 40 min
Ozark Regional Transit Route
M Mobility Hub
- ↘ 16 - 30 min
↖ 41 - 60 min
Razorback Transit Route
☐ Mobility Zone

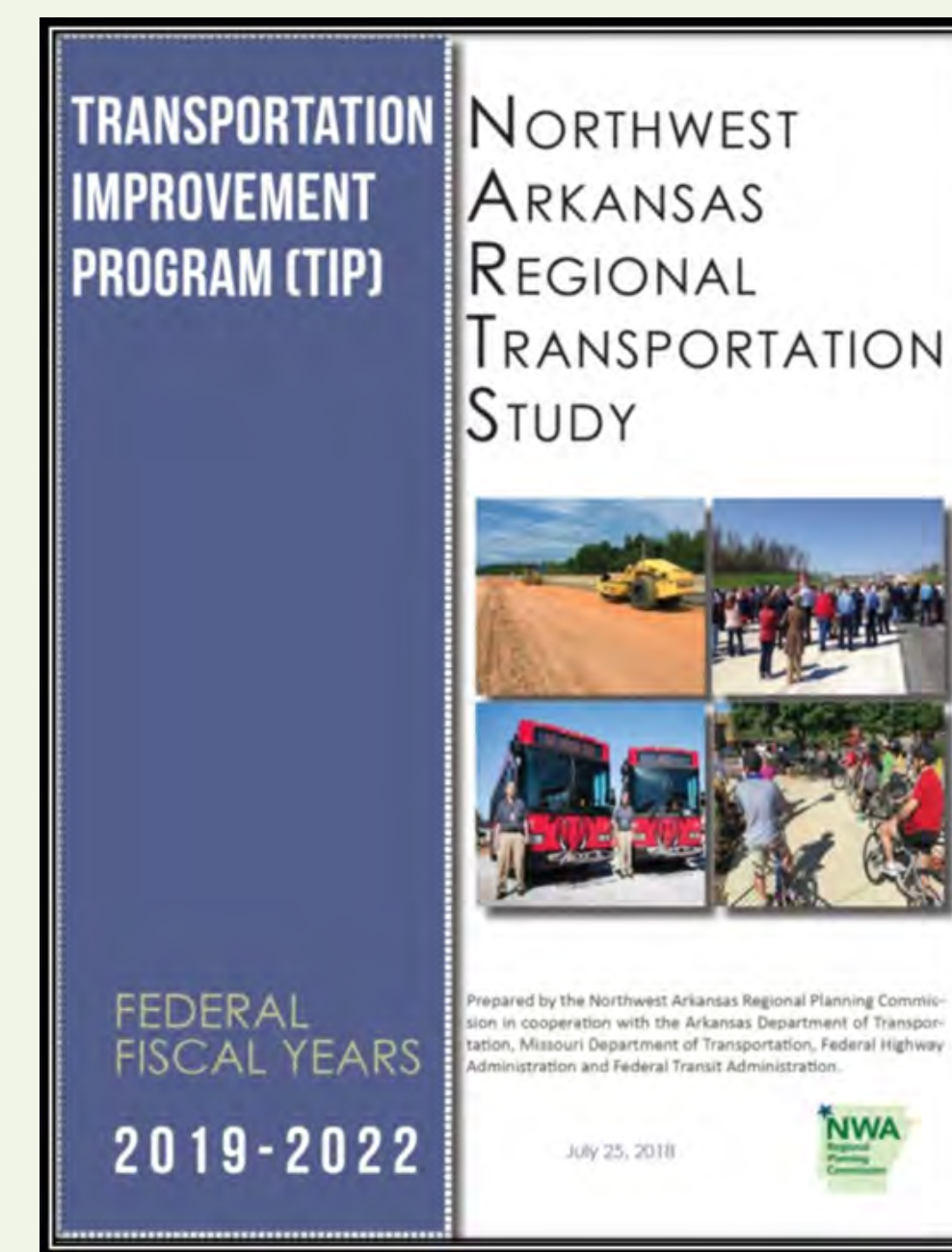
NWARPC 2045 Metropolitan Transportation Plan

NWARPC Recent Plans and Projects



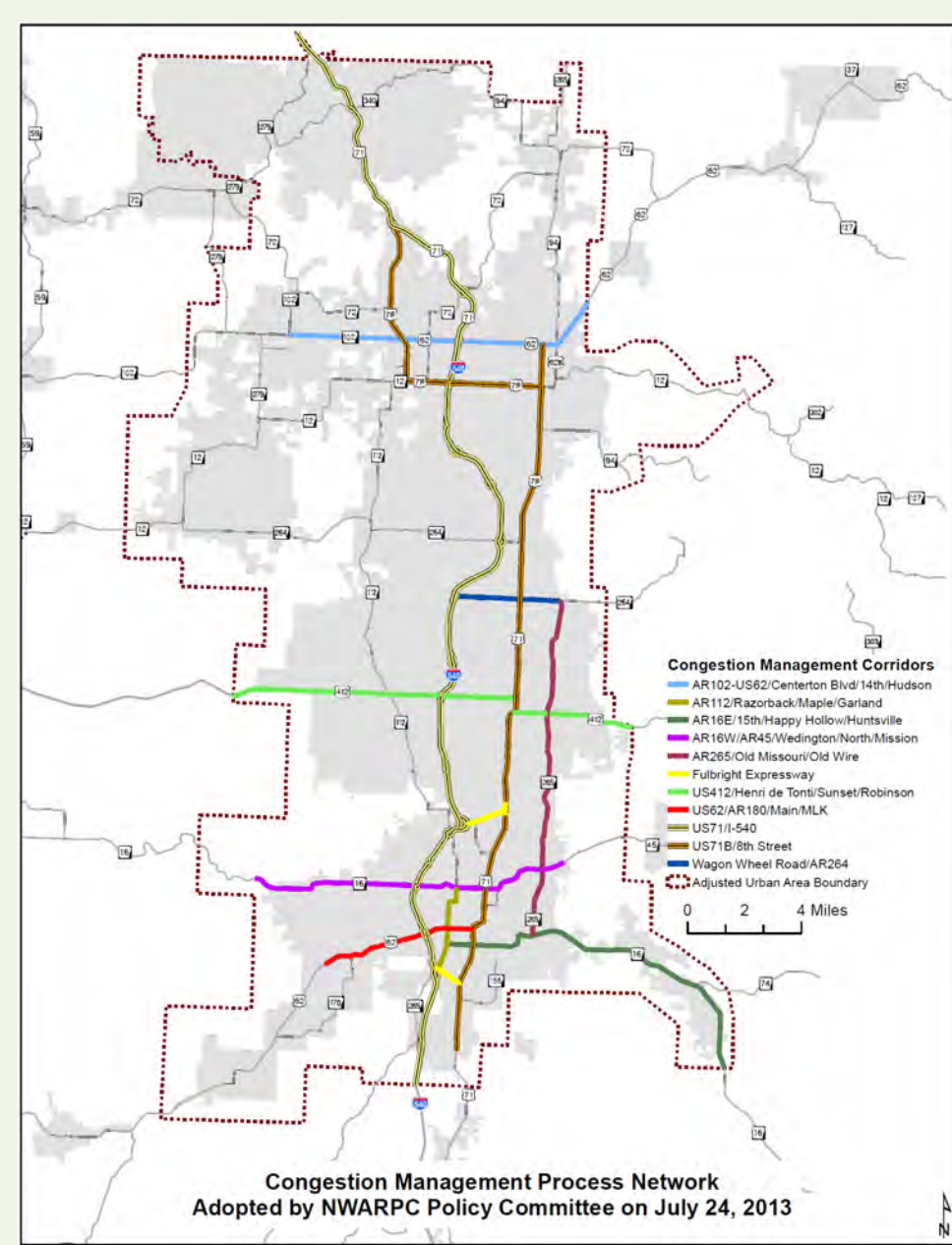
Northwest Arkansas Alternatives Analysis

In 2014 NWARPC finalized the work on the Transportation Alternatives Analysis study funded by a grant from the Federal Transit Administration (FTA). The purpose of the project was to carry out a transportation alternatives analysis concentrating on three major alternatives: existing bus rapid transit, existing commuter rail and proposed light rail alternative. More information about the project and the final report can be found at <http://nwarpc.org/transit/transportation-alternatives-analysis-study/>



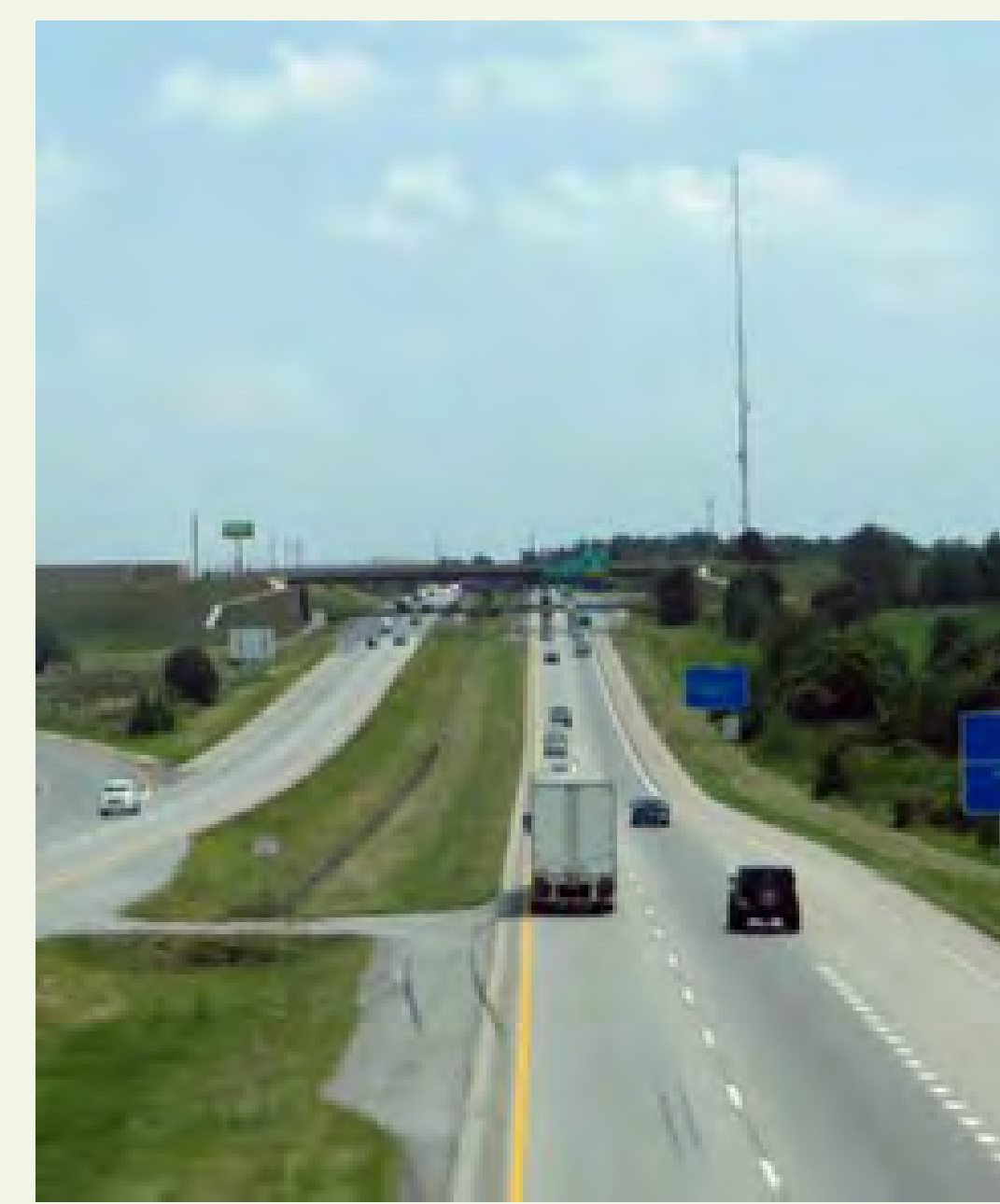
Transportation Improvement Program (TIP)

The FFY 2019 - 2022 TIP includes all transportation improvements planned or programmed within the MPA that will utilize federal funding for all or part of their implementation costs. The projects that are contained in the FFY 2019 - 2022 TIP have been selected by and coordinated with local units of governments within the MPA and with ARDOT and MoDOT.



Northwest Arkansas Congestion Management Process

The CMP objectives are to develop procedures for evaluating the relative congestion of facilities, develop procedures to determine if congestion mitigation strategies should be implemented for a particular facility, and develop procedures for evaluating the effectiveness of congestion mitigation strategies implemented. More information about the process can be found at <http://nwarpc.org/transportation/congestion-management-process/>



Northwest Arkansas Travel Demand Model

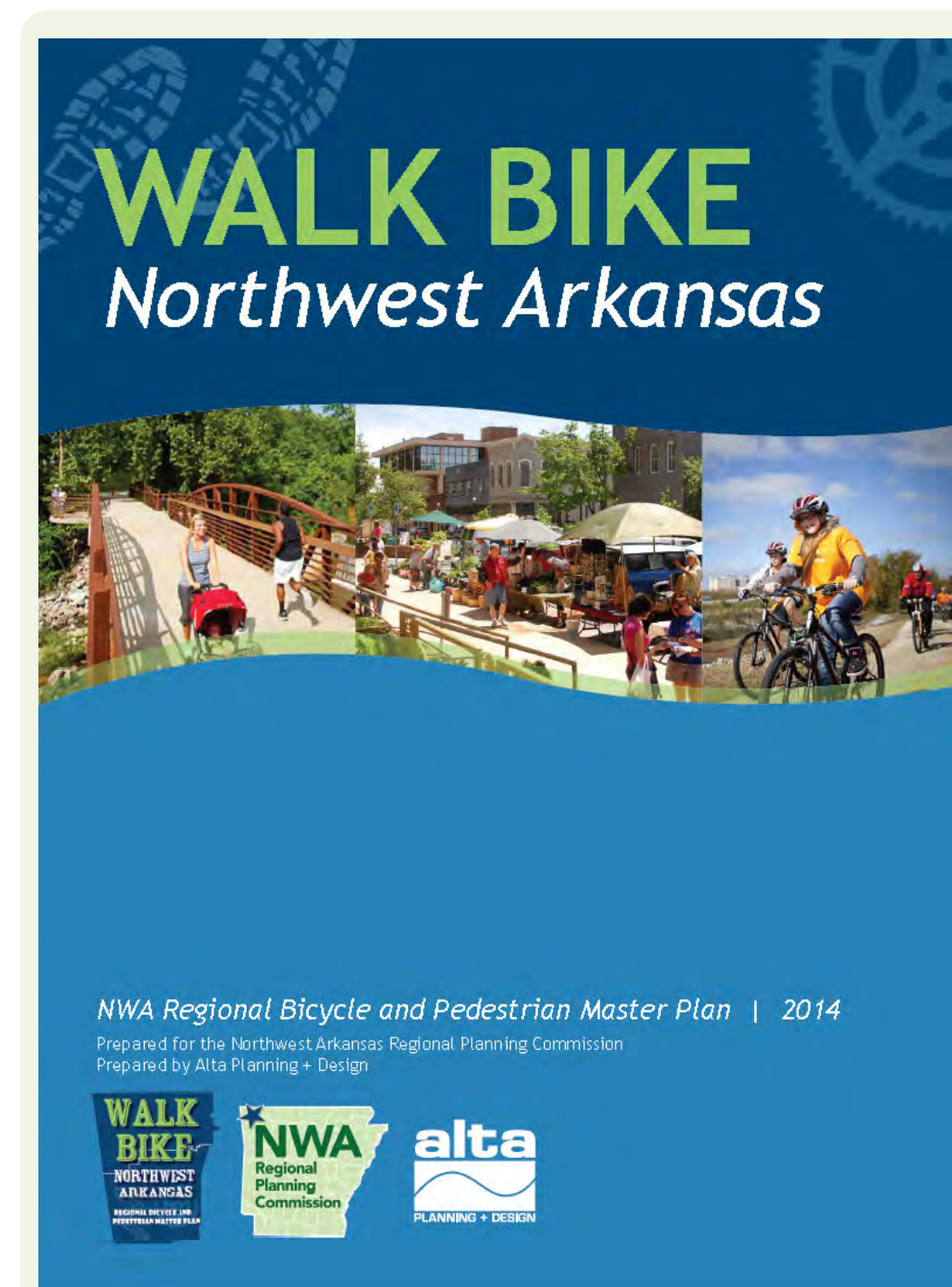
The Northwest Arkansas Travel Demand Model is continuously being updated and improved to provide transportation forecasts for 2025, 2035 and 2045. In 2016 a transit component was developed to forecast bus transit. The model is regularly used to assist cities and others in providing the most accurate transportation forecast information and to help identify ways of utilizing the travel time results from the model to aid the local transit agencies in their route planning, evaluation, and needs assessment. The model is currently upgraded to a 2018 base year model and will be used in the 2045 MTP process to forecast transportation needs and priorities for the region.



Northwest Arkansas Razorback Regional Greenway

The Greenway is a 37.5 mile, primarily off-road, shared use trail that extends from the Town Branch Trail in southern Fayetteville to Mercy Way Road in Bella Vista.

The Razorback Regional Greenway connects seven cities in the region: Bella Vista, Bentonville, Rogers, Lowell, Springdale, Johnson and Fayetteville. The TIGER II funded trail project was completed in spring 2015. The grand opening was on May 2, 2015 and was attended by over a thousand people. More information about the Greenway: <http://nwarpc.org/bicycle-and-pedestrian/nwa-razorback-regional-greenway/>



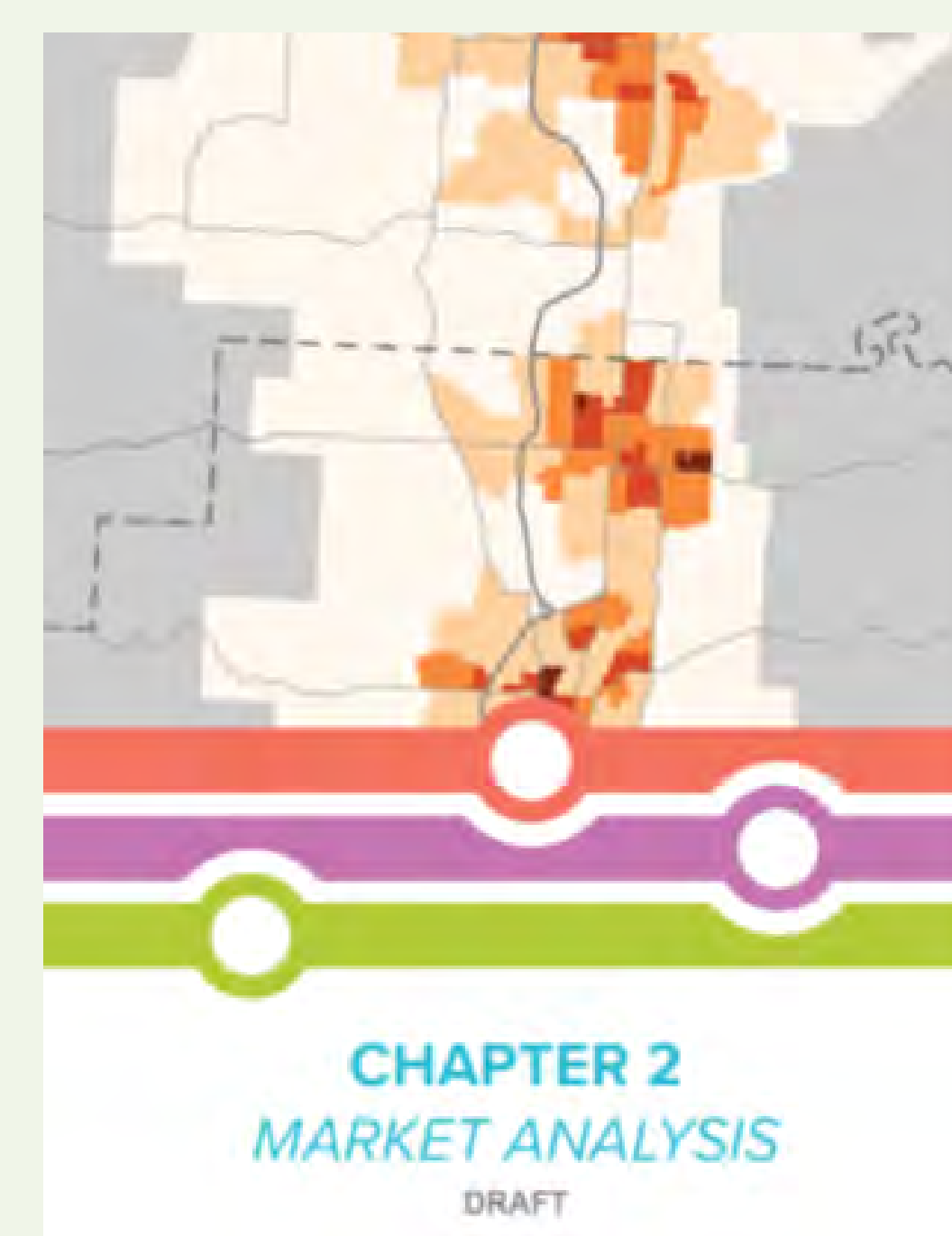
Northwest Arkansas Regional Bicycle and Pedestrian Master Plan

One of the major Plan goals is for each city with a population of over 1,000 to have an unique individual Master Trail Plan and for the area to work towards linking all these communities through a regional trail system. To date, 29 cities have adopted community trail plans and endorsed the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan. The Plan will be utilized as the cornerstone of the bicycle and pedestrian component of the updated 2045 Northwest Arkansas Metropolitan Transportation Plan. More information at: <http://www.nwabikepedplan.com/>



Northwest Arkansas Open Space Plan

The Northwest Arkansas Open Space Plan is a coordinated, voluntary program to protect and promote the region's most valued natural landscapes and open spaces. Open space includes the lands and waters where people hunt and fish, play with their children, hike through the woods, observe wildlife in their natural habitat, and, in some cases, where they farm and grow food. The goal is to preserve these assets, thereby maintaining our high quality of life as the region continues to grow and prosper. Simply put, the vision of this Plan is to 'conserve some country as we grow.' More information about the plan can be found at https://www.nwaopenspace.com/



Connect Northwest Arkansas 10-Year Transit Development Plan

Connect Northwest Arkansas is a 10-Year Transit Development Plan (TDP) that will create a "Blueprint" for improving and expanding transit in the Northwest Arkansas region. The Northwest Arkansas Regional Planning Commission (NWARPC), Ozark Regional Transit (ORT) and Razorback Transit (RT) are committed to ensuring this plan connects NW Arkansas at the regional and local level and that a robust public engagement process is used to inform the plan. The Plan is currently under development and will be completed by Spring, 2020. More information about this project: <http://nwarpc.org/transit/connect-northwest-arkansas/>