2025 REGIONAL TRANSPORTATION PLAN
FOR
METROPOLITAN NORTHWEST ARKANSAS

Prepared by the Northwest Arkansas Regional Planning Commission in cooperation with the Arkansas State Highway and Transportation Department and the United States Department of Transportation

February 2001

February 12, 2001

TO THE READER:

It is our pleasure to invite your examination of the Northwest Arkansas Regional Transportation Study (NARTS) 2025 Regional Transportation Plan. We feel that this document provides a comprehensive framework of transportation guidance for the next 25 years.

Through a genuine spirit of regional cooperation and dedication that mirrors the character of the people that live here, NARTS has defined the transportation needs of Northwest Arkansas and developed a plan to address those needs.

While we realize that these needs are great and that available funds are in short supply, it is our function and purpose to provide the safest and most efficient transportation system possible with respect to the funding we can "reasonably" expect over the next 25 years.

In doing so, important decisions and choices that will shape our area's future have to be made. These decisions are the direct result of: careful studies and planning; public input; coordination and cooperation among all participating units of government; future growth and development; the history of the area; and plain common sense and hard work.

We welcome your comments and suggestions on this document and any transportation or planning issues you would like to discuss. Our doors are always open.

Sincerely,

Bob Crafton, Chair
NARTS Policy Committee

Dr. Robert Alguire, Chair
NARTS Technical Advisory Committee

Northwest Arkansas Regional Transportation Study

The people listed on the Committees below were selected by the chief officials of each participating government or agency to represent them in the transportation planning process. **Policy Committee** members include Mayors, County Judges and Chief Executive Officers. **Technical Advisory Committee (TAC)** members include engineers, planners, street superintendents and others who work on the technical side of transportation facility development. Advisory members have also been included to provide additional insight in special transportation areas.

PARTICIPANTS

POLICY COMMITTEE		TECHNICAL ADVISORY COMITTEE
Tom Harrell	AHTD Planning and Research	Elizabeth Mayfield-Hart
	AHTD Transit	Danny Chidester
Harold Beaver	AHTD Dist. 4	Joe Shipman
	AHTD Dist 9	Gerald Teague
Marsha Graham	Benton County	Michelle McNeil
Troy Galloway	Bentonville	Darren Warren
Bonnie Ramsey	Bethel Heights	Bonnie Ramsey
Thekla Wallis	Cave Springs	Thekla Wallis
Mike Wakefield	Centerton	Mike Wakefield
Edward Thiesse	Elm Springs	Edward Thiesse
Jackie Yarbrough	Farmington	Jackie Yarbrough
Dan Coody	Fayetteville	Paul Libertini
Don Bunn	Fayetteville	Tim Conklin
Kevin Santos	Fayetteville	Jim Beavers
Patsy Cox	Greenland	Patsy Cox
Richard Long	Johnson	Richard Long
Tom Gray	Little Flock	Tom Gray
Martha Brown	Lowell	Martha Brown
	Ozark Transit	Len Brandrup
	Razorback Transit	Gary Smith
	U of A	Gary Smith
Steve Womack	Rogers	Maurice Kolman
Bob Crafton **(Chairman)**	Rogers	Tom Hopper
Mark Kruger	Rogers	Mike Shupe
Jerre Van Hoose	Springdale	Patsy Christie
Jim Crouch	Springdale	Chris Brown
Philip Taldo	Springdale	Dana Stahl
Dan Watson	Tontitown	Dan Watson
Jerry Hunton	Washington County	John Gibson
Casey Copeland	Washington County	Celia Scott-Silkwood
Aaron Bleidt	Washington County	Frank Ditmars
	NWARPC	Elaine Walker

ADVISORY MEMBERS
(Non-Voting)

Larry Bouchet	ARK/MO Railroad	Larry Bouchet
Stan Green	Reg. Airport Authority	Uvalde Lindsey
		Dr. Robert Alguire **(Chairman)**
	Fayetteville	Perry Franklin

Voting is based on 1 vote per 10,000 population up to a maximum of 3 votes per member.

Acronyms and Abbreviations

ADA	Americans with Disabilities Act of 1990
AHTD	Arkansas State Highway and Transportation Department
DOT	Department of Transportation
EIS	Environmental Impact Statement
ENH	Enhancement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HPP	High Priority Project
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MIS	Major Investment Study
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NARTS	Northwest Arkansas Regional Transportation Study
NHS	National Highway System
NWARPC	Northwest Arkansas Regional Planning Commission
PRT	Personal Rapid Transit
ROD	Record of Decision
RTA	Regional Transit Authority
ROW	Right of Way
STP	Surface Transportation Program
STP-U	Surface Transportation Program - Urban
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21st Century of 1998
TIP	Transportation Improvement Program
UAF	University of Arkansas-Fayetteville
UPWP	Unified Planning Work Program
VPD	Vehicles Per Day

NARTS MISSION

The mission of the Northwest Arkansas Regional Transportation Study is to "Develop and maintain a Regional Transportation Plan for the metropolitan area".

REGIONAL TRANSPORTATION GOAL

"Provide a comprehensive intermodal transportation system which most efficiently serves the human and economic needs of the metropolitan area and the Northwest Arkansas Region."

The regional transportation goal in 1973 was to: "Provide a road, rail and air system which serves the human and economic needs of the Region and the area of which it is a part." This general goal is still applicable today. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and its successor, The Transportation Equity Act for the 21st Century of 1998 (TEA-21) have broadened the scope of local involvement in transportation decisions. As this legislation takes us into the 21st Century, our collective units of government look forward to meeting this challenge with these renewed specific objectives:

OBJECTIVES

1. Involve all units of government in its creation,
2. Develop a plan that is compatible with existing plans of all entities in the metro area,
3. Consider all modes of transportation,
4. Utilize existing facilities to the maximum extent,
5. Schedule transportation improvements to match local, state and federal capabilities,
6. Identify an ideal transportation system to work toward, and
7. Meet the local, state and federal requirements for funding eligibility.

In order to meet these objectives we must see this 2025 Plan as not the end of a process, but a continuation of a process that must be on-going in its implementation. Now more than ever it is important for the governments of Northwest Arkansas to view transportation issues on a regional basis, and to cooperate in meeting the demands of accelerating growth.

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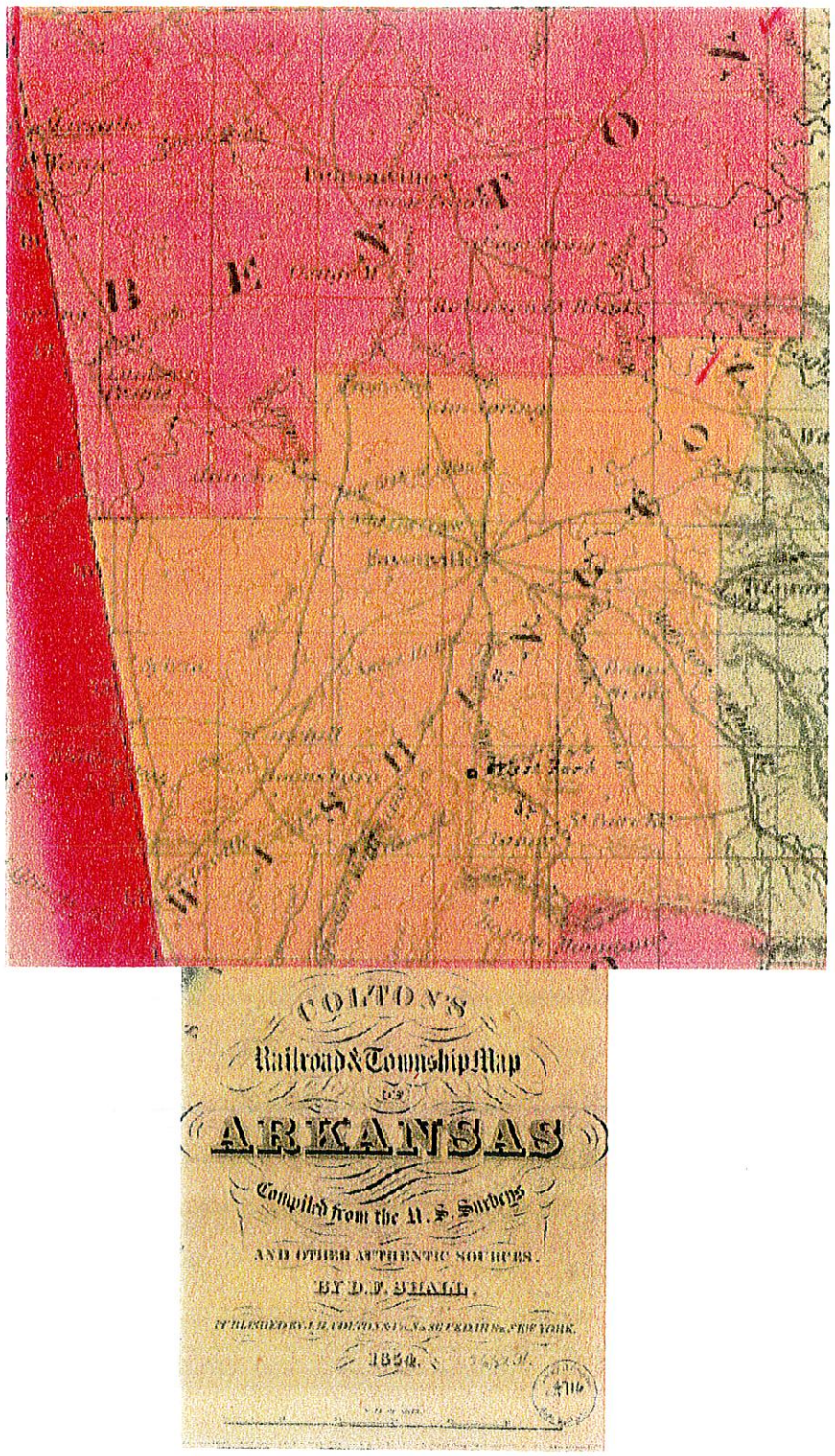
INTRODUCTION

Transportation has always been a major factor in the development of Northwest Arkansas. An 1854 map from the Library of Congress shows the area as an important crossroads in the early days:



An early road was established through Northwest Arkansas in the 1830s linking Fort Smith to points in southern Missouri and on to St. Louis. By the mid 1800s many roads crossed the growing Region including the historic Butterfield Overland Coach Road that linked St. Louis and San Francisco. The Civil War brought troop movements through the area with major battles being fought at Pea Ridge and Prairie Grove. The University of Arkansas was established in 1872, further enhancing the importance of the Region and increasing the need for transportation improvements.

The railways came in the later part of the 1800s bringing a new mode of transportation to the Region. The railroad through the Boston Mountains was considered an engineering marvel of its time. By World War I, motorized vehicles were appearing in Northwest Arkansas creating new demand for improved roads.

In the 1930s an airport was built at the location of Fayetteville's Drake Field. During World War II the War Training Service used this airport as a training center for pilot training. By the mid 1950s Central Airlines and Skyways were flying regular flights in and out of Northwest Arkansas.

After World War II, entrepreneurial seeds were being sown that would eventually call for an improved transportation infrastructure for Northwest Arkansas. Harvey Jones began trucking produce from Springdale to Springfield, Missouri leading to Jones Truck Lines, one of the early leaders in the United States trucking industry. J.B. Hunt and Willis Shaw also started locally based trucking firms that were destined to be among the nation's leaders. In 1963 Sam Walton established his first 5 and 10 in Bentonville, Arkansas, home now to the Wal-Mart Corporation. In the late 1960s, Beaver Lake was constructed and the Beaver Water District was created. Abundant water was now available for new populations and industry. Tyson's and George's poultry operations had their beginnings in the 1960s and have become economic mainstays to the Region.

These and many more local based operations have contributed to abundant employment opportunities in the Region. Employment opportunities, when combined with the natural

beauty of the area and its friendly people, have brought increased population and thus the need for an ever-improving transportation infrastructure.

Two US Highways are principle links to the rest of the world. The newly completed I-540 links to the north and south, and US 412 links to the east and the west. Rail lines connect the region to St. Louis to the north and Fort Smith to the south. The new Northwest Arkansas Regional Airport located in southern Benton County provides improved air service to the Region.

These facilities have given the Region access to increased people, goods and services. The Region is an emerging metropolitan area with a rich blend of agriculture, education, recreation, tourism, business and industry. Northwest Arkansas has experienced the greatest population and economic growth of any region in Arkansas during the 1990s. This growth puts a tremendous load on the Region's transportation system. Our system, which now serves just over 300,000 people, is expected to serve over half of a million by the year 2025 if current growth trends continue.

In 1995, the 2020 Regional Transportation Plan was developed to address transportation planning for our Region. The 2025 Regional Transportation Plan is the five-year update to that Plan. It continues the process of addressing the need for appropriate planning to assist the Region's preparation for continued growth. It must not be seen as merely a document, but as a framework for continued regional awareness and cooperation between the Region's governments.

FROM THE 2020 TRANSPORTATION PLAN TO NOW

(Highlights of Transportation Achievements from 1995 to 2000)

Regional:
I-540 completed from Alma to Fayetteville
NWA Regional Airport completed
US 412 improved to four lanes from Siloam Springs to Tontitown
US 412 E. improved with an addition of a new bridge over the White River
A Major Investment Study (MIS) by the NARTS Committees resulted in bypass corridors being added to the Transportation Plan to the east of Fayetteville, Springdale, and Rogers and to the north of Springdale.

Fayetteville Area:
Wedington Road improved to four lanes from Garland Avenue to Rupple Road
Razorback Road extended from 6th Street to I-540 connection
Township Road extended east from AR 265
Work in progress on AR 265 from AR 45 to AR 16

Springdale Area:
Elm Springs Road improved to four lanes from I-540 to Campbell Road
40th Street improved to four lanes from Elm Springs Road to US 412
Powell Street improved to three lanes from US 412 to Walnut Grove Road
48th Street improved to four lanes from US 412 to S. City Limits

Rogers Area:
Olive Street improved to three lanes from 2nd to I-540
N. 24th Street improved to three lanes from Walnut Avenue to US 62
Dixieland Road improved from Oak Street to New Hope Road
Work in progress on W. Oak Street from 17th Street to 24th Street
Work in progress on Dixieland Road from Price Lane to New Hope Road

Bentonville Area:
AR 102 improved to four lanes from I-540 to US 71B
S.W. 28th Street new construction from S.E. "J" Street to South Walton Boulevard
Tiger Boulevard extended from N.W. "A" Street to N.E. "J" Street.

Major Investment Study Summary

In March of 1996 the Northwest Arkansas Regional Transportation Study (NARTS) elected to prepare a Major Investment Study (MIS) concerning the relocation of US 412 in Springdale, an Eastern Bypass of Fayetteville and Springdale, and an Eastern Bypass of Rogers. The Study was authorized by the Arkansas Highway Commission.

Transportation projects which involve construction or reconstruction, which constitutes a major investment of federal funds, require a MIS. The MIS identifies a range of alternative investments for solving a particular transportation problem and documents a decision on a particular investment.

This MIS was concerned with identifying corridors and cross-sections, not specific routes. When (and if) the projects are programmed an Environmental Impact Study (EIS) and an Environmental Assessment (EA) will be required for route location and environmental documentation.

Work groups were established to conduct the MIS from the TAC and Policy Committees of NARTS and other concerned citizens. The process involved numerous public sessions and work group meetings spanning approximately one year in time. This process is documented in full by the MIS document and is available for review at the Northwest Arkansas Regional Planning Commission in Springdale, Arkansas.

The result of the MIS was that on 3/28/97 a resolution was passed by NARTS that recommended the following strategies for transportation in the region:

- **US 412 – Freeway facility north of the existing alignment.**
- **Eastern Bypass of Fayetteville and Springdale – New location, four-lane facility, west of the white river.**
- **Eastern Bypass extension to Rogers – Improvement of existing facilities, either US 71B or the Old Wire Road Corridor.**

This Resolution also amended the 2020 Regional Transportation Plan map to reflect the new corridors.

The Resolution is reproduced on the next page. The 1997 System Map is available for viewing at the Northwest Arkansas Regional Planning Commission in Springdale.

NOTE: The Study Corridors on the maps in the 2025 Transportation Plan have been further modified to reflect broadened study areas for the Airport Access Road and the eastern most section of the US 412 Bypass. This broadened corridor reflects input from the Arkansas State Highway and Transportation Department, city planning officials from Springdale and Fayetteville, and many citizens that commented on the proposed location of the Bypass system.

Northwest Arkansas Regional Transportation Study
Major Investment Study
Approval

Resolution Number 97-1

WHEREAS, the Arkansas Highway Commission authorized the study of both a Northern and Eastern Bypass in the Northwest Arkansas Regional Transportation Study Area through Minute Orders 96-020 and 96-073, and

WHEREAS, the Northwest Arkansas Regional Transportation Study adopted the Major Investment Study (MIS) Process, and

WHEREAS, public meeting were held to obtain public comment on the projects and the process, and

WHEREAS, the MIS Working group met several times to review the transportation needs of the area and to develop and compare solutions, and

WHEREAS, the Northwest Arkansas Regional Transportation Study Major Investment Study Working Group recommends the following strategies for transportation improvements in the region:

- U.S. 412 - Freeway facility north of the existing alignment.
- Eastern Bypass of Fayetteville and Springdale - New location, four-lane facility, west of the White River.
- Eastern Bypass extension to Rogers - Improvement of existing facilities, either U.S. 71B or the Old Wire Road Corridor.

NOW THEREFORE, the Northwest Arkansas Regional Transportation Study Policy Committee concurs with these recommendations. The "2020 Regional Transportation System" Map for the 2020 Regional Transportation Plan for Metropolitan Northwest Arkansas is amended to include corridors for these recommendations and is renamed "System Plan".

Charles N. McKinney
Chairman, Policy Committee

3-28-97
Date

SUMMARY OF PREVIOUS TRANSPORTATION IMPROVEMENT PROGRAM FUNDING LEVELS

(1993-2003)

The following table shows the funding levels in the TIPs from 1993 to 2003 by the fiscal year and the type of project funding.

NARTS TRANSPORTATION IMPROVEMENT PROGRAM AMOUNTS 1993-2003

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 1993

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 1993	FEDERAL	$0	$0	$11,450,000	$0	$0	$0	$11,450,000
	OTHER	$0	$0	$100,000	$0	$0	$0	$100,000
	STATE	$0	$0	$2,740,000	$0	$0	$0	$2,740,000
Sum of FY 1993		$0	$0	$14,290,000	$0	$0	$0	$14,290,000

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 1994

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 1994	FEDERAL	$120,000	$566,512	$4,668,000	$0	$0	$1,010,513	$6,365,025
	OTHER	$30,000	$141,628	$40,000	$0	$0	$819,293	$1,030,921
	STATE	$0	$0	$906,000	$3,000,000	$0	$0	$3,906,000
SUM OF FY 1994		$150,000	$708,140	$5,614,000	$3,000,000	$0	$1,829,806	$11,301,946

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 1995

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 1995	FEDERAL	240000	58000	5810000	0	0	1218820	7326820
	OTHER	60000	14000	208000	0	0	989540	1271540
	STATE	0	0	169000	3000000	0	0	3169000
SUM OF FY 1995		$300,000	$72,000	$6,187,000	$3,000,000	$0	$2,208,360	$11,767,360

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 1996

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 1996	FEDERAL	$1,200,000	$0	$7,650,000	$0	$0	$1,013,900	$9,863,900
	OTHER	$300,000	$0	$0	$0	$0	$944,225	$1,244,225
	STATE	$0	$0	$1,915,000	$0	$0	$0	$1,915,000
SUM OF FY 1996		$1,500,000	$0	$9,565,000	$0	$0	$1,958,125	$13,023,125

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 1997

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 1997	FEDERAL	289000	0	28315000	0	1244000	2278941	32126941
	OTHER	72300	0	2500	0	79000	1271219	1425019
	STATE	0	0	5978500	0	34000	0	6012500
SUM OF FY 1997		$361,300	$0	$34,296,000	$0	$1,357,000	$3,550,160	$39,564,460

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 1998

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 1998	FEDERAL	$1,196,000	$0	$4,000,000	$0	$675,000	$1,708,704	$7,579,704
	OTHER	$150,000	$0	$0	$0	$106,500	$1,147,875	$1,404,375
	STATE	$149,000	$0	$1,000,000	$0	$0	$0	$1,149,000
SUM OF FY 1998		$1,495,000	$0	$5,000,000	$0	$781,500	$2,856,579	$10,133,079

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 1999

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 1999	FEDERAL	$1,496,000	$524,000	$17,729,000	$0	$1,646,000	$1,605,481	$23,000,481
	OTHER	$0	$0	$607,000	$10,250,000	$12,000	$0	$10,869,000
	STATE	$374,000	$130,000	$8,706,750	$1,250,000	$399,500	$400,372	$11,260,622
SUM OF FY 1999		$1,870,000	$654,000	$27,042,750	$11,500,000	$2,057,500	$2,005,853	$45,130,103

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 2000

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 2000	FEDERAL	$1,032,000	$600,000	$3,232,000	$0	$148,000	$1,636,126	$6,648,126
	OTHER	$0	$0	$425,000	$0	$6,000	$0	$431,000
	STATE	$1,008,000	$150,000	$700,000	$0	$31,000	$409,032	$2,298,032
SUM OF FY 2000		$2,040,000	$750,000	$4,357,000	$0	$185,000	$2,045,158	$9,377,158

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 2001

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 2001	FEDERAL	$3,276,000	$900,000	$25,480,000	$0	$548,000	$1,835,085	$32,039,085
	OTHER	$1,104,000	$224,000	$9,650,000	$0	$77,000	$631,010	$11,686,010
	STATE	$465,000	$0	$2,350,000	$400,000	$60,000	$19,906	$3,294,906
SUM OF FY 2001		$4,845,000	$1,124,000	$37,480,000	$400,000	$685,000	$2,486,001	$47,020,001

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 2002

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 2002	FEDERAL	$960,000	$0	$20,320,000	$640,000	$330,000	$1,765,482	$24,015,482
	OTHER	$240,000	$0	$0	$160,000	$82,500	$441,871	$924,371
	STATE	$0	$0	$5,080,000	$0	$0	$0	$5,080,000
SUM OF FY 2002		$1,200,000	$0	$25,400,000	$800,000	$412,500	$2,207,353	$30,019,853

NARTS TRANSPORTATION IMPROVEMENT PROGRAM 2003

FISCAL YEAR	SOURCE	BRIDGE	ENH	NHS/STP*	STATE	STP-U	TRANSIT	TOTAL
FY 2003	FEDERAL	$572,000	$0	$24,000,000	$248,000	$1,200,000	$1,793,482	$27,813,482
	OTHER	$0	$0	$0	$62,000	$800,000	$448,871	$1,310,871
	STATE	$143,000	$0	$5,850,000	$7,500,000	$0	$0	$13,493,000
SUM OF FY 2003		$715,000	$0	$29,850,000	$7,810,000	$2,000,000	$2,242,353	$42,617,353

NOTES: NHS/STP* represents funding for state highway projects including NHS, STP, STP-STATE, HPP, and HES
TRANSIT represents FTA-5303,5307,5309, 5311, Section 3, Section 9, and Section 18 transit program funding
BRIDGES represent City and State Highway funding
STATE represents STATE and STATE AID categories

TRANSPORTATION FACTS FOR WASHINGTON AND BENTON COUNTIES

(Furnished by the Public Affairs Department of the Arkansas Highway and Transportation Department)

Washington County:

- Projects totaling over $277.8 million have been completed in Washington County on 260.8 miles of state highways, county roads and city streets in the last ten years. (This includes $211.7 million for I-540)
- Improvements totaling over $48.3 million are under construction in Washington County on 33.9 miles of state highways, county roads and city streets.
- Projects totaling over $71.5 million are programmed for Washington County on 80.2 miles of state highways and city streets.
- There are 82,317 registered passenger vehicles in Washington County. This ranks Washington County third in the state behind only Pulaski and Benton Counties.

Benton County:

- Projects totaling over $100 million have been completed in Benton County on 241.5 miles of state highways, county roads, and city streets in the last 10 years.
- Improvements totaling over $9 million are under construction in Benton County on 8.4 miles of state highways and city streets.
- Projects totaling over $138.6 million are programmed for Benton County on 114.6 miles of state highways and city streets.
- There are 84,239 registered passenger vehicles in Benton County. This ranks Benton County second in the state for number of registered passenger vehicles behind only Pulaski County.

MAJOR PROJECTS "IN THE WORKS"

There are three major projects slated in the near future in our Region:

The Springdale Northern Bypass

The Regional Airport Access Road

The Bella Vista Bypass

THE SPRINGDALE NORTHERN BYPASS

(Project Overview and Timeline provided by AHTD)

Project Overview

* US 412 in Arkansas is part of a congressionally designated High Priority Corridor (HPC) running from Tulsa, Oklahoma to Nashville, Tennessee.
* The existing cross-section of US 412 in the project area is a 60-foot, five lane, curb and gutter section.
* The bypass proposal includes providing a four-lane, divided, fully controlled access (interstate type) facility constructed on new alignment. This would include two 12-foot travel lanes in each direction separated by a variable width median.
* An average right-of-way width of 300 feet is typical for this type facility.
* Access will be fully controlled with interchanges at selected locations.
* Frontage roads would be provided only where it is more economical for the Department to construct the road than to purchase the property.

Project Timeline

* A wide corridor for a US 412 bypass north of Springdale was included in the Northwest Arkansas Regional Transportation Study (NARTS) in 1995.
* A Major Investment Study (MIS) was completed in 1997, which included the US 412 bypass, an eastern bypass of the Fayetteville-Springdale area, and an eastern bypass of Rogers.
* A public official's meeting and a series of public involvement meetings were held in early July 1998, to offer the public the opportunity to review and comment on the preliminary corridor alignments. Over 700 people attended the sessions.
* Further analysis of public comment and possible constraints led to the adjustment and/or elimination of some of the original alternative corridors.
* Another public official's meeting and series of public involvement meetings were held in August/September 1999 to inform the community on the current status of the project, review the revised alternatives, and gather

public comments, concerns, and suggestions. Over 750 people attended these sessions.

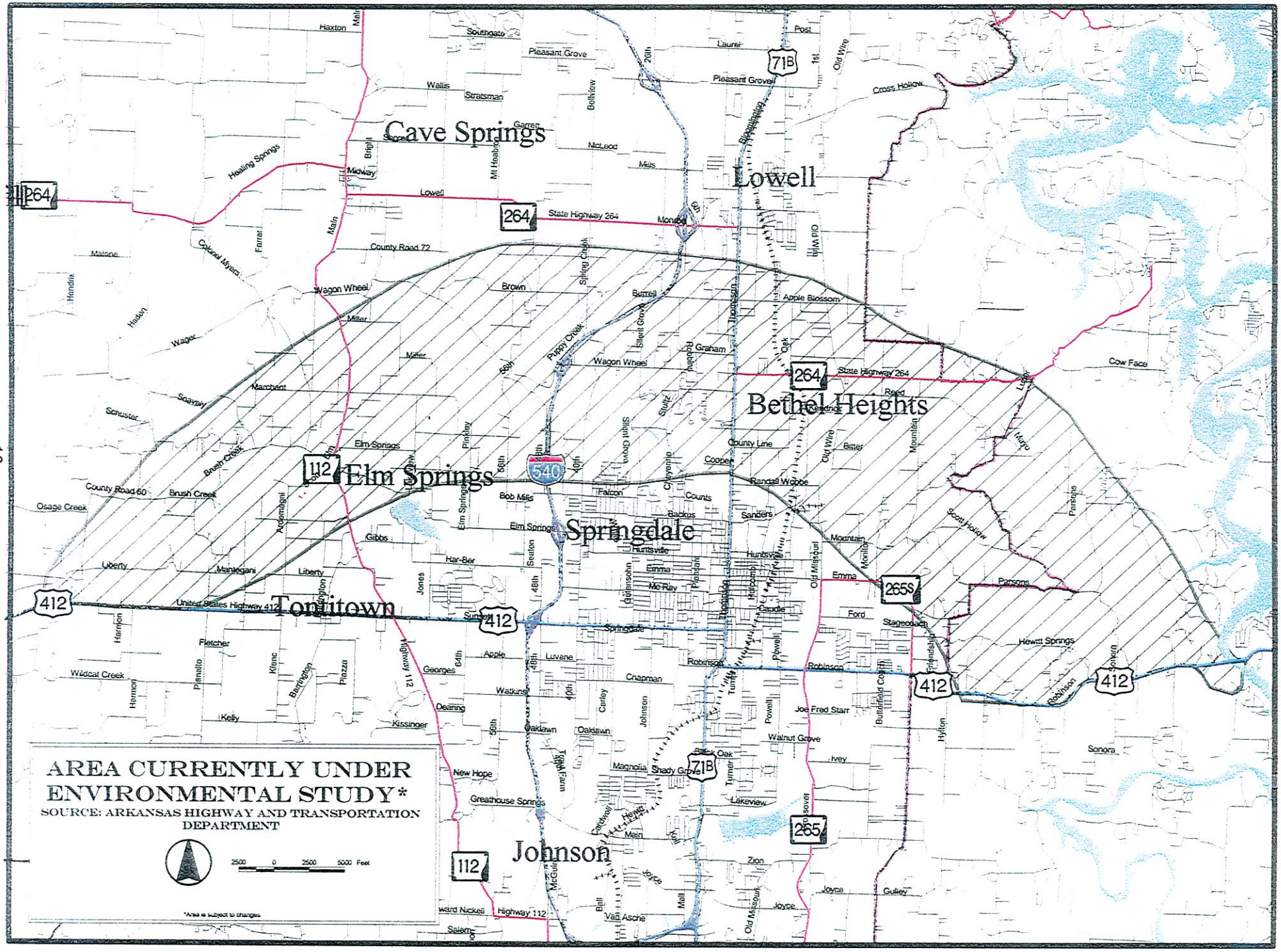
* In depth analysis of the alternatives for the Draft Environmental Impact Statement (EIS) is ongoing. This includes field examination of the corridors for environmental impacts, such as archeology, endangered species, relocation studies, and many others.

* When the Draft EIS will be completed, a Location Public Hearing will be held. Shortly thereafter, using the comments received from the Public Hearing and the information in the Draft EIS, the preferred alternative will be selected.

* The Final EIS will then be prepared and a Record of Decision will be signed by FHWA.

* Funding for right-of-way purchase and construction of the project is not available at this time, therefore, no dates have been projected for right-of-way acquisition or construction.

The map on the following page shows the current study corridor for the proposed bypass.


AREA CURRENTLY UNDER ENVIRONMENTAL STUDY*
SOURCE: ARKANSAS HIGHWAY AND TRANSPORTATION DEPARTMENT
*Area is subject to changes.
Cave Springs
Lowell
Bethel Heights
Elm Springs
Springdale
Tontitown
Johnson
264
71B
112
412
540
265S
265

Regional Airport Access Road

(Overview provided by the Northwest Arkansas Regional Airport)

With Air Force One in the background and a crowd of about 8,000 people looking on, President Bill Clinton dedicated the new Northwest Arkansas Regional Airport on November 6, 1998.

The airport officially opened for commercial service on November 1, bringing to an end an eight-year process of planning and construction. A few days later, President Clinton headed a delegation of regional, state and federal officials who celebrated the opening of the country's third new commercial service airport in 25 years. (The other two are Dallas-Fort Worth (DFW) and Denver.)

American Eagle inaugurated its direct service from the regional airport to Chicago's O'Hare Airport on the airline's new regional jets. The airline also provides service from the Regional Airport to Dallas-Fort Worth and New York's LaGuardia Airport. In January of 1999, TransWorld Express began providing service from the Regional Airport to St. Louis.

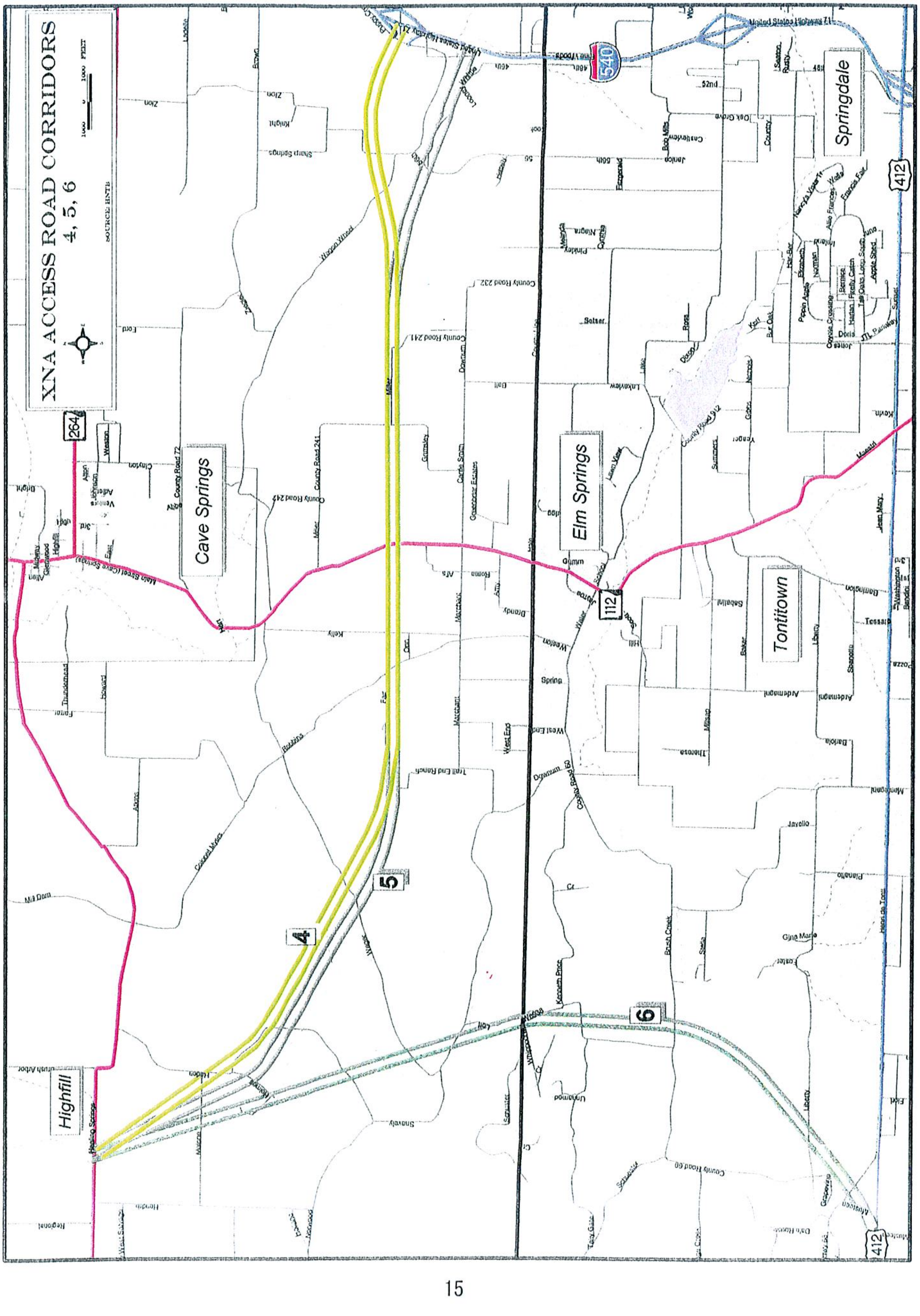
In March, 1999, Atlantic Southeast Airlines, the Delta Connection partner, began providing service from the Regional Airport to Atlanta and DFW, and Northwest Airlines began providing service to Memphis. US Air began providing services in September of 1999, with service to Charlotte, N.C., Kansas City, and Little Rock.

The Northwest Arkansas Regional Airport Authority had projected enplanements of about 200,000 for 1999, but the quicker than expected relocation of service to the new airport and the success of the regional jet service resulted in enplanements of almost 330,000 in 1999. Within the first year of operation, it became necessary to expand the long-term parking lot and the aircraft parking apron. The airport is running about three years ahead of projections, with enplanements for 2000 at 367,000. The Authority is currently evaluating a possible expansion of the terminal building.

The site of the Airport is centrally located within close proximity to all the communities of Northwest Arkansas while also being far enough away from populated areas so as to minimize any adverse impact from aircraft operations. The access to the new airport is provided from I-540 on Highway 264 at the Lowell exit and from Bentonville on Highway 12.

The Authority is working with the Arkansas State Highway Department on a new, direct access from I-540 to the Airport. Sixteen million dollars was included for the Airport Access Road in the federal highway legislation enacted in 1998. In an effort to expedite construction of the new Access Road, the Authority is exploring the issuance of bonds to cover the cost of construction and the local match for the federal funding. The bonds would be repaid with funds received over six years from the federal appropriation and the collection of a toll for traffic using the Access Road.

The map on the following page shows the study corridors for the proposed Airport Access Road.



XNA ACCESS ROAD CORRIDORS
4, 5, 6

THE BELLA VISTA BYPASS

(Overview provided by AHTD)

After years of planning, study, and debate, a location for the future US 71 freeway between Bella Vista, Arkansas and Pineville, Missouri has been selected. On April 19, 2000, the Federal Highway Administration issued a Record of Decision (ROD) for the relocation of US 71 on a new route west of Bella Vista.

The ROD is an official document that provides authorization for the Arkansas State Highway and Transportation Department (AHTD) and the Missouri Department of Transportation (MoDOT) to proceed with more detailed plans, right-of-way acquisition, and eventually construction. Any steps toward construction depend heavily upon the availability of funding, and the priority the project takes among others in the state.

The location of the new route was determined through a study of the corridor initiated in 1996. The Location Study was conducted to determine the best way to improve or relocate the route and was commissioned by AHTD, in cooperation with MoDOT and the FHWA.

The study concluded that a freeway bypassing Bella Vista to the west, along with improvements to the existing route, would best address current and anticipated transportation needs in the area.

The above information was provided by AHTD in their Newsletter Volume 4, Spring 2000 titled US 71 Bella Vista to Pineville.

A map showing the selected route for the Bella Vista Bypass is on the following page.

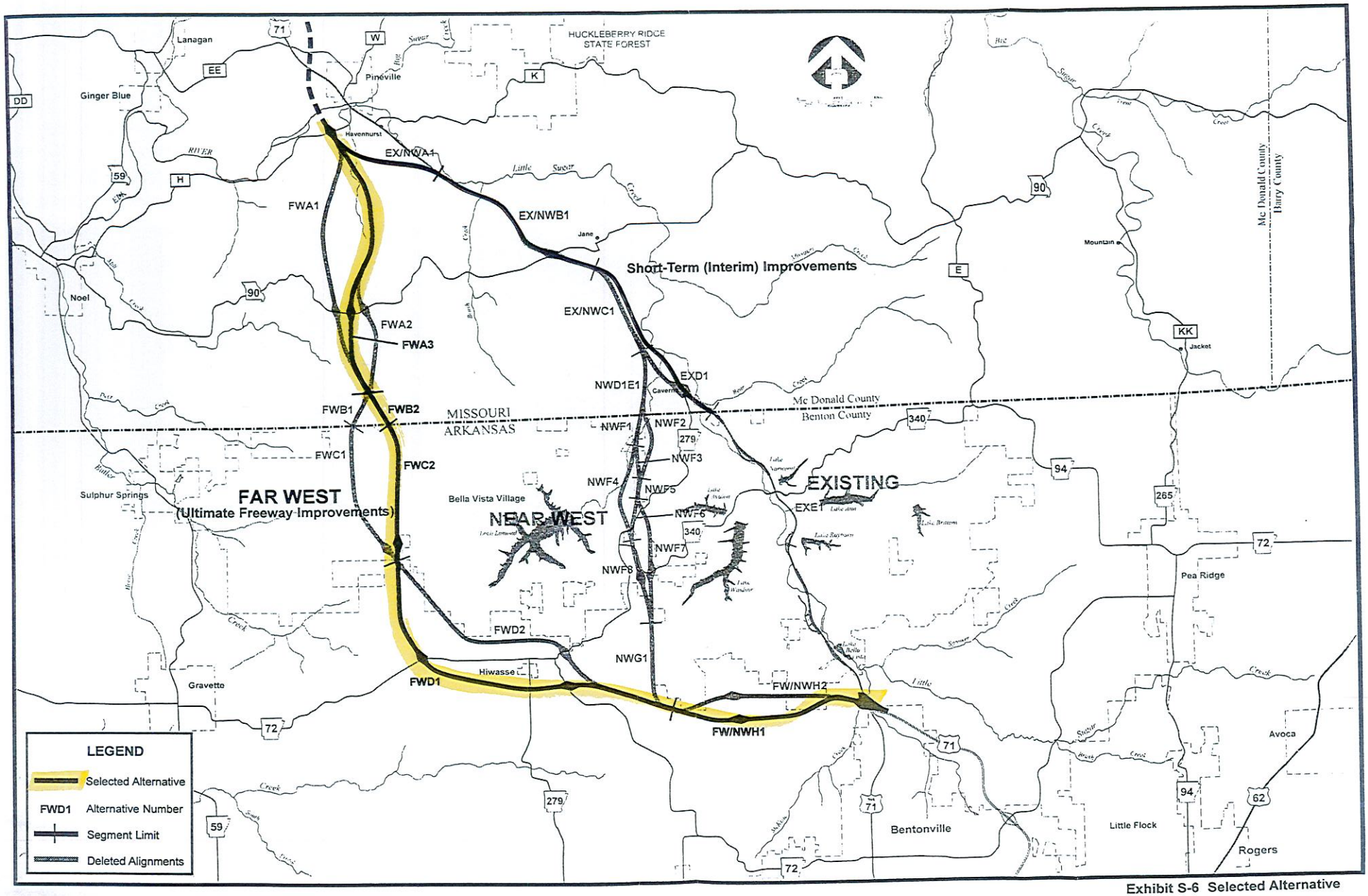


Exhibit S-6 Selected Alternative

THE PLANNING PROCESS

TRANSPORTATION PLANNING
IN
NORTHWEST ARKANSAS
WITH NWARPC AS THE MPO

A basic planning activity of the Northwest Arkansas Regional Planning Commission (NWARPC) is its function as a Metropolitan Planning Organization (MPO). Each governmental unit and transportation agency in the metropolitan portion of the Fayetteville/Springdale/Rogers Metropolitan Statistical Area (MSA) can participate in transportation planning. This is done by executing letters of agreement to participate between NWARPC, the Arkansas State Highway and Transportation Department (AHTD) and the Federal Highway Administration (FHWA). The participants then appoint people to represent their entity in the planning process. These appointments are usually made by the Mayor, County Judge or Chief Executive Official.

The MPO has a *Technical Advisory Committee* (TAC) and a *Policy Committee*. The TAC develops the technical aspects of plans and reports and makes recommendations to the Policy Committee. TAC members are usually people who are involved in the technical side of transportation. The Policy Committee members make the MPO's final decisions.

These Committees make up the *Northwest Arkansas Regional Transportation Study* (NARTS). Three documents are the principal NARTS products. The *Unified Planning Work Program* (UPWP) is produced each year and the *Transportation Improvement Program* (TIP) every two years.

NARTS also prepares the *2025 Regional Transportation Plan* and all supporting documents. This long-range plan is to be updated every three to five years. The metro portion of the Fayetteville/Springdale/Rogers MSA (designated by the U.S. Census Bureau) is the study area for the Plan.

The *Unified Planning Work Program* (UPWP) outlines the MPO's annual work activities. Each year, the TAC and Policy Committee reviews and approves projects to submit to AHTD and FHWA for final approval.

The *Transportation Improvement Program* (TIP) contains all commitments for state and federal transportation funding for a three year period in the Metro Area. In developing the TIP, the TAC reviews projects submitted by cities, counties and transportation services within the Metro Area. This review also includes representatives from the AHTD and FHWA. After discussion, the TAC prioritizes the projects and recommends a three-year listing to the Policy Committee for approval. *No Federal expenditures can be made on transportation facilities within the NARTS Metro Area unless they are listed in the TIP. The TIP is a major tool for shaping the Region's transportation infrastructure.*

PLANNING PROCESS FACTORS

President Clinton signed the Transportation Equity Act for the 21st Century (TEA-21) into law on June 9, 1998. This Act requires that urbanized areas develop a transportation plan that addresses these seven factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety and security of the transportation system for motorized and non-motorized users.
3. Increase the accessibility and mobility options available to people and for freight.
4. Protect and enhance the environment, promote energy conservation, and improve the quality of life.
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
6. Promote efficient system management and operation.
7. Emphasize the preservation of the existing transportation system.

These factors and the manner in which they have been addressed are presented below.

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;

- Infrastructure that supports a high level of service for mobility
  - US 412 bypass - Interstate type facility will alleviate congestion on US 71 B in Springdale by providing a limited access- principal arterial route for freight to by-pass the business corridors of Springdale
  - AR 265 widening from AR 16E (Fayetteville) to US 62 (Rogers). This transportation improvement will provide better north-south movement for freight by adding lanes to an existing state highway that connects the industrial parks of Fayetteville, Springdale, and Rogers.
  - Airport Access Road will provide more efficient access to the Northwest Arkansas Regional Airport.

Increase the safety and security of the transportation system for motorized and non-motorized users;

- Improvements to traffic signalization/pavement markings
- Implementation of the Regional Transit Authority (RTA) study
- Bicycle/pedestrian enhancement projects
- Widening of congested arterial roads
- Bridge improvements

Increase the accessibility and mobility options available to people and for freight;

- Implementation of the RTA study
- Airport Access Road
- US 412 Bypass

Protect and enhance the environment, promote energy conservation, and improve quality of life;

- Bike trails and sidewalk improvements in Fayetteville
- Improvements on Bentonville square enhancements: more green space, water fountain, sitting walls, brick sidewalks and additional trees
- Emma Avenue enhancements in Springdale: brick pavers, relocation of overhead utilities, expansion of street corners, tree plantings and landscaping
- Improvements in signalizations and road widths will reduce stop and go traffic and, thus, gas consumption
- Implement Regional Bicycle and Pedestrian Facilities Plan

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

- Airport Access Road
- Bicycle/pedestrian projects
- Implementation of RTA study
- US 412 Bypass

Promote efficient system management and operation; and

- Implementation of RTA study
- Signalization improvements

Emphasize the preservation of the existing transportation system.

- Strong financial commitment to maintenance of existing roadways
- Upgrade and maintenance of existing bridges

The TEA-21 legislation requires that future plans be developed with regard to funding constraints. Our rapid growth and limited financial resources demand that we prepare plans and schedules for accomplishing improvements. This 2025 plan includes an "Unconstrained Plan" and "Constrained Plan". The "Unconstrained Plan" includes

improvements unlimited by cost. In the "Constrained Plan" improvements are limited by local, state and federal budgets.

Transit facilities are also included in the Constrained and Unconstrained Plans. Public and private transit facilities will make our Region more accessible to those who have no means of transportation. This includes the young, elderly, disabled and all others without means of personal transportation. Transit can serve more people while causing less traffic congestion. As it reduces dependence upon the automobile it also increases job opportunities to those without automobiles. Transit options can provide safe routes to work, school and neighborhood shopping.

Enhancements are an aspect of transportation planning introduced in ISTEA and continued in the TEA-21 legislation. Enhancements cover a wide range of improvements from bike paths to downtown improvement projects.

Bicycle and Pedestrian Trails are also important factors in developing a comprehensive Transportation Plan. TEA-21 states that "bicyclists and pedestrians shall be given due consideration in the planning process…bicycle facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities except where bicycle use and walking are not permitted."

All of these factors were considered and included in the process of developing the 2025 Regional Transportation Plan.

PLANNING TOOLS

Growth and the 2025 Plan

A starting point for a comprehensive plan of any kind is to look at the Region's current socio-economic status as a current inventory and project the growth trends.

Rapid growth burdens local budgets, facilities, and environments. Meeting today's needs, while providing for the future, is a job that grows with the Northwest Arkansas Region[1]. Planning helps us to get the most from our assets by first examining what we have. We then set priorities for what we want, what we need, and what we can afford.

So, as we plan for a better regional transportation system, we also plan for future actions with a broad approach to transportation. As we grow we anticipate more convenience and efficiency by developing alternate modes of transportation. Technology is changing our lifestyles, our need to travel, and our travel destinations.

Tables and Graphs

Tables and graphs in the following pages illustrate the Region's growth. Table 1.a. shows how much the Region's population grew between the years 1950 and the year 2000. Table 1.b. indicates a straight-line projection of the population based on the Region's growth in the past ten years.[2] Table 2 includes economic indicators such as population, employment, bank deposits, per capita income, property assessments and retail & wholesale sales. Table 3 shows how the Region's labor force has grown in the past decade and how the unemployment rate has stayed consistently low. Significant to transportation planning, Table 4 shows how automobile use has increased within the two-county area. All of these tables underscore the fact that this Region has had exceptional growth and could continue to grow in the future.

For over 20 years the Region sustained the highest population growth rate of any two-county Region in Arkansas. It also experienced the highest total growth per year of any metropolitan area outside the Little Rock Metropolitan Statistical Area (MSA). Population projections through the year 2025 are based upon the Region's demonstrated growth from 1990 through 2000. There are a number of factors that could very possibly prevent a repeat of the exceptional growth that took place in the 1990's. However, Regional governments and institutions must be prepared for the possibility of even more growth in the future. Should the rate of growth significantly change, new projections will reflect these changes.

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[1] Note: The Northwest Arkansas Region refers to the two county Region of Benton and Washington Counties. The Region, for statistical purposes is also known as the Fayetteville, Springdale, Rogers MSA or Metropolitan Statistical Area.

[2] This straight-line trend only projects the population history of the past ten-year period and does not take into consideration any other variables such as birth and death rates or future constraints to growth.

Population Trends In Northwest Arkansas Since the 1950's

Table 1.a.

	1950	1960	1970	1980	1990	2000
Bentonville	2,942	3,679	5,508	8,756	11,257	19,730
Rogers	4,962	5,700	11,050	18,086	24,692	38,829
Siloam Springs	3,270	3,953	6,009	7,940	8,151	10,843
Fayetteville	17,071	20,274	30,729	36,608	42,099	58,047
Springdale	5,835	10,076	16,406	23,458	29,941	45,798
Benton County	38,076	36,272	50,476	78,115	97,499	153,406
Washington Co.	49,979	55,797	77,370	100,494	113,409	157,715
Region	88,055	92,069	127,846	178,609	210,908	311,121

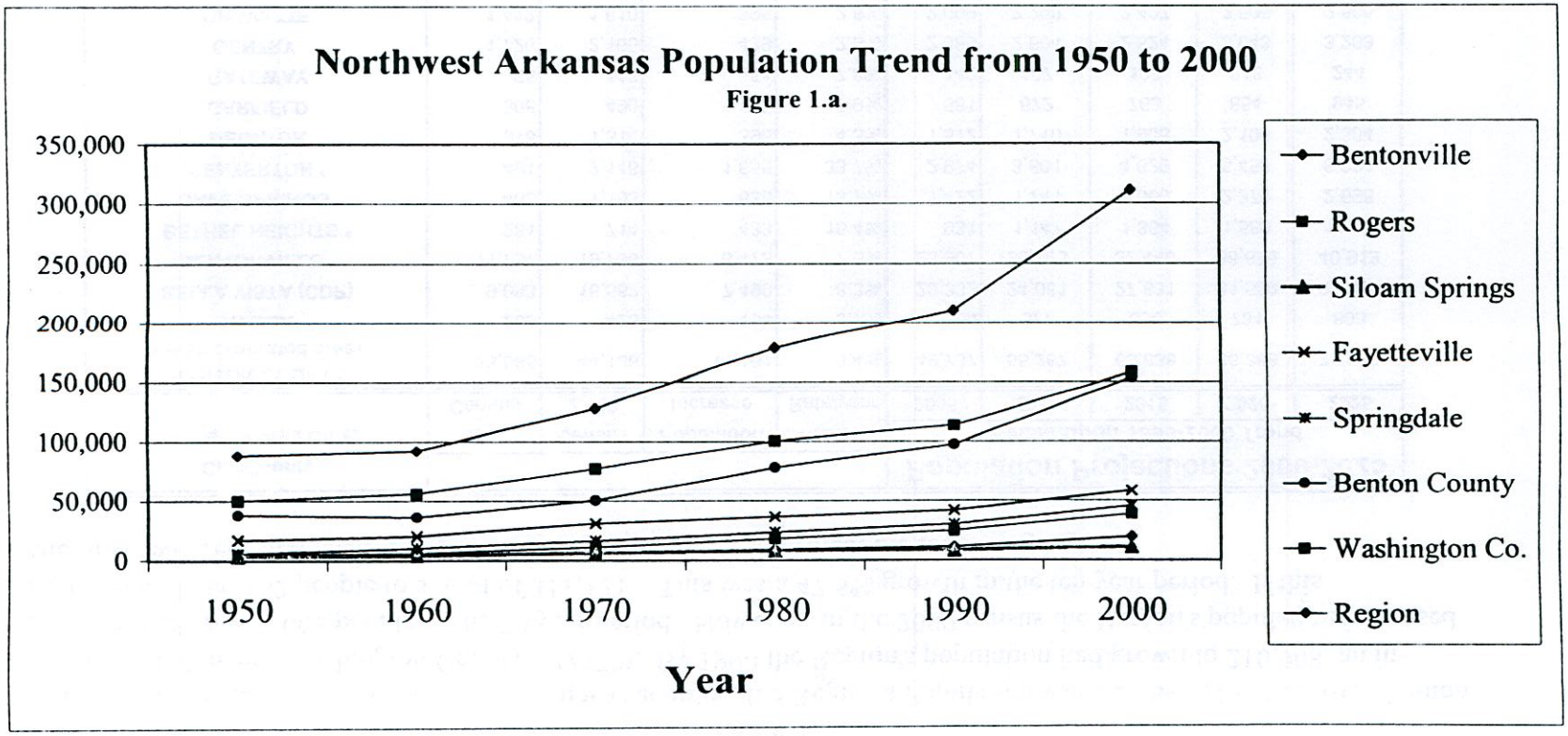


Table 1.a. and Figure 1.a.

Population Projections

Table 1.b.

When the 1973 Regional Transportation Plan was adopted, the Region's Population was 127,846 (1970 Census: Benton County - 50,476 and Washington County - 77370). By 1990 the Region's population had grown to 210,908, an increase of 65% or 83, 062 people in the 20 year period. However, in the 2000 census the Region's population increased an additional 100,182 people to a total of 311,121. This was a 47.5% growth in the ten year period. If this rate of growth repeated itself over the next 25 years we would project the following figures.

City/County * = NARTS Area Cities	1990 Census	Census 2,000	Population Increase	Growth Rate/year	Population Projections 2000-2025 Based upon 1990-2000 Trend 2005	2010	2015	2020	2025
BENTON COUNTY (unincorporated area)	33,085	44,186	11,101	3.4%	49,737	55,287	60,838	66,388	71,939
AVOCA	269	423	154	5.7%	500	577	654	731	808
BELLA VISTA (CDP)	9,083	16,582	7,499	8.3%	20,332	24,081	27,831	31,580	35,330
BENTONVILLE *	11,257	19,730	8,473	7.5%	23,967	28,203	32,440	36,676	40,913
BETHEL HEIGHTS *	281	714	433	15.4%	931	1,147	1,364	1,580	1,797
CAVE SPRINGS*	465	1,103	638	13.7%	1,422	1,741	2,060	2,379	2,698
CENTERTON *	491	2,146	1,655	33.7%	2,974	3,801	4,629	5,456	6,284
DECATUR	918	1,314	396	4.3%	1,512	1,710	1,908	2,106	2,304
GARFIELD	308	490	182	5.9%	581	672	763	854	945
GATEWAY	65	116	51	7.8%	142	167	193	218	244
GENTRY	1,726	2,165	439	2.5%	2,385	2,604	2,824	3,043	3,263
GRAVETTE	1,412	1,810	398	2.8%	2,009	2,208	2,407	2,606	2,805
HIGHFILL *	84	379	295	35.1%	527	674	822	969	1,117
LITTLE FLOCK *	944	2,585	1,641	17.4%	3,406	4,226	5,047	5,867	6,688
LOWELL *	1,224	5,013	3,789	31.0%	6,908	8,802	10,697	12,591	14,486
PEA RIDGE	1,620	2,346	726	4.5%	2,709	3,072	3,435	3,798	4,161
ROGERS *	24,692	38,829	14,137	5.7%	45,898	52,966	60,035	67,103	74,172
SILOAM SPRINGS	8,151	10,843	2,692	3.3%	12,189	13,535	14,881	16,227	17,573
SPRINGTOWN	0	114	114	---	171	228	285	342	399
SULPHUR SPRINGS	523	671	148	2.8%	745	819	893	967	1,041
Metro Area*	40,370	72,346	31,976	7.9%	88,334	104,322	120,310	136,298	152,286
COUNTY TOTALS	97,530	153,406	55,876	5.7%	181,344	209,282	237,220	265,158	293,096

Table 1.b. and Figure 1.b.

WASHINGTON CO. (unincorporated area)	31,772	36,437	4,665	1.5%	38,770	41,102	43,435	45,767	48,100
					0	0	0	0	0
ELKINS	692	1,251	559	8.1%	1,531	1,810	2,090	2,369	2,649
ELM SPRINGS *	893	1,044	151	1.7%	1,120	1,195	1,271	1,346	1,422
FARMINGTON*	1,322	3,605	2,283	17.3%	4,747	5,888	7,030	8,171	9,313
FAYETTEVILLE*	42,099	58,047	15,948	3.8%	66,021	73,995	81,969	89,943	97,917
GOSHEN	589	752	163	2.8%	834	915	997	1,078	1,160
GREENLAND*	757	907	150	2.0%	982	1,057	1,132	1,207	1,282
JOHNSON*	599	2,319	1,720	28.7%	3,179	4,039	4,899	5,759	6,619
LINCOLN	1,460	1,752	292	2.0%	1,898	2,044	2,190	2,336	2,482
PRAIRIE GROVE	1,761	2,420	659	3.7%	2,750	3,079	3,409	3,738	4,068
SPRINGDALE *	29,988	45,798	15,810	5.3%	53,703	61,608	69,513	77,418	85,323
TONTITOWN*	460	942	482	10.5%	1,183	1,424	1,665	1,906	2,147
WEST FORK	1,607	2,042	435	2.7%	2,260	2,477	2,695	2,912	3,130
WINSLOW	342	399	57	1.7%	428	456	485	513	542
COUNTY TOTALS	113,409	157,715	44,306	3.9%	179,868	202,021	224,174	246,327	268,480
Metro Area*	75,186	112,662	36,544	4.9%	130,934	149,206	167,478	185,750	204,022
METRO AREA TOTAL	115,556	185,008	68,520	5.9%	219,268	253,528	287,788	322,048	356,308
REGIONAL TOTAL	210,939	311,121	100,182	4.7%	361,212	411,303	461,394	511,485	561,576

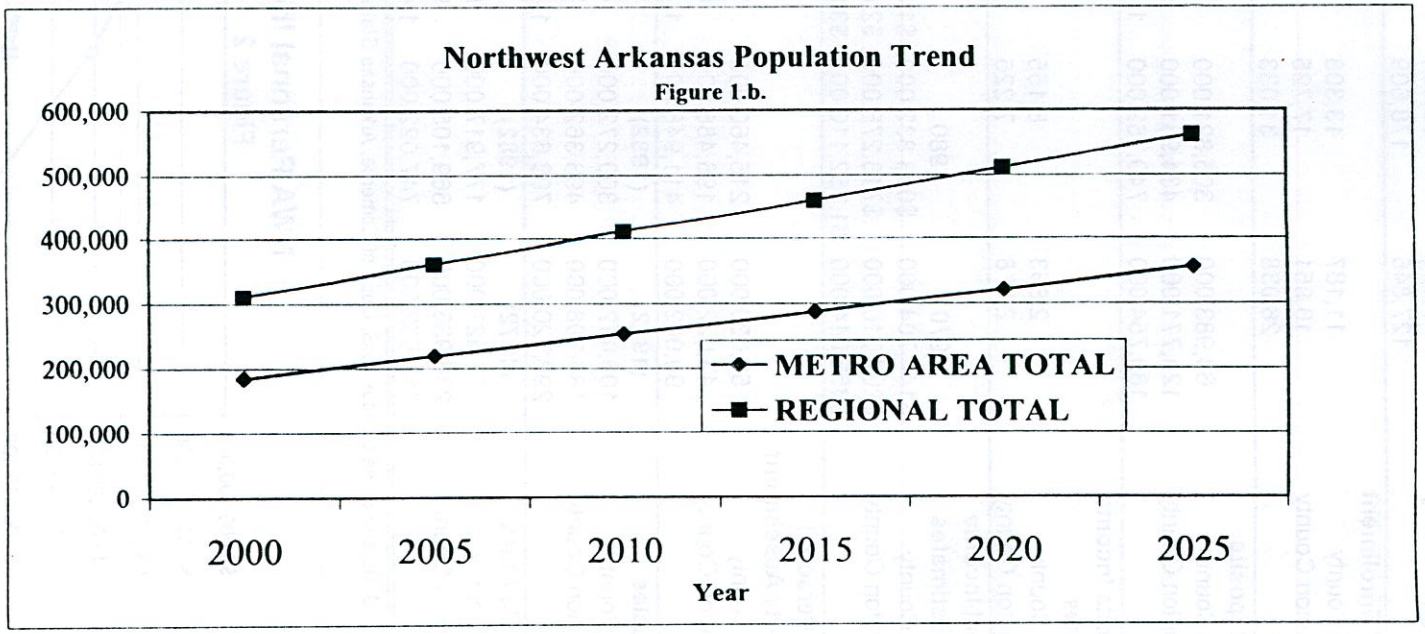


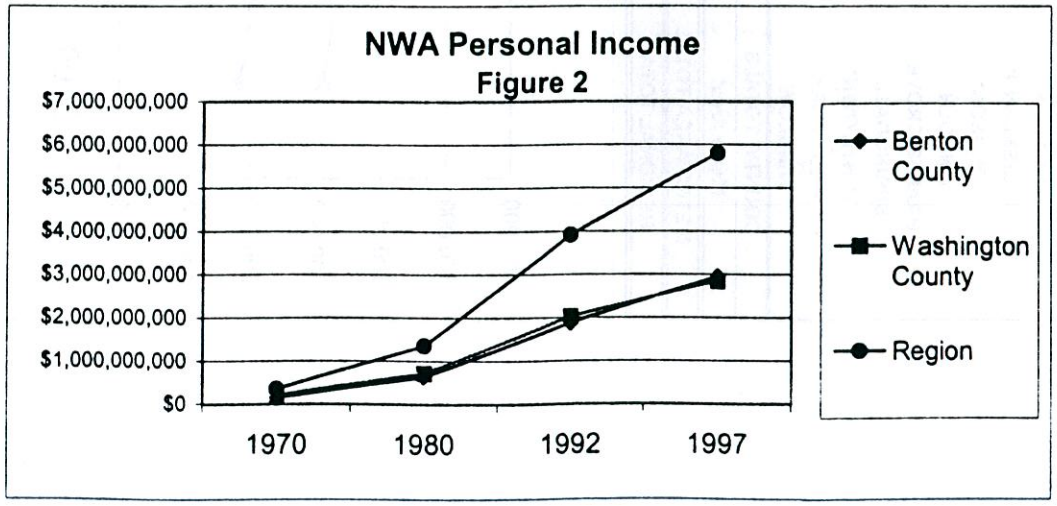
Table 1.b. and Figure 1.b.

Growth Indicators
Benton & Washington Counties

Table 2

INDICATOR	1970 *Total*	1980 *Total*	1990 *Total*	*2000 Total*	*% Increase latest vs. 1990 Column*
Population					
Benton County	50,476	78,115	97,499	153,406	57.3%
Washington County	77,370	100,494	113,409	157,715	39.1%
Region	127,846	178,609	210,908	311,121	47.5%
School Enrollment				**(1996-97)**	
Benton County	11,187	13,308	16,169	21,118	30.6%
Washington County	16,851	17,725	19,990	23,017	15.1%
Region	28,038	31,033	36,159	44,135	22.1%
Bank Deposits				**(1998)**	
Benton County	64,983,000	305,821,000	846,937,000	1,914,336,000	126.0%
Washington County	124,771,000	434,931,000	942,481,000	1,721,866,000	82.7%
Region	189,754,000	740,752,000	1,789,418,000	3,636,202,000	103.2%
Per Capita Income Estimates			**(1992)**	**(1997)**	
Benton County	2,853	8,155	17,827	22,617	26.9%
Washington County	2,678	7,225	16,911	20,741	22.6%
Personal Income Estimates	1970	1980	1992	1997	
Benton County	$144,704,000	$633,832,000	$1,882,288,000	$2,950,404,000	56.7%
Washington County	$207,310,000	$718,278,000	$2,031,801,000	$2,848,220,000	40.2%
Region	$352,014,000	$1,352,110,000	$3,914,089,000	$5,798,624,000	48.1%
Real & Personal Property Assesment					
Benton County	56,030,000	215,460,000	753,643,000	1,481,300,000	96.6%
Washington County	43,032,000	196,488,000	650,101,000	1,200,400,000	84.6%
Region	99,062,000	411,948,000	1,403,744,000	2,681,700,000	91.0%
Retail Sales	**(1972)**	**(1982)**	**(1987)**	**(1997)**	
Benton County	108,412,000	300,272,000	446,600,000	1,015,568,000	127.4%
Washington County	184,308,000	498,362,000	750,240,000	1,444,900,000	92.6%
Region	292,720,000	798,634,000	1,196,840,000	2,460,468,000	105.6%
Wholesale Sales	**(1972)**	**(1982)**	**(1987)**	**(1997)**	
Benton County	84,627,000	177,917,000	503,454,000	2,480,490,000	392.7%
Washington County	226,935,000	569,105,000	904,417,000	6,815,129,000	653.5%
Region	311,562,000	747,022,000	1,407,871,000	9,295,619,000	560.3%

Sources: U. S. Bureau of the Cunsus, U.S. Dept. of Comerce, Arkansas Statistical Abstract - 2000 Census State Data Center



Employment Trends

Benton & Washington Counties

Table 3

INDICATOR	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Civilian Labor Force	109,900	110,925	116,000	121,275	129,900	134,850	138,000	137,425	138,550	143,300
Total Employment	105,750	106,800	111,775	117,725	126,725	131,650	133,925	133,250	134,100	139,900
Unemployment	4,150	4,125	4,225	3,550	3,175	3,200	4,075	4,175	4,450	3,400
Unemployment Rate	3.8%	3.7%	3.6%	2.9%	2.4%	2.4%	3.0%	3.0%	3.2%	2.4%
Nonfarm Payroll Jobs	100,600	103,300	108,400	115,400	123,800	131,100	134,800	138,600	141,900	147,600
Manufacturing	29,100	29,600	30,200	32,200	33,700	34,600	33,900	34,100	33,900	34,600
Nonmanufacturing										
Construction & Mining	3,100	3,300	3,700	4,300	4,900	5,500	5,900	5,700	5,600	6,000
Transportation & Public Utilities	7,800	7,900	7,400	7,800	8,500	9,300	9,400	9,300	9,900	10,500
Trade	25,400	26,700	28,100	30,100	33,100	35,300	37,000	38,600	40,200	42,400
Finance, Insurance & Real Estate	3,400	3,400	3,600	4,000	4,200	4,300	4,700	4,900	5,200	5,400
Services	16,600	17,100	20,200	21,400	23,300	24,700	25,600	27,000	28,000	29,500
Government	15,200	15,300	15,200	15,600	16,100	17,400	18,300	19,000	19,100	19,200

Source: Arkansas Employment Security Department, www.state.ar.us/esd/index.html

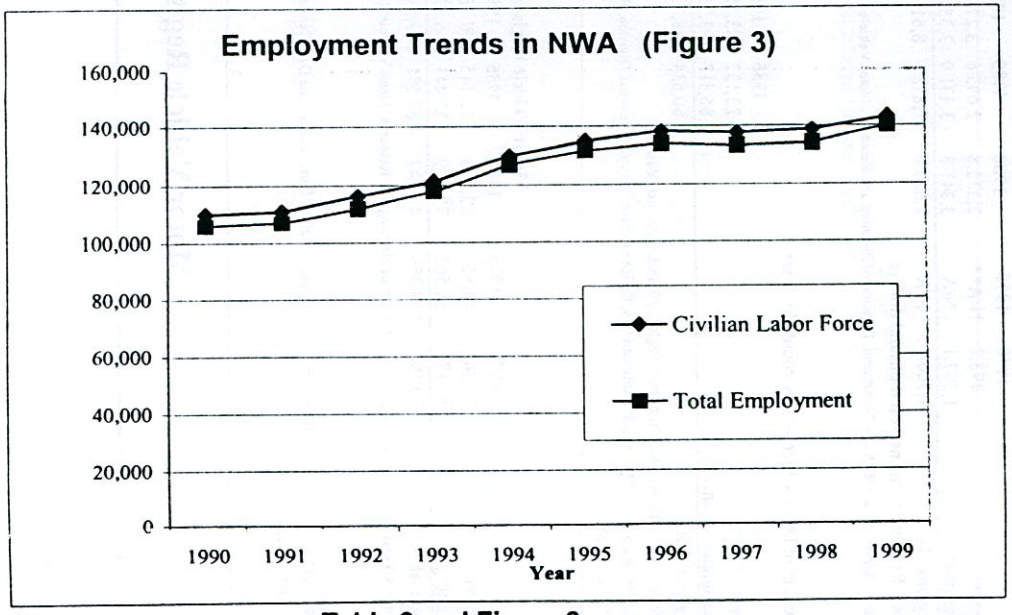


Table 3 and Figure 3

Automobile Trends in Northwest Arkansas

Table 4

Occupied Housing Units by Number of Vehicles Available, 1990

County	Total Occupied Housing Units	Number of Vehicles Available				Percent Without a Vehicle
		None	1	2	3 or More	
Benton	37,555	1,842	11,605	16,847	7,261	4.9
Washington	43,372	2,470	14,676	18,086	8,140	5.7
Regional Total	80,927	4,312	26,281	34,933	15,401	5.3%

Source: U.S. Bureau of the Census, Summary Tape File-3A, 1990 Census of Population and Housing*

Motor Vehicle Registration Fees Collected by County and Year; Thousands of Dollars

	1970	1975	1980	1985	1990	1991	1992	1993	1994	1995	1996	1997
Benton	793.2	N/A**	2,333.8	2,695.6	3,274.3	3,481.6	3,753.3	3,911.3	4,096.8	4,476.6	4,664.9	4,831.6
Washington	1,597.1	N/A	3,341.8	3,131.9	3,352.2	3,571.0	3,800.8	4,044.1	4,396.4	4,776.1	5,096.8	5,040.5
Regional Total	4,360.3	N/A	7,655.6	7,812.5	8,616.5	9,043.6	9,546.1	9,948.4	10,487.2	11,247.7	11,757.7	11,869.1

Note: Rounded to the nearest thousand dollars.

Source: Arkansas State Highway Department, Division of Planning and Research, Motor Vehicle Registration By Counies Annual.

Number of Drivers' Licenses by county by Year

	1985	1990	1991	1992	1993	1994	1995	1996	1997	1998
Benton County	73,132	83,383	N/A	N/A	82,619	87,370	87,806	97,118	100,898	105,704
Washington County	85,517	93,357	N/A	N/A	90,898	95,039	95,306	101,967	104,958	108,573
Regional Total	160,634	178,730	1,991	1,992	175,510	184,403	185,107	201,081	207,853	216,275

Sources: Federal Highway Administration, Highway Statistics Annual, Year

Arkansas Department of Finance & Administration, Office of Driver Services, Revenue Division, Reports R3576 (1982-1990); R5310, 01/19/94, 01/06/95, 01/02/96, 01/02/97.

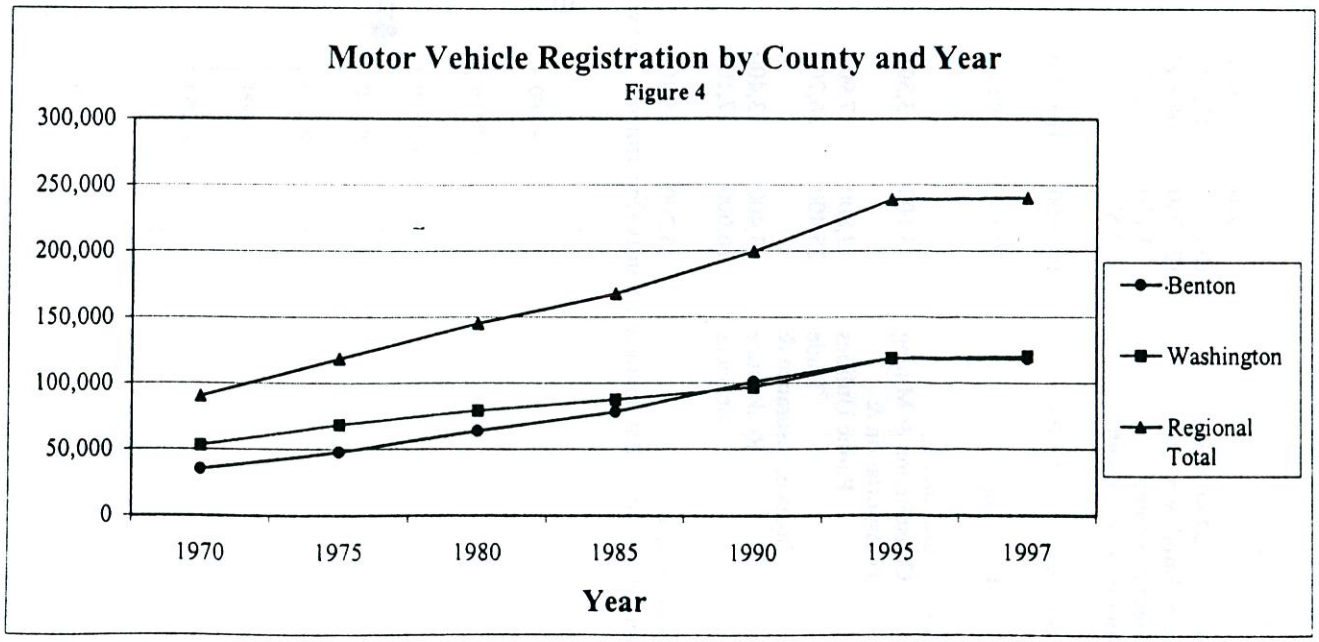
Motor Vehicle Registrations by County and Year

	1970	1975	1980	1985	1990	1991	1992	1993	1994	1995	1996	1997
Benton	35,044	47,851	63,743	78,145	100,785	96,873	99,980	105,470	111,649	118,355	122,522	118,340
Washington	53,177	68,563	79,219	87,441	96,824	99,766	103,006	107,377	112,454	118,404	123,789	120,057
Regional Total	90,191	118,389	144,942	167,571	199,599	198,630	204,978	214,840	226,097	238,754	248,307	240,394

Source: Arkansas State Highway Department, Division of Planning and Research, Motor Vehicle Registration By County, Year

*Note: All Sources of Automobile Growth Indicators were obtained from Census State Data Center's Eigth Edition of the Arkansas Statistical Abstract -- 2000

** N/A= Not Available



School-Age Population Model For Northwest Arkansas
(A CADIS Project)

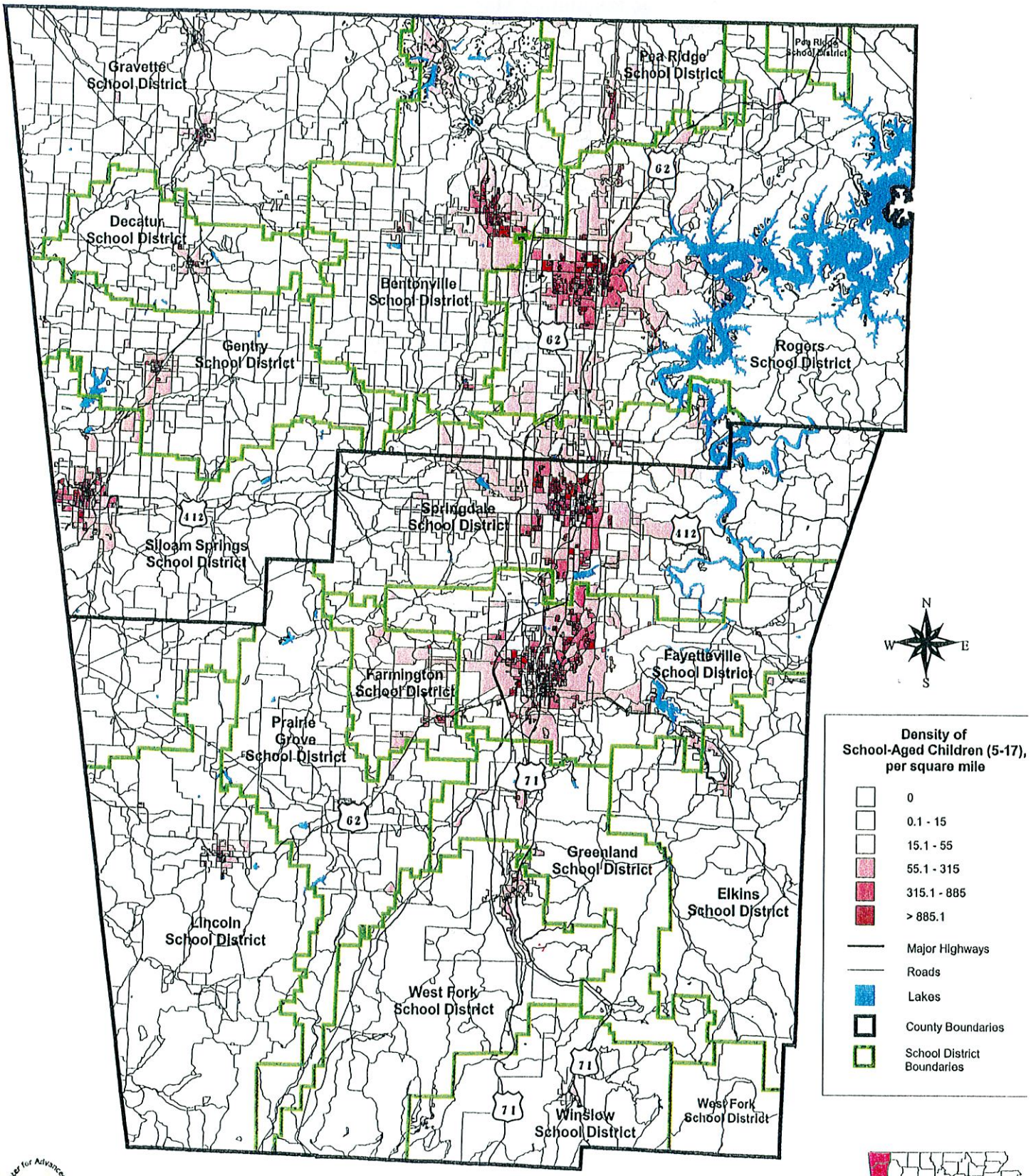
The Community Asset and Development Information System (CADIS) is a project that brings together the private and public sector to create a high quality geographic information system for Northwest Arkansas. The Center for Advanced Spatial Technologies of the University of Arkansas, Fayetteville is partnering with the National Association of Counties, Intergraph Corporation, the Bank of Fayetteville, and the Northwest Arkansas Council to provide an extensive suite of information about the region to the counties, communities and businesses of the area.

Northwest Arkansas is one of the fastest growing regions in the state. School districts in both Benton and Washington counties are currently experiencing large increases in the number of students. To effectively respond to these growth rates, information is required regarding the location and the nature of this growth. In order for our community to be better prepared for the future, the CADIS project focused its attention on projecting population growth for Northwest Arkansas based on population growth rates provided by the Northwest Arkansas Regional Planning Commission.

Using data about the amount of school aged children from the 1990 U.S. Census; projections were made for 1999 down to the block level to compare with the current enrollment records for 2000. One of the products of this project was a thematic map showing the density of school-aged children by Census Blocks. This distribution was based on population projections for 2000 and will be verified when the 2000 Census real numbers are available. This thematic map is on the following page.

For a comprehensive review of the School-Aged Population Projection Project visit the CADIS website at: http://www.cast.uark.edu/local/cadis/terms_growth_model.htm

Density of School-Aged Children (Ages 5-17) by 2000 Census Blocks



Metropolitan Transportation Planning and Environmental Justice

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin. A broader application of nondiscrimination law may be found in other statutes, regulations and executive orders. Executive Order 12898, "Federal Actions to Address 'Environmental Justice in Minority Populations and Low-Income Populations", signed in February of 1994, requires Federal agencies to achieve environmental justice as part of its mission by identifying disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

In preparation of a transportation plan it is important in light of Title VI and Executive Order 12898 and to identify minority and low-income populations. In Northwest Arkansas we have begun to identify these communities in the 1990 Census and in Census 2000. When new Census 2000 household and block data become available the Region will further pinpoint low income or minority populations.

The following tables indicate areas of minority and low-income populations in the Northwest Arkansas Region.

NORTHWEST ARKANSAS POPULATION BY RACE, CITY, AND COUNTY: Census 2000

Geographic Area	Total Population	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino (of any Race)*
Avoca	423	391	0	7	1	3	14	7	26
Bella Vista (CDP)	16,582	16,228	30	115	45	1	33	130	168
Bentonville	19,730	17,939	174	262	473	7	528	347	1,198
Bethel Heights	714	658	0	11	18	0	13	14	24
Cave Springs	1,103	1,026	1	39	3	0	17	17	24
Centerton	2,146	2,068	3	20	4	0	15	36	87
Decatur	1,314	1,064	0	72	6	0	133	39	217
Elkins	1,251	1,208	2	22	3	1	2	13	15
Elm Springs	1,044	977	4	10	16	0	26	11	45
Farmington	3,605	3,389	23	63	9	0	34	87	79
Fayetteville	58,047	50,212	2,969	730	1,484	90	1,158	1,404	2,821
Garfield	490	477	0	7	3	0	0	3	7
Gateway	116	112	0	4	0	0	0	0	0
Gentry	2,165	1,945	4	74	7	0	72	63	121
Goshen	752	724	1	6	3	0	8	10	6
Gravette	1,810	1,681	3	38	11	0	19	58	53
Greenland	907	866	10	11	4	0	5	11	20
Highfill	379	349	0	20	4	0	5	1	4
Johnson	2,319	2,123	33	16	49	2	39	57	74
Lincoln	1,752	1,608	0	45	1	0	45	53	89
Little Flock	2,585	2,151	23	44	146	11	152	58	413
Lowell	5,013	4,445	39	44	136	49	205	95	448
Pea Ridge	2,346	2,292	1	23	7	3	9	11	24
Prairie Grove	2,540	2,414	13	38	12	1	17	45	52
Rogers	38,829	33,296	184	407	556	29	3,660	697	7,490
Siloam Springs	10,843	9,240	53	465	90	9	615	371	1,518
Springdale	45,798	37,380	377	431	772	712	5,079	1,047	9,005
Springtown	114	97	0	7	1	0	4	5	10
Sulphur Springs	671	582	15	6	2	0	48	18	112
Tontitown	942	907	0	16	0	1	8	10	21
West Fork	2,042	1,931	9	19	11	0	35	37	64
Winslow	399	365	4	8	0	0	3	19	3
Benton County Total	153,406	139,399	629	2,531	1,673	130	6,253	2,791	13,469
Washington County Total	157,715	138,796	3,539	1,972	2,421	839	6,723	3,425	12,932
NWA REGION	311,121	278,195	4,168	4,503	4,094	969	12,976	6,216	26,401

Prepared by: Northwest Arkansas Regional Planning Commission

Sources: Census State Data Center, Institute for Economic Advancement, College of Business Administration, University of Arkansas at Little Rock

U.S. Bureau of the Census, Census 2000 Redistricting Data P.L. 94-171 Summary File, 2000 Census of Population and Housing

*Hispanic Origin can be of any race. Also, in the categories given above, American Indian includes Eskimo and Aleut.

An explanation of the race and Hispanic origin categories used in this table can be found at: www.census.gov/population/ estimates/rho.txt

Hispanic Growth in Northwest Arkansas: 1990 to 2000

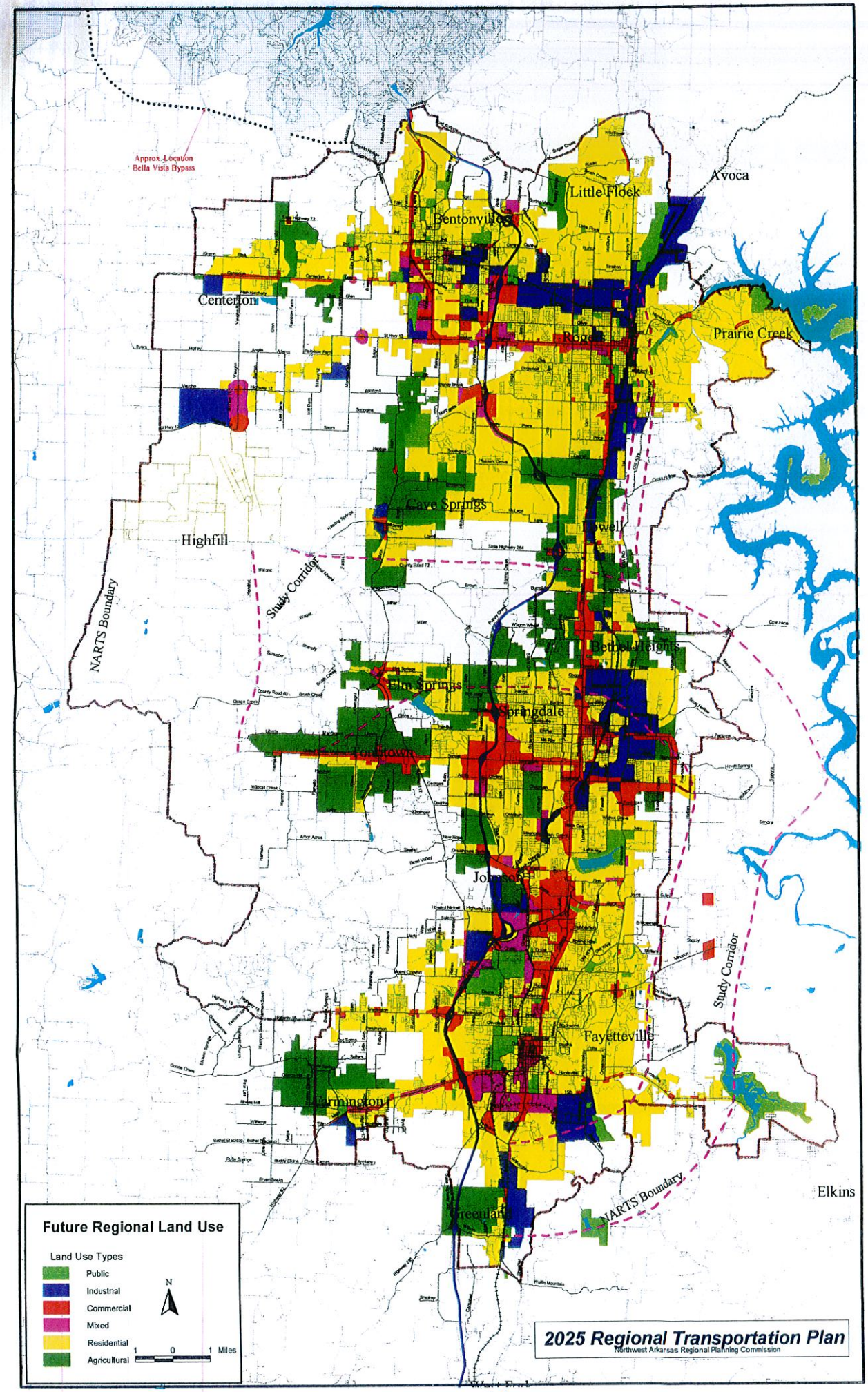
Geographic Location	1990 Census	1990 Hispanic	2000 Census	2000 Hispanic	Total difference	Hispanic difference	Total % change	Hispanic % Change
Avoca	269	0	423	26	154	26	57.2%	---
Bella Vista (CDP)	9,083	21	16,582	168	7,499	147	82.6%	700.0%
Bentonville	11,257	131	19,730	1,198	8,473	1,067	75.3%	814.5%
Bethel Heights	281	8	714	24	433	16	154.1%	200.0%
Cave Springs	465	10	1,103	24	638	14	137.2%	140.0%
Centerton	491	0	2,146	87	1,655	87	337.1%	---
Decatur	918	6	1,314	217	396	211	43.1%	3516.7%
Elkins	692	18	1,251	15	559	-3	80.8%	-16.7%
Elm Springs	893	19	1,044	45	151	26	16.9%	136.8%
Farmington	1,322	12	3,605	79	2,283	67	172.7%	558.3%
Fayetteville	42,099	614	58,047	2,821	15,948	2,207	37.9%	359.4%
Garfield	308	1	490	7	182	6	59.1%	600.0%
Gateway	65	0	116	0	51	0	78.5%	---
Gentry	1,726	26	2,165	121	439	95	25.4%	365.4%
Goshen	589	0	752	6	163	6	27.7%	---
Gravette	1,412	14	1,810	53	398	39	28.2%	278.6%
Greenland	757	3	907	20	150	17	19.8%	566.7%
Highfill	84	0	379	4	295	4	351.2%	---
Johnson	599	11	2,319	74	1,720	63	287.1%	572.7%
Lincoln	1,460	28	1,752	89	292	61	20.0%	217.9%
Little Flock	944	19	2,585	413	1,641	394	173.8%	2073.7%
Lowell	1,224	48	5,013	448	3,789	400	309.6%	833.3%
Pea Ridge	1,620	18	2,346	24	726	6	44.8%	33.3%
Prairie Grove	1,761	12	2,540	52	779	40	44.2%	333.3%
Rogers	24,692	438	38,829	7,490	14,137	7,052	57.3%	1610.0%
Siloam Springs	8,151	295	10,843	1,518	2,692	1,223	33.0%	414.6%
Springdale	29,988	454	45,798	9,005	15,810	8,551	52.7%	1883.5%
Springtown	---	0	114	10 ---		10 ---		---
Sulphur Springs	523	2	671	112	148	110	28.3%	5500.0%
Tontitown	460	13	942	21	482	8	104.8%	61.5%
West Fork	1,628	18	2,042	64	414	46	25.4%	255.6%
Winslow	342	15	399	3	57	-12	16.7%	-80.0%
Benton County	97,499	1,359	153,406	13,469	55,907	12,110	57.3%	891.1%
Washington County	113,409	1,526	157,715	12,932	44,306	11,406	39.1%	747.4%
NWA Region	210,908	2,885	311,121	26,401	100,213	23,516	47.5%	815.1%
Arkansas State	2,350,624	19,876	2,673,400	86,866	322,776	66,990	13.7%	337.0%

2025 Land Use Map

The 2025 Land Use Plan indicates the desired uses of land within the metropolitan area. This Plan brings the adopted future land use plans of each unit of the member governments together as a coordinate Regional Plan. It gives the transportation planner a basis for determining future traffic demands by anticipating uses of the land.

Zone Classifications

- **Public**
- **Commercial**
- **Industrial**
- **Residential**
- **Mixed**
- **Agriculture**


Approx. Location
Bella Vista Bypass
Avoca
Little Flock
Bentonville
Centerton
Rogers
Prairie Creek
Cave Springs
Highfill
Lowell
Study Corridor
NARTS Boundary
Bethel Heights
Elm Springs
Springdale
Johnson
Study Corridor
Fayetteville
Farmington
Elkins
NARTS Boundary
Greenland
Future Regional Land Use
Land Use Types
Public
Industrial
Commercial
Mixed
Residential
Agricultural
N
1 0 1 Miles
2025 Regional Transportation Plan
Northwest Arkansas Regional Planning Commission

2025 Regional Transportation System Plan

The 2025 Regional Transportation System Plan Map indicates the transportation facilities needed to meet the metropolitan area's Regional transportation demands through the year 2025.

Creation of the Plan began with the adopted Master Street Plans of each governmental unit within the metropolitan area. The Plan was upgraded to include additional facilities needed to ensure the most efficient flow of people, goods and services throughout the Region by the various modes of transportation. The Regional Plan ties local systems into a regional network of coordinated facilities. The classified system is the heart of this plan. The roadway facilities are classified as local, collectors, minor arterials, principal arterials and freeway/expressways. These classifications reflect the utility of the various facilities and are necessary to qualify the facilities for state and federal funding.

Functional Classifications

As you look at the map of the 2025 Regional Transportation System Plan you will see how our roadways are classified. The classifications are used by planners to indicate the variations between the need for movement and access. They are also used by the Arkansas State Highway and Transportation Department and the Federal Highway Administration to determine a roadway's eligibility for state and federal funding assistance. Technical descriptions and data for each classification with cross-sections, speeds, and other information follow the foldout map. Simplified explanations are below:

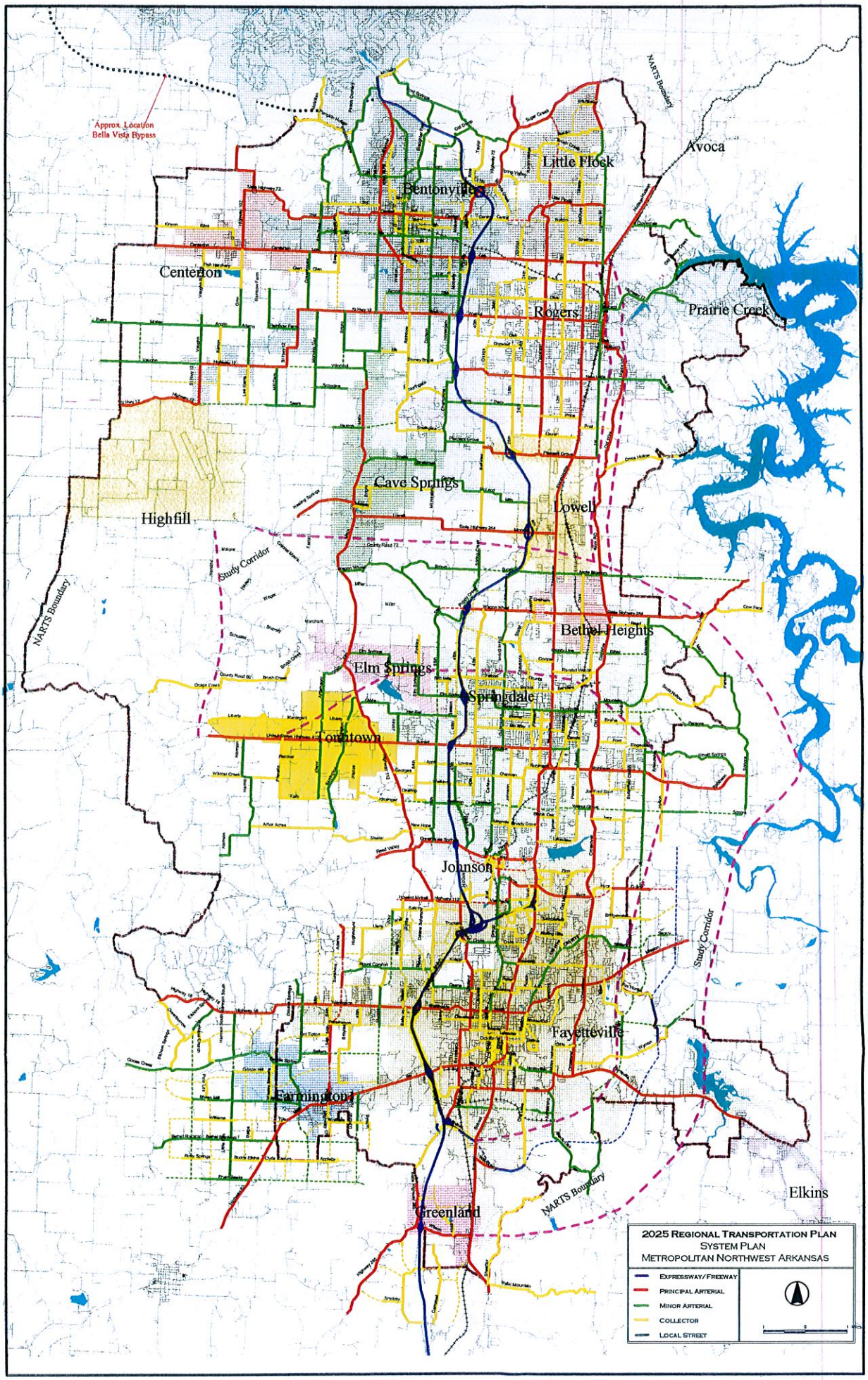
Local Streets are what you probably back out onto from your driveway. These streets are designed to give you access to your house and they lead to Collector Streets.

Collector Streets pick up local street traffic, often from several neighborhoods, and feed it to Minor Arterials.

Minor Arterials are those streets that seem easy to manage--they may have businesses on each side, traveling feels quite comfortable. Minor arterials connect the Collectors to Principal Arterials.

Principal Arterials are those prominent streets that get us across town to places like the regional mall, the stadium, the local university, or the freeway. Principal Arterials are usually several lanes wide, and stops for through traffic are kept to a minimum.

Freeway/Expressways are for the long distance traveler. Speed increases and stops are eliminated.


Approx. Location
Bella Vista Bypass
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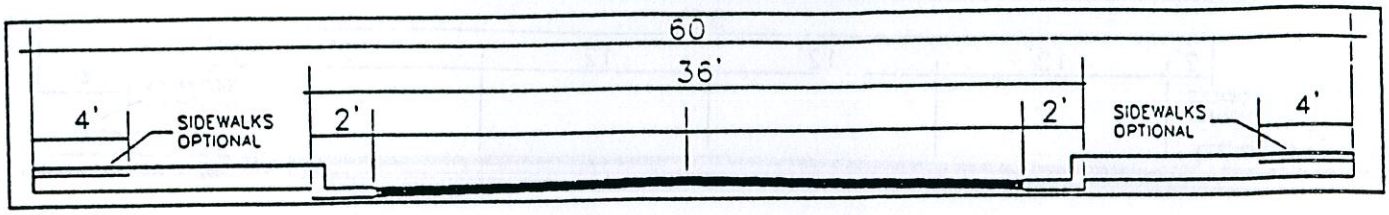
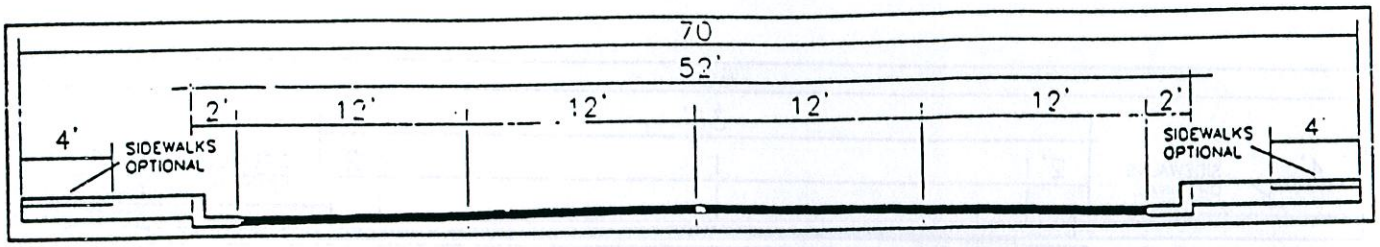
Prairie Creek
Cave Springs
Highfill
Lowell
Study Corridor
NARTS Boundary
Bethel Heights
Elm Springs
Springdale
Tontitown
Johnson
Study Corridor
Fayetteville
Farmington
NARTS Boundary
Elkins
Greenland
2025 Regional Transportation Plan
System Plan
Metropolitan Northwest Arkansas
Expressway/Freeway
Principal Arterial
Minor Arterial
Collector
Local Street

Collector



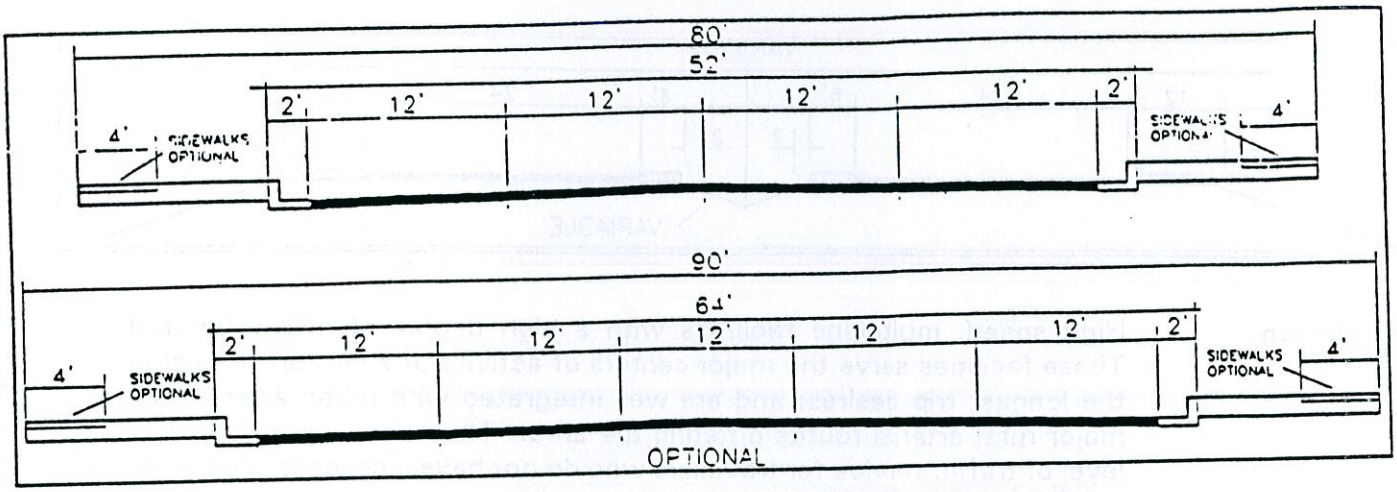
Function	Provides traffic circulation within neighborhoods, commercial, and industrial areas. Collects traffic from local streets in neighborhoods and channels it into the arterial system. Connections between arterials should be indirect or should not be allowed in order to discourage use by traffic from outside the neighborhood.
Design Service Volume	4,000 vpd; 6,000 vpd with left turn bays.
Speed	25-30 mph
Traffic Lanes	Two 12 ft. travel lanes; 10 ft turn bay at intersections when necessary.
Parking Lanes	8 ft. lane provided but not necessarily defined; none when turn bay is provided.
Paved Width	36 ft. from back of curb
Right-of-Way	60 ft.

Minor Arterial



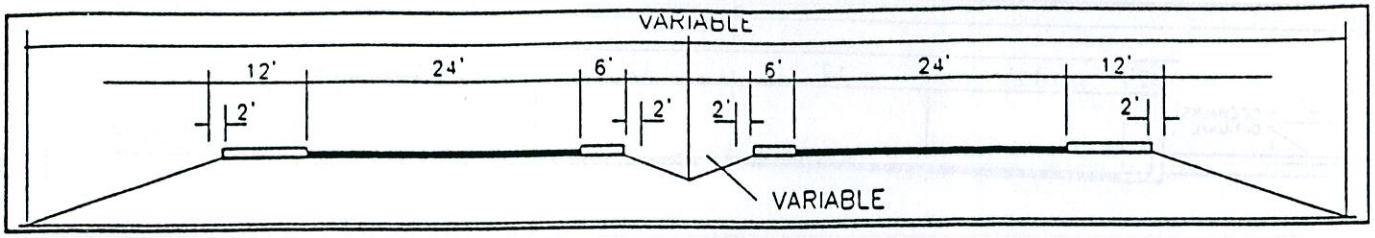
Function	Connects higher functional class facilities, activity centers, regions of the area, and major county roads at the edge of the metropolitan area. Traffic is composed predominantly of trips across and within regions of the city. Provides service to traffic at a somewhat lower level of travel mobility than principal arterials with minimal control of access. Ideally does not penetrate neighborhoods.
Design Service Volume	12,200 vpd; 14,800 vpd with left turn bays
Speed	35-40 mph
Traffic Lanes	Four 12 ft. travel lanes; 11 ft. left turn lane may be necessary at intersections and in areas with high volumes of mid-block turns.
Parking Lanes	None
Paved Width	52 ft. from back of curb; 63 ft. with turn lanes
Right-of-Way	70 ft. minimum; 80 ft. for intersection widening and where possible for 5-lane sections.

Principal Arterial



Function	Connects freeway/expressways, rural highways at the edge of the metropolitan area, and major urban activity centers within the metropolitan area. Traffic is composed predominantly of traffic across or through the city. Access may be controlled through medians or by the limitation of curb cuts through the orientation of access for new developments, especially residential subdivisions, to intersection cross streets.
Design Service Volume	17,600 vpd - 20,600 vpd with left turn lane
Speed	40-45 mph
Traffic Lanes	Four 12 ft. travel lanes; 12 ft. left turn bay at intersections where necessary, and a continuous left turn lane where there are high volumes of mid-block turns.
Parking Lanes	None
Paved Width	52 ft. from back of curb to 64 ft. with a continuous turn lane.
Right-of-Way	80 ft. minimum; 90 ft. for intersection widening and where possible for 5 lane sections.

Freeway/Expressway



Function	High speed, multi-lane facilities with a high degree of access control. These facilities serve the major centers of activity of a metropolitan area; the longest trip desires; and are well integrated with urban arterials and major rural arterial routes entering the area. They should provide a high level of traffic service for travellers who do not have local destinations and wish to bypass the city.
Design Service Volume	28,300 vpd expressway; 44,800 vpd freeway
Speed	45-70 mph
Traffic Lanes	Four 12 ft. lanes; where at-grade intersections occur on expressways, right and left turn lanes shall be provided.
Parking Lanes	None; emergency parking permitted on shoulders.
Shoulders	10 ft. outside and 6 ft. insider shoulders
Side Slopes	Slopes should not exceed a minimum ratio of 6:1 to a distance 30 ft. from the edge of traffic lanes.
Paved Width	80 ft. from edge of paved shoulder
Right-of-Way	Variable; on Federally funded and State projects; r-o-w requirements will normally be 300 ft., with more at interchanges.
Median	25 ft. minimum desirable; median is measured between edges of opposing traffic lanes; when Federal funding is involved, a depressed median should be 48 ft. providing a 60 ft. median - 48 ft. plus two 6 ft. shoulders; where r-o-w cannot accommodate an acceptable depressed median, a raised median such as a New Jersey barrier wall may be used for safety.
Frontage Roads	Should not be permitted except where existing development needs frontage roads to maintain access. Freeway exit ramps will not intersect frontage roads.

2025

UNCONSTRAINED

PLAN

2025 UNCONSTRAINED PLAN

Development Summary

The TEA-21 legislation allows for an "unconstrained" transportation plan to be developed without limitation to cost. This gives decision makers maximum latitude in determining the transportation priorities for an area.

The Unconstrained Plan is a "wish list" of all the transportation projects that the governments of the Region would like to see if unlimited funds were available. In the later months of 1999 the entities started compiling these lists and submitted them to the Northwest Arkansas Regional Planning Commission to consolidate the region-wide Unconstrained Plan. Projects were separated into five-year increments and prioritized within those five-year periods.

It took many months for the various governments to finalize these lists as the process sometimes prompted a closer look of the existing master street plans. Some of the cities were under going public review of the master street plans and receiving input from concerned citizen. The ever-evolving Unconstrained Plan was also presented to the public in the three listening sessions described in the "Public Review" section.

The final Unconstrained Plan is presented on the following pages. It is from this list that the Technical Advisory Committee developed the "Constrained Transportation Plan". The Constrained Plan takes into consideration the funding limitations set by long term funding marks. The process of developing the Constrained Plan is summarized immediately following the listing of the Unconstrained Plan.

NARTS 2025 LONG RANGE PLAN SUBMISSIONS - UNCONSTRAINED

REVISION 01-09-01

ABBREVIATIONS

CITY CODES: B'VILLE = Bentonville, CEN = Centerton, FYV = Fayetteville, JHS = Johnson, LWL = Lowell, NWARAA = Northwest Arkansas Regional Airport Authority, ROG = Rogers, SPC = Springdale
FC: Functional Classification: C = Collector, L = Local, M = Minor Arterial, P = Principle Arterial — Exist = Existing, Prop. = Proposed
Improvement Type: WD = Widening, NL = New Location, BR = Bridge Job, IM = Intermodal, EN = Enhancement, MOD = Modification — EX = Existing Cross Section (also = Number of lanes)
Funding Types: HPP = High Priority Project, STP = Surface Transportation Program, STP-U = State and Urban, BR = Bridge, NHS = National Highway System, HES = Hazardous Elimination and Safety Program, IM = Intermodal

REGIONAL PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1	090069	AHTD-Region	1	1	HPP	NL	Northwest Arkansas RAA Access			0.00					$22,230
2	040303	AHTD-Region	1	2	INTERSTATE	RESURF	Interstate 540	Highway 265	Highway 71B	5.60	E				$1,850
3	090XX4	AHTD-Region	1	1	NHS	NL	BellaVista Bypass	I-540	Stateline						$2,000
4	004822	AHTD-Region	1	1	STP	WD	Highway 180	Highway 71B - West		0.50	P		2	4	$1,500
5	R40023	AHTD-Region	1	2	STP	RESURF	Highway 112	Clear Creek - North		1.50	M/C				$165

BENTON COUNTY PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1	090058	AHTD-Benton	1	1	BR	BR	Highway 12	Little Osage Creek Structures and Approaches		0.00	M				$400
2		Benton County	1	1	STATE AID	RECON	Peach Orchard Road	Highway 71	Highway 72	1.20	C	C	2	2	$2,500
3		Benton County	1	2	STATE AID	RECON	Old Wire Road	Frisco Cemetery	Rogers City Limits	2.10	C	C	2	2	$1,620
4		Benton County	1	3	STATE AID	RECON	Coffelt Cemetery Road	Highway 102	Highway 12	3.10	C	C	2	2	$3,960
5		Benton County	2	1	STATE AID	RECON	Vaughn Road	Vaughn	Highway 59 (or NARTS Bound	9.10	C	C	2	2	
6		Benton County	2	2	STATE AID	RECON	Sugar Creek Road	Highway 72	Highway 62	5.10	C	C	2	2	$6,760
7		Benton County	3	1	BR	BR	Farrar Bridge		---				2	2	$925
8		Benton County	3	2	STATE AID	RECON	Lupper Road	Highway 264	Monitor Road	1.20	C	C	2	2	$1,620

BENTONVILLE PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1		Bentonville	1	1	BR	BR	AR 72 1 Mile W of Walton Blvd.			30'					$67
2		Bentonville	1	2	BR	BR	NW 3RD St.	.5 Miles E of Elm Tree Road		50'					$69
3		Bentonville	1	3	BR	BR	Highway 102	---	---						
4		Bentonville	1	4	BR	BR	Highway 71B	---	---						
5	009976	AHTD-Bentonville	1	1	ENH	ENH	Bentonville-Moberly Lane Bikeway			0.00	---	---			$79
6	090008	AHTD-Bentonville	1	2	ENH	ENH	Bentonville Bike-Ped Facility			0.00	---	---			$325
7	090068	AHTD-Bentonville	1	3	ENH	ENH	Bentonville Downtown Enhancements			0.00	---	---			$125
8	090059	AHTD-Bentonville	1	1	STATE	WD	Highway 12	Little Osage Creek - West		4.00	M				$675
9	R90072	AHTD-Bentonville	1	2	STATE	WD	I-540-West (US 71B)	SW "A" Street (72Spur)	Highway 540	2.50	M	M		5	$7,500
10		Bentonville	1	2	STP	WD	Highway 112	Highway 102	Highway 71		M	M		5	$4,000
11		Bentonville	1	1	STP-U	WD	Highway 72Spur (SW-A)	Highway 71B	Central Avenue		M	M			
12		Bentonville	1	2	STP-U	WD	NW 3RD St.	Walton Blvd.	Elm Tree	1.50	C		2	3	$1,680
13		Bentonville	1	3	STP-U	WD	SE/SW 8TH	SW "I"	Moberly Lane						$5,180
14		Bentonville	1	4	STP-U	WD	Moberly Lane	AR 102	Walton Blvd.						$5,750
15		Bentonville	1	5	STP-U	NL	SE 28th St.	Moberly Lane	S. Walton Blvd.	1.50	M			5	$6,038
16		Bentonville	1	6	STP-U	NL	Tiger Boulevard	NE "J"	McCollum	2.00	M		5		$8,050
17	090072	AHTD-NWACC	1	1	TRAILS	TRAILS	Central Campus Nature Walks (NWACC)	Bentonville		0.00					$17
18		Bentonville	2	1	NHS/STP	NL	AR 112	City	Regional Airport	20'	M		2	5	
19		Bentonville	2	1	STP	WD	Highway 72	Highway 112	East City Limits		M	M			$7,000
20		Bentonville	2	2	STP	WD	Highway 102	Highway 71B	West City Limits		P/M	P/M			$6,000
21		Bentonville	2	1	STP-U	WD	Water Tower Road	E. Central	AR 102	1.00	M		2	5	$2,300
22		Bentonville	2	2	STP-U	WD	SW "I"	US 71 B	AR 112	2.00	M		2	5	$1,600
23		Bentonville	2	3	STP-U	WD	NE/NW 2nd	US 71 B	NE "J"	2.00	M		2	3	$2,240
24		Bentonville	2	4	STP-U	WD	E. Central	AR 72	E. City Limits	2.00	M		2	5	$1,600

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25		Bentonville	2	5	STP-U	NL	Sunrise Street	Extension S.	SE Walton Blvd.	1.25	C			3	$4,313
26		Bentonville	3	1	BR	BR	NE A Street	1 Mile S. of US 71		50'	C		1	2	$48
27		Bentonville	3	1	STP	WD	Highway 12	Highway 71B	NWARAA		C	C			
28		Bentonville	3	1	STP-U	WD	Bella Vista Road	NW 12th	NW 5th	0.60	C		2	3	$670
29		Bentonville	3	2	STP-U	WD	NW 5th	Bella Vista Road	NW "A"	0.40	C		2	3	$450
30		Bentonville	3	3	STP-U	WD	S Main	AR 72	AR 102	1.00	C		2	5	$2,300
31		Bentonville	3	4	STP-U	WD	N Main	Park	AR 72	0.75	C		2	5	$1,730
32		Bentonville	3	5	STP-U	NL	SE 21st Street	Ext E to Moberly Ln & W to S Walton Blvd		1.25	C			3	$4,313
33		Bentonville	4	1	STP-U	NL	SW 8th Street	Elm Tree Road	SW "I" Street	1.50	M			5	$6,038
34		Bentonville	5	1	STP-U	WD	NE "J"	AR 72	City Limits	2.50	M		2	5	$5,750
35		Bentonville	5	2	STP-U	WD	NW 12th	BTV HI. School	Peach Orchard	1.75	M		2	5	$4,030
36		Bentonville	5	3	STP-U	NL	Been Road	Extension N to SW 8th ST and S to AR		1.50	C			3	$5,175
37		Bentonville			ENH	EN	Pedestrian Bike Access to Activity Centers								
38		Bentonville			TRANSIT	IM	Mass Transit	To Bella Vista and S. 71 Corridor							

BETHEL HEIGHTS PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1		Bethel Heights	2	1	STP-U	WD	Apple Blossom	Highway 71B	Old Wire Road	1.20	L	C			$200
2		Bethel Heights	2	1	BRIDGE	BR	Apple Blossom	Between 71B and RR	---		L				
3		Bethel Heights	3	1	STP-U	WD	Oak	Apple Blossom	County Line	2.40	L	M			$400

ELM SPRINGS PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1		Elm Springs	1	1	STP-U	NL	56th Street	Harber	Elm Springs Rd	0.75	M			3	
2		Elm Springs	1	2	STP-U	NL	56th Street	Elm Springs Road	Janice Lane	0.38	M			3	
3		Elm Springs	1	3	STP-U	WD	56th Street	Janice Lane	County Line Rd	0.88	M			3	
4		Elm Springs	1	4	STP-U	WD	County Line	56th Street	Ball Rd	1.13	M			3	
5		Elm Springs	1	5	STP-U	NL	County Line	Ball Street	Highway 112	0.25	M			3	
6		Elm Springs	1	6	STP-U	NL	County Line	West on Robbins	Highway 112	0.50	M			3	
7		Elm Springs	1	7	STP-U	WD	County Line	West on Robbins	West End	0.50	M			3	
8		Elm Springs	2	1	BRIDGE	BR	Harber	Brush Creek at Harber	---		M			3	
9		Elm Springs	2	1	LOCAL	WD	Scott Lane	Highway 112	Ardemagni Road	0.63	L			2	
10		Elm Springs	2	2	LOCAL	WD	Ardemagni Road	Scott Lane	Baker Avenue	0.50	L			2	
11		Elm Springs	2	3	LOCAL	WD	Sabatine Road	Baker	Highway 112	0.63	L			2	
12		Elm Springs	2	4	LOCAL	WD	Gibbs Road	Highway 112	Harber	0.25	L			2	
13		Elm Springs	2	5	LOCAL	WD	Pinkley Road	Elm Springs Road	County Line Rd	0.50	C				
14		Elm Springs	2	6	LOCAL	NL	South Lake Road	South Lake Road	Elm Springs Rd	0.25	C				
15		Elm Springs	2	1	STP-U	WD	West End	Brush Creek	County Line Rd	0.25	C			3	
16		Elm Springs	2	2	STP-U	WD	Brush Creek	West End	West on Robbins	0.50	C			3	
17		Elm Springs	2	3	STP-U	WD	West on Robbins	Brush Creek	Coln Road	0.25	C			3	
18		Elm Springs	2	4	STP-U	WD	Brush Creek	West on Robbins	Highway 112	0.50	C			3	
19		Elm Springs	2	7	STP-U	WD	Baker Avenue	Ardemagni Road	Barington	0.75	L			2	
20		Elm Springs	2	8	STP-U	WD	Harber	Jones Road	56th Street	1.25	C			3	
21		Elm Springs	2	9	STP-U	WD	Oak Grove	Harber	Bob Mills Road	0.88	C				
22		Elm Springs	3	1	LOCAL	NL	South Lake Road	Elm Springs Road	County Line Rd	0.50	C				
23		Elm Springs	3	2	LOCAL	NL	South Lake Road	County Line Road	Downum Road	0.50	C				
24		Elm Springs	3	3	LOCAL	WD	South Lake Road	Downum Road	North Street	0.50	C				
25		Elm Springs	3	4	LOCAL	WD	Downum Road	County Line Road	North Street	0.88	L				
26		Elm Springs	3	6	LOCAL	WD	Lake View Road	East Lake Road	Elm Springs Rd	0.25	C				
27		Elm Springs	3	1	STP-U	WD	Marchant Road	Highway 112	West Kelley	0.50	C				

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FARMINGTON PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1		Farmington	1	1	Bridge	BR	Rainsong Street	---	---	20'			2	2	
2		Farmington	1	1	STP	SIGNAL	Highway 62 signal with Yukon Street	---	---	---	P	P	4	5	
3		Farmington	1	2	STP	SIGNAL	Highway 62 signal with Highway 170 (Hunter)	---	---	---	P	P	4	5	
4		Farmington	1	3	STP	WD	Highway 62	Highway 170	West City Limits	1.50	P	P	4	5	
5		Farmington	1	4	STP-U	NL/BR	Broyles Street	Highway 62	Broyles Street	0.75			---	2	
6		Farmington	4	1	STP-U	SIGNAL	Highway 62	Highway 62	Broyles Street	---					

FAYETTEVILLE PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1	040152	AHTD-Fay.	1	1	BR	BR	Owl Creek Bridge	Double Springs Road	Owl Creek Structures and Approaches		M	M	2	2	$300
2		Fayetteville	1	2	BR	BR	Dead Horse Mountain Road Bridge	West Fork/White River	14990A, 0.38	128'	L	L	2	2	$1,800
3		Fayetteville	1	3	BR	BR	Lafayette Street Bridge			100'	C	C	2	2	$250
4		Fayetteville	1	4	BR	BR	Maple Street Bridge	Frisco Railroad	35820K, 0.51	72'	C	C	2	2	$250
5		Fayetteville	1	1	ENH	ENH	City-wide Sidewalks and Bikeways				-na-	-na-	n/a	n/a	$250
6	040339	Fayetteville	1	2	ENH	ENH	Block Ave.	Dickson Street	Mountain Street	0.50	L	C	2	2	$800
7		Fayetteville	1	3	ENH	ENH	East Avenue	Dickson Street	Mountain Street	0.40	L	C	2	2	$250
8		Fayetteville	1	4	ENH	ENH	Center Street	Highway 71 B	School Ave.	0.35	L/C	C	2	2	$700
9		Fayetteville	1	5	ENH	ENH	Mountain Street	Highway 71 B	School Ave.	0.35	L	C	2	2	$700
10	040313	AHTD-Fay.	1	6	ENH	ENH	Raven and Gulley Park Trails								$250
11	040318	AHTD-Fay.	1	7	ENH	ENH	Joyce Blvd. And Eastern Mud Creek Trail	Old Missouri Road	Kitty Creek						$250
12	040319	AHTD-Fay.	1	8	ENH	ENH	F'ville Western Mud Creek Trail	Front Street	Gregg Ave.						$600
13	040273	AHTD-Fay.	1	1	HES	WD	Highway 112	Maple Street	Highway 112s (North Street)	0.52	P	P	2	4	$1,500
14	040291	Fayetteville	1	1	HPP	ENH	Dickson Street Improvements	Arkansas Avenue	Highway 71 B (College Ave.)	0.60	C	C	2	2	$3,320
15		Fayetteville	1	1	STP	WD	Highway 45	North Street	City Limits	2.25	P	P	2	4	$7,000
16		Fayetteville	1	2	STP	WD	Highway 16 (east)	Happy Hollow	West Fork Bridge	1.80	P	P	2	4	$4,000
17		Fayetteville	1	3	STP	WD	Highway 265	Highway 45	City Limits	4.00	P	P	3	4	$11,000
18	040299	AHTD-Fay.	1	1	STP-U	WD	Gregg Avenue	Mud Creek	Highway 71	0.50	M	M	2	4	$2,000
19		Fayetteville	1	2	STP-U	WD	Old Missouri Road	Joyce Boulevard	Old Wire Road	1.50	C	C	2	2	$5,534
20		Fayetteville	1	3	STP-U	RECON	Kings Drive	Lakeside	Columbus Blvd.	0.20	L	L	2	2	$827
21		Fayetteville	1	4	STP-U	RECON	Cleveland Street	Leverett Ave.	Hall Ave.	0.40	C	C	2	2	$3,356
22		Fayetteville	1	5	STP-U	RECON	West View Drive	Jimmie Ave.	Karyn Ave.	0.10	L	L	2	2	$2,000
23		Fayetteville	1	6	STP-U	RECON	Hyland Park Road	Rockcliff Ave.	Franklin Drive	0.15	L	L	2	3	$1,208
24		Fayetteville	1	7	STP-U	WD	Old Wire Road	Township Street	Highway 45	1.15	C	M	2	2	$2,500
25		Fayetteville	1	8	STP-U	NL	Shiloh Drive	Shiloh Drive	Dorothy Jeanne Street	0.50	C	C	n/a	2	$798
26		Fayetteville	1	9	STP-U	NL	Rupple Road	Highway 16 West	Highway 62	1.75	M	M	n/a	4	$562
27		Fayetteville	1	10	STP-U	WD/NL	Persimmon Street	54th Ave.	Shiloh Drive	2.10	C	C	2	2	$2,100
28		Fayetteville	1	11	STP-U	WD	Broyles Road	Persimmon Street	Farmington City Limits	1.50	C	C	2	2	$1,500
29		Fayetteville	1	12	STP-U	NL	Salem Road	Extension North	Mt. Comfort Road	1.75	C	C	n/a	2	$328
30		Fayetteville	1	13	STP-U	NL	Drake Street	Gregg Avenue	Drake Street	0.25	C	C	n/a	4	$1,000
31		Fayetteville	1	14	STP-U	NL	Van Ashe Drive	Steele Blvd.	Gregg Ave.	0.40	P	P	n/a	4	$1,200
34		Fayetteville	2	1	BR	BR	Lake Sequoyah Bridge	Lake Sequoyah Drive	31857B, 0.20	522'	L	L	1	2	$600
35		Fayetteville	2	1	NHS	NL	Van Ashe Interchange / I-540			1.00	P	P	n/a	4	$1,500
36		Fayetteville	2	1	STP	WD	Highway 180	71 B (College Avenue)	Highway 71 (Bypass)	1.50	P	P	2	4	$5,000
37		Fayetteville	2	2	STP	WD	Highway 112	North Street	1-540	2.50	P	P	2	4	$5,500
38		Fayetteville	2	3	STP	WD	Highway 112	Highway 16 Bypass (15th St.)	Garland	1.80	P	P	2	4	$4,500
39		Fayetteville	2	1	STP-U	RECON	Washington Co. 649	Persimmon Street	Fayetteville City Limits	0.50	L	L		2	$2,200
40		Fayetteville	2	2	STP-U	WD	Huntsville Road	Sixth Street	Happy Hollow Road	0.95	P	C	2	3	$1,800
41		Fayetteville	2	3	STP-U	WD	Joyce Boulevard	Highway 265	Old Wire Road	1.00	M	P	2	4	$3,000
42		Fayetteville	2	4	STP-U	WD	Happy Hollow Road	Cliffs Blvd.	Highway 16 East	1.51	P	C	2	4	$950
43		Fayetteville	2	5	STP-U	WD	North Street	Gregg Ave.	Highway 45	1.40	P	P	2	4	$2,600
44		Fayetteville	2	6	STP-U	NL	Van Ashe Drive	Gregg Ave.	Highway 112	1.60	P	P	n/a	4	$2,700
45		Fayetteville	2	7	STP-U	NL	Zion Road	Highway 265	Old Wire Road	1.40	C/L	L	n/a	2	$1,800
46		Fayetteville	2	8	STP-U	NL	Arkansas Avenue Extension	Maple Street	North Street	0.50	C	C	n/a	2	$3,000
47		Fayetteville	2	9	STP-U	NL	Mill Ave.	Rock Street	Center Street	0.20	C	C	n/a	2	$500
48		Fayetteville	2	10	STP-U	NL	Rupple Road	Serenity Place	Howard Nickells Road	0.70	M	M	n/a	4	$3,700
49		Fayetteville	2	11	STP-U	NL	Farr Lane	Farr Lane	Katherine Street	1.00	L	L	n/a	2	$700
50		Fayetteville	2	12	STP-U	WD	Mount Comfort Road	Rupple Road	Porter Road	0.60	M	M	2	4	$3,000
51		Fayetteville	2	13	STP-U	WD	Zion Road	Highway 71B	Highway 265	0.10	C	C	2	3	$1,690

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52		Fayetteville	2	14	STP-U	NL	Gregg Avenue	Dickson Street	Sixth Street	0.70	C	C	n/a	2	$2,000
58		Fayetteville	3	1	STP	WD	Highway 16 (west)	Meadowlands Drive	City Limits	2.00	P	P	2	4	$5,000
59		Fayetteville	3	2	STP	NL	Interchange Ramp (Flyover Ramp)	Highway 71 B North	Highway 71 B Expressway	1.00	E	E	n/a	1	$1,600
53		Fayetteville	3	1	STP-U	WD	Maple Street	Garland Ave.	Arkansas Ave.	500'	C	C	2	3	$410
54		Fayetteville	3	2	STP-U	WD	Rupple Road	Highway 16 West	Mount Comfort Road	0.37	M	M	2	4	$2,300
55		Fayetteville	3	3	STP-U	NL	Persimmon Street	54th Ave.	Double Springs Road	1.10	C	C	n/a	2	$1,300
56		Fayetteville	3	4	STP-U	WD/NL	Skillern Road	Old Wire Road	Gulley Road	0.80	L	M	2	4	$5,000
57		Fayetteville	3	5	STP-U	WD	Old Wire Road	Zion Road	Highway 45	2.30	M	M	2	4	$6,000
60		Fayetteville	4	1	NHS	NL	Eastern Fayetteville Bypass	Highway 71	Springdale Highway 412	17.00	P	P	n/a	4	$150,000
61		Fayetteville	4	1	STP	WD	Highway 16 Bypass (east)	Washington Street	Happy Hollow Road	1.40	P	P	2	4	$3,500
62		Fayetteville	4	2	STP	WD	Highway 16 (east)	West Fork Bridge	City Limits	3.60	P	P	2	4	$12,000
63		Fayetteville	4	3	STP	WD	Highway 45	Lafayette	North Street	1.25	C	C	2	3	$1,500
64		Fayetteville	5	1	STP	WD	Highway 112	I-540	City Limits	1.60	P	P	2	4	$3,000
65		Fayetteville	5	2	STP	RECON	Highway 71B	North Street	Springdale City Limits	4.00	P	P	5	5	$5,000
66		Fayetteville	5	3	STP	RECON	Highway 71B	Highway 71 (south)	North Street	3.60	P	P	4	4	$3,000

JOHNSON PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1	040346	Johnson	1	1	STP-U	Pre-eng.	Main Street	I-540	Little Sandy Creek						$75
2	040312	AHTD-JHN	1	1	BR	BR	City Street	Little Sandy Creek Structures and Approaches		0.00					$1,200
3		Johnson	1	2	BR	BR	Little Sandy Creek	Carley Road	Main Street	27'					
4		Johnson	1	1	LOCAL	WD	Carley Road (Cardwell)	Magnolia Street	Main Street	0.90	M	C			
5	040329	Johnson	1	1	STP-U	SIGNAL	Wilkerson Road/Main Drive Signal	---		0.00	M				$60
6		Johnson	1	2	STP-U	SIGNAL	Joyce/Wilkerson Signal	---							
7		Johnson	1	3	STP-U	WD	Wilkerson Street	Main Street	Clear Creek Bridge						
8		Johnson	1	4	STP-U	NL	Wilkerson Street (New Street)	Main Street	Hewitt Street	0.10	L	P			
9		Johnson	1	5	STP-U	RECON	Wilkerson Street	Hewitt Street	Johnson Road (No. City L.)	0.50	C	P			
10		Johnson	1	6	STP-U	WD	Main Street	Interstate 540	Cardwell Road	0.85	M	P			
11		Johnson	2	1	LOCAL	RECON	Ball Street	Main Street	Van Ashe Avenue	1.15	L	L			
12		Johnson	2	2	LOCAL	RECON	Van Ashe Avenue	Gregg Avenue	Highway 112	1.00	C	L			
13		Johnson	2	3	LOCAL	RECON	McGuire Avenue	Van Ashe Avenue	North City Limits	0.35	L	L			
14		Johnson	2	1	STP-U	WD	Main Street	Cardwell Road	Elmore Street	0.50	M	P			
15		Johnson	2	2	STP-U	WD	Main Street	Elmore Street	Highway 71B	0.72	M	P			
16		Johnson	2	4	STP-U	WD	Main Street	Interstate 540	West City Limits	0.85	M	P			
17		Johnson	2	5	STP-U	WD	Elmore Street	Main Street	North City Limits	0.30	C	M			
18		Johnson	2	6	STP-U	RECON	48th Street	Main Street	North City Limits	0.50	L	C			
19		Johnson	2	7	STP-U	RECON	Hewitt Street	Main Street	Elmore Street (Wilkerson)	0.50	C	C			

LITTLE FLOCK PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1		Little Flock	1	1	BR	BR	Rocky Ridge Road Creek Bridge	---	---	25'	L	P			
2		Little Flock	1	2	BR	BR	Rustic Drive Bridge	---	---	80'	L	P			
3		Little Flock	1	3	BR	BR	Little Flock Drive Creek Bridge	---	---	27'	L	P			
4		Little Flock	1	4	BR	BR	Dixieland Bridge	---	---	73'	L	P			

LOWELL PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1	090070	AHTD-Lowell	1	1	BR-LOC	BR	City Street	Puppy Creek Structures and Approaches		0.00					$220
2	090093	AHTD-Lowell	1	1	STP-U	SIGNALS	Highway 71B	Highway 264 Interchange Signals		0.00	P				$300
3	009903	AHTD-Lowell	1	1	HES	SAFETY	Highway 71B	Highway 264 Signals (Lowell)		0.00	P				$22
4		Lowell	1	1	STP-U	WD	McClure	Highway 71B	Old Wire Road	1.00	C				
5		Lowell	1	2	STP-U	NL	Dixieland Road (one project)	Laurel	Highway 264 West	2.30					
6		Lowell	1	2	STP-U	WD	Oakwood Street	Robinson	Oakwood Ave.						
7		Lowell	1	3	STP-U	WD	Pleasant Grove Road	Highway 71B	West City Limits	3.00	C	M	2	4	

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8		Lowell	1	4	STP-U	WD	Monroe (one project)		Highway 71B	Brandon	0.60	M				
9		Lowell	1	4	STP-U	WD		Monroe	Highway 71B	Jackson						
10		Lowell	1	4	STP-U	NL		Monroe	Jackson	Brandon						
11		Lowell	1	5	LOCAL	WD	Apple Blossom		Highway 71B	Old Wire Road	1.10	L				
12		Lowell	1	6	LOCAL	WD	Lincoln St.		Apple Blossom	Monroe	0.90	L				
13		Lowell	1	7	LOCAL	WD	Robinson		Highway 71B	Oakwood Street	0.50	L				
14		Lowell	1	8	LOCAL	NL	Robinson		Oakwood Street	N. 6th Place						
15		Lowell	2	1	LOCAL	WD	Honeysuckle		McClure	Pleasant Grove Road	1.70	L				
16		Lowell	2	2	LOCAL	WD	Apple Blossom		Highway 71B	Goad Springs Road	0.90	L				
17		Lowell	2	3	LOCAL	WD	Concord		Laurel	Robinson	1.90	L				
18		Lowell	2	4	LOCAL	NL	N. 6th Place		N. 6th Place	Oakwood Ave.						

ROGERS PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improvement Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1		Rogers	1	1	BR	BR	Bridge on South 26th Street				L	C			
2		Rogers	1	2	BR	BR	Bridge on Horse Barn Road				C	M			
3		Rogers	1	1	NHS/STP	WD	AR 12	62B	Dream Valley						$5,700
4	090064	AHTD-Rogers	1	2	NHS/STP	WD	Highway 62	Rogers - Avoca		4.56	P				$10,000
5	090042	AHTD-Rogers	1	1	STATE	SAFETY	Highway 71B	Highway 71B/94 Intersection Improvements (Rogers)		0.00	P				$400
6	009985	AHTD-Rogers	1	1	STP	WD	Highway 94 (widening)	Highway 71B	Highway 71	3.34	P				$9,000
7		Rogers	1	2	STP	WD	Highway 94	South 1st Street	Highway 71 B	3.90	M	M	2	4	$10,125
8		Rogers	1	1	STP-U	WD	Pleasant Grove Road	Highway 71B	Champions Drive	3.50	C	M	2	4	$9,075
9		Rogers	1	2	STP-U	WD	Champions Drive	Highway 94	Pleasant Grove Road	1.90	C	M	2	4	$4,950
10		Rogers	1	3	STP-U	WD	Dixieland Road	Price Lane	Laurel Lane	0.50	M	M	2	3	$1,350
11		Rogers	1	4	STP-U	WD	South 26th Street	Dogwood Drive	Laurel Road	2.30	L	C	2	3	$3,485
12		Rogers	1	5	STP-U	WD	Horse Barn Road	Highway 71B (City Limits)	New Hope Road	1.20	C	M	2	4	$3,650
13		Rogers	1	6	STP-U	WD	Price Lane	Highway 71 B	Dixieland Road	1.00	M	C	2	3	$1,298
14		Rogers	1	7	STP-U	WD	Perry Road	Champions Drive	Dixieland Road	2.50	L	C	2	3	$3,300
15		Rogers	2	1	NHS/STP	WD	AR 94	71 B	East City Limits						$5,000
16		Rogers	2	1	STP	NL	Highway 265	Dogwood Drive	Highway 62	5.80	C	P	2	5	$15,150
17		Rogers	2	1	STP-U	WD	Bellview	Perry Road	Garrett Road	2.30	L	C	2	3	$2,963
18		Rogers	2	2	STP-U	WD	Rainbow Road (w/ 2 br)	Highway 71B (City Limits)	Southgate	2.90	C	C	2	3	$5,325
19		Rogers	2	3	STP-U	WD	South 1st Street	Pleasant Grove Road	Oak Street	3.00	M	M	2	4	$7,895
20		Rogers	2	4	STP-U	WD	North Gate	Champions Drive	Rainbow	1.00	C	C	2	2	$1,313
21		Rogers	3	1	NHS/STP	WD	AR 94	Highway 62	N. City Limits						$5,600
22		Rogers	3	1	STP-U	WD	West Poplar Street	13th Street	Dixieland Road	0.50	L	C	2	3	$660
23		Rogers	3	2	STP-U	WD	Olrich	South 1st Street	4th Street	0.20	C	C	2	2	$262
24		Rogers	3	3	STP-U	WD	South 13th Street	Poplar Street	Oak Street	0.40	L	C	2	3	$488
25		Rogers	3	4	STP-U	WD	West Oak Street	South 2nd Street	Highway 71B	0.40	C	C	2	3	$563
26		Rogers	3	5	STP-U	WD	West Oak Street	24th Street	28th Street	0.50	L	C	2	2	$668
27		Rogers	3	6	STP-U	WD	Persimmon Street	Dixieland	North 2nd	1.50	C	C	2	2	$1,950
28		Rogers	4	1	NHS/STP	WD	Highway 112	South City Limits	North City Limits						$2,750
29		Rogers	4	1	STP-U	WD	Dixieland Road	Price Lane	Laurel				2	3	$1,000

SPRINGDALE PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improvement Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1		Springdale	1	1	Bridge	BR	Brush Creek	48th Street	---	0.20			2	3	$150
2		Springdale	1	2	Bridge	BR	Little Sandy Creek	Shady Grove Road	---	0.20			2	3	$150
3		Springdale	1	3	Bridge	BR	Spring Creek	Pump Station Road	---	0.20			1	2	$150
4	090063	AHTD-Spring.	1	1	BR-LOC	BR	City Street	Spring Creek Structures and Approaches (Springdale)		0.40			2	2/3	$2,000
5	040335	Springdale	1	1	ENH	ENH	Springdale - Emma Ave. Enh. (Ph III)	Main Street	Commercial Street	0.20			n/a	n/a	$250
6		Springdale	1	2	ENH	ENH	Springdale - Emma Ave. Enh (Ph IV)								
7		Springdale	1	3	ENH	ENH	Springdale - Emma Ave. Enh. (Ph V)	Main Street	Commercial Street	0.02			n/a	n/a	$250
8	040354	Springdale	1	1	NHS	MOD	I-540 and 412								$1,000
9		Springdale	1	1	NHS/STP	NL	Highway 412 Bypass	West Springdale	East Springdale	8.50	P/X		---	4	$12,750
10		Springdale	1	2	NHS/STP	WD	Highway 265	Highway 412	South City Limits	1.25	P/X		3	5	$2,850
11	040278	AHTD-Spring.	1	1	STP-U	SAFETY	Highway 71B	Randal Wobbe Lane - Signals		0.00	P		2	3	$60
12	040272	Springdale	1	1	STP-U	WD	Johnson Road	Highway 412	City Limits	2.60	C		2	3	$3,900
13		Springdale	1	2	STP-U	WD/NL	Oaklawn Drive	Highway 71	Butterfield Coach Road	5.10	M/C/L		2	4/5	$7,650
14		Springdale	1	3	STP-U	NL	Wagon Wheel Road	Extension to Jackson Ave.	Hwy 71B/Hwy 264 Interchange	0.50	L		---	5	$750

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15		Springdale	1	4	STP-U	WD/NL	Huntsville Avenue	Highway 71B	Butterfield Coach Road	1.30	P/X		2	1	$1,950
16		Springdale	1	5	STP-U	WD	Randall Wobbe Road	Highway 71B	Old Missouri Road	1.20	M		2	3	$1,800
17		Springdale	1	6	STP-U	WD	Wagon Wheel Road	Highway 71	Highway 71B	2.30	M		2	5	$3,450
18		Springdale	1	7	STP-U	WD	48th Street	Highway 412	Har Ber Avenue	0.90	L		2	3	$1,350
19		Springdale	2	1	NHS/STP	WD	Highway 265 Spur	Highway 265	Highway 412	2.25	M		2	4/5	$3,450
20		Springdale	2	1	STP-U	WD	Butterfield Coach Road	Highway 412	City Limits	1.80	C		2	4/5	$2,700
21		Springdale	2	2	STP-U	WD	Mountain Road	Monitor Road	Highway 264	2.60	L		2	4	$3,900
22		Springdale	2	3	STP-U	WD	Carley Road	Highway 412	City Limits	2.00	M		2	3/4	$3,000
23		Springdale	2	4	STP-U	WD	Gutensohn Road	Huntsville Avenue	Backus Avenue	0.50	C		2	4	$750
24		Springdale	2	5	STP-U	WD/NL	West End Street	Robinson Avenue	Pump Station Road	2.30	C		2	3	$3,450
25		Springdale	2	6	STP-U	WD	Silent Grove Road	Backus Road	Wagon Wheel Road	2.00	C/L		2	4	$3,000
26		Springdale	2	7	STP-U	WD	40th Street	Falcon Road	Wagon Wheel Road	1.80	L		2	3/4	$2,700
27		Springdale	2	8	STP-U	WD	Chapman Avenue	40th Street	Cambridge Street	1.30	C		2	3	$1,950
28		Springdale	2	9	STP-U	WD	Monitor Road	Emma Avenue	Mountain Road	0.50	L		2	3	$750
29		Springdale	2	10	STP-U	WD	Old Wire Road	Sanders Avenue	Highway 264	2.40	C		2	3	$3,600
30		Springdale	2	11	STP-U	WD	Pump Station Road	West End Street	Silent Grove Road	1.70			2	3	$2,550
31		Springdale	3	1	Bridge	BR	Spring Creek	Sanders Avenue	---	0.20			2	2	$150
32		Springdale	3	2	Bridge	BR	Spring Creek	Mill Street	---	0.20			2	2	$150
33		Springdale	3	3	Bridge	BR	Day Creek	Randall Wobbe Lane	---	0.20			2	3	$150
34		Springdale	3	1	NHS/STP	WD	Highway 264	71B	East City Limits						$5,100
35		Springdale	3	1	STP-U	SIGNAL	West End Street/412								
36		Springdale	3	2	STP-U	WD	Main Street (Johnson)	Elmore Street	71B						$800
37		Springdale	3	3	STP-U	WD/NL	56th Street	South City Limits	Wagon Wheel Road	5.70	L		2	5	$8,550
38		Springdale	3	4	STP-U	WD	Backus Avenue	40th Street	Highway 71B	2.00	L/C		2	3	$3,000
39		Springdale	3	5	STP-U	WD	Black Oak Avenue	Highway 71B	Turner Street	0.50	M		2	2/3	$750
40		Springdale	3	6	STP-U	WD	Cambridge Street	Robinson Avenue	Oaklawn Road	1.00	C		2	2/3	$1,500
41		Springdale	3	7	STP-U	WD	County Line Road	Highway 71B	Mountain Road	2.50	C		2	4	$3,750
42		Springdale	3	8	STP-U	WD/NL	Emma Avenue	40th Street	Highway 71B	2.00	C		2	3	$3,000
43		Springdale	3	9	STP-U	WD	Holcomb Street	Sunset Avenue	Emma Avenue	0.80	M		2	3	$1,200
44		Springdale	3	10	STP-U	WD	Jefferson Street	Huntsville Avenue	Old Wire Road	0.80	L		2	2	$1,200
45		Springdale	3	11	STP-U	WD	Lowell Road	Sanders Avenue	County Line Road	2.60	C		2	2	$3,900
46		Springdale	3	12	STP-U	WD	Luvene Avenue	40th Street	48th Street	0.50	L		2	3	$750
47		Springdale	3	13	STP-U	WD	Maple Avenue	Highway 71B	Pleasant Road	0.20	C		2	3	$300
48		Springdale	3	14	STP-U	WD	McRay Avenue	40th Street	West End Street	1.50	L		2	3	$2,250
49		Springdale	3	15	STP-U	WD	Mill Street	Huntsville Avenue	Sanders Avenue	0.50	L		2	2	$750
50		Springdale	3	16	STP-U	WD	Pleasant Street	Highway 71B	Huntsville Avenue	1.60	C		2/3	3	$2,400
51		Springdale	3	17	STP-U	WD	Powell Street	Highway 412	Caudle Avenue	0.80	C		2	3/4	$1,200
52		Springdale	3	18	STP-U	WD	Powell Street	Walnut Grove Road	Lakeview Drive	0.80	C		2	3	$400
53		Springdale	3	19	STP-U	WD	Sanders Avenue	Highway 71B	Mill Street	0.50	C		2	3	$400
54		Springdale	3	20	STP-U	WD	Shady Grove Road	Highway 71B	Johnson Road	0.80	P/X		2	3	$400
55		Springdale	3	21	STP-U	WD	Sunset Avenue	Highway 71B	Holcomb Street	0.30	M		2	4	$300
56		Springdale	3	22	STP-U	WD	Turner Street	Sunset Avenue	Lakeview Drive	1.90	C/M		2	3	$300
57		Springdale	3	23	STP-U	WD	Walnut Grove Avenue	Turner Street	Highway 265	0.90	M		2	2	$300
58		Springdale	3	24	STP-U	WD	Watkins Avenue	40th Street	64th Street	1.50	C/L		2	3	$400

TONTITOWN PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improvement Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1		Tontitown	1	1	LOCAL	WD/PAVE	Milsap Road (WC 906)	Ardemagni Road	Dead End	0.50	L	L	1	2	
2		Tontitown	1	2	LOCAL	WD/PAVE	Sabitini Road (WC 908)	Highway 112	Baker Ave (WC 907)	0.52	L	L	1	2	
3		Tontitown	1	3	LOCAL	WD/PAVE	Ardemagni Road (WC 904)	Baker Ave. (WC 907)	Milsap Road (WC 856)	0.30	L	L	2	2	
4		Tontitown	1	4	LOCAL	WD/PAVE	West Fletcher Ave.	Bausinger Road	Pianalto Road (WC 856)	0.30	L	L	2	2	
5		Tontitown	1	5	LOCAL	WD/PAVE	Wildcat Creek Blvd.	Bausinger Road	Pianalto Road (WC 856)	0.30	L	L	1	2	
6		Tontitown	1	6	LOCAL	WD/PAVE	White Oak Drive	Klenc Road	Dead End	0.15	L	L	2	2	
7		Tontitown	1	7	LOCAL	WD/PAVE	Oak Hills Drive	Klenc Road	Dead End	0.14	L	L	2	2	
8		Tontitown	1	8	LOCAL	WD/PAVE	Buasinger Road	W. Fletcher Ave.	Wildcat Creek Blvd.	0.55	L	L	1	2	
9		Tontitown	1	9	LOCAL	WD/PAVE	Fiori Road	Highway 412	City Limits	0.12	L	L	2	2	
10		Tontitown	2	1	LOCAL	WD/PAVE	Ardemagni Road (WC 904)	Milsap Road (WC 906)	Scott Road	0.50	L	L	2	2	

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WASHINGTON COUNTY PROJECTS

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Improve-ment Type	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost (x 1,000)
1		Wash. Co.	1	1	STATE-AID	WD/Pave	WC 871 White Oak Road (West Off Harmon Road), WC 871 Komaus Rd, WC 851 Wild Cat Creek Road	Intersection of WC 31 (Harmon Rd.) North to Intersection of WC 874 North to Intersection of WC 871 N.W. to	Intersection of WC 871 Intersection of WC 851 Intersection of WC 58 (Old Highway 68)					2	
2		Wash. Co.	1	2	STATE-AID	WD/Pave	WC 859 (Gun Club Rd.)	WC 84 (Wheeler Rd.)	Intersection of WC 31 (Harmon Road)						
3		Wash. Co.	1	3	STP-U	WD/Pave	WC 48 (Wyman Road)	Wyman Bridge	WC 306 (Summer Rain Rd.)	0.75					
4		Wash. Co.	1	1	BR	BR	White River	WC 48 (Wyman Road)	48B, 2.35	289'	C	C			$330
5		Wash. Co.	1	2	BR	BR	Clear Creek	WC 31 (Harmon Road)	31K, 6.60	111'					$150
6		Wash. Co.	1	3	BR	BR	West Fork of the White River	Harvey Dowell Road	195B, 0.68	174'	L	L			$150
7		Wash. Co.	1	4	BR	BR	West Fork of the White River	WC 69 (Shaffer Rd.)	Tilly Willy Bridge		L	L			$575
8		Wash. Co.	2	4	STATE-AID	WD/Pave/BR	WC 877 (Sunshine Road)	1/2 mile Sount of WC 84 (Mt. Comfort)	Highway 16 W.						
9		Wash. Co.	2	5	STATE-AID	WD/Pave/BR	WC 882 (Jess Anderson Road)	WC 877 (Sunshine Road)	Intersection WC 881 (Double Springs Rd.)						
10		Wash. Co.	2	6	STATE-AID	WD/Pave	WC 842 Hamestring Road	Highway 16 W. Northwest	Intersection WC 31 (Harmon Rd.)						
11		Wash. Co.	3	7	STATE-AID	WD/Pave	WC 94 (Weir Road)	Intersection of WC 706 (Hugh Mount)	Intersection WC 84 (Wheeler Rd)						
12		Wash. Co.	3	8	STATE-AID	WD/Pave	WC 863 (Clearwater Road) (was Frazier Road)	WC 84	Intersection WC 52 (Arbor Acre Rd)						
13		Wash. Co.	3	9	STATE-AID	WD/Pave	WC 910 Gibbs Road (near Elm Springs)	Intersection Highway 112	Intersection WC 909 (Harvey Jones Rd.)						

Transit Projects

	Job Number	Jurisdiction	5-Year Priority	Priority within Five Years	Type Funds	Type Improvement	Route	Begin	End	Length (mi.)	Exist. FC	Prop. FC	Exist. XC	Prop. XC	Estimated Cost* (x 1,000)
1		Ozark Transit		25 yrs	FTA5307	TRANSIT									5,055
2		Razorback Tr		25 yrs	FTA5307	TRANSIT									11,225

PUBLIC

INVOLVEMENT

PUBLIC INVOLVEMENT

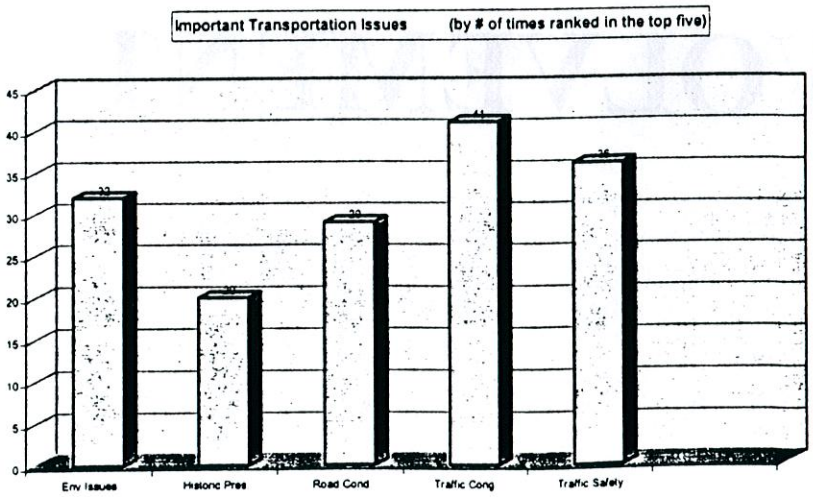
Public involvement is a key ingredient in a comprehensive transportation plan. The public involvement procedures for NARTS were established in 1995 following a process described in the 2020 Transportation Plan. This process and the resulting Public Policy Procedure are available at the office of the Northwest Arkansas Regional Planning Commission. These adopted procedures were adhered to for the 2025 Plan.

Two Listening Sessions were held to begin the public input phase of the Regional Transportation Plan. The first session was held at the Public Library in Springdale Arkansas on October 18, 2000. The second session was for Benton County residents and was held at the Public Services Building in Bentonville. Both sessions had similar formats. Maps were displayed with the Transportation System Plan for the NARTS area and handouts were provided with the Unconstrained List of transportation projects. The format was a "drop in" style and lasted from 3:30 P.M. to 6:30 P.M. A survey was conducted that allowed citizens to rank their concerns and make additional comments. Between the two sessions 61 people signed in and 49 filled out surveys.

One of the activities on the surveys was to rank the top five transportation issues from this list:

Air Passenger Service
Carpool Programs
Environmental Issues
Freight Movement
Historic Preservation
Public Transit
Rail Passenger Service
Revenue Sources
Road Conditions
Toll Roads
Traffic Congestion
Traffic Safety

This chart shows the five issues that were most consistently in the top five:

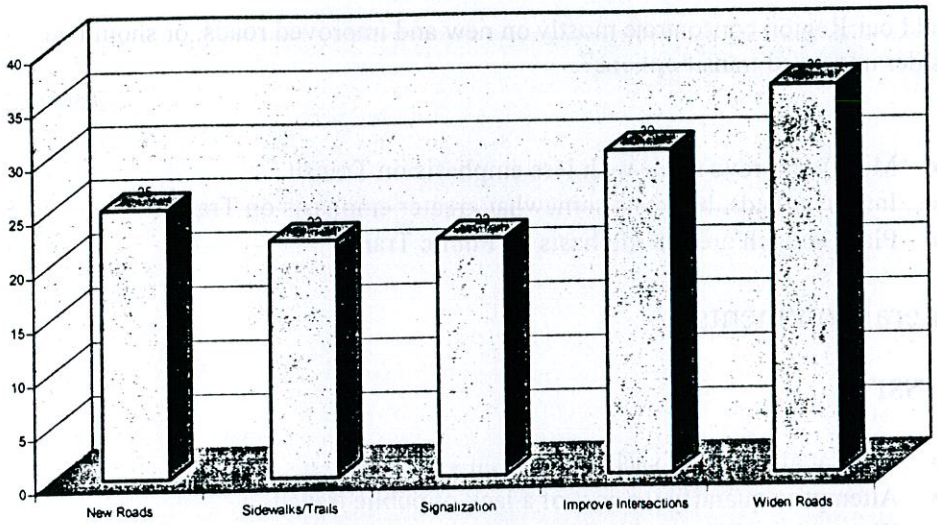


Another activity was to rank the top five types of improvements from this list:

Bridges	Carpool programs
Sidewalks, bike lanes and trails	Signalization
Drainage facilities	Public Transit
Intermodal connections	Widen existing roads
New roads	Improve Intersections

This chart shows the five improvements that were most consistently in the top five:

Important Improvements (by # of times ranked in the top five)



The written and verbal comments demonstrated a concern for congestion as well as concerns for bike and walking trails and historic preservation. There was a lot of interest in the exact location of the 412 Bypass around Springdale especially the eastern terminus. Several Fayetteville residents expressed concern about the proposed Eastern Bypass around Fayetteville. A major concern at the Bentonville meeting was funding for the Bella Vista Bypass. A summary of the written comments as well as the comments themselves are on file at the Northwest Arkansas Regional Planning Commission. This summary was made available to the TAC and Policy Committee before the Unconstrained Plan was narrowed to the Constrained Plan. Most of the areas of specific concern in terms of congestion were listed as Unconstrained transportation needs and many of the projects ended up on the final Constrained Plan.

After the Constrained Plan was developed, a final Public Listening Session was conducted on November 20, 2000, at the Springdale Public Library. The turn out was much lower than for the first two sessions. Fourteen citizens signed the attendance list, including 3 reporters from local newspapers. Ten questionnaires were filled out.

The main focus of this session was the map of the 2025 Regional Transportation Plan. The map was a result of the TAC establishing the financially constrained priorities for NHS-STP and STP-U funding. These projects were highlighted on the map along with the projects from the 2001-2003 TIP. There were also handouts concerning enhancement projects, and transit information from Razorback and Ozark Regional Transit. In general, the participants thought that traffic congestion was one of the greatest problems in the area and they were in agreement that many of the problem areas were being addressed in the long-term plan. Several expressed concern about the ultimate location of the 412 Bypass and the proposed Eastern Bypass. One of the focus questions on the survey dealt with the need for improved transit in the area.

Response to question on transit:

Should our Region concentrate mostly on new and improved roads, or should we consider improved transit options?

	Respondents
• Mostly improve roads with less emphasis on Transit	2
• Improve roads, but put a somewhat greater emphasis on Transit	5
• Place a much greater emphasis on Public Transit	3

General comments:

TRANSIT:

- Look at alternatives such as SkyTran systems
- Attempt to quantify the cost of a lack of public transit
- We need small buses for elderly transportation in Bentonville, Bella Vista, and Rogers
- People with disabilities need transportation for medical purposes

ROADS:

- Speed up completion of Northern 412 Bypass
- Speed up completion of Bella Vista Bypass
- Need to improve the Harber Road connection to the proposed Elm Springs road near the new school
- Fayetteville does not have a large enough population for an eastern by-pass

Even though the turnout for the final listening session was low, the combined impact of all three sessions provided valuable public input and also served as a catalyst for numerous newspaper articles that brought attention to the on-going planning process. In the future new techniques will need to be employed to illicit greater public participation. Possibilities will include the Internet and mailed survey forms.

2025

CONSTRAINED

PLAN

Developing the Constrained Plan

In meetings on November 8, and November 15, 2000, the TAC met to pare down the Unconstrained Plan to the Constrained Plan. Funding marks for various categories of projects were provided by the AHTD. The funding projections are not a guarantee, they are used as a possible scenario to establish the parameters of the Constrained Plan. AHTD views the State as a whole when determining project priorities. The following guidelines were used by the Committee to show the types of projects, project qualifications, and amounts of money allotted to each type by five-year increments.

FUNDING GUIDELINES

National Highway System/Surface Transportation Program (NHS/STP)

- The road project must be a State or US Highway
- Matching money of 20% is from the State, no local match is required
- Usage: Widening existing roads or constructing new roads
- $31,750,000 projected available per 5-year period

Surface Transportation Program/Urban (STP-U)

- City streets must be designated a Collector or higher
- County roads must be in NARTS boundary and classified as a Rural Minor Collector
- Local matching funds of 20% required
- Total Federal participation is limited to $1,000,000. Thus, any project with a total cost of over 1.25 million would require more local money than the 20%
- Usage: Widen existing roads, construct new roads, maintenance
- $4,900,000 projected available per 5-year period

BRIDGE

- Federal/Local split is 80%/20%
- If the bridge is on the State Highway System, the State makes the 20% match
- Total Federal participation limited to $1,000,000
- $1,850,000 projected available per 5 year period

TRANSPORTATION ENHANCEMENTS

See the Enhancement section for a full description of Enhancement projects.

- Federal/Local split is 80%/20%
- $510,000 projected available per year
- Awarded on an application basis

TRAILS

See the Trails section for a full description of Trails projects.

- 80%/20% funding
- *In-kind matching is allowed*

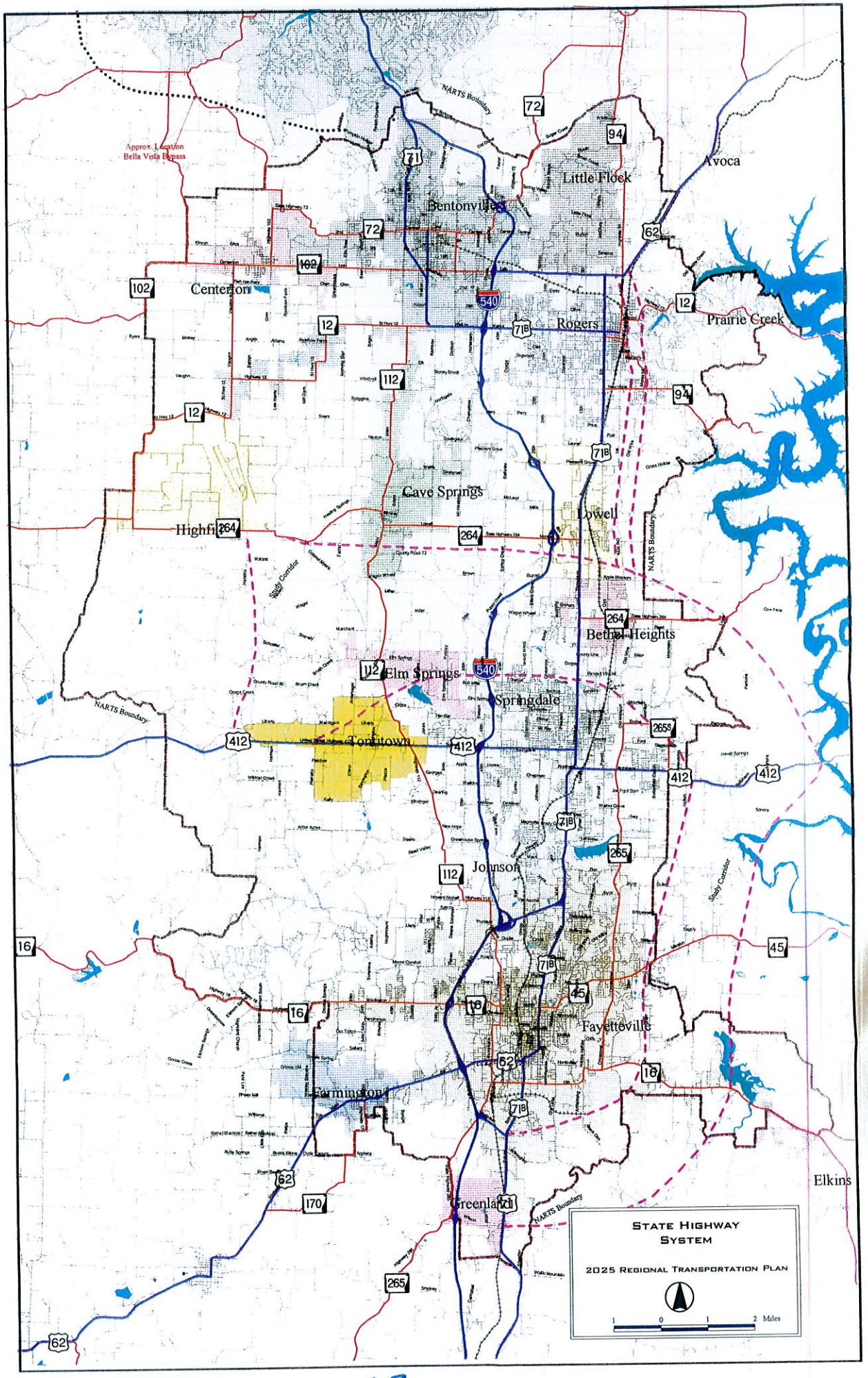
TRANSIT

See the Transit section for a detailed description of Transit projects.

- Estimated funding for Small Urban Transit funds (5307) is $623,000 per year.

The main task of the TAC meetings was to establish the Constrained List for the NHS/STP and the STP-U funds. The funding available for bridges is so limited that it is reserved for bridge repairs that the State deems as critical. Enhancement funding is based on a first come first served application process. The Committee did not prioritize either of these two categories. Transit money also did not need prioritization since it is designated for the established providers.

The Federal funding categories distinguish between projects that are on the State Highway System and local streets that are not on the State System but classified as Collector or above. The Transportation System Map showed the functional classifications. **The following map portrays the State Highway System made up of US and State highways.**


STATE HIGHWAY SYSTEM
2025 REGIONAL TRANSPORTATION PLAN
1 0 1 2 Miles
Approx. Location Bella Vista Bypass
NARTS Boundary
Study Corridor
Bentonville
Little Flock
Avoca
Centerton
Rogers
Prairie Creek
Cave Springs
Highfill
Lowell
Bethel Heights
Elm Springs
Springdale
Tontitown
Johnson
Fayetteville
Farmington
Greenland
Elkins
540
71B
72
94
102
12
112
264
265
412
16
45
62
170

THE PROCESS

Prioritizing the funding for the NHS/STP and STP-U funding was accomplished by a round table method. The representatives from each government entity had prepared list of project priorities with an estimated cost. Work sheets were distributed to the participants with the allowed funding levels per five-year period. With Chairman Dr. Alguire acting as moderator the representatives would suggest their highest priority projects while the estimated costs were tallied. Each government unit participating would chose one project in turn until all had a project per given five year increment. As funding conflicts occurred there would be some give and take around the table. One common occurrence would be for a city with a large project to reduce its size by dividing it into two phases thus allowing other projects from another city onto the working list. This process involved two meetings and both the NHS-STP and STP-U funding categories were handled in this matter. There was a noteworthy spirit of cooperation between the represented governments and all parties seemed to be satisfied with the outcome.

The projects were highlighted on a regional map as the process went forward and this allowed all parties to visually see the others project priorities. This allowed for some priority adjustments that benefited the regional cohesiveness of the Transportation Plan. It was agreed upon that it is very beneficial for the cities and counties of the Region to be more aware of each other's plans. It will be a goal of the NARTS members to develop more of an ongoing dialog among its participants, as we face even greater needs for regional cooperation.

An early product of the Constrained Plan is the Transportation Improvement Program (TIP) for 2001-2003 which was approved by the TAC and Policy Committee on September 19, 2000. The funding commitments already represented by this document had to be subtracted from the funding levels for the first five year (2000-2005) of the 2025 Plan. The current TIP thus is the first document of the Constrained Plan since it represents projects with funding commitments. This document follows on the next several pages.

TRANSPORTATION IMPROVEMENT PROGRAM F.Y. 2001-2003

Northwest Arkansas Regional Transportation Study

This Transportation Improvement Program is consistent with the "2020 Regional Transportation Plan" adopted June 7, 1995

STATE & FEDERAL ASSISTANCE PROJECTS

FISCAL YEAR 2001

FY	Job No.	Location	Route	Project Name	Type Work	Miles	Type Funds	Federal	State	Other	Total
							FUNDING				
2001	40152	Fayetteville	CS	Owl Creek Structures and Approaches	Structures & Appr.	0	BR - CITY	$240,000	$0	$60,000	$300,000
2001	90063	Springdale	CS	Spring Creek Structures and Approaches	Structures & Appr.	0.4	BR - CITY	$1,000,000	$0	$1,000,000	$2,000,000
2001	90070	Lowell	CS	Puppy Creek Structures and Approaches	Structures & Appr.	0	BR - CITY	$176,000	$0	$44,000	$220,000
2001	40027	Prairie Grove	62	Illinois River Structures and Approaches	Structures & Appr.	0	BR - SH	$1,540,000	$385,000	$0	$1,925,000
2001	90058	Benton County	12	Little Osage Creek Structures & Approaches	Structures & Appr.	0	BR - SH	$320,000	$80,000	$0	$400,000
2001	40335	Springdale	0	Emma Avenue Enhancements	Enhancement	0	EHN	$150,000	$0	$37,000	$187,000
2001	40339	Fayetteville	0	Block Avenue Enhancements	Enhancement	0	EHN	$150,000	$0	$37,000	$187,000
2001	40313	Fayetteville	N/A	Raven and Gulley Park Trails	Enhancement	0	ENH	$200,000	0	$50,000	$250,000
2001	40318	Fayetteville	N/A	Joyce Blvd. & Eastern Mud Creek Trails	Enhancement	0	ENH	$200,000	0	$50,000	$250,000
2001	40319	Fayetteville	N/A	Western Mud Creek Trail	Enhancement	0	ENH	$200,000	0	$50,000	$250,000
2001	40273	Fayetteville	112	Maple Street - Highway 112 S.	Major Widening	0.52	HES	$1,350,000	$150,000	$0	$1,500,000
2001	40291*	Fayetteville	CS	Dickson Street Improvements	Enhancement	0.6	HPP	$930,000	$0	$1,820,000	$2,750,000
2001	90069	Region	N/A	Northwest Arkansas Regional Airport Access	New Location	0	HPP	$14,400,000	$0	$7,830,000	$22,230,000
2001	40354	Springdale	540 & 412	I-540/Highway 412 Interchange Modifications	Modifications	0	NHS	$800,000	$200,000	$0	$1,000,000
2001	90064	.Rogers-Avoca	62	Rogers - Avoca	Major Widening	3.97	NHS	$8,000,000	$2,000,000	$0	$10,000,000
2001	90042	Rogers	71 & 94	Hwy 71B / Hwy 94 Intersection Improvements	Safety & Traffic Eng.	0	STATE	$0	$400,000	$0	$400,000
2001	40329	Johnson	CS	Wilkerson Road/Main Drive Signal	Safety & Traffic Eng.	0	STP-U	$48,000	$0	$12,000	$60,000
2001	40346	Johnson	CS	I-540 - Little Sandy Creek (Main Drive)	Preliminary Eng.	0	STP-U	$60,000	$0	$15,000	$75,000
2001	90093	Lowell	I-540 & 264	I-540 & Hwy 264 Interchange Signals	Safety & Traffic Eng.	0	STP-U	$240,000	$60,000	$0	$300,000
2001	V200192	Areawide		NARTS Area Intersection Signalization	Signals	0	STP-U	$100,000	$0	$25,000	$125,000
2001	V200194	Areawide		NARTS Area Railroad Protection Devices	Safety	0	STP-U	$100,000	$0	$25,000	$125,000
FY 2001 PLANNING TOTALS						5.49		$30,204,000	$3,275,000	$11,055,000	$44,534,000

TRANSIT: STATE & FEDERAL ASSISTANCE PROJECTS

FY	Job No.	Agency	Route	Project Name	Type Work	Miles	Type Funds	Federal	State	Other	Total
2001	040___	NWARPC	N/A	NWARPC	Planning/Transit	0	FTA - 5303	$145,000	$0	$37,000	$182,000
2001	040___	NWARPC	N/A	RTA Feasibility and Implementation Study	Transit	0	FTA - 5307	$50,000	$6,250	$6,250	$62,500
2001	040___	Ozark Tran.	N/A	General Operating/Maintenance	Transit	0	FTA - 5307	$202,221	$0	$50,556	$252,777
2001	040___	Razorback	N/A	Preventive Maintenance/Operating	Transit	0	FTA - 5307	$393,000	$0	$98,000	$491,000
2001	040___	Ozark Tran.	N/A	Buses	Transit	0	FTA - 5309	$143,200	$0	$35,800	$179,000
2001	040___	Razorback	N/A	Buses	Transit	0	FTA - 5309	$500,000	$0	$125,000	$625,000
2001	040___	Ozark Tran.	N/A	General Operating/Maintenance	Transit	0	FTA - 5311	$380,784	$13,656	$273,184	$667,624
2001	040	Ozark Tran.	N/A	Buses	Transit	0	FTA - 5311	$20,880	$0	$5,220	$26,100
FY 2001 TRANSIT TOTALS								$1,835,085	$19,906	$631,010	$2,486,001

FISCAL YEAR 2002

FY	Job No.	Location	Route	Project Name	Type Work	Miles	Type Funds	Federal	State	Other	Total
							FUNDING				
2002	40312	Johnson	N/A	Little Sandy Creek Bridge	Structures & Appr	0	BR - CITY	$960,000	$0	$240,000	$1,200,000
2002	1702	Wash-Mad. Co.	412	Hwy 303 South- Hindsville	Major Widening	1.4	NHS	$3,520,000	$880,000	$0	$4,400,000
2002	40151	Wash. Co.	412	Nob Hill - Hwy 303 South	Major Widening	3.2	NHS	$8,000,000	$2,000,000	$0	$10,000,000
2002	040XX4	Region	412	Springdale Bypass	Preliminary Eng.	0	NHS	$1,600,000	$400,000	$0	$2,000,000
2002	FA7202	Wash. Co.	CR 48	White River Bridge	Structures & Appr.	0.25	State Aid	$640,000	$0	$160,000	$800,000
2002	9985	Rogers	94	Hwy 71B - Hwy 71	Major Widening	3.34	STP	$7,200,000	$1,800,000	$0	$9,000,000
2002	40346	Johnson	CS	I-540 - Little Sandy Creek (Main Drive)	ROW & Utilities	0	STP-U	$80,000	$0	$20,000	$100,000
2002*	40272	Springdale	CS	Johnson Road, 412 - South City Limits	Preliminary Eng.	0	STP-U	$50,000	$0	$12,500	$62,500
2002	V200292	Areawide		NARTS Area Intersection Signalization	Signals	0	STP-U	$100,000	$0	$25,000	$125,000
2002	V200294	Areawide		NARTS Area Railroad Protection Devices	Safety	0	STP-U	$100,000	$0	$25,000	$125,000
FY 2002 PLANNING TOTALS						8.19		$22,250,000	$5,080,000	$482,500	$27,812,500

FISCAL YEAR 2002 (continued)				TRANSIT: STATE & FEDERAL ASSISTANCE PROJECTS							
FY	Job No.	Agency	Route	Project Name	Type Work	Miles	Type Funds	Federal	State	Other	Total
2002	040___	NWARPC	N/A	NWARPC	Planning/Transit	0	FTA - 5303	$145,000	$0.0	$37,000.0	$182,000
2002	040___	Ozark Tran.	N/A	General Operating/Maintenance	Transit	0	FTA - 5307	$202,221	$0	$50,556	$252,777
2002	040___	Razorback	N/A	Preventive Maintenance/Operating	Transit	0	FTA - 5307	$421,000	$0.0	$105,000.0	$526,000
2002	040___	Razorback	N/A	Transit: Buses	Transit	0	FTA - 5309	$500,000	$0.0	$125,000.0	$625,000
2002	040___	Ozark Tran.	N/A	General Operating/Maintenance	Transit	0	FTA - 5311	$497,261	$0	$124,315	$621,576
FY 2002 TRANSIT TOTALS								$1,765,482	$0.0	$441,871.0	$2,207,353

FISCAL YEAR 2003								FUNDING			
FY	Job No.	Location	Route	Project Name	Type Work	Miles	Type Funds	Federal	State	Other	Total
2003	4981	Prairie Grove	265	Illinois River & Branch Structures and Appr.	Structures & Appr.	0	BR - SH	$572,000	$143,000	$0	$715,000
2003	040XX5	Region	412	Springdale Bypass	Right of Way	0	NHS	$2,400,000	$600,000	$0	$3,000,000
2003	090XX4	Region	71	Bella Vista Bypass	New Location	13.7	NHS	$21,000,000	$5,250,000	$0	$26,250,000
2003	R90072	Region	71	I -540 - West	Major Widening	2.5	STATE	$0	$7,500,000	$0	$7,500,000
2003	FA7208	Wash. Co.	CR 31	Clear Creek Bridge	Structures & Appr.	0.25	State Aid	$248,000	$0	$62,000	$310,000
2003	40299	Fayetteville	CS	Hwy 71B - Mud Creek (Gregg Ave.)	Major Widening	0.75	STP-U	$1,000,000	$0	$750,000	$1,750,000
2003	V200392	Areawide		NARTS Area Intersection Signalization	Signals	0	STP-U	$100,000	$0	$25,000	$125,000
2003	V200394	Areawide		NARTS Area Railroad Protection Devices	Safety	0	STP-U	$100,000	$0	$25,000	$125,000
FY 2003 PLANNING TOTALS								$25,420,000	$13,493,000	$862,000	$39,775,000

				TRANSIT: STATE & FEDERAL ASSISTANCE PROJECTS							
FY	Job No.	Agency	Route	Project Name	Type Work	Miles	Type Funds	Federal	State	Other	Total
2003	040___	NWARPC	N/A	NWARPC	Planning/Transit	0	FTA - 5303	$145,000	$0	$37,000	$182,000
2003	040___	Ozark Tran.	N/A	General Operating/Maintenance	Transit	0	FTA - 5307	$202,221	$0	$50,556	$252,777
2003	040___	Razorback	N/A	Preventive Maintenance / Operating	Transit	0	FTA - 5307	$449,000	$0	$112,000	$561,000
2003	040___	Razorback	N/A	Buses	Transit	0	FTA - 5309	$500,000	$0	$125,000	$625,000
2003	040___	Ozark Tran.	N/A	General Operating/Maintenance	Transit	0	FTA - 5311	$497,261	$0	$124,315	$621,576
FY 2003 TRANSIT TOTALS								$1,793,482	$0	$448,871	$2,242,353

* ILLUSTRATIVE PURPOSES ONLY

* Job 40291: Dickson Street Improvements - See the following funding table (Source: City of Fayetteville)

Fiscal Year	Type of Work	Federal Amount	Local Amount	Total Amount
2001	Construction	$930,000	$1,820,000	$2,750,000
2002	None	$285,000	$0	$285,000
2003	None	$285,000	$0	$285,000

Abbreviations

Appr.	Approaches	HES	Hazard Elimination and Safety
BR-CITY	Bridge Replacement- City	HPP	High Priority Project
BR-SH	Bridge Replacement-State Highway	NHS	National Highway System
CS	City Street	ROW	Right of Way
ENH	Enhancement Project	RTA	Regional Transit Authority
Eng.	Engineering	STP-U	Surface Transportation Program - Urban
FTA	Federal Transit Authority	STP	Surface Transportation Program

FUNDING SUMMARY

Transportation Improvement Program
Northwest Arkansas Regional Transportation Study
FY 2001 - 2003

Type Funds	Data	2001	2002	2003	Grand Total
BR - CITY	Federal	$1,416,000	$960,000	$0	$2,376,000
	State	$0	$0	$0	$0
	Other	$1,104,000	$240,000	$0	$1,344,000
	Total	$2,520,000	$1,200,000	$0	$3,720,000
BR - SH	Federal	$1,860,000	$0	$572,000	$2,432,000
	State	$465,000	$0	$143,000	$608,000
	Other	$0	$0	$0	$0
	Total	$2,325,000	$0	$715,000	$3,040,000
EHN	Federal	$900,000	$0	$0	$900,000
	State	$0	$0	$0	$0
	Other	$224,000	$0	$0	$224,000
	Total	$1,124,000	$0	$0	$1,124,000
FTA - 5303	Federal	$145,000	$145,000	$145,000	$435,000
	State	$0	$0	$0	$0
	Other	$37,000	$37,000	$37,000	$111,000
	Total	$182,000	$182,000	$182,000	$546,000
FTA - 5307	Federal	$645,221	$623,221	$651,221	$1,919,663
	State	$6,250	$0	$0	$6,250
	Other	$154,806	$155,556	$162,556	$472,918
	Total	$806,277	$778,777	$813,777	$2,398,831
FTA - 5309	Federal	$643,200	$500,000	$500,000	$1,643,200
	State	$0	$0	$0	$0
	Other	$160,800	$125,000	$125,000	$410,800
	Total	$804,000	$625,000	$625,000	$2,054,000
FTA - 5311	Federal	$401,664	$497,261	$497,261	$1,396,186
	State	$13,656	$0	$0	$13,656
	Other	$278,404	$124,315	$124,315	$527,034
	Total	$693,724	$621,576	$621,576	$1,936,876
HES	Federal	$1,350,000	$0	$0	$1,350,000
	State	$150,000	$0	$0	$150,000
	Other	$0	$0	$0	$0
	Total	$1,500,000	$0	$0	$1,500,000
HPP	Federal	$15,330,000	$0	$0	$15,330,000
	State	$0	$0	$0	$0
	Other	$9,650,000	$0	$0	$9,650,000
	Total	$24,980,000	$0	$0	$24,980,000
NHS	Federal	$8,800,000	$13,120,000	$23,400,000	$45,320,000
	State	$2,200,000	$3,280,000	$5,850,000	$11,330,000
	Other	$0	$0	$0	$0
	Total	$11,000,000	$16,400,000	$29,250,000	$56,650,000
STATE	Federal	$0	$0	$0	$0
	State	$400,000	$0	$7,500,000	$7,900,000
	Other	$0	$0	$0	$0
	Total	$400,000	$0	$7,500,000	$7,900,000
State Aid	Federal	$0	$640,000	$248,000	$888,000
	State	$0	$0	$0	$0
	Other	$0	$160,000	$62,000	$222,000
	Total	$0	$800,000	$310,000	$1,110,000
STP	Federal	$0	$7,200,000	$0	$7,200,000
	State	$0	$1,800,000	$0	$1,800,000
	Other	$0	$0	$0	$0
	Total	$0	$9,000,000	$0	$9,000,000
STP-U	Federal	$548,000	$330,000	$1,200,000	$2,078,000
	State	$60,000	$0	$0	$60,000
	Other	$77,000	$82,500	$800,000	$959,500
	Total	$685,000	$412,500	$2,000,000	$3,097,500
SUMMARY	Federal	$32,039,085	$24,015,482	$27,213,482	$83,268,049
ALL	State	$3,294,906	$5,080,000	$13,493,000	$21,867,906
SOURCES	Other	$11,686,010	$924,371	$1,310,871	$13,921,252
	Total	$47,020,001	$30,019,853	$42,017,353	$119,057,207

NWARPC September 11, 2000

Abbreviations

BR-CITY	Bridge Replacement - City	HPP	High Priority Project
BR- SH	Bridge Replacement - State	NHS	National Highway System
ENH	Enhancement	STP	State Transportation Program
FTA	Federal Transit Authority	HES	Hazard Elimination and Safety

The Constrained Lists for Future Funding Priorities

The following lists show the project priorites for funding beyond the 2001-2003 TIP. They represent the bulk of the work performed by the TAC, and approved by the Policy Committee on December 6, 2000. The first two lists cover the funding categories of NHS-STP funds and STP-U funds. They are followed by Constrained Lists for Bridges, Enhancement, and Transit. These last three lists did not require committee prioritization but they were listed and approved by the Policy Committee.

A Region map depicting the location of the Constrained Projects follows these Constrained Lists.

2025 TRANSPORTATION PLAN
CONSTRAINED LIST
(NHS/STP)

NHS/STP 2002-2005

City	Route	Begin	End	Est. Cost
Region	AR 112	Clear Creek	1.5 miles North	$165,000

All other funds available for this time period are already incorporated in the 2001-2003 TIP:

NHS/STP 2006-2010 Available $31,750,000

City	Route	Begin	End	Est. Cost (in millions)
Bentonville	AR 112	AR 102	S.CITY LIMIT	4
Bentonville	AR 72	AR 112	US 71	5
Fayetteville	AR 45	NORTH ST.	CITY LIMIT	7
Fayetteville	AR 16	HAPPY HOLLOW	W.F. BRIDGE	3.15
Rogers	AR 12	US 62	DREAM VALLEY	5.7
Springdale	AR 265 s	US 412	AR 265	3.4
Springdale	AR 265	US 412	S. CITY LIMIT	3.5
TOTAL				31.75

NHS/STP 2011-2015 Available $31,750,000

City	Route	Begin	End	Est. Cost
Bentonville	AR 72	U.S. 71	E.CITY LIMITS	2
Bentonville	AR 102	US 71B	W. CITY LIMITS	6.25
Bentonville	AR 12	US 71B	SHELL ROAD	2.5
Farmington	US 62	AR 170	W.CITY LIMITS	2.5
Fayetteville	AR 180	GREGG	US 71B	2.5
Fayetteville	AR 265	AR 45	N. CITY LIMITS	11
Rogers	AR 94	AR 71B	E. CITY LIMIT	5
TOTAL				31.75

NHS/STP 2016-2020 Available $31,750,000

City	Route	Begin	End	Est. Cost
Bentonville	AR 12	SHELL	NWARA	6.2
Bentonville	AR 112	AR 12	CAVE SPRINGS	3
Fayetteville	AR 180	TOWNSHIP	US 71	2.8
Fayetteville	AR 112	NORTH ST.	I540	6.25
Fayetteville	AR 112	15th	MAPLE	2.8
Rogers	AR 94	U.S. 62	N. CITY LIMIT	5.6
Springdale	AR 264	AR 71B	E. CITY LIMIT	5.1
TOTAL				31.75

NHS/STP 2021-2025 Available $31,750,000

City	Route	Begin	End	Est. Cost
Bentonville	AR 112	AR 72	AR 102	1.25
Fayetteville	AR 112	RAZORBACK	GARLAND	2.5
Fayetteville	AR 16	MEADOWLAND	W. CITY LIMIT	5.5
Fayetteville	US 71 flyover	COLLEGE	US 71W	4
Fayetteville	AR 16 bypass	WASHINGTON	HAPPY HOLLOW	4
Fayetteville	AR 16E	W.F. BRIDGE	E. CITY LIMIT	11.75
Rogers	AR 112	S. CITY LIMIT	N. CITY LIMIT	2.75
TOTAL				31.75

ILLUSTRATIVE PROJECTS:

412 NORTHERN SPRINGDALE BYPASS

OLD WIRE ROAD CORRIDOR EAST OF LOWELL, ROGERS

FAYETTEVILLE/SPRINGDALE EASTERN BYPASS.

2025 TRANSPORTATION PLAN
CONSTRAINED LIST
(STP-U)

STP-U 2002-2005 Available $2,590,000

$1,330,000 of the funds available for this time period are already incorporated in the 2001-2003 TIP

City	Route	Begin	End	Est. Cost
Farmington	Broyles St. ext	US 62	Broyles	480,000
Johnson	Wilkerson	Clear Creek	Main	900,000
Lowell	McClure	US 71B	RR Tracks	310,000
Rogers	Pleasant Grove	US 71B	I540	900,000
Total				2,590,000

STP-U 2006-2010 Available $4,900,000

City	Route	Begin	End	Est. Cost
Bentonville	N.W. 3rd	Walton Blvd.	Elm Tree	1,000,000
Fayetteville	Old Wire	Township	AR 45	1,000,000
Johnson	Main	I540	Hewitt	1,000,000
Lowell	McClure	RR Tracks	Honeysuckle	160,000
Rogers	Olrich	S. 1st	S 4th	260,000
Springdale	Johnson Road	US 412	S. City Limit	1,000,000
Washington Co.	Wyman Road	White R. Bridge	Summer Rain	480,000
Total				4,900,000

STP-U 2011-2015 Available $4,900,000

City	Route	Begin	End	Est. Cost
Elm Springs	County Line	56th	West End	800,000
Fayetteville	Joyce	AR 265	Old Wire	1,000,000
Johnson	Wilkerson	Main	Hewitt	1,000,000
Lowell	Dixieland	Laurel	Pleasant Grove	1,000,000
Rogers	Dixieland	Price	Laurel	1,000,000
Springdale	Signal	West End/412		100,000
Total				4,900,000

STP-U 2016-2020 Available $4,900,000

City	Route	Begin	End	Est. Cost
Bentonville	S.E. & S.W. 8th	S.W. I	Moberly	1,000,000
Farmington	Signal	US 62 & Broyles		75,000
Fayetteville	North	Gregg	71B	1,000,000
Fayetteville	Rupple	Holt Middle Sc.	Howard Nichols	825,000
Johnson	Main	Sandy Creek	Elmore	1,000,000
Springdale	Butterfield Co.	US 412	City Limit	1,000,000
Total				4,900,000

STP-U 2021-2025 Available $4,900,000

City	Route	Begin	End	Est. Cost
Elm Springs	56 Street	Harber	County Line	1,000,000
Fayetteville	Mt. Comfort	Rupple	I540	1,000,000
Johnson	Main	Elmore	US 71B	800,000
Lowell	Dixieland	Pleasant Grove	AR 264	300,000
Rogers	Northgate	Champions	Rainbow	1,000,000
Springdale	Main (Johnson)	Elmore	US 71B	800,000
				4,900,000

2025 TRANSPORTATION PLAN

CONSTRAINED LIST

(ENHANCEMENTS)

2001-2003(From the Current 2001-2003 TIP)

All projects utilize 2001 funding with the exception of Fayetteville's on-going Dickson Street project utilizing High Priority Project (HPP) funds.

City	Project	Funding Type	Est. Cost (Federal Share)
Fayetteville	Block Avenue	EHN	$150,000
Fayetteville	Raven and Gulley Park Trails	EHN	$200,000
Fayetteville	Joyce Blvd. And E. Mud Creek Trails	EHN	$200,000
Fayetteville	W. Mud Creek Trails	EHN	$200,000
Fayetteville	Dickson Street (2001)	HPP	$930,000
Fayetteville	Dickson Street (2002)	HPP	$285,000
Fayetteville	Dickson Street (2003)	HPP	$285,000
Springdale	Emma Avenue	EHN	$150,000

$510,000 is available per year (2002 – 2025) for future enhancement projects. They are awarded on an application basis with 20% MATCHING FUNDS REQUIRED.

2025 TRANSPORTATION PLAN
CONSTRAINED LIST

(TRANSIT)

Estimated funding for Small Urban Transit (5307) for 2002-2025 is $623,000 per year. Current providers of transit services using 5307 funds in the NARTS area are:
Razorback Transit
Ozark Regional Transit

FUNDING LEVELS:

2001-2003 (from the Current 2001-2003 TIP)

		Federal Share of Funding		
Agency	**Type Funds**	**2001**	**2002**	**2003**
Ozark Transit	**5307**	**$202,221**	**202,221**	**202,221**
Razorback	**5307**	**$393,000**	**421,000**	**449,000**

2004-2025:

The annual budgets of both of these organizations exceed the available 5307 funds. Both organizations use multiple sources of funding. Transit funding needs for the NARTS area will continue through 2025 and beyond. All available funds will be needed and utilized.

A study authorized by the Arkansas State Highway and Transportation Department and the Northwest Arkansas Regional Planning Commission is underway to further assess the future transit needs of the NARTS area and surrounding region.

2025 TRANSPORTATION PLAN CONSTRAINED LIST -- BRIDGES

The following bridge jobs are programmed in the FY 2001-2003 TIP.

Job No.	Jurisdiction	Route	Bridge No.	Year	Fed. Cost
40152	Fayetteville	Owl Creek Str. & Apprs	*	2001	$ 240,000.00
90058	Benton County	Little Osage Creek Strs. & Apprs	*	2001	$ 320,000.00
90063	Springdale	Spring Creek Strs. & Apprs.	*	2001	$ 1,000,000.00
90070	Lowell	Puppy Creek Strs. & Apprs	*	2001	$ 176,000.00
40312	Johnson	Little Sandy Creek Bridge	*	2002	$ 960,000.00
					$ 2,696,000.00

Bridge funds in the amount of $7,770,000 are expected to be available in the NARTS area from 2004-2025.

Following are bridges identified as needing replacement in the Long Range Plan period.
Bridges must qualify for Bridge Replacement funds before programming.
Bridge jobs will be programmed subject to availability of funds and qualification.

Jurisdiction	Route	Bridge No.
Benton County	Farrar Bridge	*
Bentonville	Highway 72	*
Bentonville	NW 3RD St.	*
Bentonville	Highway 102	*
Bentonville	Highway 71B	*
Bentonville	NE A Street	*
Bethel Heights	Apple Blossom	*
Cave Springs	Evening Star Road	20294
Elm Springs	Brush Creek at Harber	*
Elm Springs	W. Water Street	19521
Farmington	Broyles Street	*
Farmington	Rainsong Street	*
Farmington	Double Springs Road	18324
Farmington	Double Springs Road	18394
Fayetteville	Owl Creek Bridge (Job 040152)	*
Fayetteville	Dead Horse Mountain Road Bridge	*
Fayetteville	Maple Street	01940
Fayetteville	Lafayette Street	01941
Fayetteville	Lake Sequoyah Road	19523
Fayetteville	E. Huntsville Street	19524
Fayetteville	Sycamore Street	19977
Fayetteville	S. Garland Street	19529
Johnson	Carley Road	*
Johnson	W. Main Street	19541
Johnson	Wilkerson Street	19630
Johnson	N. Cardwell Street	19539
Little Flock	Rustic Drive Bridge	*
Little Flock	Little Flock Drive Creek Bridge	*
Little Flock	Dixieland Bridge	*
Little Flock	Rocky Ridge Road	19010
Lowell	S. Lincoln Street	19012
Rogers	S. Dixieland Street	10613
Rogers	Lake Atlanta Street	19653
Rogers	N. Horsebarn Street	20706
Rogers	S. 26th Street	10637
Springdale	48th Street	*
Springdale	Shady Grove Road	*
Springdale	Sanders Avenue	*
Springdale	Mill Street	*
Springdale	Randall Wobbe Lane	*
Springdale	Pump Station Road	17411
Springdale	E. Huntsville Street	19542
Springdale	S. Johnson Road	19547
Springdale	George Anderson Road	17385
Wash. Co.	Wyman Road (CR 48)	*
Wash. Co.	Harmon Road (CR 31)	*
Wash. Co.	Harvey Dowell Road	*
Wash. Co.	WC 69 (Shaffer Rd.)	*
Wash. Co.	1/2 mile South of WC #84 (Mt. Comfort)	*
Wash. Co.	WC #877 (Sunshine Road)	*
AHTD	Highway 94	2538
AHTD	Highway 72	2849
AHTD	Highway 264	4196
AHTD	Highway 94	4531
AHTD	Interstate 540	5962
AHTD	Interstate 540	A5979
AHTD	Interstate 540	B5979
AHTD	Highway 340	M3230
AHTD	Highway 71	1694
AHTD	Highway 265	5519
AHTD	Highway 180	M2229
AHTD	Highway 180	M3119
AHTD	Highway 265	M3666

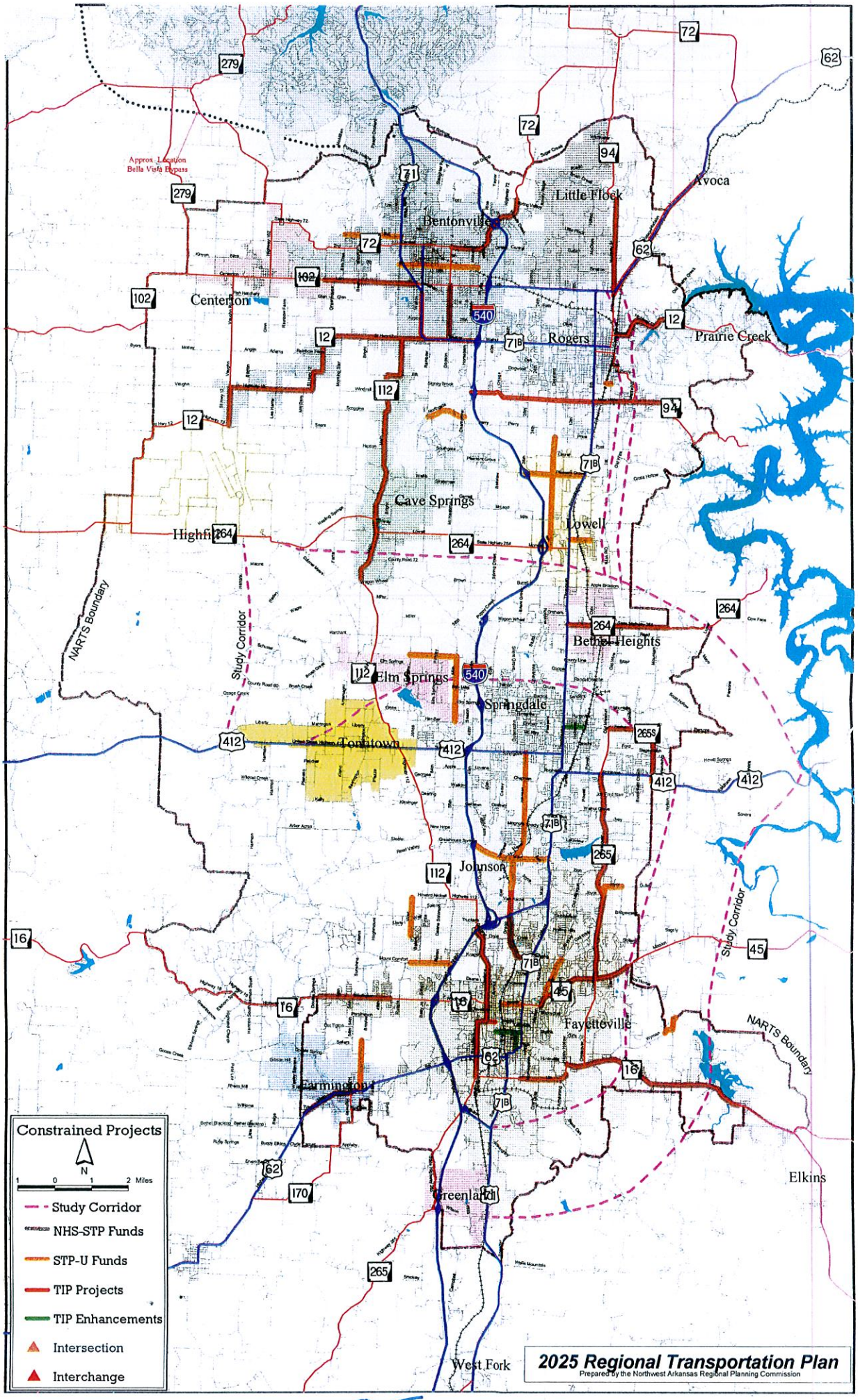
* Bridge Number is not known at this time.

The 2025 Regional Transportation Plan

Constrained Projects Regional Map

The facilities highlighted are prioritized for implementation through the year 2025. The Constrained Plan for project implementation and funding was adopted by participants in the Northwest Arkansas Regional Transportation Study (NARTS).

The plan was adopted after extensive review of regional data and Land Use and Transportation plans in effect on January 1, 2001. Funding constraints were determined by NARTS participants after reviewing their own financial capability and Federal funding projections provided by the Arkansas State Highway and Transportation Department (AHTD) and the Federal Highway Administration (FHWA).


Approx. Location
Bella Vista Bypass
Bentonville
Little Flock
Avoca
Centerton
Rogers
Prairie Creek
Cave Springs
Highfill
Lowell
Bethel Heights
Elm Springs
Springdale
Tontitown
Johnson
Fayetteville
Farmington
Greenland
Elkins
West Fork
NARTS Boundary
Study Corridor
Constrained Projects
N
1 0 1 2 Miles
Study Corridor
NHS-STP Funds
STP-U Funds
TIP Projects
TIP Enhancements
Intersection
Interchange
2025 Regional Transportation Plan
Prepared by the Northwest Arkansas Regional Planning Commission

78.5

TRANSPORTATION ENHANCEMENTS

Overview

The ISTEA legislation of 1991 and its successor, TEA-21, created a category of transportation funding called Transportation Enhancements. The Transportation Enhancements Program was intended to promote diverse modes of travel, encourage economic development, and bring direct benefits to communities through transportation spending. Projects eligible for this funding include:

1. Pedestrian and Bicycle Facilities
2. Pedestrian and Bicycle Safety and Education Activities
3. Acquisition of Scenic or Historic Easements and Sites
4. Scenic or Historic Highways Programs, Including Tourist and Welcome Centers
5. Landscaping and Scenic Beautification
6. Historic Preservation
7. Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities
8. Preservation of Abandoned Railway Corridors
9. Control and Removal of Outdoor Advertising
10. Archaeological Planning and Research
11. Mitigation of Highway Runoff and Provisions of Wildlife Connectivity
12. Establishment of Transportation Museums

Each state is required to set aside 10 per cent of its Surface Transportation Program funds for these projects. Communities must apply for the funds and in most cases must provide 20 per cent matching funds for the projects.

There are three cities with on-going Enhancement projects in the NARTS area:

Springdale -Emma Avenue Downtown Improvements

Fayetteville -Block Avenue and Dickson Street Improvements
Fayetteville Trails Projects

Bentonville – Downtown Improvement
Bentonville Bike Trail
Moberly Lane Improvements

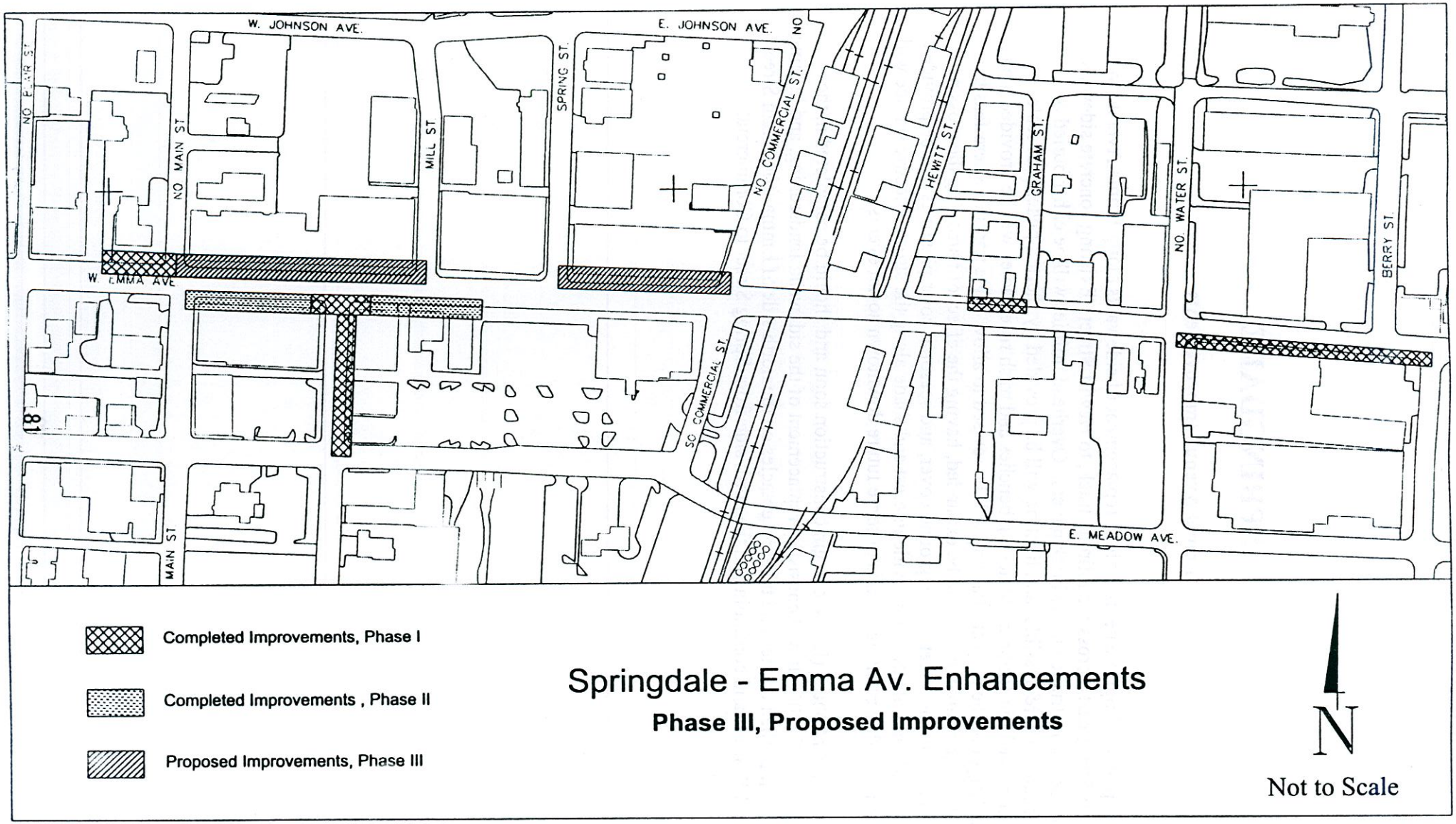
Following is an overview of each project:

SPRINGDALE

Emma Avenue Improvements

The planned improvements include replacement of sidewalks along Emma Avenue from Blair Street east, across the railroad track, to Hewitt Street. Existing concrete sidewalks will be reconstructed using brick pavers. Overhead utilities will be either buried or relocated where possible, and lighting will be provided by shorter, pedestrian scale, decorative light fixtures. Matching benches and trash receptacles will be provided along the length of the project. Parking will be revised to allow angle parking where feasible and to allow street corners to be expanded, having the effect of narrowing the crossing distances to the street. Tree, ground cover, and seasonal color plantings will be provided in islands and planters to provide interest and shade along the street. Electric service will be included in planting islands to serve future downtown social events.

This current phase (III) is to begin construction soon and should be completed in the summer of 2001. It will consist of replacement of the sidewalk, landscaping, and lighting as well as the benches and trash receptacles on the north side of Emma from Main Street to Mill Street and continuing on the north side from Spring Street to Commercial Avenue.



Springdale - Emma Av. Enhancements

Phase III, Proposed Improvements

FAYETTEVILLE

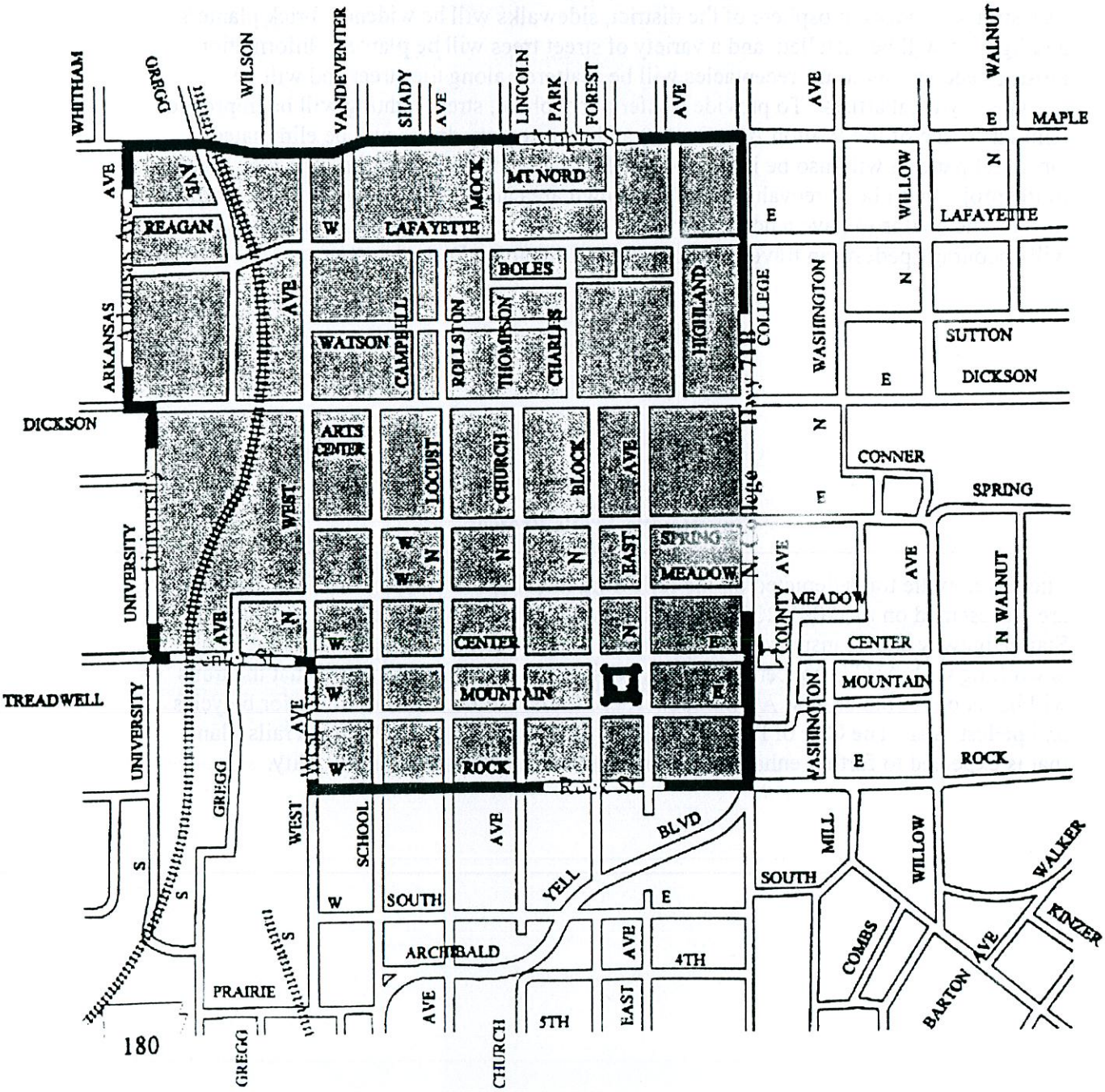
Downtown/Dickson Enhancement Project

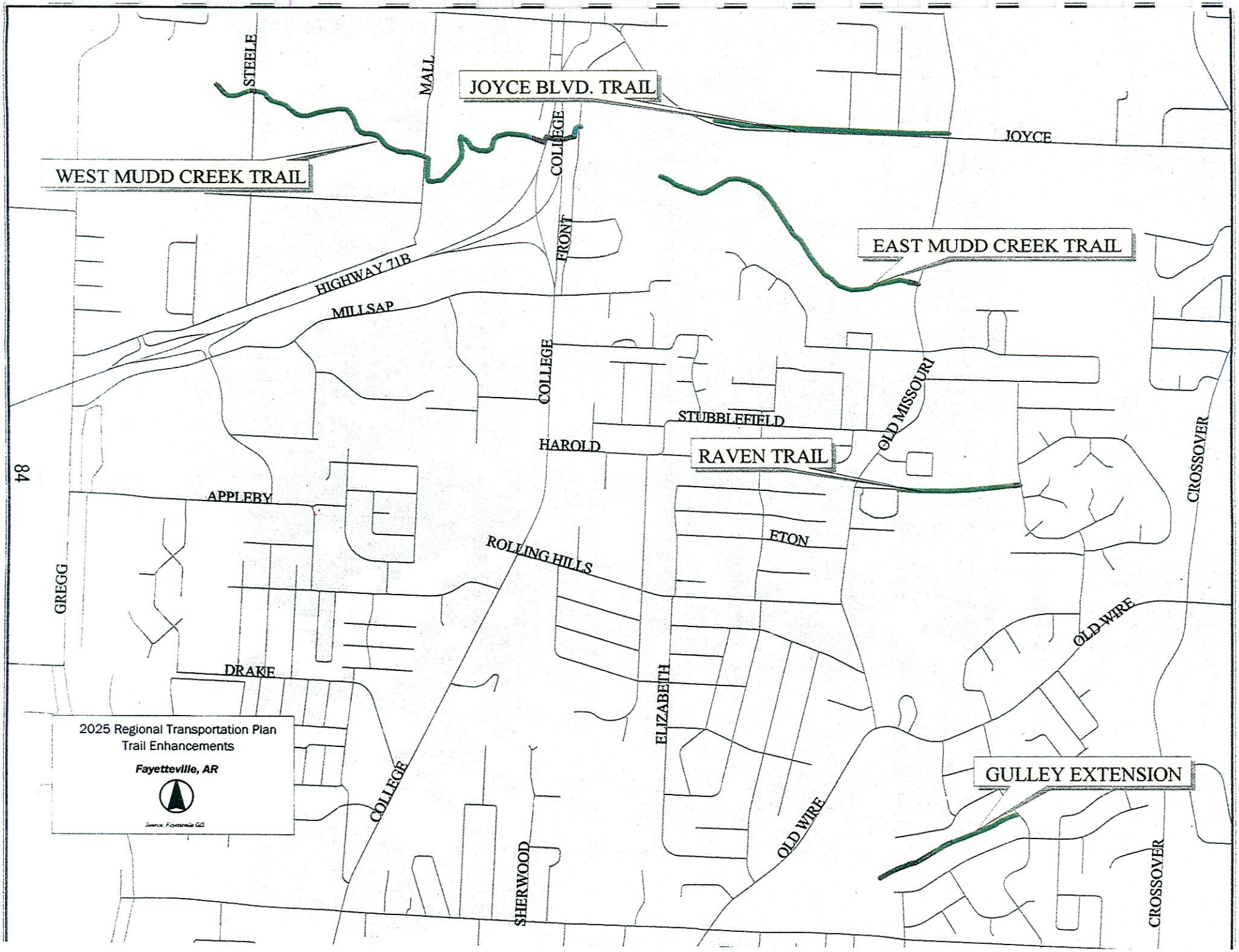
Improvements are planned for Dickson Street from College Avenue to Arkansas Avenue. Work is expected to begin before the end of 2001. In order to enhance the pedestrian-friendly atmosphere of the district, sidewalks will be widened, brick planters and lighting will be installed, and a variety of street trees will be planted. Information kiosks, benches, and trash receptacles will be scattered along the street and will be designed by local artists. To provide a safer atmosphere, street lighting will be improved (similar to that of the Walton Arts Center) and unnecessary drives will be eliminated. On-street parking will also be increased, facilitating business patronage. The next phase of the project will be to reevaluate the downtown area and designate our next streets of focus. The goal is to have a downtown that is connected to the entertainment district that will encourage pedestrian travel throughout the downtown Dickson area.

Fayetteville Trails Project

The Fayetteville trails depicted on the following map have been approved for funding and are represented on the 2001-2003 TIP. The trail plans were submitted to the Arkansas State Highway and Transportation department in October 2000. The City of Fayetteville is working with AHTD concerning trail specifications and it is anticipated that the trails will be let out to bid around April 2001. These trails will be multi-use trails for bicycles and pedestrians. The City of Fayetteville is currently working on a Master Trails Plan that is expected to further enhance and connect the trail system within the City.

Downtown/Dickson Enhancement Project
Site Map




JOYCE BLVD. TRAIL
WEST MUDD CREEK TRAIL
EAST MUDD CREEK TRAIL
RAVEN TRAIL
GULLEY EXTENSION
STEELE
MALL
COLLEGE
FRONT
JOYCE
HIGHWAY 71B
MILLSAP
COLLEGE
STUBBLEFIELD
HAROLD
OLD MISSOURI
CROSSOVER
APPLEBY
ETON
ROLLING HILLS
GREGG
OLD WIRE
DRAKE
ELIZABETH
COLLEGE
SHERWOOD
OLD WIRE
CROSSOVER
2025 Regional Transportation Plan
Trail Enhancements
Fayetteville, AR
Source: Fayetteville GIS

BENTONVILLE

Bentonville Moberly Lane Bikeway

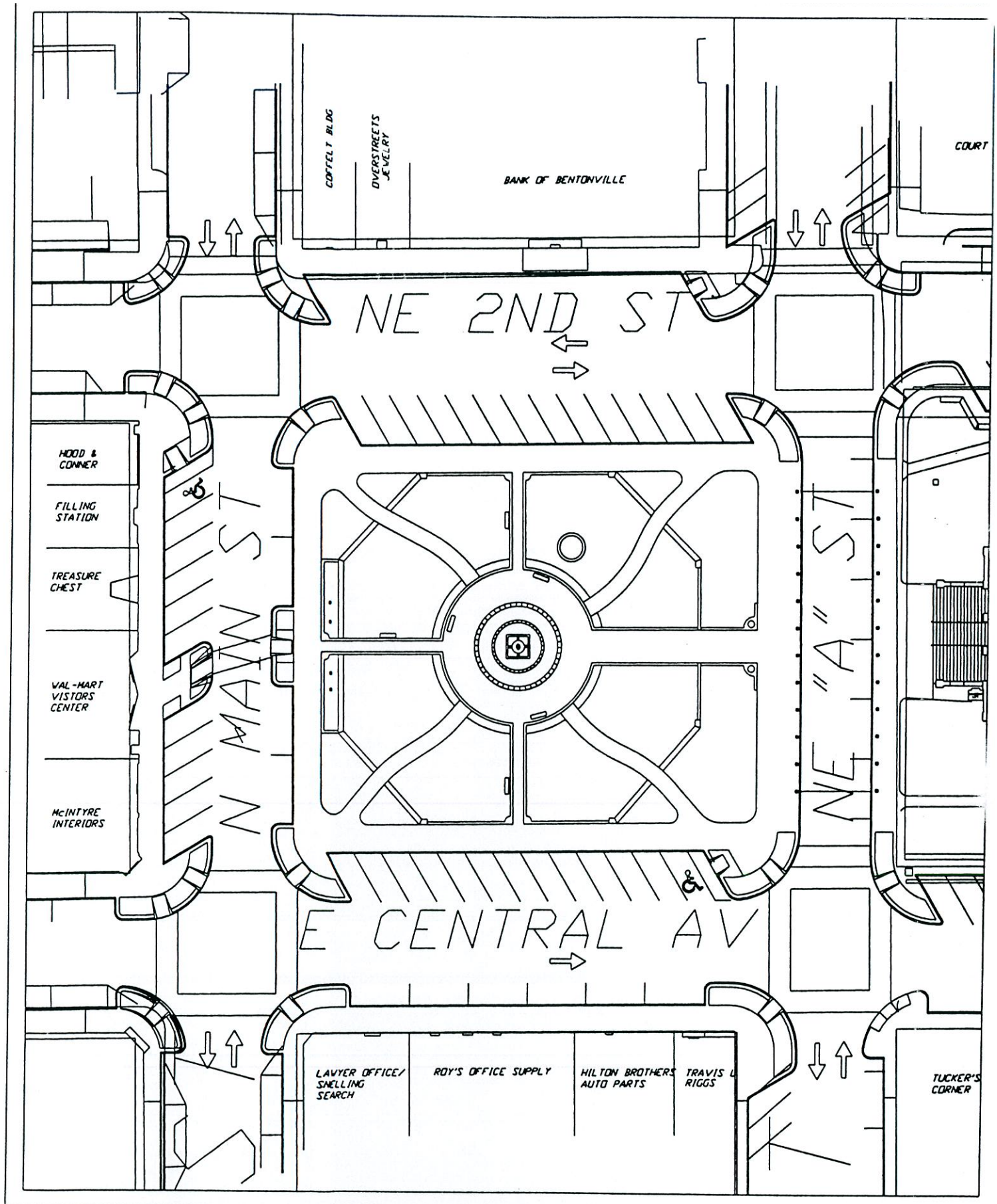
Eight foot wide concrete bicycle / pedestrian path parallel with Moberly Lane stretching approximately one mile in length from AR Hwy 72 to AR Hwy 102 in the eastern part of the City of Bentonville.

Bentonville Pedestrian / Bikeway Facility

Ten foot wide concrete and asphalt bicycle / pedestrian path partially using abandoned railroad beds and otherwise parallel with city streets. The trail connects with an existing trail at S.E. 5th Street and S.E. "F" Street and extends nearly one mile to S.E. "P" Street. Future phases of the trail will extend it to the Northwest Arkansas Community College.

Bentonville Downtown Enhancements

Sidewalk improvement and Streetscape project aimed at improving pedestrian safety and access to the Bentonville Downtown Square. Improvements include pedestrian crossings, sidewalk improvements and landscaping.

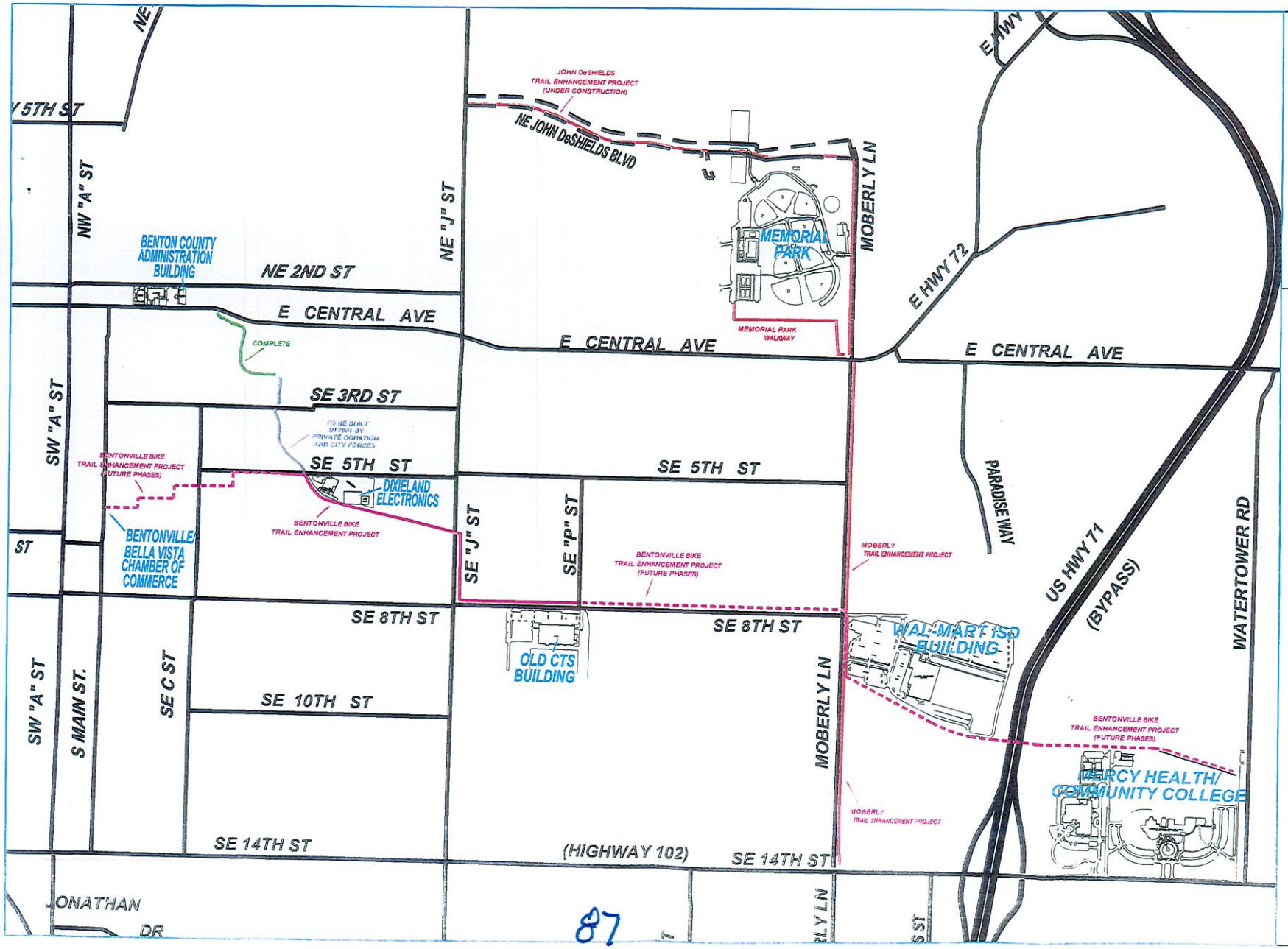


NORTH

NTS

DOWNTOWN SQUARE PROJECT

CITY OF BENTONVILLE


BENTONVILLE
NORTH
NTS
TRAIL PROJECTS
JOHN DeSHIELDS TRAIL ENHANCEMENT PROJECT (UNDER CONSTRUCTION)
NE JOHN DeSHIELDS BLVD
MEMORIAL PARK
MEMORIAL PARK WALKWAY
MOBERLY LN
E HWY 72
E CENTRAL AVE
NE 2ND ST
NW "A" ST
NE "J" ST
BENTON COUNTY ADMINISTRATION BUILDING
COMPLETE
SE 3RD ST
SW "A" ST
TO BE BUILT IN 2001 BY PRIVATE DONATION AND CITY FORCES
SE 5TH ST
BENTONVILLE BIKE TRAIL ENHANCEMENT PROJECT (FUTURE PHASES)
DIXIELAND ELECTRONICS
BENTONVILLE BIKE TRAIL ENHANCEMENT PROJECT
BENTONVILLE/ BELLA VISTA CHAMBER OF COMMERCE
SE "J" ST
SE "P" ST
BENTONVILLE BIKE TRAIL ENHANCEMENT PROJECT (FUTURE PHASES)
MOBERLY TRAIL ENHANCEMENT PROJECT
PARADISE WAY
US HWY 71 (BYPASS)
WATERTOWER RD
SE 8TH ST
OLD CTS BUILDING
WAL-MART ISD BUILDING
SW "A" ST
S MAIN ST.
SE C ST
SE 10TH ST
BENTONVILLE BIKE TRAIL ENHANCEMENT PROJECT (FUTURE PHASES)
MERCY HEALTH/ COMMUNITY COLLEGE
SE 14TH ST
(HIGHWAY 102)
JONATHAN DR

Bicycle and Pedestrian Facilities

As the Northwest Arkansas Region grows it will become increasingly important to include provisions for bicycle and pedestrian activity not just for recreation but also transportation. With the help of ISTEA and TEA-21 a variety of funding sources are available. The following are excerpts from a summary by the U.S. Department of Transportation addressing bicycle and pedestrian planning requirements and available funding sources.

Summary from the U.S. Department of Transportation Federal Highway Administration

Bicycle and Pedestrian Provisions of the Federal-aid Program

The Transportation Equity Act for the 21st Century (TEA-21), signed into on June 9, 1998, continues the integration of bicycling and walking into the transportation mainstream. More importantly, it enhances the ability of communities to invest in projects that can improve the safety and practicality of bicycling and walking for everyday travel.

In 1991, Congress passed landmark transportation legislation, the Intermodal Surface Transportation Efficiency Act (ISTEA), that recognized the increasingly important role of bicycling and walking in creating a balanced, intermodal transportation system.

The National Bicycling and Walking Study, published by the U.S. Department of Transportation in 1994, translated this renewed interest in nonmotorized travel into two specific goals: to double the percentage of trips made by foot and bicycle while simultaneously reducing the number of crashes involving bicyclists and pedestrians by 10 percent.

Building on ISTEA, the new legislation provides the funding, planning, and policy tools necessary to create more walkable and bicycle-friendly communities.

TEA-21 defines a bicycle transportation facility as "a new or improved lane, path, or shoulder for use by bicyclists and a traffic control device, shelter, or parking facility for bicycles." The definition of a pedestrian includes not only a person traveling by foot but also "any mobility impaired person using a wheelchair."

Funding Sources for Bicycle and Pedestrian Projects

Bicycle and pedestrian projects are broadly eligible for funding from almost all the major Federal-aid highway, transit, safety, and other programs. Bicycle projects must be "principally for transportation, rather than recreation, purposes" and must be designed and located pursuant to the transportation plans required of States and Metropolitan Planning Organizations.

Federal-aid Highway Program

National Highway System funds may be used to construct bicycle transportation facilities and pedestrian walkways on land adjacent to any highway on the National Highway System, including Interstate highways.

Surface Transportation Program (STP) funds may be used for either the construction of bicycle transportation facilities and pedestrian walkways, or nonconstruction projects (such as maps, brochures, and public service announcements) related to safe bicycle use and walking. TEA-21 adds "the modification of public sidewalks to comply with the Americans with Disabilities Act" as an activity that is specifically eligible for the use of these funds.

Ten percent of each State's annual STP funds are set-aside for **Transportation Enhancement Activities (TEAs)**. The law provides a specific list of activities that are eligible TEAs and this includes "provision of facilities for pedestrians and bicycles, provision of safety and educational activities for pedestrians and bicyclists," and the "preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian and bicycle trails)."

Another 10 percent of each State's STP funds are set-aside for the **Hazard Elimination and Railway-Highway Crossing programs**, which address bicycle and pedestrian safety issues. Each State is required to implement a Hazard Elimination Program to identify and correct locations which may constitute a danger to motorists, bicyclists, and pedestrians. Funds may be used for activities including a survey of hazardous locations and for projects on any publicly owned bicycle or pedestrian pathway or trail, or any safety-related traffic calming measure. Improvements to railway-highway crossings "shall take into account bicycle safety."

Recreational Trails Program funds may be used for all kinds of trail projects. Of the funds apportioned to a State, 30 percent must be used for motorized trail uses, 30 percent for nonmotorized trail uses, and 40 percent for diverse trail uses (any combination).

National Scenic Byways Program funds may be used for "construction along a scenic byway of a facility for pedestrians and bicyclists."

Job Access and Reverse Commute Grants are available to support projects, including bicycle-related services, designed to transport welfare recipients and eligible low-income individuals to and from employment.

High Priority Projects and Designated Transportation Enhancement Activities identified by TEA-21 include numerous bicycle, pedestrian, trail, and traffic calming projects in communities throughout the country.

Federal Transit Program

Title 49 U.S.C. (as amended by TEA-21) allows the **Urbanized Area Formula Grants, Capital Investment Grants and Loans,** and **Formula Program for Other than Urbanized Area** transit funds to be used for improving bicycle and pedestrian access to transit facilities and vehicles. Eligible activities include investments in "pedestrian and bicycle access to a mass transportation facility" that establishes or enhances coordination between mass transportation and other transportation.

TEA-21 also created a **Transit Enhancement Activity** program with a one percent set-aside of Urbanized Area Formula Grant funds designated for, among other things, pedestrian access and walkways, and "bicycle access, including bicycle storage facilities and installing equipment for transporting bicycles on mass transportation vehicles".

Highway Safety Programs

Pedestrian and bicyclist safety remain priority areas for **State and Community Highway Safety Grants** funded by the Section 402 formula grant program. A State is eligible for these grants by submitting a Performance plan (establishing goals and performance measures for improving highway safety) and a Highway Safety Plan (describing activities to achieve those goals).

Research, development, demonstrations and training to improve highway safety (including bicycle and pedestrian safety) is carried out under the Highway Safety Research and Development (Section 403) program.

Federal/State Matching Requirements

In general, the Federal share of the costs of transportation projects is 80 percent with a 20 percent State or local match. However, there are a number of exceptions to this rule.

- Federal Lands Highway projects and Section 402 Highway Safety funds are 100 percent Federally funded.
- Bicycle-related Transit Enhancement Activities are 95 percent Federally funded.
- Hazard elimination projects are 90 percent Federally funded. Bicycle-related transit projects (other than Transit Enhancement Activities) may be up to 90 percent Federally funded.
- Individual Transportation Enhancement Activity projects under the STP can have a match higher or lower than 80 percent. However, the overall Federal share of each State's Transportation Enhancement Program must be 80 percent.
- States with higher percentages of Federal Lands have higher Federal shares calculated in proportion to their percentage of Federal lands.
- **The State and/or local funds used to match Federal-aid highway projects may include in-kind contributions (such as donations). In some cases, funds from other Federal programs may also be used to match Transportation Enhancement, Scenic Byways, and Recreational Trails program funds. A Federal agency project sponsor may provide matching funds to Recreational Trails funds provided the Federal share does not exceed 95 percent.**

Planning for Bicycling and Walking

States and Metropolitan Planning Organizations (a planning agency established for each urbanized area of more than 50,000 population) are required carry out a continuing, comprehensive, and cooperative transportation planning process that results in two products.

1. A long range (20 year) transportation plan provides for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities. Both State and MPO plans will consider projects and strategies to increase the safety and security of the transportation system for nonmotorized users.

2. A Transportation Improvement Program (TIP) contains a list of proposed federally supported projects to be carried out over the next three years. Projects that appear in the TIP should be consistent with the long range plan.

The transportation planning process is carried out with the active and on-going involvement of the public, affected public agencies, and transportation providers.

Section 1202 of TEA-21 says that bicyclists and pedestrians shall be given due consideration in the planning process (including the development of both the plan and TIP) and that bicycle facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities except where bicycle use and walking are not permitted. Transportation plans and projects shall also consider safety and contiguous routes for bicyclists and pedestrians. Safety considerations may include the installation of audible traffic signals and signs at street crossings.

Policy and Program Provisions

State Bicycle and Pedestrian Coordinators

Each State is required to fund a Bicycle and Pedestrian Coordinator position in its State Department of Transportation to promote and facilitate the increased use of nonmotorized transportation, including developing facilities for the use of pedestrians and bicyclists and public educational, promotional, and safety programs for using such facilities. Funds such as the CMAQ or STP may be used for the Federal share of the cost of these positions. In most States, the Coordinator position is a full-time position with sufficient responsibility to deal effectively with other agencies, State offices, and divisions within the State DOT.

Protection of Nonmotorized Transportation Traffic

The Secretary shall not approve any project or take any regulatory action that will result in the severance of an existing major route, or have an adverse impact on the safety of nonmotorized transportation traffic and light motorcycles, unless such project or regulatory action provides for a reasonable alternate route or such a route already exists.

Users of a Bicycle and Pedestrian Facility

Motorized vehicles are not permitted on trails and pedestrian walkways except for maintenance purposes, motorized wheelchairs, and--when State or local regulations permit--snowmobiles and electric bicycles. Electric bicycles are defined for the purposes of this Act as a bicycle or tricycle with a low-powered electric motor weighing under 100 pounds with a top motor-powered speed not in excess of 20 miles per hour.

Facility Design Guidance

The design of bicycle and pedestrian facilities is determined by State and local design standards and practices, many of which are based on publications of the American Association of State Highway and Transportation Officials (AASHTO) such as the *Guide to the Development of Bicycle Facilities* and *A Policy on Geometric Design of Streets and Highways*.

TEA-21 calls on the Federal Highway Administration to develop guidance on the various approaches to accommodating bicycles and pedestrian travel, in cooperation with AASHTO, the Institute of Transportation Engineers, and other interested organizations. The guidance, to be completed by December 1999, will include recommendations on amending and updating AASHTO policies relating to highway and street design standards to accommodate bicyclists and pedestrians.

Bridges

When a highway bridge deck-on which bicyclists are permitted or may operate at each end of the bridge-is being replaced or rehabilitated with Federal funds, safe accommodation of bicycles is required unless the Secretary of Transportation determines that this cannot be done at a reasonable cost.

Railway-Highway Crossings

When improvements to at-grade railway-highway crossings are being considered, bicycle safety must be taken into account.

Conclusion

Bicycling and walking are important elements of an integrated, intermodal transportation system. Constructing sidewalks, installing bicycle parking at transit, teaching children to ride and walk safely, installing curb cuts and ramps for wheelchairs, striping bike lanes and building trails all contribute to our national transportation goals of safety, mobility, economic growth and trade, enhancement of communities and the natural environment, and national security.

All of these activities, and many more, are eligible for funding as part of the Federal-aid Highway Program. The Transportation Equity Act for the 21st Century confirms the place of bicycling and walking in the mainstream of transportation decision-making at the State and local level and enables communities to encourage more people to bicycle and walk safely.

The Regional Bicycle and Pedestrian Facilities Plan

As the cities of our Region implement improved bicycle routes and multi-use trails, it will be important that these facilities form a compatible system to serve the entire Region. This Regional Plan will be developed through the following process:

1. The MPO will assure that all government entities within the area are aware of funding possibilities for Bicycle and Pedestrian facilities.
2. The MPO will gather an inventory of existing Bicycle and Pedestrian facilities as produced by the local government entities and highlight them on a regional map.
3. As the individual governments further develop their individual systems, and master plans, the MPO will obtain the mapped networks and transfer them to the regional map noting and promoting logical linkages between the cities.
4. The MPO will develop a suggested policy for prioritization of projects.
5. The MPO will propose standards and typical sections for the individual cities and counties to adopt.

Current Status and Goal

The City of Fayetteville is currently working on a Master Trails Plan and should have it in effect during 2001. The City of Bentonville is planning to initiate a study for a master trails plan and is expected to have it completed in 2002. The City of Rogers has recently initiated a program for developing trails in some of their flood way areas and will be able to provide maps of these trails as they develop. The City of Springdale is developing trails in some of the new subdivision areas and is willing to look at specific bicycle routes as the need develops. A goal will be to have a regional system proposed by the end of 2002. At the very least it will be anticipated to have some linked bike routes on existing roads to serve the Region.

The following is a statement of public input that projects a bicycle-pedestrian trails vision for the Northwest Arkansas Region.

A Vision of the Future: A network of multi-use trails, bicycle paths and pleasantly landscaped sidewalks *within and between* Northwest Arkansas communities. This network provides alternatives to motorized transport, within and between cities, for young and old alike. It is a major component of the quality of life in Northwest Arkansas by providing safe and pleasant access between communities and between parks, schools, neighborhoods and businesses. It also becomes the spur for economic growth. High tech industries see the area, with the trail network and its high quality of life, as a place their employees would want to live, and begin locating operations here. Visitors love the beautiful scenery and the opportunities the multi-use trails represent to enjoy it. The trails network extends from Beaver Lake area south to Fort Smith, with branches going west to Devil's Den and east to the Buffalo River. These trails spur a tourism boom that initially brings tens of millions of dollars into the economy—this later becomes hundreds of millions of dollars-worth of economic activity to Northwest Arkansas as this area becomes a destination for many family vacations.

The Reality: Northwest Arkansas is growing rapidly in population. Public support and advocacy for improved conditions for bicycling and walking have grown even faster. This emphasis on non-motorized transportation reflects a desire by the population for livable communities, in which young and old alike are able to move about and recreate safely without having to always depend on a car. There are health, environmental and economic benefits to non-motorized transportation as well. A recent article in the Journal of the American Medical Association highlighted the epidemic of obesity that is affecting the citizens of our nation and pointedly noted that city, county and regional planners bear some of the responsibility for this. If planners plan beyond motorized transport they allow the average citizen to incorporate exercise into their daily routine of commuting to work or through other daily activities. The environmental benefits of walking and bicycling—decreased air, water and noise pollution, less traffic, etc—have been well documented, as have been the health benefits to individuals. Businesses are increasingly concerned about locating in livable communities in order to attract and retain employees. For all these reasons, it is important that communities in Northwest Arkansas be aware of the pedestrian and bicycling initiatives that are taking place in neighboring communities so that eventually, these efforts can be integrated into a network of multi-use trials, sidewalks and other amenities for bicyclists and pedestrians.

TRANSIT

Transit in The Northwest Arkansas Regional Study Area

Transit services play an important role in providing a means of travel for those who have no other means and those who use transit as an alternative mode of transportation. The NARTS Area has several transit programs including Razorback Transit, Ozark Regional Transit, the Elderly Taxi Program and the Fayetteville trolley. This year, The Northwest Arkansas Regional Planning Commission has initiated the study of a Regional Transit Authority to more effectively meet the needs of area citizens and accommodate the rapid growth of the region.

The following is a summary provided by the Federal Transit Administration on the programs available through TEA-21 for transit funds:

Transit Programs

The basic structure of the Federal transit programs remains essentially the same in TEA-21 compared to ISTEA. However, several new programs and activities have been added and new features have been incorporated. The funding flexibility features first incorporated in the ISTEA and similar matching ratios to the highway programs have been retained. The definition of a capital project has been revised to include preventive maintenance, the provision of non-fixed route para-transit service, the leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and health care, and transit enhancements.

TEA-21 provides $41 billion over the 6 years for transit programs, with $36 billion of this amount guaranteed. Of the total $41 billion, $29.34 billion is to come from the Mass Transit Account of the Highway Trust Fund while $11.65 billion is authorized from the General Fund. Of the amount from the General Fund, $5 billion is not included in the guaranteed funding level.

Formula Grants

The various Formula Grants programs are authorized at $19.97 billion for FYs 1998-2003. After set-asides for the Rural Transportation Accessibility Incentive Program, the Clean Fuels program, and the Alaska Railroad (see "Rail" programs), the remaining funding is apportioned using three statutory formulas for urbanized areas, non-urbanized areas, and special needs of the elderly and persons with disabilities.

Rural transportation accessibility incentive program. This program provides $24.3 million for the 5-year period of FYs 1999-2003 for over-the-road bus service. The purpose of the funding is to help public and private operators finance the incremental capital and training costs of complying with the DOT's final rule on accessibility of over-the-road buses. Funding may be used for intercity fixed-route over-the-road bus service and other over-the-road service such as local fixed route, commuter, charter, and tour service. The Secretary will allocate available funding through a competitive grant selection process.

Clean fuels formula grant program. This new program supports the global warming initiative by providing an opportunity to accelerate the introduction of advanced bus propulsion technologies into the mainstream of the Nation's transit fleets. When the authorization in this formula grants account is combined with the authorization in the Capital Investment Grants account, a total of $1 billion is authorized for the Clean Fuels Formula Grant Program. Eligible projects include the purchasing or leasing of clean fuel buses and facilities, and the improvement of existing facilities to accommodate clean fuel buses. Clean fuel buses include those powered by compressed natural gas, liquefied natural gas, biodiesel fuels, batteries, alcohol-based fuels, hybrid electric, fuel cell, certain clean diesel, and other low or zero emissions technology. Available funds will be allocated among the eligible grant applications using a formula based on an area's nonattainment rating, number of buses, and bus passenger-miles.

Urbanized area formula grant program. Authorizations totaling $18.03 billion for the 6-year period are provided for the Urbanized Area Formula Grant Program (Title 49 U.S.C. Section 5307). Under this program, 91.23 percent of the funding is made available to all urbanized areas with a population of 50,000 or more. For urbanized areas with populations less than 200,000, funding may be used for either capital or operating costs at local option and without limitation. For urbanized areas with populations of 200,000 or more, the definition of "capital" has been revised to include preventive maintenance. Operating assistance for these larger areas is no longer an eligible expense. Also, for these larger areas, at least 1 percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

Formula grant program for other than urbanized areas. This program receives 6.37 percent ($1.18 billion over 6 years) of the funding available for apportionment in proportion to each State's non-urbanized population. Funding may continue to be used for capital, operating, State administration, and project administration expenses.

Formula grant program and loans for special needs of elderly individuals and individuals with disabilities. This program receives 2.4 percent ($456 million over 6 years) of formula funding available and is apportioned based on each State's share of population for these groups of people.

Capital Investment Grants

TEA-21 continues the current program structure of three major programs:

New starts. Total funding of $8.18 billion is authorized for FYs 1998-2003. Not less than 92 percent is to be applied to projects for final design and construction. The Secretary is to evaluate and rate New Starts projects as "highly recommended," "recommended," and "not recommended." In addition to the current report each February by the Secretary on funding recommendations, a supplemental report is now required to be submitted to Congress each August. This report is to describe the Secretary's evaluation and rating of each project that has completed alternatives analyses or preliminary engineering since the last report. In evaluating projects, the Secretary is to consider the following new factors: population density and current transit ridership in the corridor; the technical capability of the grant recipient to construct the project; and factors that reflect differences in local land, construction, and operating costs. A number of projects are identified for funding during the reauthorization period.

Fixed guideway modernization. Authorizations total $6.59 billion for this program over the 6-year period. The allocation of funding under the first four tiers has been modified slightly, but will continue to be apportioned using system-wide mileage based on data used to apportion the funding in FY 1997. Also, the number of tiers has been increased from four to seven. The funding in these three additional tiers will be apportioned based on actual route-miles and revenue vehicle-miles on segments at least 7 years old.

Bus. A total of $3.55 billion is authorized for bus and bus-related facilities over the 6-year period. A takedown of $3 million per year is authorized for the Federal Transit Administration's Bus Testing Facility in Pennsylvania for each of the 6 years of the reauthorization period. A number of bus projects are identified for funding in FYs 1999 and 2000.

Transit Benefits

The Act changes the Internal Revenue Code to help level the playing field between parking benefits and transit/vanpool benefits. The limit on nontaxable transit and vanpool benefits is increased from $65 to $100 per month for taxable years beginning after December 31, 2001. In addition, the bill allows transit and vanpool benefits to be offered in lieu of compensation payable to an employee for taxable years beginning after December 31, 1997, giving transit and vanpool benefits the same tax treatment given to parking benefits under the Taxpayer Relief Act of 1997.

The need for transit will continue to grow as the Northwest Arkansas Region develops. As the population of citizens who either cannot or choose not to restrict themselves to automobile use increases, the Region has an obligation to meet their needs. Since most

of the cities in the Study Area are contiguous to each other, transit planning should be considered in a regional context. Also, transit must be considered with all modes of transportation --including automobile, pedestrian and bicycle – in mind.

Transit Technology On the Horizon

There will always be a need for more efficient, effective and economical means of transit. In the next few years a number of promising developments are on the horizon. This would include greater application of computer technology (Intelligent Transportation Systems) to transit. For example, GIS (Geographic Information Systems) could be used to help manage the dispatching of para-transit buses and speed up response time. Bus rapid transit can work more efficiently when remote signals activate and turn red lights to green in advance. This type of technology could be useful to Northwest Arkansas in the near future.

Further in the future, people in Northwest Arkansas may look forward to completely new forms of transit. Currently engineers are attempting to develop a category of transportation called Personal Rapid Transit (PRT). Personal Rapid Transit generally consists of very lightweight modules that carry 1 to 4 people on a monorail. People in a PRT would move on the monorail network above existing roads. Due to their light weight construction and because they could be built along existing road and utility easements, the cost of building PRT would be many times less costly than light rail transit. One such example of PRT can be explored at the website www.skytran.net.

Whatever shape transit takes in the future, it is clear that the need for transit will not diminish. Transportation planners must seek more effective, more efficient, and more economical ways to accommodate a growing number of transit users.

Ozark Regional Transit

Background:

Ozark Regional Transit (Ozark) is an operating division of Community Resource Group, Inc., a not-for-profit corporation. Ozark has it's operating headquarters in Springdale, Arkansas. The organization's objective is to provide public transit services to residents of the service area.

The current service area of Ozark includes most cities and communities in Benton, Carroll, Madison, and Washington Counties. The area includes communities designated as urbanized by the Census, as well as areas designated as small cities and rural. This diverse geographic and demographic area provides both opportunities and challenges to provision of transit services.

Ozark initiated transit services in 1977, as one of the earliest Rural Transit Transportation Demonstration grants. The organization also received funding from Title XX, a HEW Human Service Transportation Coordination Demonstration Grant, and public funding from a county. These programs provided support to the human service community that is maintained to this day.

In 1980, Ozark became one of the first recipients of federal funding through the transit programs for rural areas. After the 1990 census was certified and the Fayetteville/Springdale area was designated as an urban area, Ozark started to receive federal funding from the urban program as well. Today, Ozark receives funding from multiple sources. They include the Federal Transit Administration (both Section 5307 (Urban) and Section 5311 (Rural) funds); contracts with numerous human service agencies; Medicaid reimbursements; FareShare support from the counties and communities we serve; Washington Regional Medical Foundation; a painted bus advertising program; Title XX reimbursements; and fares from our customers.

Current Services Operated:

Ozark currently operates a mixture of on-demand (call-in service) and subscription (generally a specific set of services for a specific customer group) demand-responsive transit services. This service is provided with an active fleet of 37 vehicles that operated approximately 829,000 miles in FY 2000. Approximately 186,000 customers were transported approximately 3,119,000 passenger miles in FY 2000. The service was provided with 25 operating routes operated by a staff of approximately 49 employees.

The budget assumptions for FY 2001 anticipated that the current level of services and staffing that were provided in FY 2000 will continue to be operated for this year.

Anticipated Future Services:

A study to determine the level of services to be operated in the Ozark service area will start in January 2001 and is estimated to be completed in June 2001. Community Resource Group, Inc. has indicated that they will transfer the assets and ownership of Ozark Regional Transit to the public as soon as possible. This study should lead to this conclusion.

The level of service provided in the four county area served by Ozark Regional Transit is inadequate when compared to the need and this has been identified in previous transit studies for the region. Additionally, peer analyses of similar communities in states adjoining Arkansas indicate that the levels of transit service provided to our communities in NW Arkansas are only about one-quarter what is provided in those communities. Based on these assumptions, the projections of services to be provided by Ozark have been increased in this 25-year period to meet these demands.

It is anticipated that there will be expansion of fixed-route services in the core urban areas of Bentonville, Fayetteville, Rogers, and Springdale. It is also anticipated that these services will be linked in the north-south growth corridor of 71B that links these communities. In addition, it is anticipated that additional services will be provided in the rural areas of this service area in order for trips to occur both within the region, as well as throughout the region.

In addition, we know that the definition of the urban area eligible for funding from the Federal Transit Administration will expand greatly with the certification of the 2000 Census. This change will require an update of this planning effort as early as 2002. Because of the study on transit services is just beginning, the coming Census changes and the assumption of provision of public transit services by the public sector will require this plan to be considered for review over the next two years.

The tables that follow provide the anticipated operating and capital needs of this program.

Ozark Regional Transit

2020/2025 Regional Transportation Plan Update

2001 - 2005

		2001	2002	2003	2004	2005
Van Inventory		7	8	8	9	10
	Replacement	3	1	1	3	3
	Expansion	1		1	1	
	Cost	$160,000	$40,000	$80,000	$160,000	$133,650
	Accumulated		$200,000	280,000	$440,000	$573,650
Para-transit Van Inventory		37	37	37	39	39
	Replacement	6	6	6	10	10
	Expansion			2		
	Cost	$300,000	$300,000	$400,000	$536,250	$487,500
	Accumulated		$600,000	1,000,000	$1,536,250	$2,023,750
30' Bus Inventory		0	0	8	15	19
	Replacement					
	Expansion			8	7	4
	Cost			$2,000,000	$1,750,000	$1,100,000
	Accumulated				$3,750,000	$4,850,000
40' Bus Inventory		0	0	5	5	5
	Replacement					
	Expansion			5		
	Cost			$1,500,000	$0	$0
	Accumulated				$1,500,000	$1,500,000
FLEET		44	45	58	68	73
	Replacement	9	7	7	13	13
	Expansion	1	0	16	8	4
	Cost	$460,000	$340,000	$3,980,000	$2,446,250	$1,721,150
	Accumulated	$0	$800,000	$1,280,000	$7,226,250	$8,947,400
FACILITIES						
	Bus Transfer Stations			$500,000	$500,000	$500,000
	Bus Stop Improvements			$200,000	$200,000	$200,000
	Bus Maintenance Facility					
	Bus Maintenance Improvemnts			$200,000	$100,000	$10,000
	Cost			$900,000	$800,000	$710,000
	Accumulated				$1,700,000	$2,410,000
CAPITAL COSTS						
	FEDERAL 80%	$368,000	$272,000	$3,904,000	$2,597,000	$1,944,920
	LOCAL 20%	$92,000	$68,000	$976,000	$649,250	$486,230
CAPITAL BUDGET		$460,000	$340,000	$4,880,000	$3,246,250	$2,431,150
OPERATING COSTS						
	URBAN Operating Costs	$693,000	$727,650	1,943,000	$2,526,000	$2,836,000
	RURAL Operating Costs	$668,000	$701,400	832,000	$894,000	$924,000
Section 5311 Operating	Federal	$381,000	$419,100	$416,000	$447,000	$462,000
	Local	$287,000	$282,300	$416,000	$894,000	$924,000
Section 5307 Operating	Federal	$200,000	$210,000	$485,750	$631,500	$709,000
	Local	$493,000	$517,650	$1,457,250	$2,526,000	$2,836,000
OPERATING BUDGET		$1,361,000	$1,429,050	$2,941,500	$4,903,365	$5,522,720

Ozark Regional Transit

2020/2025 Regional Transportation Plan Update

2006 - 2010

		2006	2007	2008	2009	2010
Van Inventory		10	10	11	11	11
	Replacement	3	3	3	4	4
	Expansion		1			2
	Cost	$132,000	$172,000	$132,000	$181,500	$225,200
	Accumulated	$705,650	$877,650	$1,009,650	$1,191,150	$1,416,350
Para-transit Van Inventory		39	39	39	41	41
	Replacement	10	10	10	10	10
	Expansion			2		
	Cost	$487,500	$487,500	$587,500	$512,500	$615,000
	Accumulated	$2,511,250	$2,998,750	$3,586,250	$4,098,750	$4,713,750
30' Bus Inventory		19	19	19	19	19
	Replacement					3
	Expansion	4				
	Cost	$1,000,000	$0	$0	$0	$855,000
	Accumulated	$5,850,000	$5,850,000	$5,850,000	$5,850,000	$6,705,000
40' Bus Inventory		5	5	5	5	10
	Replacement					
	Expansion					5
	Cost	$0	$0	$0	$0	$1,500,000
	Accumulated	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$3,000,000
FLEET		73	73	74	76	81
	Replacement	13	13	13	14	17
	Expansion	4	1	2	0	7
	Cost	$1,619,500	$659,500	$719,500	$694,000	$3,195,200
	Accumulated	$10,566,900	$11,226,400	$11,945,900	$12,639,900	$15,835,100
FACILITIES						
Bus Transfer Stations		$500,000				
Bus Stop Improvements		$200,000	$200,000	$200,000	$200,000	$200,000
Bus Maintenance Facility						
Bus Maintenance Improvemnts		$10,000	$10,000	$10,000	$10,000	$10,000
	Cost	$710,000	$210,000	$210,000	$210,000	$210,000
	Accumulated	$3,120,000	$3,330,000	$3,540,000	$3,750,000	$3,960,000
CAPITAL COSTS						
	FEDERAL 80%	$1,863,600	$695,600	$743,600	$723,200	$2,724,160
	LOCAL 20%	$465,900	$173,900	$185,900	$180,800	$681,040
CAPITAL BUDGET		$2,329,500	$869,500	$929,500	$904,000	$3,405,200
OPERATING COSTS						
URBAN Operating Costs		$2,836,000	$2,836,000	$2,846,000	$2,894,000	$3,269,000
RURAL Operating Costs		$924,000	$924,000	$954,000	$986,000	$986,000
Section 5311 Operating	Federal	$462,000	$462,000	$477,000	$493,000	$493,000
	Local	$924,000	$924,000	$954,000	$986,000	$986,000
Section 5307 Operating	Federal	$709,000	$709,000	$711,500	$723,500	$817,250
	Local	$2,836,000	$2,836,000	$2,846,000	$2,894,000	$3,269,000
OPERATING BUDGET		$5,670,650	$5,818,580	$6,085,970	$6,370,625	$7,123,520

Ozark Regional Transit

2020/2025 Regional Transportation Plan Update

2011 - 2015

		2011	2012	2013	2014	2015
Van Inventory		13	13	13	13	13
	Replacement	4	4	4	4	4
	Expansion					2
	Cost	$145,200	$171,600	$171,600	$235,950	$251,600
	Accumulated	$1,561,550	$1,733,150	$1,904,750	$2,140,700	$2,392,300
Para-transit Van Inventory		41	43	43	43	43
	Replacement	10	11	11	11	11
	Expansion	2				2
	Cost	$612,500	$537,500	$537,500	$698,750	$637,500
	Accumulated	$5,326,250	$5,863,750	$6,401,250	$7,100,000	$7,737,500
30' Bus Inventory		21	21	23	23	25
	Replacement	3	3	3	3	4
	Expansion	2		2		2
	Cost	$1,287,500	$787,500	$1,362,500	$1,121,250	$1,437,500
	Accumulated	$7,992,500	$8,780,000	$10,142,500	$11,263,750	$12,701,250
40' Bus Inventory		10	10	10	10	10
	Replacement					5
	Expansion					
	Cost	$0	$0	$0	$0	$1,500,000
	Accumulated	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$4,500,000
FLEET		85	87	89	89	91
	Replacement	17	18	18	18	24
	Expansion	4	0	2	0	6
	Cost	$2,045,200	$1,496,600	$2,071,600	$2,055,950	$3,826,600
	Accumulated	$17,880,300	$19,376,900	$21,448,500	$23,504,450	$27,331,050
FACILITIES						
Bus Transfer Stations						
Bus Stop Improvements		$200,000	$200,000	$200,000	$200,000	$200,000
Bus Maintenance Facility		$1,500,000				
Bus Maintenance Improvemnts		$10,000	$10,000	$10,000	$10,000	$10,000
	Cost	$1,710,000	$210,000	$210,000	$210,000	$210,000
	Accumulated	$5,670,000	$5,880,000	$6,090,000	$6,300,000	$6,510,000
CAPITAL COSTS						
	FEDERAL 80%	$3,004,160	$1,365,280	$1,825,280	$1,812,760	$3,229,280
	LOCAL 20%	$751,040	$341,320	$456,320	$453,190	$807,320
CAPITAL BUDGET		$3,755,200	$1,706,600	$2,281,600	$2,265,950	$4,036,600
OPERATING COSTS						
URBAN Operating Costs		$3,439,000	$3,487,000	$3,637,000	$3,637,000	$3,787,000
RURAL Operating Costs		$1,046,000	$1,078,000	$1,078,000	$1,078,000	$1,078,000
Section 5311 Operating	Federal	$523,000	$539,000	$539,000	$539,000	$539,000
	Local	$1,046,000	$1,078,000	$1,078,000	$1,078,000	$1,078,000
Section 5307 Operating	Federal	$859,750	$871,750	$909,250	$909,250	$946,750
	Local	$3,439,000	$3,487,000	$3,637,000	$3,637,000	$3,787,000
OPERATING BUDGET		$7,686,753	$8,007,505	$8,443,653	$8,690,183	$9,145,080

Ozark Regional Transit

2020/2025 Regional Transportation Plan Update

2016 - 2020

		2016	2017	2018	2019	2020
Van Inventory		15	15	15	17	17
	Replacement	4	5	5	5	6
	Expansion			2		
	Cost	$171,600	$198,000	$417,000	$198,000	$224,400
	Accumulated	$2,563,900	$2,761,900	$3,178,900	$3,376,900	$3,601,300
Para-transit Van Inventory		45	45	45	45	47
	Replacement	11	11	11	11	12
	Expansion				2	
	Cost	$562,500	$562,500	$787,500	$662,500	$587,500
	Accumulated	$8,300,000	$8,862,500	$9,650,000	$10,312,500	$10,900,000
30' Bus Inventory		25	25	25	25	27
	Replacement	4	4	4	4	4
	Expansion					2
	Cost	$937,500	$1,312,500	$937,500	$937,500	$1,512,500
	Accumulated	$13,638,750	$14,951,250	$15,888,750	$16,826,250	$18,338,750
40' Bus Inventory		10	15	15	15	15
	Replacement					
	Expansion		5			
	Cost	$0	$2,250,000	$0	$0	$0
	Accumulated	$4,500,000	$6,750,000	$6,750,000	$6,750,000	$6,750,000
FLEET		95	100	100	102	106
	Replacement	19	20	20	20	21
	Expansion	0	5	2	2	2
	Cost	$1,671,600	$4,323,000	$2,142,000	$1,798,000	$2,324,400
	Accumulated	$29,002,650	$33,325,650	$35,467,650	$37,265,650	$39,590,050
FACILITIES						
Bus Transfer Stations						
Bus Stop Improvements		$200,000	$200,000	$200,000	$200,000	$200,000
Bus Maintenance Facility						
Bus Maintenance Improvemnts		$10,000	$10,000	$10,000	$10,000	$10,000
	Cost	$210,000	$210,000	$210,000	$210,000	$210,000
	Accumulated	$6,720,000	$6,930,000	$7,140,000	$7,350,000	$7,560,000
CAPITAL COSTS						
	FEDERAL 80%	$1,505,280	$3,626,400	$1,881,600	$1,606,400	$2,027,520
	LOCAL 20%	$376,320	$906,600	$470,400	$401,600	$506,880
CAPITAL BUDGET		$1,881,600	$4,533,000	$2,352,000	$2,008,000	$2,534,400
OPERATING COSTS						
URBAN Operating Costs		$3,855,000	$4,230,000	$4,230,000	$4,250,000	$4,448,000
RURAL Operating Costs		$1,170,000	$1,170,000	$1,170,000	$1,230,000	$1,262,000
Section 5311 Operating	Federal	$585,000	$585,000	$585,000	$615,000	$631,000
	Local	$1,170,000	$1,170,000	$1,170,000	$1,230,000	$1,262,000
Section 5307 Operating	Federal	$963,750	$1,057,500	$1,057,500	$1,062,500	$1,112,000
	Local	$3,855,000	$4,230,000	$4,230,000	$4,250,000	$4,448,000
OPERATING BUDGET		$9,663,413	$10,634,175	$10,845,450	$11,237,275	$11,924,800

Ozark Regional Transit

2020/2025 Regional Transportation Plan Update

2021 - 2025

		2021	2022	2023	2024	2025
Van Inventory		17	17	17	17	17
	Replacement	6	6	6	6	6
	Expansion					2
	Cost	$224,400	$364,650	$224,400	$224,400	$304,400
	Accumulated	$3,825,700	$4,190,350	$4,414,750	$4,639,150	$4,943,550
Para-transit Van Inventory		47	47	47	49	49
	Replacement	12	12	12	12	12
	Expansion			2		
	Cost	$587,500	$881,250	$687,500	$612,500	$612,500
	Accumulated	$11,487,500	$12,368,750	$13,056,250	$13,668,750	$14,281,250
30' Bus Inventory		27	29	29	29	29
	Replacement	4	4	4	4	4
	Expansion		2			
	Cost	$1,518,750	$1,587,500	$1,087,500	$1,087,500	$1,087,500
	Accumulated	$19,857,500	$21,445,000	$22,532,500	$23,620,000	$24,707,500
40' Bus Inventory		15	15	15	15	15
	Replacement	5	5			
	Expansion					
	Cost	$1,500,000	$1,500,000	$0	$0	$0
	Accumulated	$8,250,000	$9,750,000	$9,750,000	$9,750,000	$9,750,000
FLEET		106	108	108	110	110
	Replacement	26	27	22	22	22
	Expansion	0	2	2	0	2
	Cost	$3,830,650	$4,333,400	$1,999,400	$1,924,400	$2,004,400
	Accumulated	$43,420,700	$47,754,100	$49,753,500	$51,677,900	$53,682,300
FACILITIES						
Bus Transfer Stations						
Bus Stop Improvements		$200,000	$200,000	$200,000	$200,000	$200,000
Bus Maintenance Facility						
Bus Maintenance Improvemnts		$10,000	$10,000	$10,000	$10,000	$10,000
	Cost	$210,000	$210,000	$210,000	$210,000	$210,000
	Accumulated	$7,770,000	$7,980,000	$8,190,000	$8,400,000	$8,610,000
CAPITAL COSTS						
	FEDERAL 80%	$3,232,520	$3,634,720	$1,767,520	$1,707,520	$1,771,520
	LOCAL 20%	$808,130	$908,680	$441,880	$426,880	$442,880
CAPITAL BUDGET		$4,040,650	$4,543,400	$2,209,400	$2,134,400	$2,214,400
OPERATING COSTS						
URBAN Operating Costs		$4,448,000	$4,598,000	$4,598,000	$4,646,000	$4,646,000
RURAL Operating Costs		$1,262,000	$1,262,000	$1,262,000	$1,294,000	$1,294,000
Section 5311 Operating	Federal	$631,000	$631,000	$631,000	$647,000	$647,000
	Local	$1,262,000	$1,262,000	$1,262,000	$1,294,000	$1,294,000
Section 5307 Operating	Federal	$1,112,000	$1,149,500	$1,149,500	$1,161,500	$1,161,500
	Local	$4,448,000	$4,598,000	$4,598,000	$4,646,000	$4,646,000
OPERATING BUDGET		$12,148,390	$12,683,230	$12,912,445	$13,404,905	$13,637,360

University of Arkansas/Razorback Transit

2025 Long Range Transportation Planning

Razorback Transit originated in 1989, through the joint efforts of the University of Arkansas - Fayetteville (UAF), the Arkansas State Highway and Transportation Department (AHTD) and the Metropolitan Planning Organization (MPO) of Northwest Arkansas. The nucleus for public mass transit in Fayetteville was a well developed and highly effective University of Arkansas Transit System established in 1979. In July 1990, UAF/Razorback Transit became a directly operated public mass transit system with the Arkansas State Highway and Transportation Department as recipient and administrator of federal transit grants.

Razorback Transit is currently providing a successful public mass transit system. The University of Arkansas is centrally located within the City of Fayetteville and generates high ridership for public mass transit. Without this system, the UAF campus area becomes the City's most congested area for both vehicular and pedestrian traffic. Any transit service improvement efforts should first consider expansion of the current fixed route system. Future expansion of transit services would require the purchase of additional transit buses. Prior to initiation of any new routes or expansion of current routes, new sources for local matching funds would need to be made available from non-UAF sources.

Identified needs based on current population and projected growth in geographical locations within or adjacent to the current service area forms a basis for service expansion or improvement. The current Razorback Transit system services, outlined in Table 1, should be able to serve all projected ridership increases over the next five years, assuming the current and projected level of resources are provided.

Projected ridership for the year 2005, Table 2, in geographical locations within or adjacent to the Brown, Blue and Green routes indicates a change in service will be needed. Adding

one additional bus to each route during peak ridership hours is proposed to address the additional demand. Part-time employees would be hired for the additional peak service hours. Short range plans include equipment upgrades and replacements when needed.

The short range capital improvement plan, shown in Table 3, does not allow for fixed route service expansion and is designed to maintain the current mass transit system with an anticipated increase in annual ridership of 747,893 passengers, projected over the next five years.

Long Range Service Plan 2006-2025

Long range planning must be based upon the assumptions that all short range goals have been realized and that new sources of local matching funds are provided to support any new transit service needs. Expansion of transit service is costly, especially for first year start-up. First year costs include expensive new buses, maintenance equipment and additional operational and maintenance staff. In succeeding years the operational costs would increase proportionately to local economic inflationary trends. Capital costs would also increase for bus and maintenance equipment replacement, based upon future national inflationary trends.

The UAF/Razorback Transit currently has one fixed route (Red) that extends north on US 71B to the Northwest Arkansas Mall, approximately 1/8 of a mile south of the northern most boundary between the cities of Fayetteville and Springdale. This route extends through the center of the two largest growth areas and its annual ridership has increased each year. It is conceivable that additional north bound routes to the west and the east of this existing route would be beneficial to the general population of Fayetteville and the employees and students of the University. One additional bus added to the current Red route with minor route changes and transfer points would improve service and increase ridership by allowing more frequent service and additional scheduled stops. (See Table 4)

The long range Razorback Transit service and capital improvement plans are based upon the following assumptions:

1. FTA capital improvement funds remain available on an 80/20 cost share basis.
2. FTA operating funds are available on a 50/50 cost share basis.
3. Local matching funds (other than solely from the UAF) would be provided for any Razorback Transit service expansions beyond the current system.
4. Student transit fees remain in effect and may be increased.
5. Additional budgeted staff positions would be approved in a timely manner for any expanded transit operations and maintenance requirements.
6. An increased number of transit vehicles for the fleet would be approved.
7. The current UAF/Razorback Transit maintenance facility would be expanded, as needed, to allow for additional maintenance and bus parking space.
8. Short range plans would be realized.

Projected additional fixed routes planned for 2006-2025:

1. Add one bus for the current Red Route service area and identify any needed changes to the current route and service schedule.
2. Add a second bus to the Tan Route and implement any route changes required to accommodate new passenger service needs identified in that area.
3. Add two north bound routes, originating at the Intermodal Transit Facility, to serve the northside of town, on the west and east side of the Highway 71B route, with implementation to be determined by major ridership generators.
4. Add one route originating at the Intermodal Transit Facility and proceeding generally to the south and southwest area of Fayetteville, with service implementation to be determined by major ridership generators.
5. Plan for other additional buses and fixed service routes, as determined by new ridership generators, population growth, actual need and available funding.
6. Table 4 outlines Total Service for the 20-year period.

Insufficient data projections preclude a proposed transit service plan beyond the year 2005. However, if the proposed service and capital improvements plan for FY 2001-2005 are realized and there is no expansion beyond the city limits of Fayetteville, the projected capital costs from FY 2006 through 2025 are depicted in Table 5.

It is conceivable that fixed route transit would be more beneficial to the general public if it was extended into the Springdale area, thereby connecting transit services between the two cities. Coordinated efforts between the cities of Fayetteville and Springdale would help determine if expansion of fixed route transit services beyond the northern Fayetteville city limits would be feasible and determine possible sources of local matching funds for any increased services. Three to four fixed routes operating within the city limits of Springdale connecting at transfer points with selected Fayetteville routes and rural transit services, could reduce the congested traffic conditions on major thoroughfares within and between both cites.

It is expected that the University of Arkansas/Razorback Transit could manage and operate any expanded service, providing that all previously mentioned assumptions and all resources were realized.

Table 1								
Current Razorback Transit System Services - FY 99								
Route	Number of Buses	Route Miles	Round Trips	Daily Mileage	Headway Minutes	Route Operational Hours	Daily Bus Hours	Total Riddership FY 99
Lot 56 Express	1	3.8	33	125.4	20	0700 to 1800	11	49,071
Blue	3	2.9	120	348.0	15	same	30	352,389
Gray	1	2.0	55	110.0	12	same	11	124,561
Green	3	2.2	120	264.0	15	same	30	486,008
Orange	1	2.4	55	132.0	12	same	11	56,302
Red	1	14.0	7	98.0	75	0830 to 1800	9	31,390
Tan	1	6.1	22	134.2	30	0700 to 1800	11	55,729
Night Route	1	3.5	12.0	42.0	20	1800 to 2200	4	10,262
Para-Transit Vans	3				N/A	0700 to 1800	30	9,058
TOTALS	15	36.9	424	1253.6			147	1,174,770

				Table 2				
Razorback Transit Short Range Service Plan								
				2001-2005				
Projected service changes from 2001 through FY 2005 are depicted in the chart below								
Route	Number of Buses	Route Miles	Round Trips	Daily Mileage	Headway Minutes	Route Operational Hours	Daily Bus Hours	Projected Ridership End of FY 2005
Brown	* 3	1.6	88	140.8	15	0700 to 1800	22	290,405
Blue	* 4	2.9	112	324.8	15	same	28	510,964
Gray	1	2.0	55	110.0	12	same	11	180,613
Green	* 4	2.2	132	290.4	15	same	33	704,712
Orange	1	2.4	55	132.0	12	same	11	81,638
Red	1	14.0	7	98.0	75	0830 to 1800	9	45,516
Tan	1	6.1	22	134.2	30	0700 to 1800	11	80,801
Night Route	1	3.5	12	42.0	20	1800 to 2200	4	14,880
Para-Transit Vans	4				N/A	0700 to 1800	41	13,134
TOTALS	20	34.7	483	1272.2			170	1,922,663
*One additional bus during peak ridership hours								

	Table 3		
	Razorback Transit		
	Capital Improvement Program FY 2001-2005		
Description	FTA Funds	UAF Funds/ Razorback Transit	Comments
Purchase 10 New ADA Accessible Transit Buses	$2,000,000	$500,000	Buses to Replace existing Buses which have reached the end of their useful life.
Purchase 2 Paratransit Vans	$68,000	$17,000	Replacement Vans/Age & Mileage
Purchase 1 Supervisory Vehicle	$16,000	$4,000	Replacement
Purchase 1 Maintenance Vehicle	$20,000	$5,000	Replacement
Administration Equipment	$30,000	$7,500	Computer Updates & general Office New & Replacement
Maintenance Shop Equipment	$20,000	$5,000	New
Bus Capital Equipment	$30,000	$7,500	New Engines Transmissions A/C Updates
Totals	$2,184,000	$546,000	

Table 4

Razorback Transit Proposed Service Plan

FY 2006-2025

Route	Number of Buses	Route Miles	Round Trips	Daily Mileage	Headway Minutes	Route Operational Hours	Daily Bus Hours	Projected Ridership End of FY 2025
(1) Brown	3	1.6	88	140.8	15	0700 to 1800	22	377,527
(1) Blue	4	2.9	112	324.8	15	same	28	664,253
Gray	1	2.0	55	110.0	12	same	11	234,797
(1) Green	4	2.2	132	290.4	15	same	33	916,126
Orange	1	2.4	55	132.0	12	same	11	106,129
(2) Red	2	TBD	TBD	TBD	TBD	0830 to 1800	18	159,171
Tan	2	TBD	TBD	TBD	TBD	0700 to 1800	22	105,041
Northwest Route	1	TBD	TBD	TBD	TBD	0700 to 1800	11	50,000
Northeast Route	1	TBD	TBD	TBD	TBD	0700 to 1800	11	50,000
Southwest Route	1	TBD	TBD	TBD	TBD	0700 to 1800	11	59,000
(3) Paratransit	8	N/A	N/A	N/A	N/A	0700 to 2200	64	27,000
Night Route	1	3.5	12	42.0	20	1800 to 2200	4	25,611
TOTALS	29						246	2,774,655

NOTES: TBD (to be determined)

(1) One peak hour bus added to the Brown, Blue and Green routes.

(2) Extended night hours to coincide with closing times of major shopping centers.

(3) Additional paratransit service required to complement all additional routes.

Table 5				
Razorback Transit				
Capital Improvement Program FY 2006-2025				
Description	FTA Funds	Local Share	Local Share Source	Comments
Purchase 20 New ADA Buses	$4,800,000	$1,200,000	UAF	Current Fleet Replacements Age & Mileage
Purchase 6 New ADA Buses	$1,440,000	$360,000	City or Other Agencies	New to Start New routes
Purchase Route Accessories	$6,000	$1,500	City or Other Agencies	New
Expand Current Maintenance Facility & Parking Area	$400,000	$100,000	UAF, City & Other Agencies	Needed to Park & maintain Increased Fleet
Purchase 8 New Paratransit Vans	$307,200	$64,000	UAF	Current Fleet Replacements Age & Mileage
Purchase 4 New Paratransit Vans	$153,600	$38,400	City or Other Agencies	New Route Service to ADA Paratransit Eligible
Purchase 4 New Supervisory Vehicles	$76,800	$19,200	UAF, City & Other Agencies	Replacements and New
Purchase 2 New Maintenance Vehicles	$38,400	$9,600	UAF, City & Other Agencies	Current fleet Replacements
Administration Equipment	$24,000	$6,000	UAF	New and Replacement Updates
Maintenance Shop Equipment	$16,000	$4,000	UAF	New
Bus Capital Equipment	$48,000	$12,000	UAF, City & Other Agencies	New engines, transmissions, etc.
Total 20 Year Capital	$7,310,000	$1,814,700		

ELDERLY TAXI PROGRAMS

The Northwest Arkansas Regional Planning Commission (NWARPC) developed the area's first Elderly Taxi Program for the City of Springdale in 1983. After the great success of this Program, subsequent Programs were developed for Fayetteville, Siloam Springs, Bentonville, and Rogers. Seventeen years later, these Programs continue to meet the mobility needs of senior citizens throughout Northwest Arkansas. Each city provides a monthly-allocated number of coupons to approved participants. The participants use the taxi service in the normal way, except at the end of the trip they pay any fare difference over the coupon(s) amount. At the end of the month, the City reimburses the taxi companies for approved coupons collected.

The NWARPC computerizes taxi logs and related data. The member cities are given year-end reports detailing ridership and cost related data. Questionnaires to program participants are evaluated each year to measure Program quality and insure that the most efficient service is in place. The NWARPC believes that the ability to provide this documentation and high level of program "accountability" has been essential as city leaders continue to fund and implement these worthy Programs.

The resounding message from the elderly riders expresses their need for transportation to doctor's offices, grocery stores, and basic living sources. In addition, the riders express their appreciation for the sense of security and independence the Program gives them.

These Programs have been highly successful. Current Program providers are committed to continue this worthy and much needed Program for the senior citizens of Northwest Arkansas. It is anticipated that future leaders will continue the Taxi Program through the year 2025 and beyond.

NORTHWEST ARKANSAS TRANSIT STUDY

The NWARPC worked closely with the Mayors of Bentonville, Fayetteville, Rogers, and Bentonville; the County Judges of Benton, Carroll, Madison and Washington County; and the Arkansas Highway and Transportation Department to submit a "Request for Proposal" for a comprehensive transit study for Northwest Arkansas. RLS and Associates, Inc. of Dayton, Ohio was selected to begin the study in January 2001.

The goals of the study are two-fold: (1) To identify practical operating, management, and organizational improvements to increase the efficiency, reliability, and accountability of public transportation; and (2) to develop long-term strategies for the delivery of responsive, economically viable transit services to the people of Northwest Arkansas.

The Mack-Blackwell National Rural Transportation Study Center at the University of Arkansas completed the "Northwest Arkansas Transit Assessment Study" in March 2000. This Study provided a detailed inventory and assessment of the current status of transit and quantified public transportation needs. While general recommendations for further areas of study were recommended, detailed implementation plans for improved services were outside the scope of that study. The current study will build upon the Mack-Blackwell Study giving area officials needed recommendations and actions to put a better, long-term transportation system in place for the citizens of Northwest Arkansas. The Study is expected to be completed during the summer of 2001.

APPENDIX

BYLAWS
NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY
5-26-93

ARTICLE 1 - POLICY COMMITTEE

1. The Northwest Arkansas Regional Transportation Study Policy Committee shall elect a chairman and vice chairman biannually at the first meeting of the calendar year.

2. The Chairman shall preside at all meetings and public hearings of the Policy Committee, shall decide all points of order or procedure, and shall certify plans and transmit reports and recommendations of the Policy Committee.

3. The Vice Chairman shall assume the duties of the Chairman in the absence of the Chairman.

4. In the event that the Chairman is unable to serve, the Vice Chairman shall assume the office of Chairman and call a special election at the next meeting to fill the office of Vice Chairman for the remaining portion of the term. Should the Vice Chairman be unable to serve, the Chairman shall call a special election at the next meeting to fill the office of Vice Chairman for the remaining portion of the term. If both Chairman and Vice Chairman are unable to serve, the Study Director shall call a special election at the next meeting to fill these vacancies for the remaining portion of the term.

5. The Policy Committee shall meet as frequently as necessary to perform its functions and shall meet at least once a year to review the status of planning within its jurisdiction.

6. Meetings of the Policy Committee shall be called at the initiative of the Study Director or by any member of the Policy Committee, who shall instruct the Study Director to convene the Committee.

7. It shall be the duty of the Study Director to send written notices of meetings, which shall state the date, time, and place, including an agenda, copies of minutes of the previous meeting, copies of proposed resolutions and reports, to all members of the Committee. Such notices shall be distributed by the Study Director to reach members of the Committee not less than five working days in advance of the meeting. The Study Director shall arrange a place for the meeting and shall assure that the time, place and date of the meeting shall be convenient for the members.

8. The Study Director shall arrange for adequate public notice of meetings of the Policy Committee.

9. A simple majority shall constitute a quorum of the Policy Committee.

10. The Policy Committee shall be comprised of the highest elected official or an official designee from each participating unit of government. Each unit of government will have one voting representative for each 10,000 population rounded to the nearest 1000. Each member shall have one vote. In case of absence each designated voting member may be represented by an official proxy. There shall be a maximum of three voting members representing any participating entity. A majority vote of a quorum of any duty called meeting shall be sufficient to authorize any action to be taken on behalf of the Committee.

11. The Policy Committee is responsible for establishing policies and procedures for conducting the continuing phase program consistent with the plan and related Federal Highway Administration and Urban Mass Transportation Guidelines. The Policy Committee will seek recommendations from the Technical Advisory Committee on technical issues. No report or document generated through the Transportation Planning Process shall be published without approval of the Policy Committee, Arkansas Highway and Transportation Department, and the Federal Highway Administration, as so noted in the Section 112(PL) Agreement, or by the Urban Mass Transportation Administration if UMTA funds are involved.

12. All meetings and records of the Policy Committee shall be open to the public.

13. The Study Director shall keep a record of the proceedings of the Committee and conduct correspondence and necessary administrative duties.

ARTICLE II - TECHNICAL ADVISORY COMMITTEE

1. The Northwest Arkansas Area Transportation Study Technical Advisory Committee shall elect a chairman and vice chairman biannually at the first meeting of the calendar year.

2. The Chairman shall preside at all meetings and public hearings of the Technical Advisory Committee, shall decide all points of order of procedure, and shall certify plans and transmit reports and recommendations of the Technical Advisory Committee.

3. The Vice Chairman shall presume the duties of the Chairman in the absence of the Chairman.

4. In the event that the Chairman is unable to serve, the Vice Chairman shall assume the office of Chairman and call a special election at the next meeting to fill the office of Vice Chairman for the remaining portion of the term. Should the Vice Chairman be unable to serve, the Chairman shall call a special election at the next meeting to fill the office of Vice Chairman for the remaining portion of the term. If both Chairman and Vice Chairman are unable to serve, the Study Director shall call a special election at the next meeting to fill these vacancies for the remaining portion of the term.

5. The Technical Advisory Committee shall meet as frequently as necessary to perform its functions.

6. Meetings of the Technical Advisory Committee shall be called at the initiative of the Study Director or by any member of the Technical Advisory Committee, who shall instruct the Study Director to convene the Committee.

7. It shall be the duty of the Study Director to send written notices of meeting, which shall state the date, time, place, including an agenda, copies of minutes of the previous meeting, copies of proposed resolutions and reports, to all members of the Committee. Such notices shall be distributed by the Study Director to reach members of the Committee not less than five working days in advance of the meeting. The Study Director shall arrange a place for the meeting and shall assure that the time, place and date of the meeting shall be convenient for the members.

8. The Study Director shall arrange for adequate public notice of meetings of the Technical Advisory Committee.

9. A simple majority shall constitute a quorum of the Technical Advisory Committee.

10. The Technical Advisory Committee shall be comprised of one officially designated voting member per 10,000 population rounded to the nearest 1000. Each entity can have up to two non-voting members. In case of absence each designated voting member may be represented by an official proxy. There shall be a maximum of three voting members representing any participating entity. The two non-voting members should have a background such as engineering, planning, or street construction etc. A majority vote of a quorum at any duly called meeting shall be sufficient to authorize any action to be taken on behalf of the Committee.

11. The Technical Advisory Committee shall serve as a study team composed of technical and professional personnel from local governments, and participating agencies. The Technical Advisory Committee shall guide all technical aspects of the continuing planning process. The Technical Advisory Committee will conduct all business and submit recommendations as requested by the Policy Committee and/or the Study Director.

12. All meetings and records of the Technical Advisory Committee shall be open to the public.

13. The Study Director shall keep a record of the proceeding of the committee and conduct correspondence and necessary administrative duties.

ARTICLE III - NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY DIRECTOR

1. The Study Director shall be appointed by the Northwest Arkansas Regional Planning Commission.

2. The Study Director shall:

   a. Notify the Policy Committee concerning decisions on routine matters, made by the Technical Advisory Committee.

   b. Prepare and present to the Policy Committee a written annual progress report.

   c. Coordinate the continuing multi-modal transportation planning process with all governmental entities and maintain liaison between all organizations.

   d. The Study Director will be responsible for all U. S. Department of Transportation regulations and requirements necessary to meet annual certification.

ARTICLE IV – AMENDMENTS

These bylaws may be amended by a two-thirds affirmative vote of the Policy Committee and of the Technical Advisory Committee membership, provided that official notice of the proposed amendment is included in the notice of the meeting.

NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY

AGREEMENT OF UNDERSTANDING

BETWEEN

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION, the Designated Metropolitan Planning Organization (MPO) for the Fayetteville/Springdale/Rogers Metropolitan Statistical Area

AND

The Arkansas State Highway and Transportation Department (entity)

IN COOPERATION WITH

The United States Department of Transportation

TO PARTICIPATE IN

The responsibilities and functions of a continuing, comprehensive and cooperative transportation planning process for Northwest Arkansas.

WHEREAS, it is the desire of the participating jurisdictions and agencies that there be a continuing, comprehensive, and cooperative (3C) transportation planning process, pursuant to United States Department of Transportation regulations and in accordance with Titles 23 and 49 of the U.S. Code, that is responsive to the needs of the urban and urbanizing areas of Northwest Arkansas and to changes in those areas; and

WHEREAS, it is the desire of the MPO that the Northwest Arkansas Regional Transportation Study (NARTS) advisory committees serve as the forum for the development of intermodal regional transportation policy and plans and as such should be inclusive of all parties with an interest in such plans; and

WHEREAS, the goal of this planning process is an approved Northwest Arkansas Regional Transportation Plan accepted by all participating jurisdictions and formally approved as a plan for implementation by the Northwest Arkansas Regional Planning Commission Board and the Governor of Arkansas or the governor's designee; and

WHEREAS, it is understood that this Agreement does not transfer any constitutional or legislative authority possessed by the participating jurisdictions;

NOW THEREFORE, IT IS AGREED that the jurisdictions and agencies agreeing to participate on the NARTS committees shall jointly be responsible for recommendations to the MPO on the operation of the 3C planning process pursuant to the United States Department of Transportation regulations and in accordance with U.S. Code. The NARTS advisory committees shall provide the transportation improvement program and long-range transportation plan update recommendations to the MPO and shall comment on development of the unified planning work program, and other appropriate matters affecting transportation policy, plans and management systems.

IT IS FURTHER AGREED that all existing master street plans, and area-wide road, highway, transit, bikeway, water port, airport, or pedestrian plans, or and such plans for improvement of transportation facilities within the NARTS boundary shall be consistent with the Approved Northwest Arkansas Regional Transportation Plan.

IT IS FURTHER AGREED that the approved Northwest Arkansas Regional Transportation Plan will contain appropriate development standards for all types of major transportation facilities which are included in the "Plan"; and all building permits, right-of-way acquisitions, site acquisitions, utility locations and easements affecting the "Plan" will be in accordance with the applicable development standards required by the "Plan".

IT IS FURTHER AGREED that before any significant proposed changes in the participating jurisdictions' and agencies' major street, transit or other transportation plans are made, the changes shall be submitted to the MPO for review and comment. The MPO shall reciprocate by submitting proposed changes in the Approved Northwest Arkansas Regional Transportation Plan to each agency of government for review and comment.

IT IS FURTHER AGREED that modifications to this Agreement must be approved by the MPO Board and submitted to each signatory jurisdiction and agency for ratification. Failure to adopt this Agreement or to ratify proposed modifications will signal that the jurisdiction or agency does not wish to formally participate in the regional transportation planning process.

Duly authorized by the attached Minute Order (resolution) to execute this Agreement this_____day of_____.

_____ _____

(ENTITY) Director (Mayor/Judge/CEO)

ATTEST:_____

Notary (City/County Clerk)

RESOLUTION

To Participate in the
Northwest Arkansas Regional Transportation Study

WHEREAS, a continuing, comprehensive and cooperative transportation planning process is critical to the future development of and quality of life for the Fayetteville-Springdale-Rogers Metropolitan Statistical Area; and

WHEREAS, it is the responsibility of the Northwest Arkansas Regional Planning Commission, the designated Metropolitan Planning Organization (MPO) for the Fayetteville-Springdale-Rogers Metropolitan Statistical Area, to provide a forum in which that planning process can be accomplished; and

WHEREAS, it is the desire of_____to participate in this process via the Northwest Arkansas Regional Transportation Study Agreement of Understanding:

NOW THEREFORE, BE IT RESOLVED, that we, the (governing body), duly adopt the attached Agreement of Understanding indicating our intent to participate in the Northwest Arkansas Regional Transportation Study.

Duly adopted by Resolution this_____day of_____.

_____ _____
(Entity) Mayor/Judge/CEO

ATTEST:_____
City Clerk/Notary/County Clerk