



CHAPTER 9. TRANSPORTATION PROJECTS AND FUNDING

INTRODUCTION

The 2045 Proposed Network and the Constrained and Unconstrained Road Project Lists represent potential roadway and highway improvements in the region. The individual cities and counties also have important projects that will utilize a combination of Federal, State, and local funding. A major component of the 2045 MTP is to take the estimated available funds through the year 2045 and prioritize the potential projects within the limits of the estimated funds. The purpose of developing the Constrained List is to demonstrate fiscal constraint as part of the transportation planning process.

The Constrained List consists of projects that can reasonably be expected to be funded with Federal-aid funds during the 25-year planning period. This is determined by estimates of Federal-aid funds that can reasonably be expected to come to the area given the area's highway network, Urbanized Area, population, etc. These estimates are provided by ARDOT and MoDOT and are not limits, nor are they guarantees of funding. They are conservative, reasonable estimates of future funding to guide development of the 2045 MTP. The costs of the transportation projects in the MTP have been adjusted to represent future inflated construction costs at a rate of 2 percent annually.

The Constrained List of projects in the 2045 MTP necessarily starts with the adopted FFY 2021-2024 TIP which shows the projects that already have Federal, State, and local commitments. The list of TIP projects is included in the [FFY 2021-2024 Transportation Improvement Program \(TIP\)](#) and many of the projects are also represented on various figures and maps throughout the chapter.

SUMMARY OF FEDERAL AID PROGRAMS AND FUNDING

ARDOT has provided Federal funding estimates for transportation projects in the Metropolitan Planning Area (MPA). The estimated totals by period (2025-2030, 2031-2035, and 2036-2045) reflect the estimated Federal funds and required matching funds and have been inflated by 2 percent per year to 2045. Federal-aid Programs include:

- National Highway Performance Program (NHPP)
- Surface Transportation Block Group Program (STBGP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from SIP)
- Metropolitan Planning
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives Program (TAP) – part of STBGP

Public Transportation Programs include:

- Urbanized Area Formula Grants
- Fixed Guideway Capital Investment Grants
- Mobility for Seniors and Individuals with Disabilities
- Formula Grants for Rural Areas
- State of Good Repair Grants
- Bus and Bus Facilities Formula Grants

SUMMARY OF ESTIMATED FUNDS – FFY 2025 to 2045

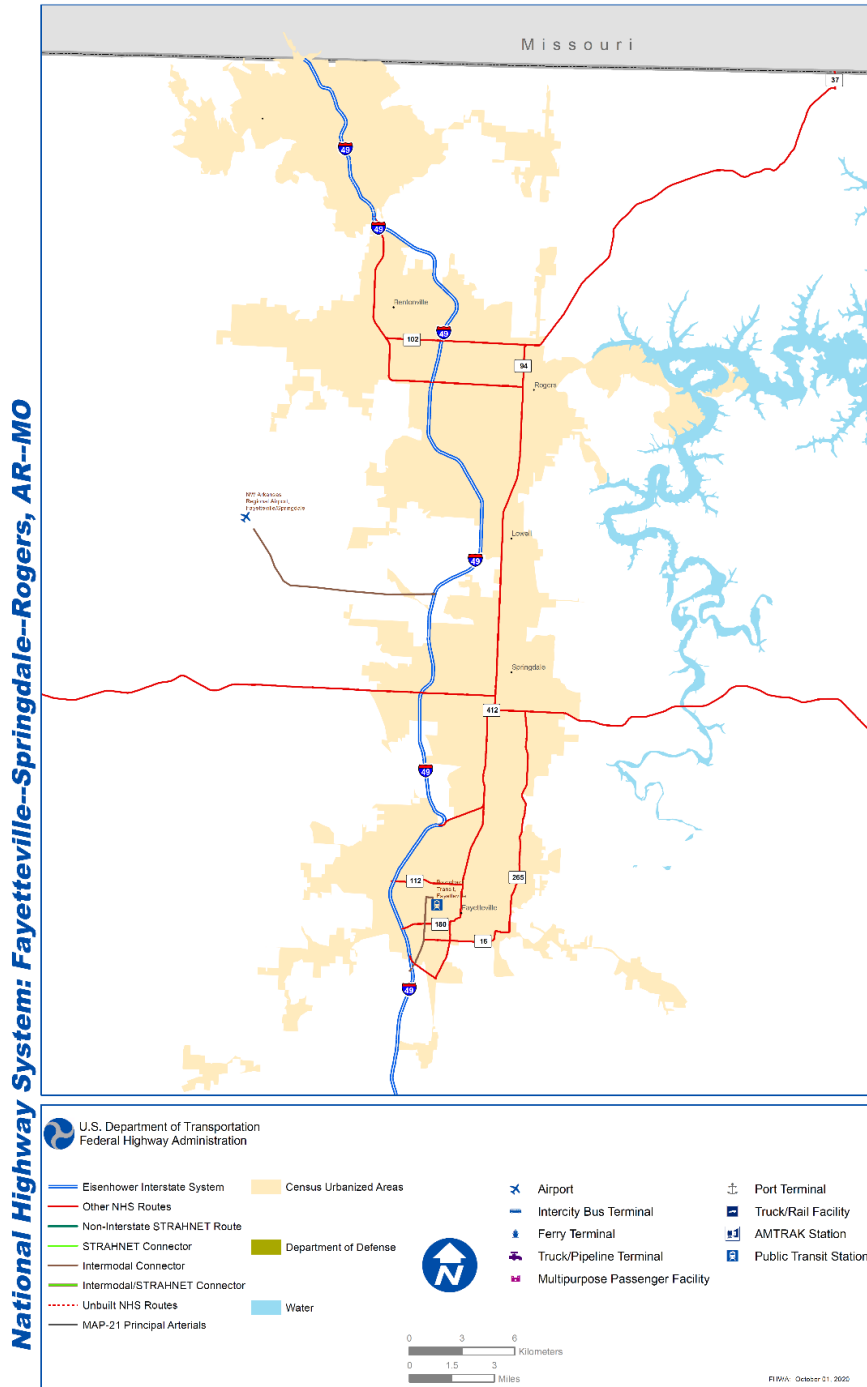
National Highway Performance Program (NHPP)		\$ 869.68
Pavement Preservation	\$ 501.82	
Bridge	\$ 217.68	
System Reliability	\$ 177.18	
Surface Transportation Block Grant (STBG)		\$ 755.79
NWARPC Urbanized > 200K	\$ 288.43	
STBG Flex, City, Town and CMAQ Flex	\$ 428.78	
Off-System Bridge	\$ 38.58	
Surface Transportation Block Grant Transportation Alternatives (STBG-TA)		\$ 63.24
NWARPC Urbanized > 200K	\$ 18.55	
STBG Flex, City and Town	\$ 39.21	
Recreational Trails	\$ 5.48	
Highway Safety Improvement Plan (HSIP)		\$ 102.10
Congestion Mitigation and Air Quality (CMAQ) - Non-Attainment		\$ -
National Highway Freight Program (NFP)13		\$ 33.76
Urbanized Area Formula Program (49 U.S.C 5307)		\$ 217.19
Bus and Bus Facilities Program (49 U.S.C. 5339)		\$ 12.20
Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. 5310)		\$ 7.25
Rural Area Formula Program (49 U.S.C. 5311)		4.1
<i>*FTA 5307 Assumes 2021 Local Match Continues with 2% increase per year</i>		
Total		\$ 2,065.31

(Millions of dollars of estimated obligation limitation; Federal plus State/Local Match, at 2 percent inflation/year – Note the adopted FFY 2021-2024 TIP funding and associated projects is listed separately and is considered part of the 2045 MTP.)

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

The NHPP includes the Interstate System, the Enhanced National System Highway (NHS) principal arterials, and other highways that connect to intermodal transportation facilities. The program provides funding to support the performance and condition of the NHS, new facilities on the NHS, and to direct funding to projects that achieve performance targets as may be established by the ARDOT and MoDOT.

The [Enhanced NHS](#) in the MPA includes I-49, Hwy. 71, Hwy. 71B, Hwy. 16 (Fayetteville), Hwy. 180 (Fayetteville), Hwy. 412, Hwy. 62 (Rogers-East Benton County), and the Hwy. 112 Spur (Fayetteville).



Map 9.1 National Highway System (NHS) Fayetteville-Springdale-Rogers AR-MO

Under MAP-21/FAST Act, both AHTD and MoDOT have developed performance-based asset management plans for preserving and improving the condition of the NHS. Required performance measures and standards include:

- Minimum standards in developing and operating bridge and pavement management systems.
- Performance measures for Interstate and NHS pavement condition, NHS bridge condition, and Interstate and NHS performance.
- Minimum conditions for Interstate pavements.
- Data elements necessary to collect and maintain standardized data to carry out a performance-based approach.

The NHPP funding that is apportioned to Arkansas is further allocated by ARDOT into the following funding categories: National Highway System, Bridge, and Interstate Maintenance (IM). The estimated funding that will be available within the Metropolitan Planning Area (Arkansas portion) is shown below:

NHPP Estimated Funding (Federal, plus State match, 2 percent inflation/year):

Time Period (FFY)	NHS Pavement Preservation	Bridge	System Reliability
2025 to 2030	\$122.9	\$53.3	\$43.4
2031 to 2035	\$114.1	\$49.5	\$40.3
2036 to 2045	\$265.0	\$114.9	\$93.6
Total	\$502.0	\$217.7	\$177.3

(Millions of dollars of estimated obligation limitation)

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The STBGP provides funding that may be used on a variety of State and local transportation projects to preserve and improve the condition and performance of the transportation system. A portion of the STBGP funds is required to be used on the off-system bridge program.

The Fayetteville-Springdale-Rogers, AR-MO Urbanized Area receives a portion of the STBGP funding as sub-allocated STBGP-GT 200K Attributable (STBGP-GT 200K) funding. Projects are selected through a competitive process and approved by the RPC/Policy Committee.

STBGP Estimated Funding (Federal, plus local match, 2 percent inflation/year):

Time Period (FFY)	STBGP Flex	Off-System Bridge	STBGP -GT 200K
2025 to 2030	\$ 104.9	\$ 9.4	\$70.6
2031 to 2035	\$ 97.5	\$ 8.8	\$65.6
2036 to 2045	\$ 226.4	\$ 20.4	\$152.3
Total	\$428.78	\$38.58	\$288.43

(Millions of dollars of estimated obligation limitation)

SURFACE TRANSPORTATION BLOCK GRANT APPORTIONMENT FOR URBANIZED AREAS WITH POPULATION GREATER THAN 200,000 (STBGP-GT 200K)

In 2012, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) designated the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area as a Transportation Management Area (TMA). The TMA designation provides STBGP-GT 200K funds to NWARPC based on the 2010 Census Bureau Urbanized Area population of 295,083. STBGP-GT 200K funds can be utilized for all eligible transportation projects at the discretion of the RPC/Policy Committee.

The RPC/Policy Committee has adopted a policy to focus on Projects of Regional Significance. Regional Significance is defined as an improvement to major routes such as north/south corridors and the east/west corridors and frontage roads that improve access, reduce crash rates, and/or relieve congestion to the north/south routes. A model of the regional arterial system would be the four-lane road network grid shown as the 2045 Proposed Arterial Network in the MTP.

Federal Fiscal Year (FFY) 2013 was the first year NWARPC became eligible for STBGP-GT 200K funds. By the end of 2020, the RPC/Policy Committee had obligated over \$74 million dollars in Federal funds within this region. The Federal share is typically 80 percent and the local share is 20 percent for selected STBGP-GT 200K projects.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

Safety of the transportation system is one of the national goals for the transportation program. The HSIP provides funding to help reduce the number of fatalities and serious injuries on all public roads – State and non-State. The Federal share is typically 90 percent with the local share at 10 percent.

HSIP Estimated Funding (Federal, plus local match, 2 percent inflation/year):

Time Period (FFY)	HSIP
2025 to 2030	\$ 24.0
2031 to 2035	\$ 23.2
2036 to 2045	\$ 53.9
Total	\$102.1

(Millions of dollars of estimated obligation limitation)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

MAP-21/FAST Act consolidated the Safe Routes to School, Transportation Enhancements, and Recreational Trails programs into the TAP.

Half of the TAP funds are sub-allocated based on population and the remaining funds are allocated to anywhere in the State. The Urbanized Area, based on 2010 Census Bureau population, receives approximately \$500,000 in funds annually. Past projects have included trailhead and trail construction within the region.

TAP Estimated Funding (Federal, plus local match, 2 percent inflation/year):

Time Period (FFY)	Urbanized	Statewide
2025 to 2030	\$ 4.5	\$ 9.6
2031 to 2035	\$ 4.2	\$8.9
2036 to 2045	\$ 9.8	\$20.7
Total	\$18.55	\$39.22

(Millions of dollars of estimated obligation limitation)

A competitive application process is conducted through ARDOT and NWARPC for each program.

URBANIZED AREA FORMULA PROGRAM (49 U.S.C. §5307) – TRANSIT

FTA apportions Urbanized Area Formula Program funds to designated recipients within urbanized areas with populations of 200,000 or more. NWARPC is the designated recipient for the Fayetteville-Springdale-Rogers AR-MO Urbanized Area.

The Urbanized Area Formula Program Section 5307 provides operating and capital funds to local public transit operators Razorback Transit and Ozark Regional Transit (ORT). MAP-21/FAST Act expanded the use of these funds for operating expenses. Expanded eligibility included operating expenses for transit systems in Urbanized Areas over 200,000 in population.

The region receives approximately \$2,366,978 in Section 5307 Federal funds per year matched by approximately \$1,382,450 in local funds. Funds are utilized by public transit agencies and for transit planning purposes.

Section 5307 Estimated Funding (Federal, plus local match, 2 percent inflation/year):

Time Period (FFY)	Section 5307
2025 to 2030	\$ 47.8
2031 to 2035	\$ 44.4
2036 to 2045	\$ 103.1
Total	\$ 195.3

(Millions of dollars of estimated obligation limitation)

BUS AND BUS FACILITIES PROGRAM (49 U.S.C. §5339) – TRANSIT

MAP-21/FAST Act created a new formula grant program for bus and bus facilities that replaced the 5309 discretionary programs. The program provides funding for replacing, rehabilitating, and purchasing new buses and bus-related equipment and facilities. The Urbanized Area receives approximately \$349,144 annually in Federal funds matched by local funds for the replacement of vehicles and related capital projects. Funding is utilized by both Razorback and ORT for replacing buses.

Competitive Grants: Two discretionary components have been added to the Section 5339 program: A bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. The Bus and Bus Facilities Infrastructure Investment Program, through the Federal Transit Administration, is a discretionary program that makes Federal funding available for the purpose of financing capital bus and bus-related projects which will support the continuation and expansion of public transportation services in the United States. The Bus Discretionary program allows states and transit agencies to construct bus-related facilities.

ORT received a \$2.9 million grant award in 2018 to replace its administration and operations center. ORT staff moved into the new facility in December 2020. The new facility has improved safety and accessibility, and can accommodate growing demand for transit service in Northwest Arkansas. Additionally, ORT received \$3.6 million in 2018 to aid in replacing its bus fleet, after it was destroyed by a fire.

Section 5339 Estimated Funding (Federal, plus local match, 2 percent inflation/year):

Time Period (FFY)	Section 5339
2025 to 2030	\$ 2.6
2021 to 2030	\$ 2.4
2031 to 2045	\$ 5.6
Total	\$ 10.6

(Millions of dollars of estimated obligation limitation)

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (49 U.S.C. §5310) – TRANSIT

Enhanced Mobility of Seniors and Individuals with Disabilities Program is a formula assistance program to improve mobility for seniors and individuals with disabilities. Public transportation projects may be implemented in areas where public transportation is insufficient, inappropriate, or unavailable; public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA); projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and alternatives to public transportation projects that assist seniors and individuals with disabilities.

Section 5310 Estimated Funding (Federal, plus local match, 2 percent inflation/year):

Time Period (FFY)	Section 5310
2025 to 2030	\$ 1.5
2031 to 2035	\$ 1.5
2036 to 2045	\$ 3.3
Total	\$ 6.3

(Millions of dollars of estimated obligation limitation)

RURAL AREA FORMULA PROGRAM (49 U.S.C. §5311) – TRANSIT

The Rural Area Formula Program is a formula grant program that provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000. Currently, ORT receives approximately \$140,000 per year in Federal funds and requires a 20 percent to 50 percent local match depending on the type of project. ORT provides demand response service to the rural areas within the Metropolitan Planning Area.

Section 5311 Estimated Funding (Federal, plus local match, 2 percent inflation/year):

Time Period (FFY)	Section 5311
2025 to 2030	\$ 0.875
2031 to 2035	\$ 0.804
2036 to 2045	\$ 1.868
Total	\$ 3.537

(Millions of dollars of estimated obligation limitation)

GOVERNOR’S LONGTERM HIGHWAY FUNDING PLAN

In 2012, 58 percent of the Arkansas voters approved a constitutional amendment and passed a temporary ten-year ½ cent sales tax. The State sales tax increased from 6 percent to 6.5 percent and generated approximately \$1.8 billion in funding for the ten-year transportation program. The tax was anticipated to sunset after the ten-year bonds are paid off in 2023 or before.

During the 2019 Legislative Session to address transportation funding, the Governor’s Long Term Highway Funding Plan was presented to the Legislature. The plan was a combination of two components – Act 416 and Issue 1 – to fund state highway, county road and city street improvements.

In 2019, the State Legislature Enacted Act 416 and provides additional funding that is dedicated to system preservation. The Act levied a wholesale sales tax on motor fuel and distillate special fuel that results in a 3 cents per gallon increase (24.5 cents per gallon total) and 6 cents per gallon of diesel (28.5 cents per gallon total). The ACT also added annual fees to a hybrid (\$100) and electric vehicle (\$200) registration. Additionally, the Act transfers casino tax revenues annually that are in excess of \$31,200,000 to the State Highway Fund. Act 416 generates \$95 million annually for state highways and \$26 million annually for county roads and city streets.

In 2020, 55.3% of voters approved Issue 1, a constitutional amendment, that continued the ½-cent sales tax for road improvements that has been in place since 2013 and was set to expire in 2023. The voter approved constitutional amendment made the ½ cent sales tax a permanent revenue source for transportation. The ½-cent tax is split 70 percent directed to the State of Arkansas, 15 percent to cities, and 15 percent to counties. The permanent tax provides an additional estimated \$205M annually to ARDOT and an estimated \$43 million each to cities and counties.

ARDOT included 35 projects on 19 corridors as part of the original 2012 CAP program with approximately \$700 million going to cities and counties for transportation projects. A permanent State-Aid Street Fund was also created by allocating one-cent from the per-gallon motor fuels tax and generates \$20 million annually in additional funds for city-owned street projects.

The MPA’s transportation system has greatly benefited from the 2012 CAP program which included funding for eight projects for a total of \$378 million, and approximately \$86 million in additional turn back funds to the 34 jurisdictions over ten years, and establishment of the State Aid Street Fund. Table 9.1 provides a summary of the annual estimated amounts that each county and city will receive in additional turn back funds with the passage of Issue 1 in November 2020. The 2045 MTP project constrained list includes projects with funding from anticipated Issue 1 /CAP II funding.

	STATE HIGHWAYS	COUNTY ROADS	CITY STREETS
ACT 416	\$95 million	\$13 million	\$13 million
Issue 1	<u>\$205 million</u>	<u>\$44 million</u>	<u>\$44 million</u>
Total	\$300 million	\$57 million	\$57 million

Table 9.1 Annual Estimated Amounts City/County Turnback Summary

ESTIMATED CITY AND COUNTY TURNBACK

Explanation of turnback funds: By law, the revenues derived from sources dedicated to transportation (motor fuel taxes, vehicle registration fees, the natural gas severance tax, the permanent 1/2-cent sales tax, etc.) are divided between the state (ARDOT), all cities, and all counties. The state (ARDOT) receives 70 percent of those funds for work on state highways; 15 percent is divided among all incorporated cities in the state for work on city transportation projects; and 15 percent is divided between all the counties for work on county roads and bridges. The 15 percent that goes to cities and counties is referred to as 'turnback funds.'

Location		Total 2023 Estimated City and County Turnback Includes 2012 Voter Approved 1/2 Cent Turnback Amounts		2020 Voter Approved Issue 1 Annual 1/2 Cent Estimated Turnback Amounts In Year 2024 1/2 Cent Amount Only	
County	City	County Amount	City Amount	County Amount	City Amount
Benton		\$6,093,186		\$1,788,052	
	Avoca		\$38,758		\$11,374
	Bella Vista		\$2,106,738		\$618,224
	Bentonville		\$2,803,663		\$822,738
	Cave Springs		\$302,676		\$88,821
	Centerton		\$755,697		\$221,760
	Decatur		\$134,937		\$39,597
	Garfield		\$39,870		\$11,700
	Gateway		\$32,166		\$9,439
	Gentry		\$272,019		\$79,824
	Gravette		\$247,240		\$72,553
	Highfill		\$46,303		\$13,588
	Little Flock		\$205,305		\$60,247
	Lowell		\$581,922		\$170,766
	Pea Ridge		\$380,747		\$111,731
	Rogers		\$4,444,752		\$1,304,317
	Siloam Springs		\$1,194,422		\$350,504
	Springtown		\$6,910		\$2,028
	Sulphur Springs		\$40,584		\$11,910
TOTAL CITY			\$13,634,709		\$4,001,121
Washington		\$ 5,649,049		\$ 1,657,719	
	Elkins		\$210,308		\$61,715
	Elm Springs		\$150,345		\$44,119
	Farmington		\$474,465		\$139,232
	Fayetteville		\$5,843,843		\$1,714,882
	Goshen		\$85,061		\$24,961
	Greenland		\$102,772		\$30,158
	Johnson		\$266,380		\$78,170
	Lincoln		\$178,619		\$52,416
	Prairie Grove		\$351,520		\$103,154
	Springdale		\$5,807,230		\$1,704,138
	Tontitown		\$195,377		\$57,334
	West Fork		\$184,020		\$54,001
	Winslow		\$31,054		\$9,113
TOTAL CITY			\$13,880,994		\$4,073,393

CONSTRAINED PROJECT LIST

Significant work went into past long range transportation plans to identify and program future projects and many of these projects are still regional priorities. In developing the 2045 MTP Constrained List, identified projects have been adjusted for inflation and projects that are already completed have been removed. The FFY 2021-2024 TIP provides the listing of the first four years of projects and is considered to be part of the 2045 Metropolitan Transportation Plan constrained project listing.

The project listing provides a planning estimate of how much Federal and State/local match may be available, what roadway improvements were identified, and the time period in which the project may be completed. Projects in past transportation plans have been carried forward as identified regional needs. The Constrained List was developed as follows:

- List projects with existing ARDOT Job Numbers and agreements with jurisdictions.
- List projects based on corridors with completed and on-going studies.
- List projects that complete the 2045 Network – Start with segments that complete the four-lane to four-lane system in the urban areas and phase additional projects in rural areas that are forecasted to become urbanized.
- List projects in areas that are forecasted to have significant growth in traffic, employment, and population.

The TAC was involved in evaluating the projects as the Constrained List was developed. The 2045 Travel Demand Model was used as an analysis tool to check the reasonableness of the draft Constrained List. The proposed projects were entered into a model run and then two queries were made:

1. Show all roads in 2045 that still have two lanes but have over 18,000 ADT.
2. Show all roads in 2045 that are four lanes and have over 36,000 ADT.

The model did show some significant sections of arterial roads that were still two lanes in 2045 with a forecast ADT of over 18,000. These roads were added to the Unconstrained List of needed road improvements.

The model analysis also showed several arterials that are currently four lanes with traffic counts above 36,000 vehicles per day approaching 50,000 to 60,000 vehicles per day in 2045. These routes are located in the urbanized area and in traffic analysis zones that are forecasted to see significant growth in employment and households.

CONSTRAINED PROJECT LIST ARKANSAS

State Highway	County	Project	From	Dir.	To	Miles	est. Cost	Year of Expenditure	Funding Source
Hwy 12	Benton	Widen 4-lane Divided	Shell Rd.	South	Regional Dr.	5	\$ 38,000,000	2025	Fed_State
Hwy 12	Benton	Widen 4-lane divided (pre Eng, ROW, Const Eng)	2nd St.	East	City Limits (Rogge)	1.89	\$ 2,600,000	2025	Fed_State
US 412 Bypass (612)	Benton/Wash.	New Freeway (4 Lanes)	Hwy 112	West	US 412 (Tontitown)	6.2	\$ 128,700,000	2025	CAP II
XNA Airport Access Road	Benton	New Freeway	Hwy 112	North	XNA	4	\$ 86,000,000	2025	CAP II
I-49	Washington	Widen to 6 lanes	Hwy 265	North	US62	1.4	\$ 9,500,000	2026	Fed_State
Hwy 112	Washington	Widen 4-lane Divided	Howard Nickell	North	Don Tyson Parkw	2.7	\$ 21,000,000	2026	CAP II
Hwy 72	Benton	Widen 4-lane Divided	I-49	East	Little Sugar Cree	1.87	\$ 14,000,000	2026	Fed_State
Hwy 72	Benton	Widen 4-lane Divided (pre Eng, ROW, Const Eng)	Little Sugar Creek	East	Curtis Ave	6.24	\$ 16,000,000	2026	Fed_State
Hwy 72	Benton	Widen 4-lane Divided (Const Only)	Little Sugar Creek	East	Curtis Ave	6.24	\$ 48,500,000	2027	Fed_State
Hwy 112*	Benton	Widen 4-lane Divided	US 612	North	Pleasant Grove Road		\$ 37,000,000	2027	CAP II
Hwy 265	Benton	Widen 4-lane Divided (3 to 4)	1st Street/Pleasant	North	Hwy 94/New Ho	2	\$ 21,000,000	2028	Fed_State
Hwy 12	Benton	Widen 4-lane Divided (Const Only)	2nd St.	East	City Limits (Rogge)	1.89	\$ 8,000,000	2028	Fed_State
US 71	Benton	Various Imps. per Study Rec.	US 71B	North	AR-MO State Line		\$ 5,000,000	2028	Fed_State
Hwy 264	Benton	Widen 4-lane Divided	Goad Springs Rd.	West	Bellview Rd.	0.91	\$ 9,000,000	2028	Fed_State
Hwy 102-62 Centerton	Benton	Widen 4-lane Divided (3 to 4)	Hwy 102B	East	2nd Street	9.47	\$ 20,000,000	2029	Fed_State
Hwy 102B	Benton	Widen 4-lane Divided	Hwy 102	North	Hwy 72	1.76	\$ 17,500,000	2029	Fed_State
Hwy 102	Benton	Widen 4-lane Divided	Hwy. 279 N	East	Hwy 279 S	1.26	\$ 9,000,000	2030	Fed_State
Hwy 94	Benton	Widen 4-lane Divided	U.S. 71	East	1st Street	0.66	\$ 2,800,000	2030	Fed_State
US 412 Bypass (612)	Benton	New Freeway (4 Lanes)	I-49	East	Hwy 265		\$ 127,300,000	2030	CAP II
Hwy 45	Washington	Widen to 3 Lanes	Lisa Lane	East	Starr Rd.	1.07	\$ 15,000,000	2030	Fed_State
Hwy 45	Washington	Widen to 3 Lanes	Starr Rd.	East	Oakland Zion Rd	0.76	\$ 11,000,000	2030	Fed_State
Hwy 265	Benton	Widen 4-lane Divided (3 to 4) Ph. 2	Hwy 264	North	1st Street/Pleasant	4	\$ 41,000,000	2031	Fed_State
Hwy 45	Washington	Safety and Capacity Improvements	Oakland Zion Rd.	East	White River	5.37	\$ 32,400,000	2032	Fed_State
US 412	Benton	Widen to 6 lanes	Siloam Springs City Limits	West	Existing 6 lanes	3.1	\$ 18,700,000	2033	Fed_State
Hwy 279	Benton	Widen 4-lane Divided	Hwy. 102	South	Hwy 12	2.96	\$ 30,000,000	2033	Fed_State
Hwy 264	Benton	Widen to 3 Lanes	Bellview Rd.	West	Hwy 112	3.25	\$ 24,000,000	2034	Fed_State
Hwy 265	Washington	Widen to 5 Lanes (4 to 5)	Hwy 412	North	Mountain St.	1.25	\$ 10,000,000	2034	Fed_State
Hwy 43	Benton	Widen 4-lane Divided	Cheri Whitlock Parkway	West	Dawn Hill Rd.	0.21	\$ 1,500,000	2035	Fed_State
Hwy 43	Benton	Widen 4-lane Divided	Dawn Hill Rd	West	Sycamore Heights	0.92	\$ 9,000,000	2035	Fed_State
Hwy 16	Washington	Widen 4-lane Divided	E. Roberts Road	East	Middle Fork -Wh	3	\$ 27,000,000	2035	Fed_State
Hwy 72	Benton	Widen 4-lane Divided	US 71B	West	Hwy 102B	3.7	\$ 43,100,000	2036	Fed_State
Hwy 279	Benton	Widen 4-lane Divided	Hwy. 102	North	Hwy 549 (Future)	5.39	\$ 48,000,000	2037	Fed_State
Hwy 72	Benton	Widen 4-lane Divided	Hwy 59	East	Hwy 549	5.27	\$ 52,000,000	2038	Fed_State
US 62	Benton	Widen 4-lane Divided	S. Wimpy Jones	East	Hwy 37	4.5	\$ 26,100,000	2039	Fed_State
Hwy 16	Washington	Widen to 4 Lanes	Middle Fork -Wh	East	Hwy 74	3.04	\$ 21,000,000	2039	Fed_State
US 412 Bypass (612)	Benton	New Freeway (4 Lanes)	I-49	East	412 East (Sonora)	6.7	\$ 252,200,000	2040	CAP II
I-49	Benton	Widen to 6 lanes	Hwy 72	North	US 71 North Wal	3.62	\$ 24,000,000	2041	Fed_State
AR 59	Benton	Widen 2-5 Lanes	3rd St/Gentry	North	Y City Rd	3.33	\$ 46,800,000	2042	Fed_State
AR 59	Benton	Widen 2-5 Lanes	Y City Rd	North	Hwy 102/Decatur	2.4	\$ 27,000,000	2043	Fed_State
AR 59	Benton	Widen 2-5 Lanes	102/Decatur	North	Bethlehem Rd	2.11	\$ 23,700,000	2043	Fed_State
AR 59	Benton	Widen 2-5 Lanes	Hodge Rd/Eldred	North	AR 72	3.05	\$ 35,000,000	2044	Fed_State
AR 59	Benton	Widen 3-5 Lanes	Bethlehem Rd	North	Hodge Rd/Eldred	1.21	\$ 13,400,000	2044	Fed_State
AR 72	Benton	Widen 4 Lanes Divided	71B	West	102B	3.73	\$ 39,000,000	2045	Fed_State
							Total	\$ 1,491,800,000	

CONSTRAINED PROJECT LIST – VARIOUS PROJECTS – NHPP PAVEMENT PRESERVATION, SAFETY, BRIDGE AND STBGP FUNDING

Various Projects	2021-2030	2031-2035	2036-2045
Various Intersection, Bridge, and Safety Projects	\$ 15,000,000	\$ 20,000,000	\$ 25,000,000
Various Resurfacing, Restoration, Rehab, and Reconstruction Projects	\$ 15,000,000	\$ 20,000,000	\$ 25,000,000

Note: Routes with existing ARDOT Studies that have multiple corridor options have been estimated with one option for listing and for fiscal constraint. The actual route has not been determined by ARDOT. Federal funds inflated 2 percent per year and project costs by 2 percent per year with cost estimate averaged in periods between 2030 to 2045.

CONSTRAINED PROJECT LIST – MoDOT

Asset Management Summary							
Amounts in current year dollars							
Year	Interstates	Majors	Minors	Bridges	ADA	ITS/Mobility ¹	Total
2022	\$ -	\$ -	\$ 775,000	\$ -	\$ -	\$ 210,000	\$ 985,000
2023	\$ -	\$ 3,362,940	\$ 93,840	\$ -	\$ -	\$ 210,000	\$ 3,666,780
2024	\$ -	\$ -	\$ -	\$ 457,697	\$ 200,000	\$ 210,000	\$ 867,697
2025	\$ 2,416,380	\$ -	\$ -	\$ 536,875	\$ -	\$ 210,000	\$ 3,163,255
2026	\$ -	\$ -	\$ -	\$ 694,200	\$ -	\$ 210,000	\$ 904,200
2027	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ 210,000
2028	\$ -	\$ -	\$ -	\$ 1,455,007	\$ -	\$ 210,000	\$ 1,665,007
2029	\$ 2,157,300	\$ 3,755,000	\$ -	\$ 343,239	\$ -	\$ 210,000	\$ 6,465,539
2030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ 210,000
2031	\$ -	\$ -	\$ -	\$ 712,416	\$ -	\$ 210,000	\$ 922,416
<i>Total</i>	\$ 4,573,680	\$ 7,117,940	\$ 868,840	\$ 4,199,434	\$ 200,000	\$ 2,100,000	\$ 19,059,894
<i>10-Year Average</i>	\$ 457,368	\$ 711,794	\$ 86,884	\$ 419,943	\$ 20,000	\$ 210,000	\$ 1,905,989

¹ Estimate is for entire Southwest Rural District

System Improvement Projects

Year	Description	Total
2023	US 71 Intersection Improvements from I-49 to Arkansas ²	\$ 1,035,000

²Funding availability depends on outcome of STIP programming process.

UNCONSTRAINED PROJECT LIST

State Highway	County	Project	From	Dir.	To	Miles		Unconstrained
Hwy 62	Washington	Widen to 5 Lanes	City - Prairie Grove East	West	City - Lincoln	9.73	\$ 95,000,000	Unconstrained
Hwy 12	Benton	Widen to 5 Lanes	Regional Dr.	West	Hwy 264	4.84	\$ 50,000,000	Unconstrained
Hwy 16	Washington	Safety and Capacity Improvements	Double Springs Rd.	West	Weddington Woods	2.87	\$ 30,000,000	Unconstrained
I-49	Benton and Washington	Widen to 8 lanes	US 62/MLK	North	Hwy 72	25.83	\$ 176,000,000	Unconstrained
MO Hwy 90	McDonald	Replace/Expand One Lane Bridge	Little Sugar Creek				\$ 2,000,000	Unconstrained

NHPP FUNDING AND OTHER FUNDING PROGRAMS

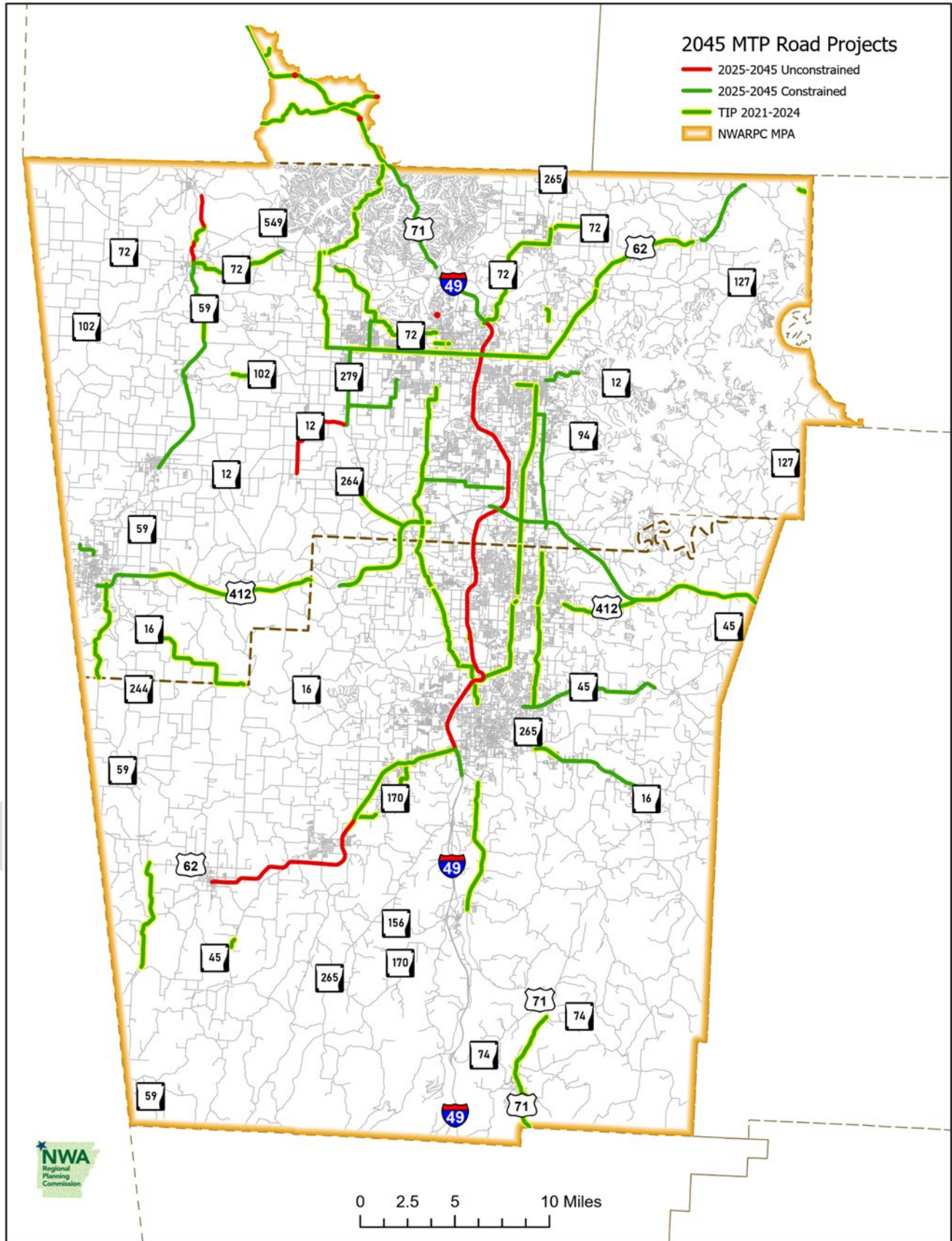
NATIONAL HIGHWAY PERFORMANCE PROGRAM, HIGHWAY SAFETY IMPROVEMENT PROGRAM, SURFACE TRANSPORTATION PROGRAM, EASTERN FEDERAL LANDS, AND AR ACT 416

The MTP recognizes that additional “Statewide Generic Projects” will be programmed in the STIP and TIP that will address the following projects:

- IRP Debt Service
- Various Resurfacing/ Restoration / Rehab / Reconstruction
- Various Bridge Rehab / Replacement
- Bridge Guard Rail / Scour Control / Inspection / Inspection Equipment
- Railroad Xing Protect Devices / Surfacing / Hazard Elimination
- Various Transportation Alternative Projects
- Various Trail Projects
- Various Resurfacing / Restore / Rehab / Recon / Bridge Replacement / Bridge Rehabilitation on County Roads
- Various Bridge Rehab / Replacement on County Roads
- PE / Right-of-Way / Utilities / CENG
- Bridge Painting
- Motor Fuel Enforcement Activities
- Various Statewide Safety Improvements
- Various Pavement Marking & Signing Projects
- Workforce Training and Development
- Various Signal and Intersection Improvements
- Eastern Federal Lands Projects

These “Statewide Generic Projects” are considered to be listed in the MTP and may be eligible for future federal-aid funding.

Map 9.2 - 2045 MTP Project Locations (Includes FFY 2021 to 2024 TIP Projects)



STBGP-GT 200K FUNDING

In 2012, the FTA and the FHWA designated the Fayetteville-Springdale-Rogers, AR-MO urbanized area as a Transportation Management Area (TMA). This TMA designation provides Surface Transportation Program – Attributable (STBGP-GT 200K) funds to the NWARPC based on the 2010 Census Urbanized Area population of 295,083.

The NWARPC selects projects through a competitive process for STBGP-GT 200K funding. The current policy has a focus on selecting projects of regional significance which is defined as an improvement to major routes such as north/south corridors and the east/west corridors and frontage roads that improve access, reduce crash rates, and/ or relieve congestion to the north/south routes.

Projects are selected on an annual basis and funding is programmed in the NWARPC 2021 to 2024 TIP and in subsequent future TIPs.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The NWARPC selects projects through a competitive process for TAP funding. TAP funds are awarded for the construction phase of a selected project. Preliminary Engineering and Final Design, Environmental, Right-of-way, and Utility Relocation is the responsibility of the applicant and must meet Federal-aid requirements.

The NWARPC has focused on implementing the Northwest Arkansas Regional Bicycle and Pedestrian Master Plan projects. Project funding is programmed as part of the NWARPC FFY 2021-2024 TIP and subsequent future TIPs.

BUILD GRANT AWARD – COMPLETION OF I-49 MISSOURI-ARKANSAS CONNECTOR

FHWA issued a Record of Decision approving the location of the Bella Vista Bypass on April 19, 2000. Over two decades later, the Missouri-Arkansas Connector is now under construction as a four-lane, divided, interstate west of existing US 71 from Bella Vista, Arkansas to Pineville, Missouri with anticipated completion by the end of 2021.

In 2012, voters approved the Connecting Arkansas Program (CAP) and included funding for the construction of the initial two of the four lanes of the bypass from Bentonville to the Missouri Stateline along with the new Interchange at US 71.

In 2018, NWARPC applied for \$25M Grant to complete the I-49 Missouri-Arkansas Connector in McDonald County Missouri. The project completes the bi-state 18.9-mile I-49 interstate from Bentonville, AR to Pineville, MO.

This BUILD Grant project leveraged approximately \$102M in Arkansas voter-approved state funding along with existing MoDOT funding to complete I-49 in both states. The overall project completes the last connectivity gap in the 270-mile north-south I-49 corridor between Fort Smith, AR and Kansas City, MO connecting three east-west interstates I-40, I-44, and I-70.



Northwest Arkansas Regional Planning Commission
1215 Kessler St., Springdale, AR 72762
(479) 751-7121 | <http://nwarpc.org>



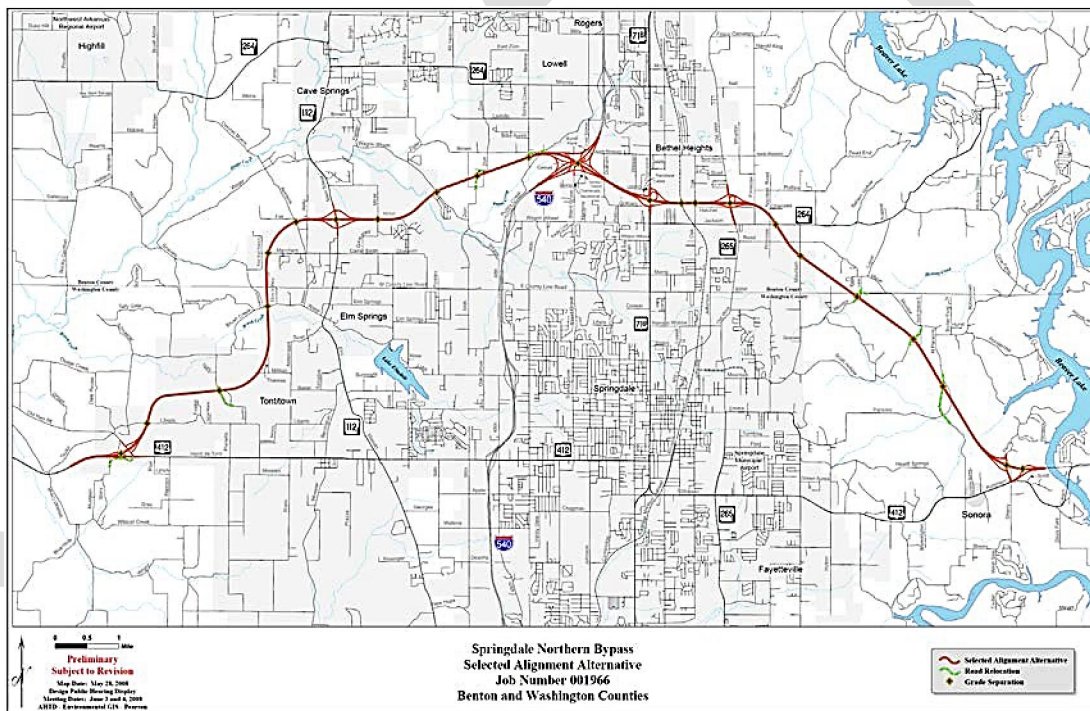
MAJOR CORRIDOR SUMMARIES

HWY. 412 NORTHERN BYPASS

FHWA issued a Record of Decision on February 15, 2006 that approved a Selected Alignment Alternative for the proposed bypass. This project is considered an essential improvement to the highway system in the MPA. While not fully funded in the Constrained List, the project is still considered one of the top priorities in the area - link to ARDOT [Hwy 412 Bypass](#) Project documents.

In 2012, the CAP program was approved by Arkansas voters and included funding for the segment between I-49 and Hwy. 112 including one-half of the interchange within I-49. The contract was awarded in December 2014 and a groundbreaking was held in April 2015 on the \$100 million, 4.57-mile segment. The first phase was completed in April 2018.

The Constrained List includes completing the entire project from Hwy. 412 (west) to Hwy. 112, Hwy. 412 from I-49 to Hwy. 412 (east), approximately 10 miles. Every funding option will need to be explored to complete this project over the next 25 years.



I-49 IMPROVEMENTS

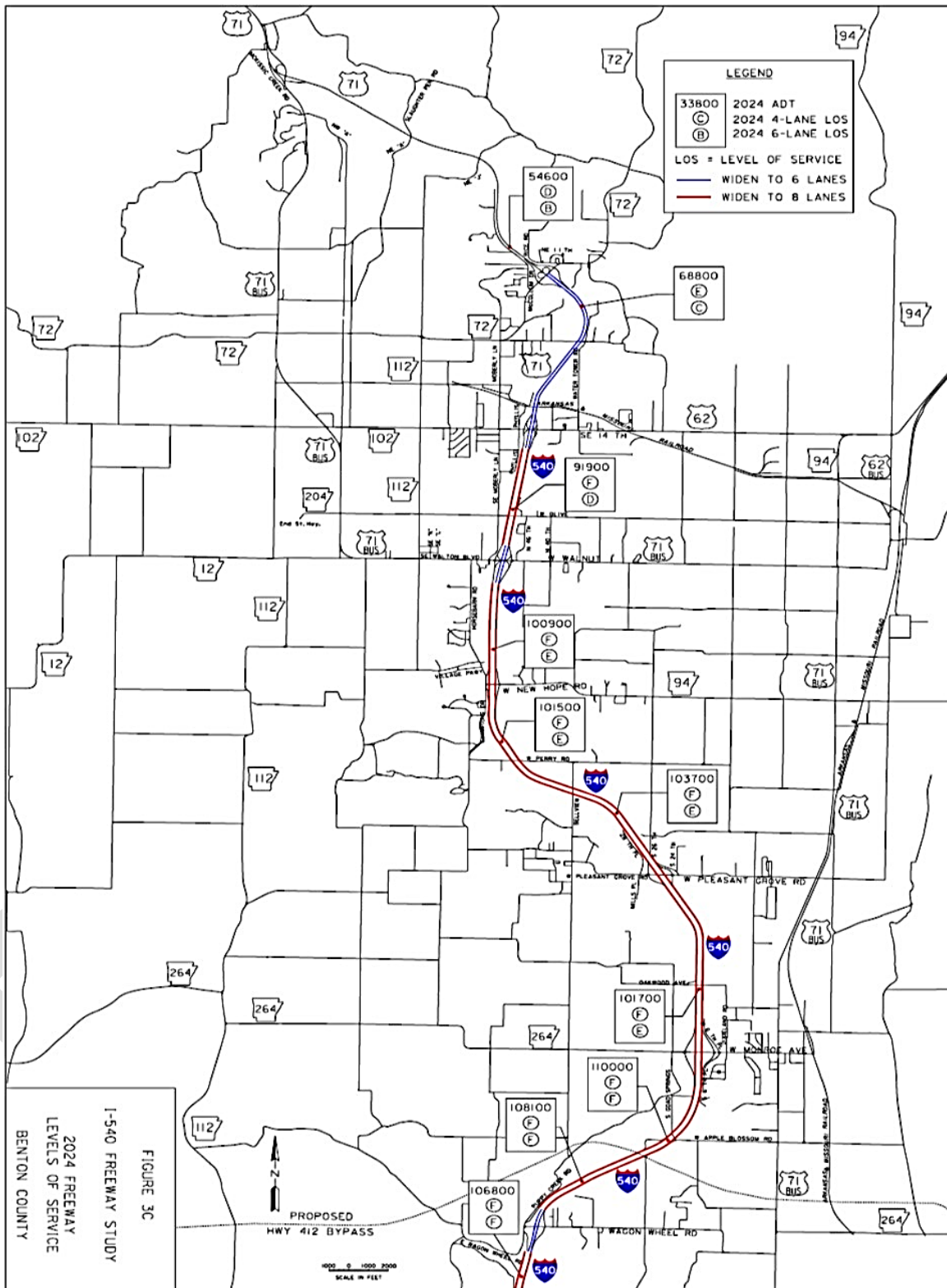
In summer 2002, NWARPC requested that ARDOT undertake a study of future capacity needs for the I-49 corridor through Washington and Benton Counties. In September 2003, Parsons Transportation Group was selected to perform the Interstate I-540 (I-49) Improvement Study and it was completed in April 2006. The recommendations in the Study provided the basis for allocating estimated funding resources in past plans and helped guide the 2012 CAP planned. The Study recommended widening the Interstate from Fayetteville to Bentonville and recommended short term, mid-term and long-term improvements for interchanges and number of travel lanes. The study recommendations are provided in much greater detail in the full Interstate [I-540 Improvement Study](#).



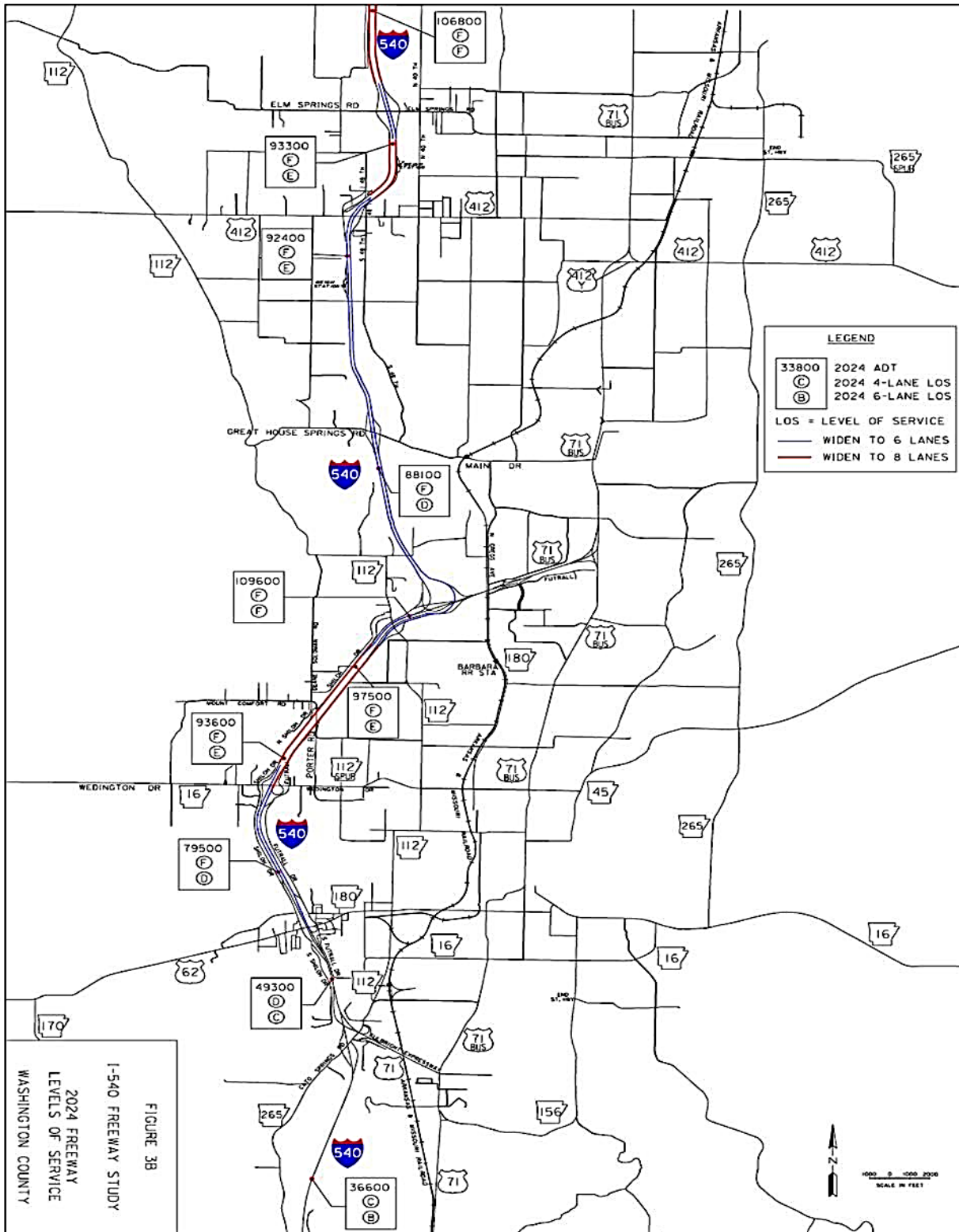
I-49 View from Watkins St. Bridge in Springdale



I-49 View from Walton Blvd/Walnut Street Bridge in Bentonville/Rogers



Source: Interstate I-540 (I-49) Improvement Study (2006)



Source: Interstate I-540 (I-49) Improvement Study (2006)

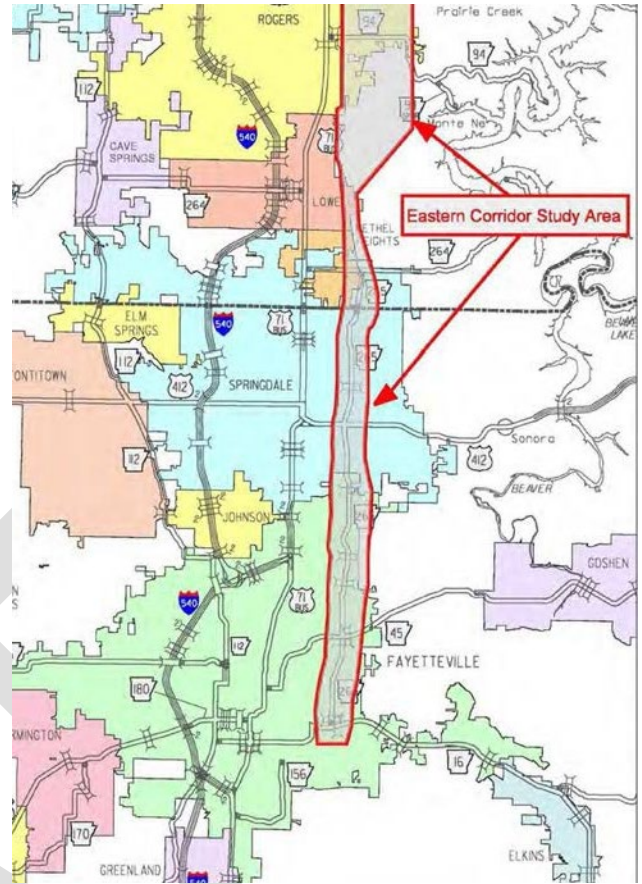
HWY. 265 (Hwy 16 to Hwy 94)

At the request of NWARPC, the Arkansas State Highway Commission passed Minute Order 2009- 093, which authorized ARDOT to conduct a [study](#) of an eastern corridor.

The Study area encompasses multiple local jurisdictions including Fayetteville, Springdale, Bethel Heights, Lowell, Rogers, Bentonville, Washington County, and Benton County. The purpose of the Study was to determine the need for improvements to an eastern North-South corridor from Hwy. 16 in Fayetteville to Hwy. 62 in Rogers.

Today, Hwy. 265 now ends at Hwy 94 in Rogers with no additional plans to extend the Hwy 265 corridor past Hwy 94 in Rogers. Projects completed in Fayetteville and Springdale to widen the highway to four lanes extend from Hwy. 16 East north to Hwy. 264. Hwy. 264 to Pleasant Grove Road, in Rogers, has also been widened to three lanes.

The MTP has listed additional projects over the next 25 years to improve the entire corridor as a four-lane arterial from Springdale to Rogers based on the Study recommendations.



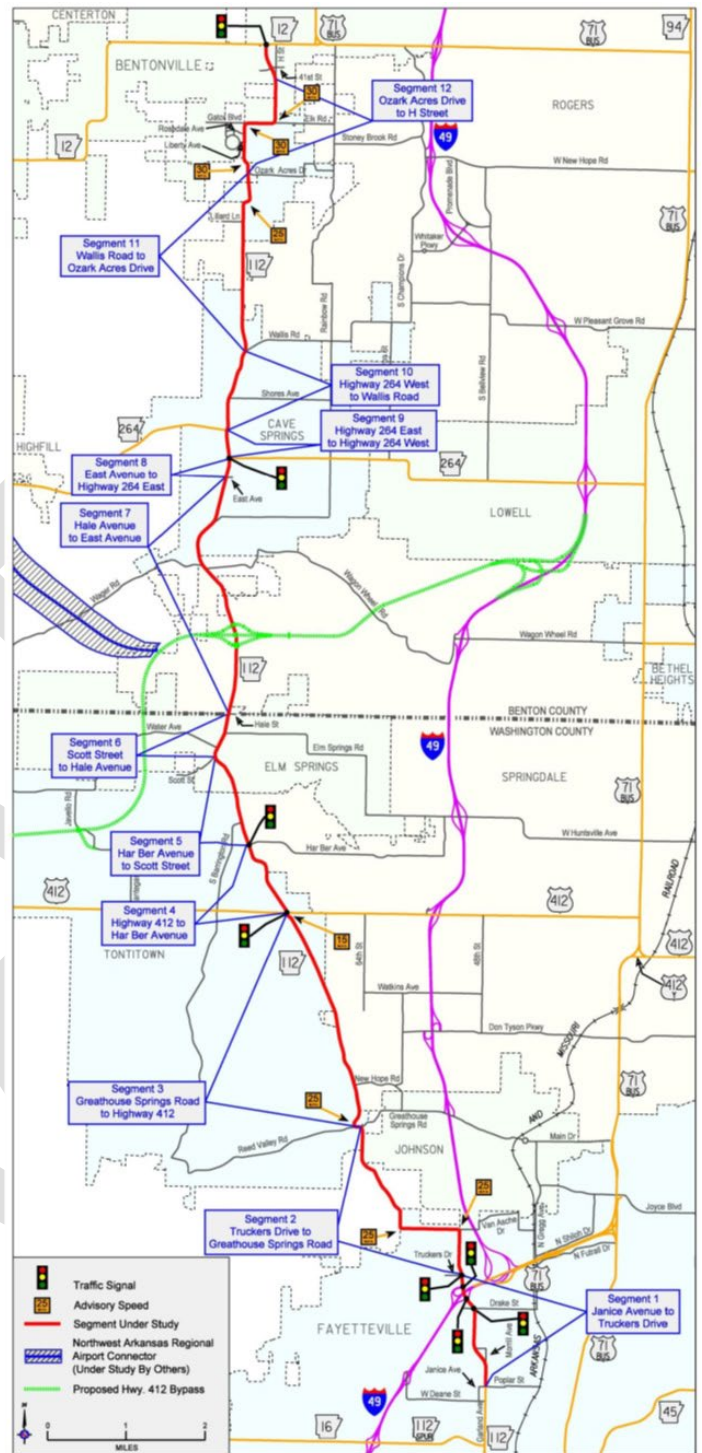
HWY. 112

Hwy. 112 is a two-lane highway that parallels I-49 to the west. It traverses through or near several environmentally sensitive areas, including the Cave Springs Recharge Area. The posted speed limit ranges from 30 to 55 miles per hour, with several areas of reduced advisory speeds located throughout the corridor. It is the only continuous North-South route west of I-49, serving local and regional traffic between Fayetteville and Bentonville, making it crucial for regional mobility.

At the request of NWARPC, the Arkansas State Highway Commission passed Minute Order 2012-027, which authorized a study of Hwy. 112 from Fayetteville to Bentonville, a total length of approximately 20 miles. The purpose of the Study was to determine the feasibility of improvements to Hwy. 112 to address capacity and safety needs.

With the exception of the northern-most portion of Hwy. 112, the corridor has two 10-foot lanes and no shoulders. Due to the continuing development in the area, much of the route is transitioning from a rural to an urban setting. The southern portion of the Study area has the highest traffic volumes with approximately 14,000 vehicles per day (vpd) south of Drake Street and 20,100 vpd at the I-49 interchange in Fayetteville. Hwy. 112 south of Drake Street is also a Razorback Transit bus route.

The Improvement Alternative considered as part of the Study would widen Hwy. 112 to four travel lanes, improve geometry, and provide access management. Strategies to manage access such as adequate driveway spacing, a raised median, and deceleration lanes will be necessary to maximize operations and safety through this corridor. Hwy. 112 currently has four travel lanes with a raised median in the northernmost portion of the Study area (from 41st Street to Hwy. 12 in Bentonville). The portion south of the Study area from Hwy. 112 Spur to Deane Street (in Fayetteville) that was recently improved also has four travel lanes with a raised median. This alternative would also realign selected locations of Hwy. 112 to improve safety and mobility.

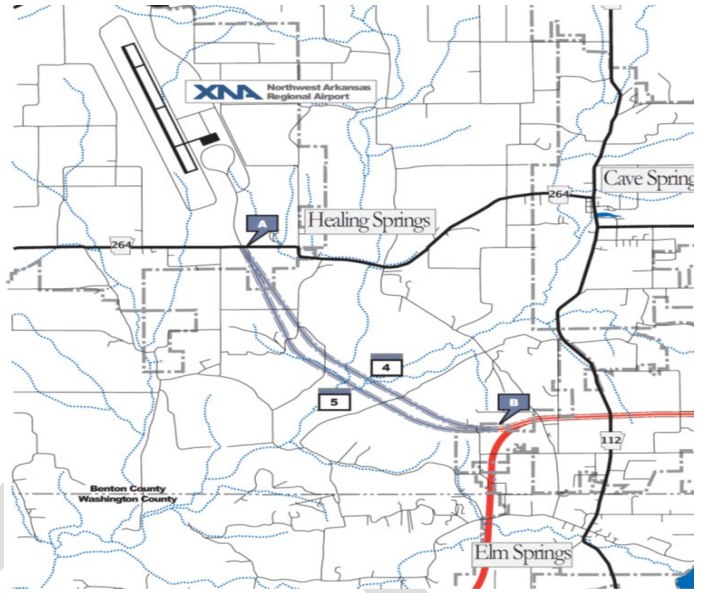


<https://www.nwarpc.org/pdf/Publications/Hwy%20112%20Corridor%20Study.pdf>

NORTHWEST ARKANSAS NATIONAL AIRPORT ACCESS ROAD

The proposed airport access road will provide an intermodal access road that will connect XNA to Hwy. 612 (Hwy. 412 Northern Bypass) and I-49. The roadway is designed to provide a high speed fully-controlled access roadway for airline passengers, employees, and air freight cargo with access from the Interstate and major highway system. The need for improved access was identified as part of the site selection study in the early 1990’s. A project overview can be found at this [link](#).

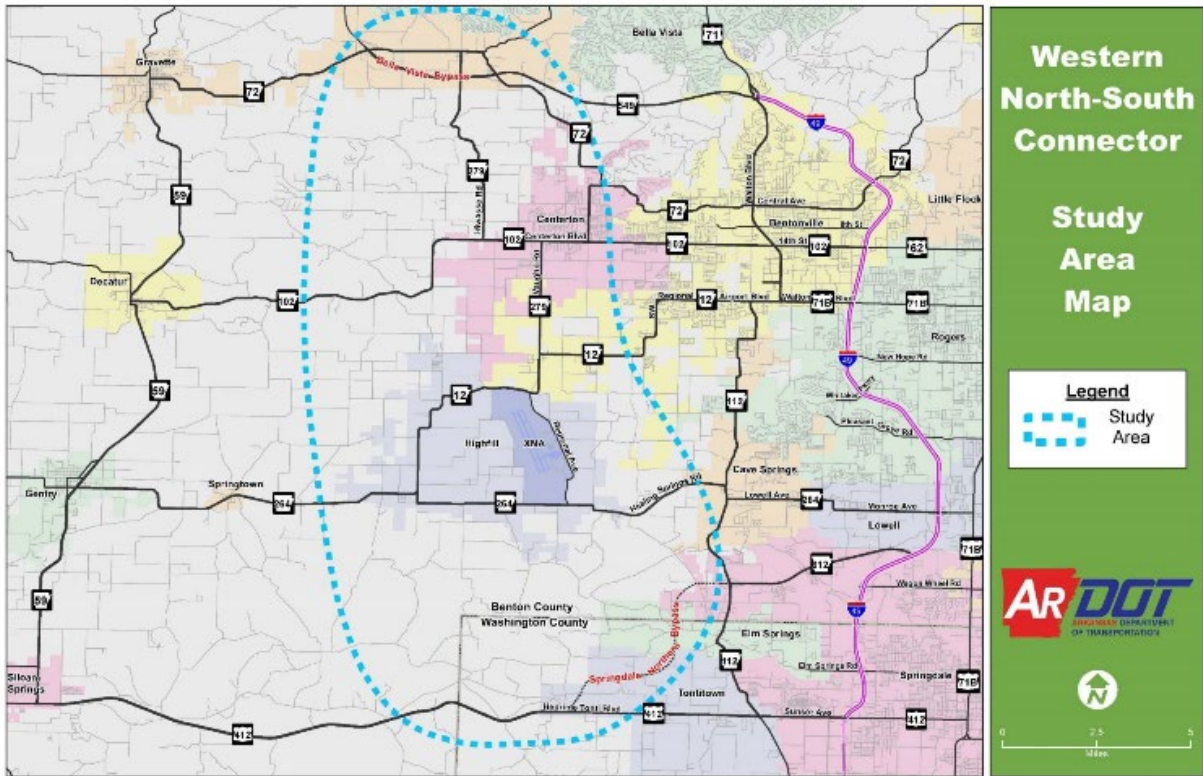
In 1998, TEA-21 identified the access road to the airport as a high priority project and authorized Federal-aid under the High Priority Project Program to partially fund the construction of the project. The project remains a priority for the region and is included in the 2045 MTP.



NORTH-SOUTH CONNECTOR STUDY

At the request of NWARPC, the Arkansas State Highway Commission passed Minute Order 2019-011, to study the need for and feasibility of a new highway connection from Highway 612 (Hwy. 412 Northern Bypass) to Highway 549 (Bella Vista Bypass) west of I-49 in Northwest Arkansas. The study will address existing and future traffic operations, historical crashes, and infrastructure conditions. In July 2020, ARDOT conducted a Public Involvement Meeting to obtain public input about the Western North-South Connector Study.

Figure 1: Study Area



BRIDGES – STATE, COUNTY, AND CITY OWNED

FHWA requires inspections on all bridges on Federal, State, and local (city/county) roadways based on National Bridge Inspection Standards (NBIS) and National Bridge Inventory (NBI). ARDOT is the coordinating agency between FHWA and local jurisdictions for the NBIS program.

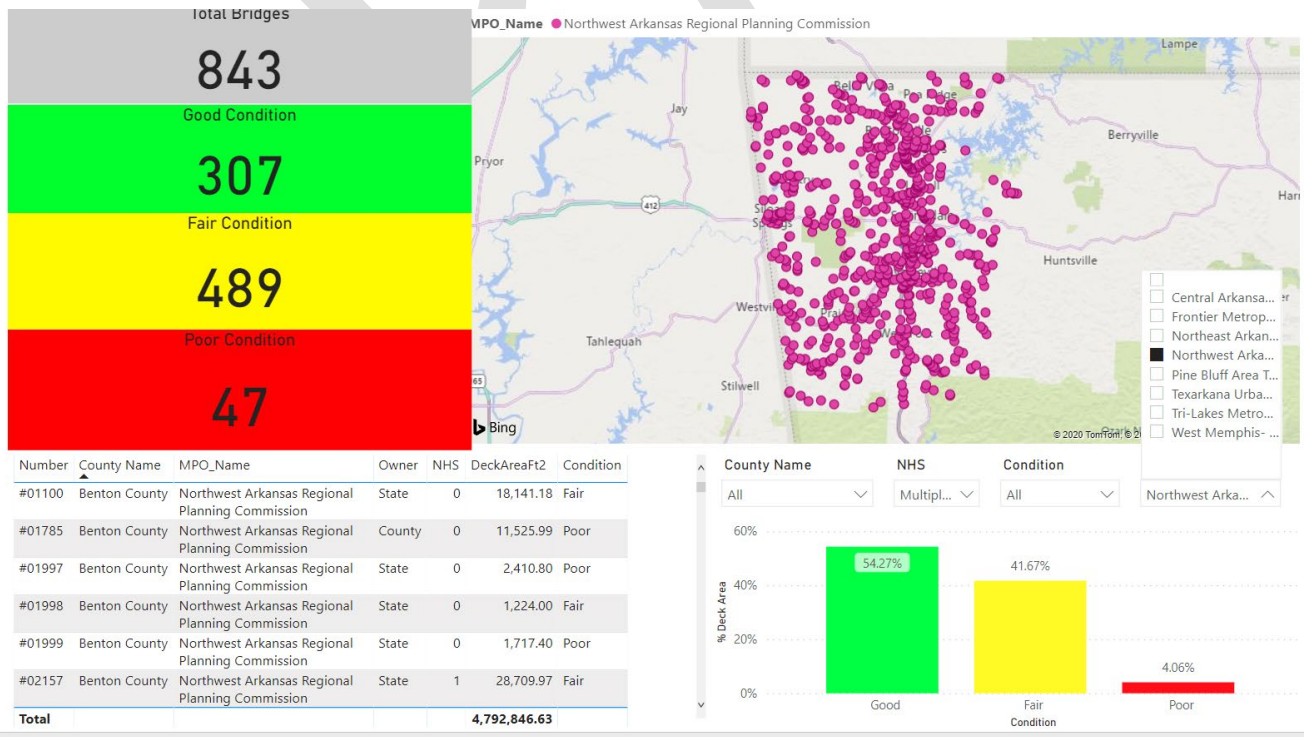
Public safety is the principal objective of the inspection program. ARDOT has developed “Local Government Procedures for Compliance with the National Bridge Inspection Standards” as prepared and distributed by ARDOT, September 2013.

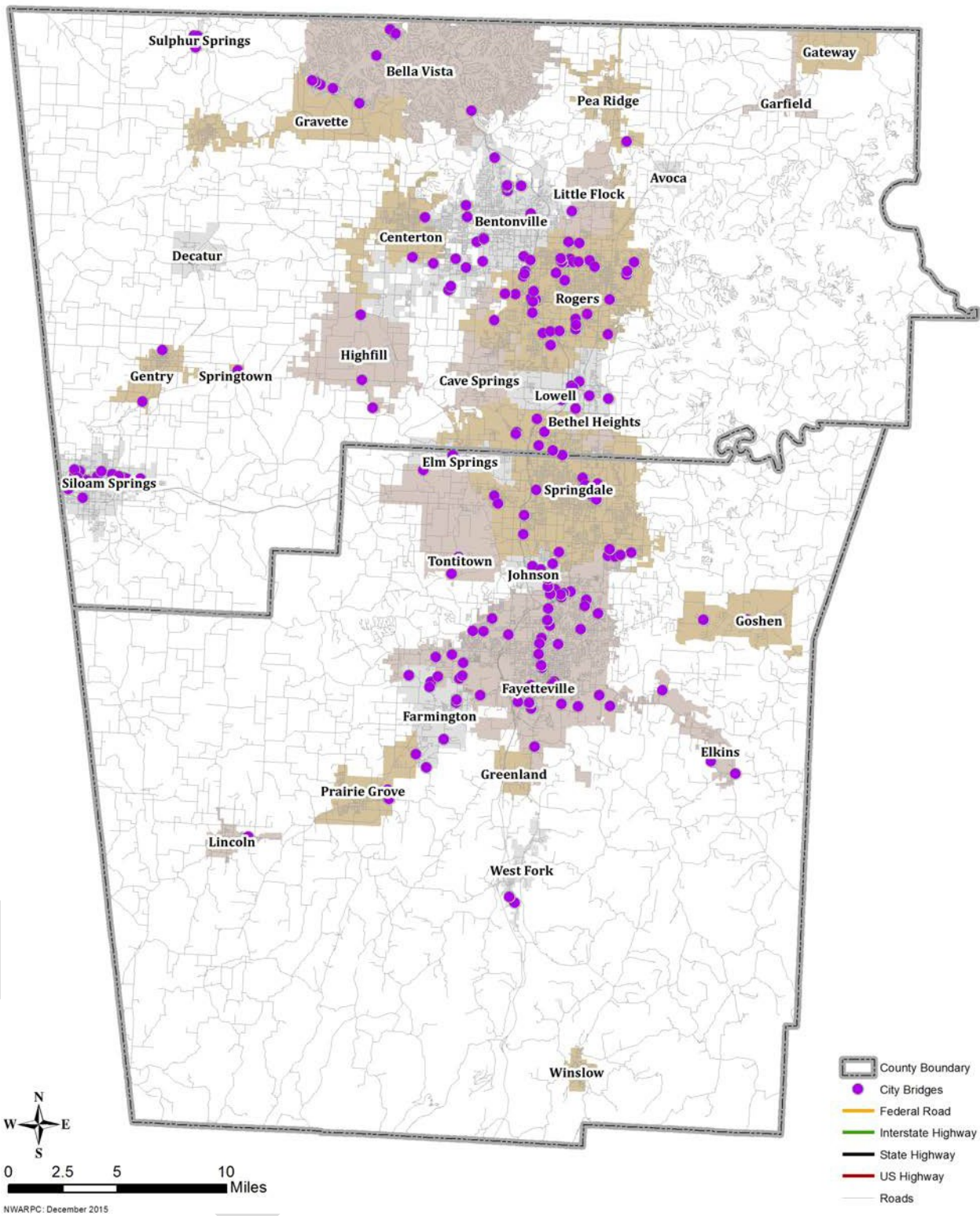
In 2015, the Arkansas State Highway Commission passed Minute Order 2015-083 to develop a Bridge Management System. The Bridge Management System is being utilized to meet MAP-21/FAST Act requirements that will help establish targets for the condition of the bridge inventory and performance measures to determine progress in meeting those targets. ARDOT currently uses the Deighton Total Infrastructure Asset Management System (dTIMS) software for pavement management. The same software will be utilized for State-owned bridges to help “predict the future condition of the bridge inventory based on different funding scenarios, priorities, and project selections.”

The NBIS inventory contains 843 bridges/structures within Benton and Washington County.

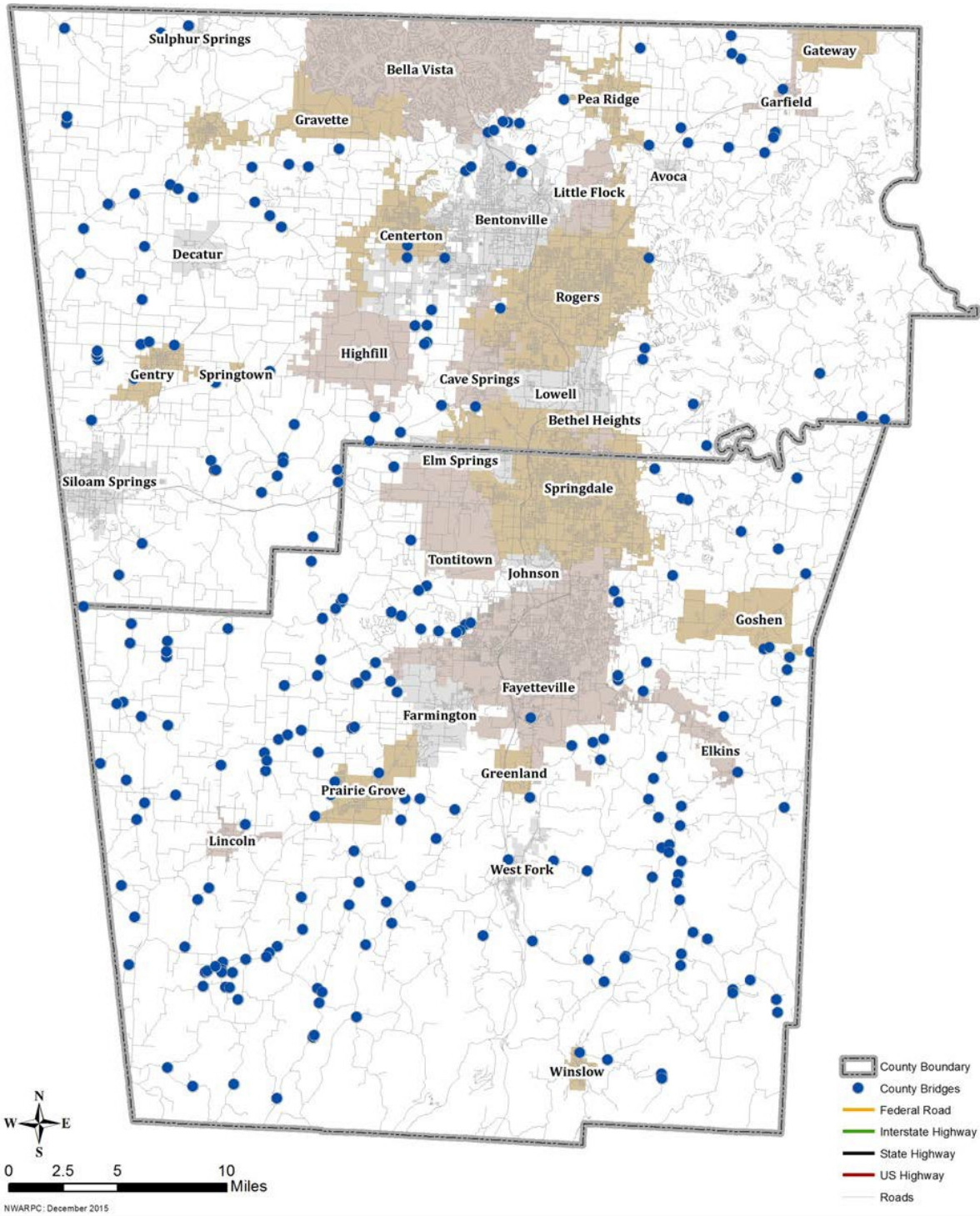
- 338 State and State Agency-Owned
- 260 County-Owned
- 210 City-Owned

For bridge priorities in Missouri, projects are selected as identified in MoDOT’s Southwest Bridge Plan. There are currently 29 State owned bridges within the MPA boundary in Missouri (McDonald County). The MoDOT bridge plan’s goal is to “ensure safety for the traveling public and to preserve connections over water features, railroads and other roads.” The MoDOT Southwest District Bridge Plan provides priorities for bridge rehabilitation and replacement projects based on condition, available funding, and designation as a primary or supplementary route.

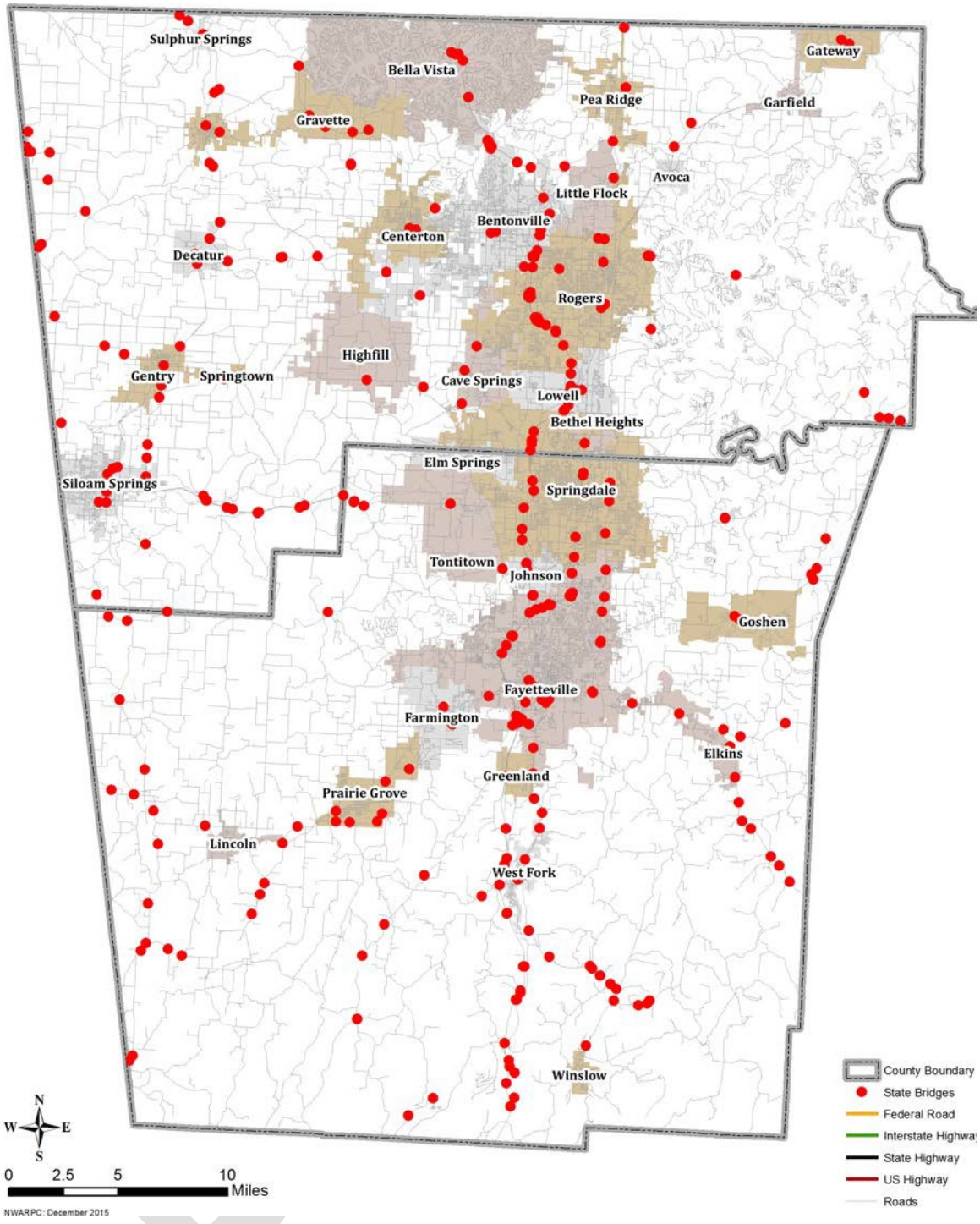




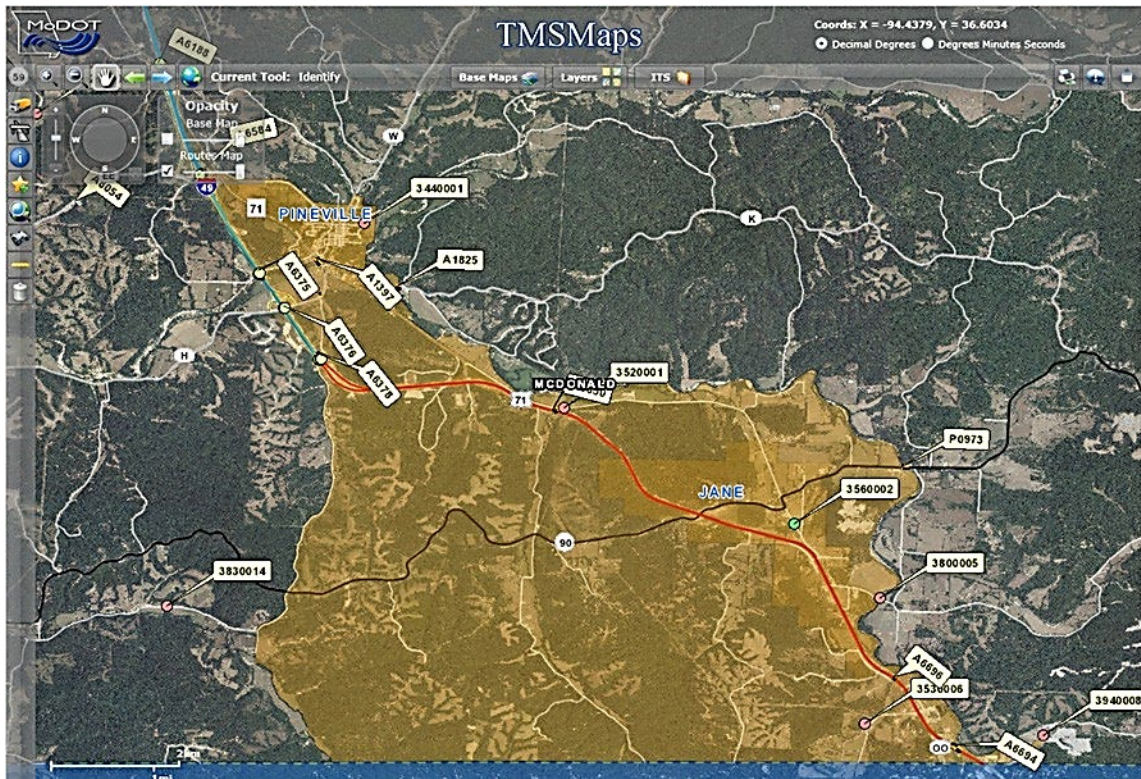
Map 9.5 - Northwest Arkansas City Bridges



Map 9.6 - Northwest Arkansas County Bridges



Map 9.7 - Northwest Arkansas State Bridges



Missouri State Owned Bridges

BRIDGE FUNDING

Funding of bridge projects varies depending on how the bridge is functionally classified – on-system or off-system and the National Highway System (NHS) designation. The use of NHPP, STBGP, and STBGP-GT 200K Federal funds is based on meeting the current Federal eligibility requirements of the specific program. Bridges that meet the eligibility requirements and required local match may apply for Federal-aid through AHTD, MoDOT or NWARPC.

ARDOT NHPP funding estimates are based on the area's proportion of the Statewide highway lane miles of functionally obsolete and structurally deficient bridges on the NHS but off the Interstate system. STBGP on-system bridge funding estimates are based on the area's proportion of Statewide non-NHS functionally obsolete/structurally deficient bridge lane miles. STBGP off-system bridge fund estimates are based on the area's proportion of Statewide locally owned functionally obsolete/structurally deficient bridges on off-system routes (functionally classified as minor collector or local). These funds can only be spent on bridges on off-system routes. STBGP-GT 200K funds may also be used for bridge projects designated as on-system or off-system.

Bridge projects to replace or rehabilitate bridges are based upon bridge sufficiency ratings developed through regular inspections by ARDOT of all public bridges.

Estimated Funding for Bridges (Federal funds plus match - millions):

Type	2025-2030	2031-2035	2036-2045
NHPP Bridge	\$ 53.3	\$ 49.5	\$ 115.0
STBGP-Off-System	\$ 9.4	\$ 8.8	\$ 20.4

The complete list of bridges and structures are shown in the [Bridges and Structures in the Metropolitan Planning Area](#) document.

STATE AND LOCAL MAINTENANCE

ACT 416 and voter approved Issue 1 funding that are part of the Governor’s Long Term Highway Funding Plan provides additional dedicated funding for system preservation for both ARDOT and local jurisdictions. The 2045 MTP also lists NHPP funding for Pavement Preservation. NHPP Pavement Preservation and ACT 416 funding is not included in new project development and is assumed for preservation of the system.

STATE HIGHWAYS

COUNTY ROADS

CITY STREETS

ACT 416
Issue 1
Total

\$95 million
\$205 million
\$300 million

\$13 million
\$44 million
\$57 million

\$13 million
\$44 million
\$57 million