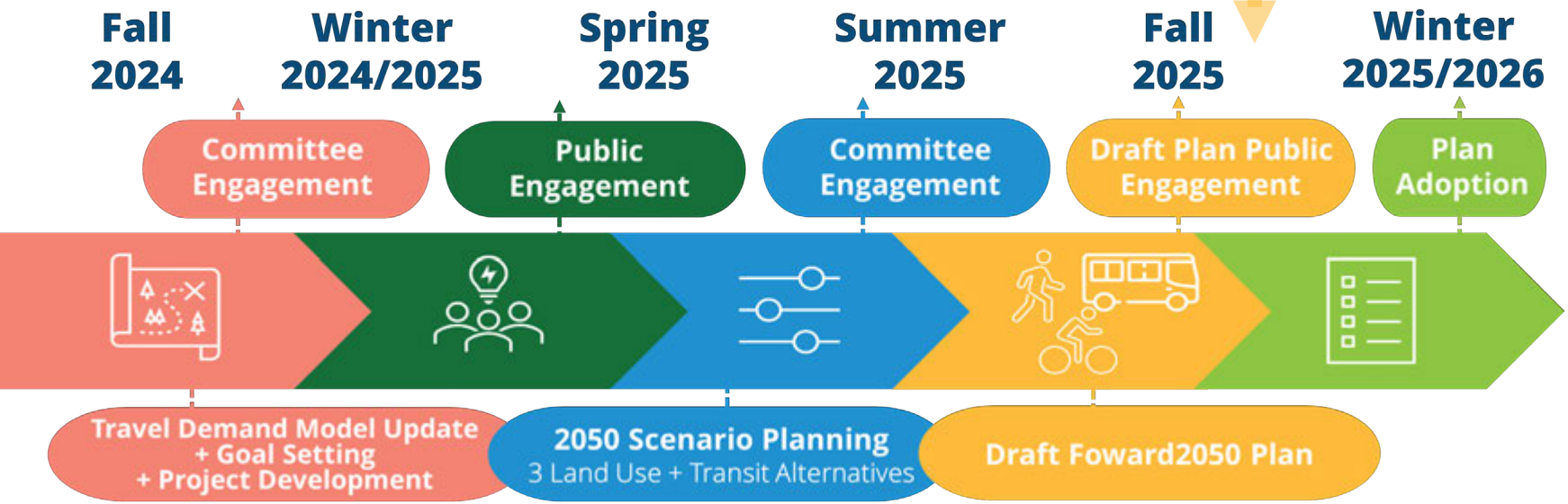
Forward 2050
Regional Transportation Plan
Chapter Presentations

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

We are here!



FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

Forward2050 Chapters:

1. **Building the Framework:** Purpose, Vision, and Engagement
2. **Setting the Stage:** Current Conditions and Future Outlook
3. **From Needs to Solutions:** Strategies for the 2050 Network
4. **Moving Forward:** Investing in the 2050 Network
5. **Understanding Impacts:** Constrained Projects Analysis
6. **Looking Ahead:** Implementing the Plan

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1

Building the Framework: Purpose, Vision, and Engagement

- Purpose & Background
- Legal & Policy Framework
- A Vision for the Region: Themes, Goals, & Objectives
- Your Voice in the Process: Public Engagement and Stakeholder Coordination

2

Setting the Stage: Current Conditions and Future Outlook

- Defining the Context: Population & Demographic Trends
- How the System is Performing
- Looking Ahead: Travel Demand Forecasts & Exploring Growth Scenarios

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3

From Needs to Solutions: Strategies for the 2050 Network

- Overview of the Framework: Rooted in Regional Plans
- Safety and Systems Integration
- Operations and Congestion Management
- Security and System Resilience
- 2050 Regional Network

4

Moving Forward: Investing in the 2050 Network

- Funding Sources: Where the Dollars Come From
- Revenue Projections: What We Expect Over the Planning Horizon
- Prioritizing Network Investments: The Forward 2050 Projects List

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5

Understanding Impacts: Performance Assessment

- Project Level Assessment
- Plan Level Assessment
- System Level Assessment

6

Looking Ahead: Implementing the Plan

- Future & Ongoing Plans & Studies
- Regional Funding Options to Accelerate Priority Projects
- Adapting, Improving, Moving Forward

1

Building the Framework: Purpose, Vision, and Engagement

Key Components:

- Background and Purpose
- Role of NWARPC as MPO
- Overview of Federal and State Requirements
- 2050 Goals and Objectives
- Public Outreach Summary

Building the Framework: Purpose, Vision, and Engagement

Why This Plan Matters

- The Purpose of the MTP
- Who We Are: NWARPC's Role in Planning for our Region
- The Rules We Follow: Federal and State Requirements
- How the Plan is Organized

Vision for the Region

- Guiding Themes for the Future
- Goals and How We'll Measure Success

Your Voice in the Process

- Working with Stakeholders and Partners
- Listening to the Public: Meetings, Surveys, and Workshops
- How Public Input Shaped the Plan

1 Background and Purpose

Long-Range Vision – Guides transportation investments and policies over a 25-year horizon.

Purpose – Ensures the system meets the needs of residents, businesses, and visitors.

Federal Requirement – Required for metro areas over 50K; updated every five years; required for the region to receive federal transportation funding.

1 Background and Purpose

What It Does – Identifies challenges, evaluates options, and sets strategy to move the region forward.

Framework for Action – Aligns local, state, and regional priorities for coordinated decision-making.

Shared Vision – Prepares Northwest Arkansas for growth while advancing safety, access, mobility, and resilience.

1

Northwest Arkansas Regional Planning Commission

Council of Governments and Metropolitan Planning Organization

WE WORK WITH PLANNING PARTNERS

City Leaders – Stakeholders – Residents

TO LEAD COMMUNITY PLANNING

Transportation Choice – Environmental Innovation – Responsible Growth

FOR A SAFE, CONNECTED & RESILIENT REGION.

VISION AND SHARED GOALS

CONVENING AND COLLABORATION

FUNDING AND IMPLEMENTATION

1 Role of NWARPC as MPO

The **NWARPC** serves as the region's **Metropolitan Planning Organization (MPO)**, the federally mandated entity responsible for carrying out the transportation planning process in the metropolitan area.

As MPO, NWARPC provides the framework for ***joint cooperation*** and ***decision-making*** in the planning and prioritization of transportation system improvements.

- **Committee Structure:** RPC/Policy Committee & Technical Advisory Committee (TAC)
- **Community Involvement:** Public Participation Plan (PPP)

MPO & TMA –
Federally designated to lead long-range transportation planning and manage federal funds.

Funding Impact (since 2010) –

- ***Over $140M*** **awarded** in suballocated federal funds (STBGP-A, TAP, CRP)
- ***Over $100M*** **awarded** in competitive U.S. DOT grants
  - ✓ Razorback Greenway
  - ✓ Bella Vista Bypass
  - ✓ Highway 112
  - ✓ NWA Green Network

1 Overview of Requirements

10 Federal Planning Factors 23 CFR § 450.306 (b)

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

- Economic Vitality
- Safety
- Security
- Accessibility
- Environmental
- System Integration
- System Management
- Preservation
- Resiliency and Reliability
- Travel and Tourism

1 2050 Goals and Objectives

- Guide the development of Forward2050 as well as NWARPC's overall planning initiatives throughout the next five years.
- Tied to various elements of the MTP, including **federal planning factors** and performance measures.
- Focused on goals NWARPC can influence
- Focused objectives specifically on transportation.
- Create measurable objectives to track progress.

Federal Planning Factors


Economic Vitality


Safety


Security


Accessibility


Environmental


System Integration


System Management


Preservation


Resiliency and Reliability


Travel and Tourism

1

2050 Goals

G1: Implement a safe, efficient, and reliable multimodal transportation system.

G2: Advance plans and policies that enable transportation choice, respect the natural and human environment, and enhance quality of life.

G3: Foster regional collaboration and reinforce economic competitiveness.

Federal Planning Factors

- Economic Vitality
- Safety
- Security
- Accessibility
- Environmental
- System Integration
- System Management
- Preservation
- Resiliency and Reliability
- Travel and Tourism

1

G1 Implement a safe, efficient, and reliable multimodal transportation system.

1.01 Prioritize the **preservation** of the existing transportation system in good condition.

1.02 Support projects and strategies to manage or **reduce congestion**.

1.03 Encourage design features that **minimize crash potential**, severity, and frequency and support efforts to eliminate transportation-related fatalities and serious injuries.

1.04 Develop policies, plans, and programs that promote a **resilient and secure** transportation system.

1.05 Enable the adoption of new transportation **technologies**.

Federal Planning Factors


Preservation


Safety


System Management


Resiliency and Reliability


System Integration


Accessibility


Environmental


Security


Economic Vitality


Travel and Tourism

1

G1 Implement a safe, efficient, and reliable multimodal transportation system.

(Continued)

1.06 Support project development that promotes **pedestrian and bicycle safety and connectivity**.

1.07 Increase **access** to **sustainable** transportation modes and mobility options

1.08 Support a **connected multimodal** transportation system that is **safe**, **minimizes delay,** and increases **travel time reliability**.

1.09 Improve **network connectivity** by **reducing barriers** and improving **multimodal access** to activity and employment centers.

1.10 Pursue roadways that utilize **complete street design** standards.

1.11 Support **affordable and convenient public transportation** services.

Federal Planning Factors

- Preservation
- Safety
- System Management
- Resiliency and Reliability
- System Integration
- Accessibility
- Environmental
- Security
- Economic Vitality
- Travel and Tourism

1

G2 Advance plans and policies that enable transportation choice, respect the natural and human environment, and enhance quality of life.

2.01 **Integrate transportation and land use policies**, focused on housing, density, mixed use, and transit-oriented development.

2.02 Plan transportation facilities with **context sensitive design** standards that align with community and environmental needs.

2.03 Support transportation facilities that **connect neighborhoods** and **encourage active, healthy living**.

2.04 Support investments that **protect air and water quality** and **build resilience** to the transportation infrastructure.

Federal Planning Factors


System Integration


Environmental


Accessibility


Resiliency and Reliability


Safety


Preservation


Economic Vitality


System Management


Travel and Tourism


Security

1

G2 Advance plans and policies that enable transportation choice, respect the natural and human environment, and enhance quality of life. *(Continued)*

2.05 **Interconnect transportation infrastructure** systems with **natural infrastructure** to provide a range of benefits including preservation of natural areas, improved public health and safety, mitigation of flood hazards, air and water quality protection, and habitat improvement.

2.06 Support opportunities for **underserved populations**, including economically disadvantaged, minority, aging, and disabled populations, with **convenient transportation options** to employment, education, healthcare, fresh food options, and other essential services.

2.07 Develop strategies to **engage residents underserved** by traditional planning processes.

Federal Planning Factors

- System Integration
- Environmental
- Accessibility
- Resiliency and Reliability
- Safety
- Preservation
- Economic Vitality
- System Management
- Travel and Tourism
- Security

1

G3 Foster regional collaboration and reinforce economic competitiveness.

3.01 Foster **innovative financing and partnerships** for project development and implementation.

3.02 Support an **integrated freight system** for the efficient movement of goods.

3.03 **Support coordination** between local, state, and federal planning partners to develop **shared goals and policies and enhance data sharing**.

3.04 **Participate** in regional planning efforts initiated by other agencies and organizations.

3.05 **Lead and partner** on planning efforts crossing multiple jurisdictions within NWARPC's planning area.

Federal Planning Factors


Economic Vitality


System Integration


Resiliency and Reliability


System Management


Accessibility


Travel and Tourism


Safety


Security


Resiliency and Reliability


Preservation

1 Engagement Summary

Public Engagement

- Public Open Houses (*Spring & Fall*)
- Tabling at Community Events
- Regional Transportation Public Opinion Survey (*representative sample*)
- Forward 2050 Project Survey (*self-selected*)

Workshops, Meetings & Events

- Steering Committee & Stakeholder Meetings
- ULI Place Summit Workshop
- Speaker Engagements & Presentations
- City One-on-One Meetings

Forward2050 Public Survey

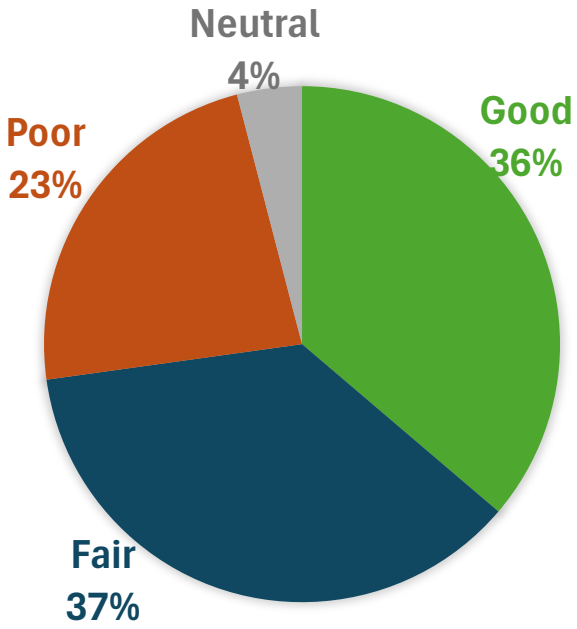
891 Responses (self-selected)

Key Takeaways

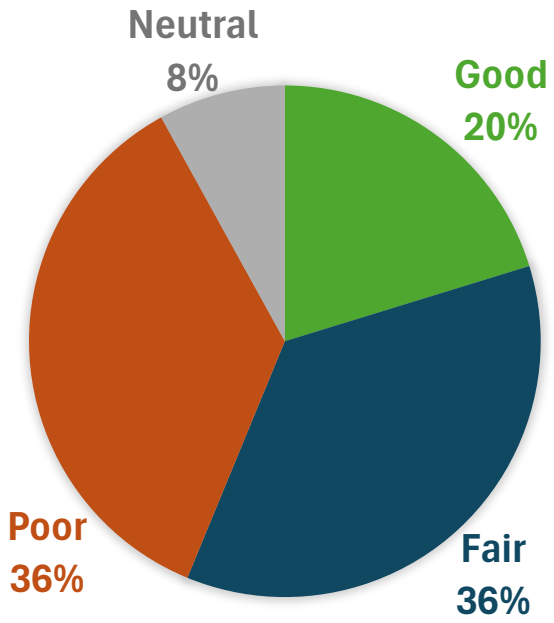
1. *Urgent* need to improve and expand road infrastructure
2. Strong public interest in regional rail or bus transit options
3. Mixed commentary on bicycling infrastructure
4. Access to transit for underserved populations
5. Desire for long-term, forward-thinking planning

How do you rate the availability and quality of:

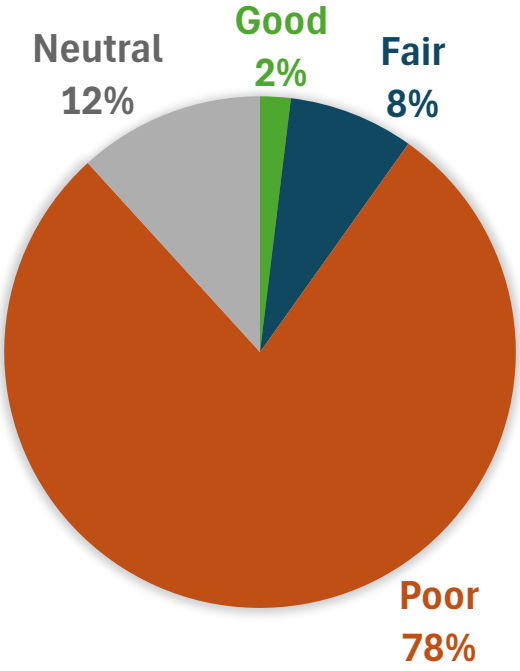
Availability and quality of multi-use trails and sidewalks



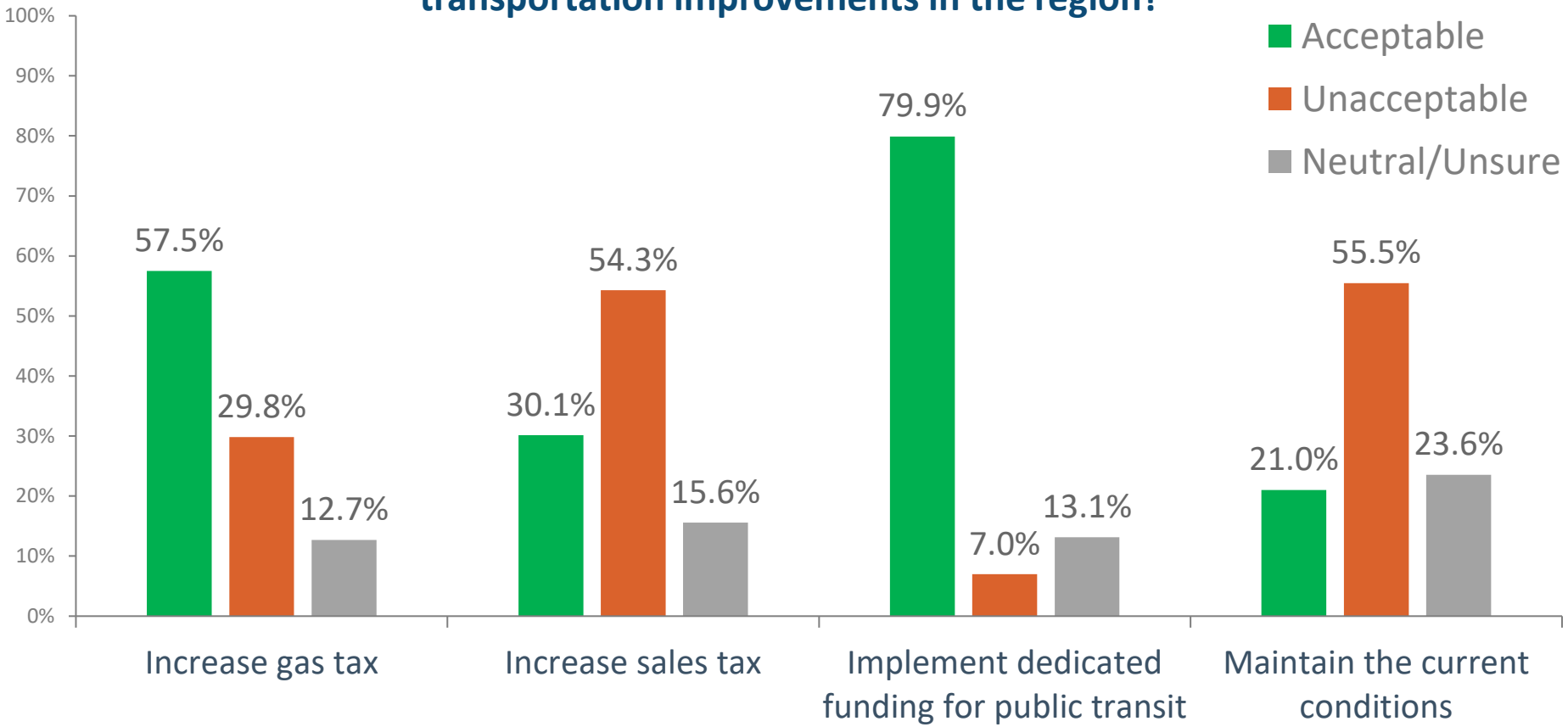
Length and reliability of your commute to work



Availability and accessibility of transit



How do you rate the following strategies to fund transportation improvements in the region?



Why do you ***not*** use public transit?

Answer Choices	Percent Selected
Too far from origin destination	60.68%
Inconvenient	49.89%
Transit frequency	43.86%
Transit reliability	35.80%
Travel times	28.41%
Prefer private vehicle	27.84%
Feel unsafe on transit	11.14%
Other	23.64%

446 Written Comments

"We need quicker, reliable commute times in Washington and Benton Counties, especially for those who travel between the two areas. We must plan for infrastructure improvements without ruining the natural beauty, open spaces and overall "feeling" of the NWA landscape."

"I am grateful for the regional interconnectivity of the greenway trail. I want to use transit more, but it is inconvenient/unsafe to get to a stop and cannot get where I need to go without adding a lot of travel time. I am from NWA and will finish grad school soon. I want to live in a place with good public transit"

"We need to prepare now to make it convenient for the future to travel around not only to and from work but also to other points (downtown, shopping, museum or other points of interest, etc.)"

2

Setting the Stage:
Current Conditions and Future Outlook

Key Components:

- Population Projections
- Existing and Future Household Densities
- Existing and Future Traffic Patterns
- Growth Scenarios

Setting the Stage: Current Conditions and Future Outlook

Defining the Context

- Population Snapshot
- Overview of the Transportation System
- Housing, Land Use, and Equity Considerations
- Environmental and Natural Resource Context
- **Economic Development Connections**

How the System is Performing

- Measuring System Performance
- Safety, Congestion, and Accessibility
- Transit, Freight, and Multimodal Trends

Growth & Future Demand

- Travel Demand Forecasts
- Exploring Growth Scenarios
  - Suburban Growth: Continuing Past Trends
  - Planned Growth: Following Local and Regional Plans
  - Urban Growth: Supporting High-Capacity Transit

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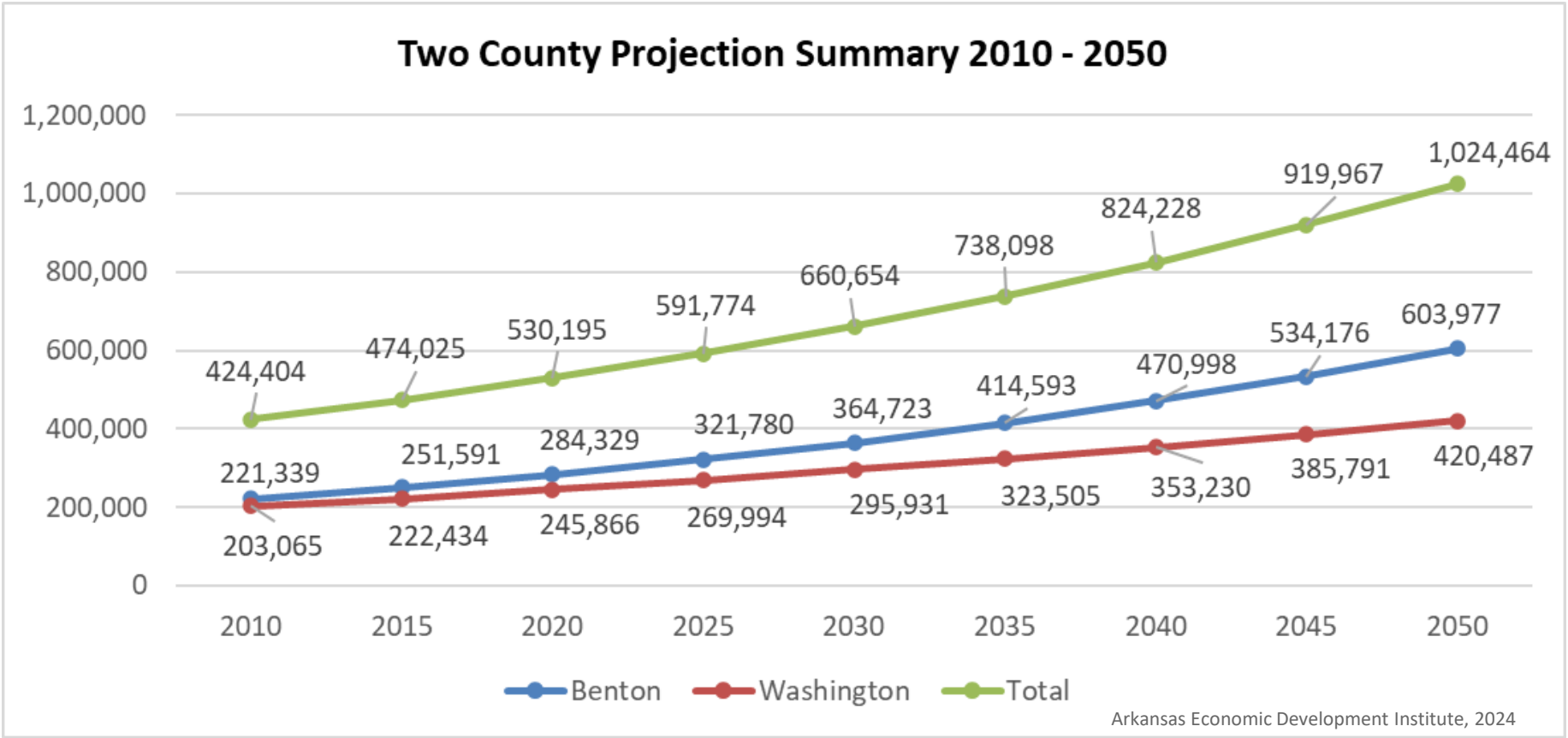
Big Picture: 1 million residents by 2050



Arkansas Economic Development Institute, 2024

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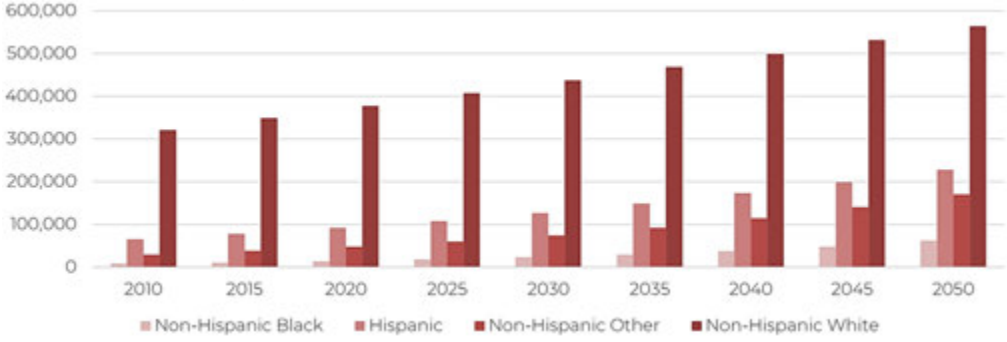
Population Growth Forecast

Population Growth – Race and Nativity
Washington & Benton Counties (AEDI Projections)



Cities	2020 Census	Census Bureau July 1, 2024 Population Estimate	NWARPC 2050 Population Forecast	Population Growth 2020 - 2050	Pop Growth Rate (2024 to 2050)	Population Average Annual Growth Rate AAGR (2024 to 2050)
Avoca	487	501	849	362	69%	2.05%
Bella Vista	30,104	33,274	44,335	14,231	33%	1.11%
Bentonville	54,164	61,791	142,969	88,805	131%	3.28%
Cave Springs	5,495	6,304	16,052	10,557	155%	3.66%
Centerton	17,792	25,745	49,272	31,480	91%	2.53%
Decatur	1,773	1,723	3,835	2,062	123%	3.13%
Elkins	3,602	4,025	7,052	3,450	75%	2.18%
Elm Springs	2,361	2,872	5,581	3,220	94%	2.59%
Farmington	7,584	10,473	18,421	10,837	76%	2.20%
Fayetteville	94,311	103,134	153,358	59,047	49%	1.54%
Garfield	593	622	837	244	35%	1.15%
Gateway	436	452	1,155	719	156%	3.67%
Gentry	3,790	4,672	10,208	6,418	118%	3.05%
Goshen	2,102	2,383	4,269	2,167	79%	2.27%
Gravette	3,547	3,826	13,215	9,668	245%	4.88%
Greenland	1,223	1,240	5,028	3,805	305%	5.53%
Highfill	1,587	2,793	12,813	11,226	359%	6.03%
Johnson	3,609	3,705	6,672	3,063	80%	2.29%
Lincoln	2,294	2,371	5,295	3,001	123%	3.14%
Little Flock	3,055	3,040	5,542	2,487	82%	2.34%
Lowell	9,839	11,568	28,201	18,362	144%	3.49%
Pea Ridge	6,559	10,190	20,013	13,454	96%	2.63%
Prairie Grove	7,045	8,589	15,631	8,586	82%	2.33%
Rogers	69,908	75,639	130,650	60,742	73%	2.12%
Siloam Springs	17,287	20,075	32,341	15,054	61%	1.85%
Springdale	87,320	89,368	157,543	70,223	76%	2.20%
Springtown	83	89	220	137	147%	3.54%
Sulphur Springs	481	475	1,202	721	153%	3.64%
Tontitown	4,301	7,941	13,476	9,175	70%	2.05%
West Fork	2,331	2,356	5,810	3,479	147%	3.53%
Winslow	365	364	488	123	34%	1.14%
Total (Cities)	445,428	501,600	912,332	466,904	82%	2.3%
Benton County	284,333	321,566	603,977	319,644	88%	2.5%
Washington County	245,871	266,184	420,487	174,616	58%	1.8%
Unincorporated Areas 2 Counties	84,776	86,150	112,132	27,356	30%	1.0%
Total 2 Counties	530,204	587,750	1,024,464	494,260	74%	2.2%

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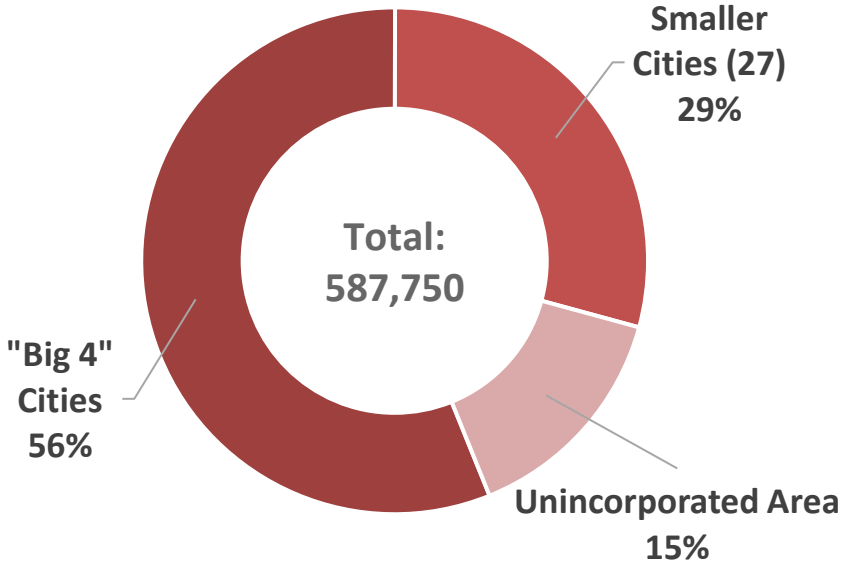
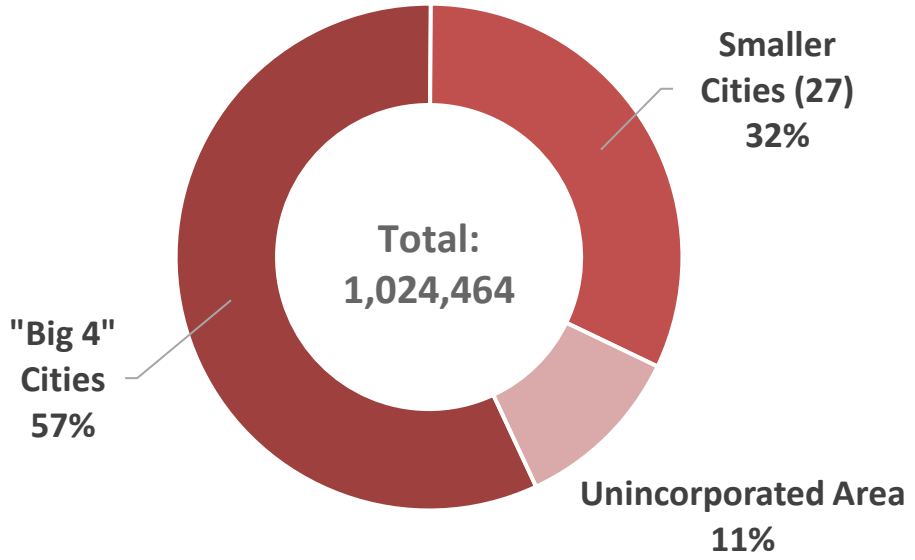
Population Growth Forecast

Share of Population (2024)



Share of Population (2050)



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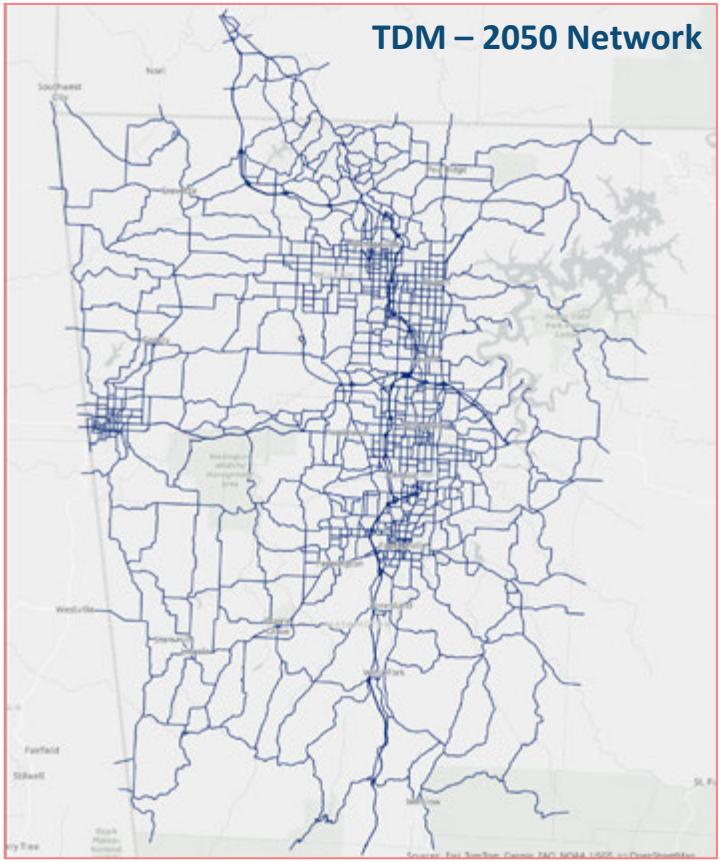
NWA Travel Demand Model



The NWA Travel Demand Model area includes **Washington and Benton Counties in Arkansas and the McDonald County, Missouri portion of the MPA.**

There are **701 internal TAZs** (Traffic Analysis Zones), of which **369** in Benton County, **326** in Washington County and **6** in McDonald County.

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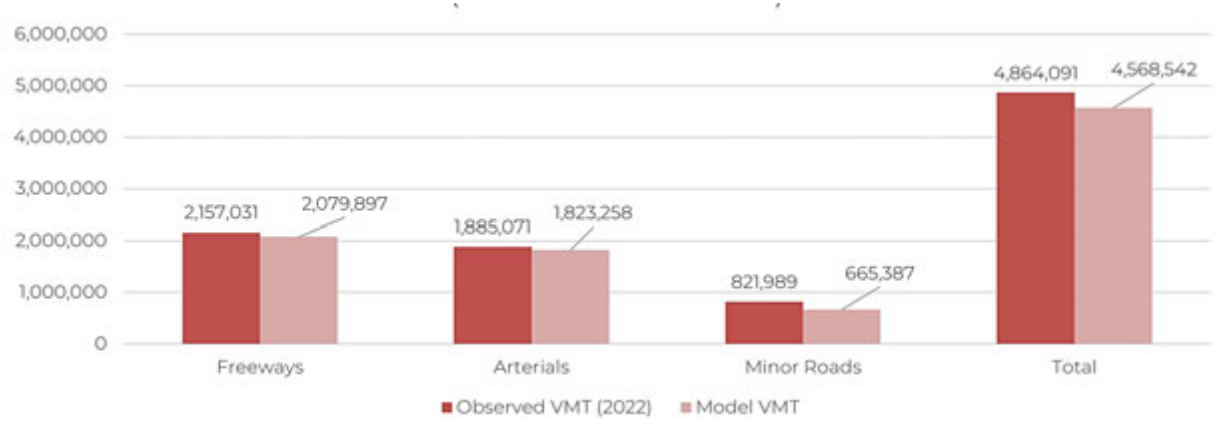
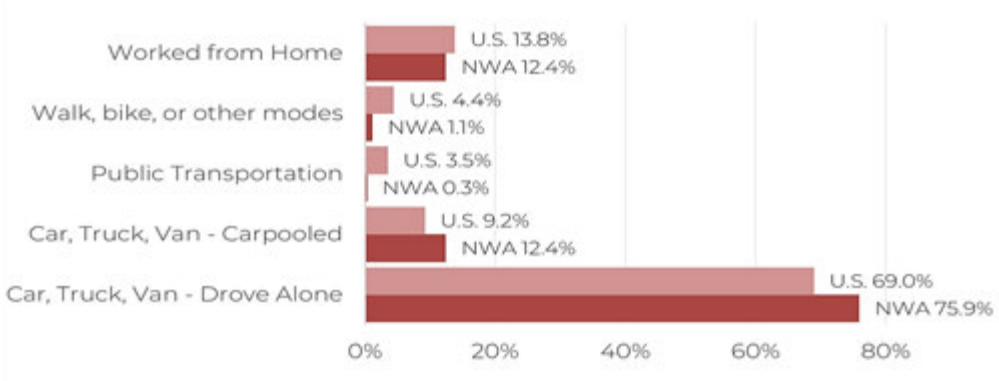
Existing and Future Travel Patterns

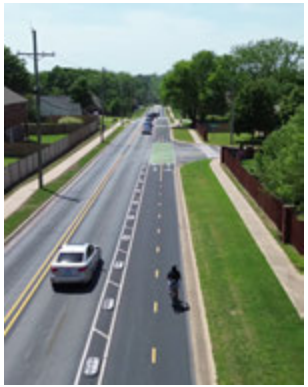
Vehicle Miles Traveled by Facility Type – Observed vs. Modeled (2022)

(Model Validation)



Commuting Mode Comparison – MSA vs. National Averages





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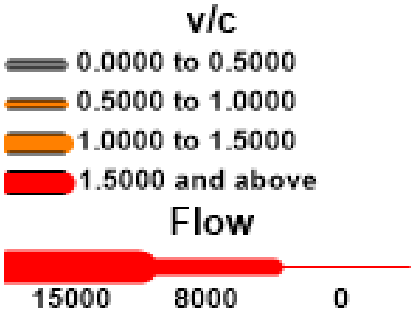
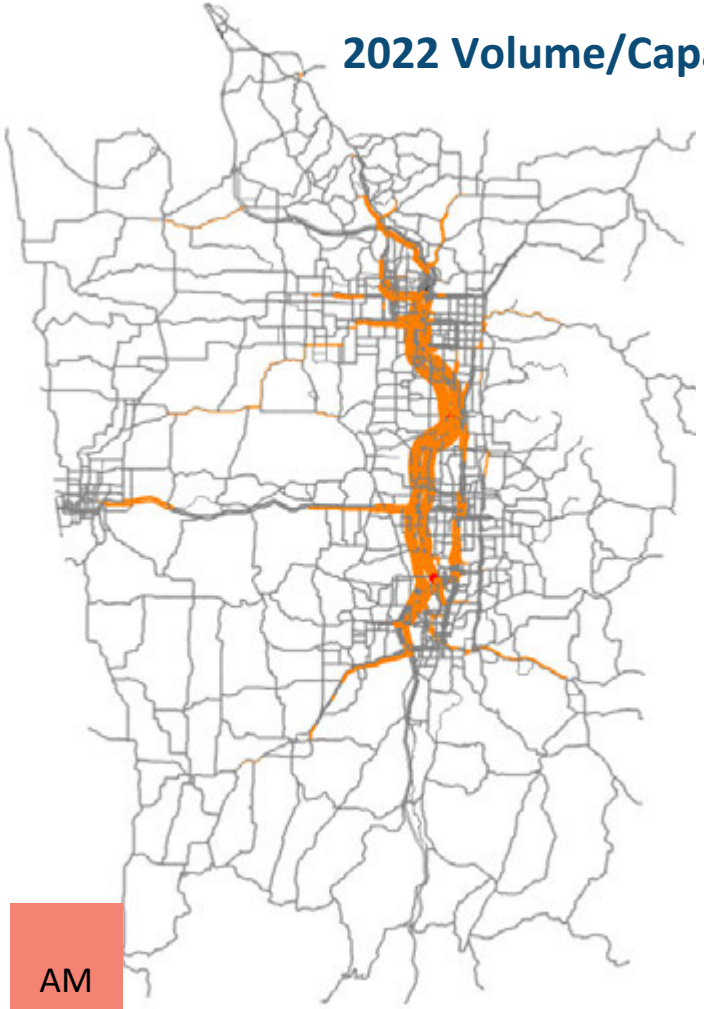
Existing & Future Traffic Patterns

2022 Volume/Capacity Ratios





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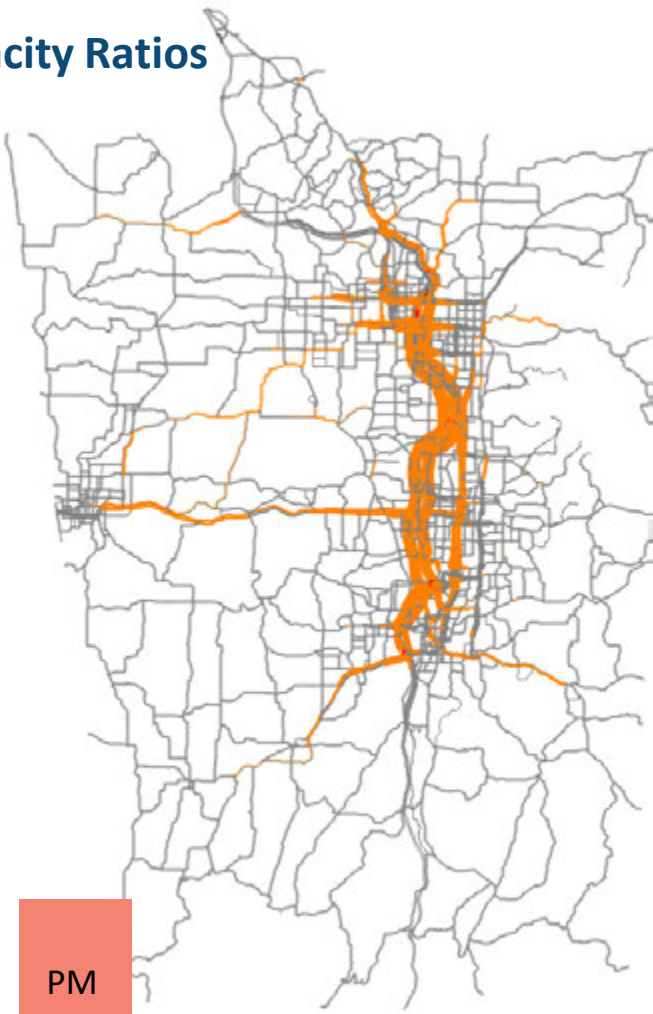

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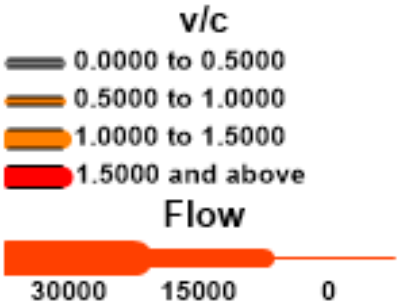
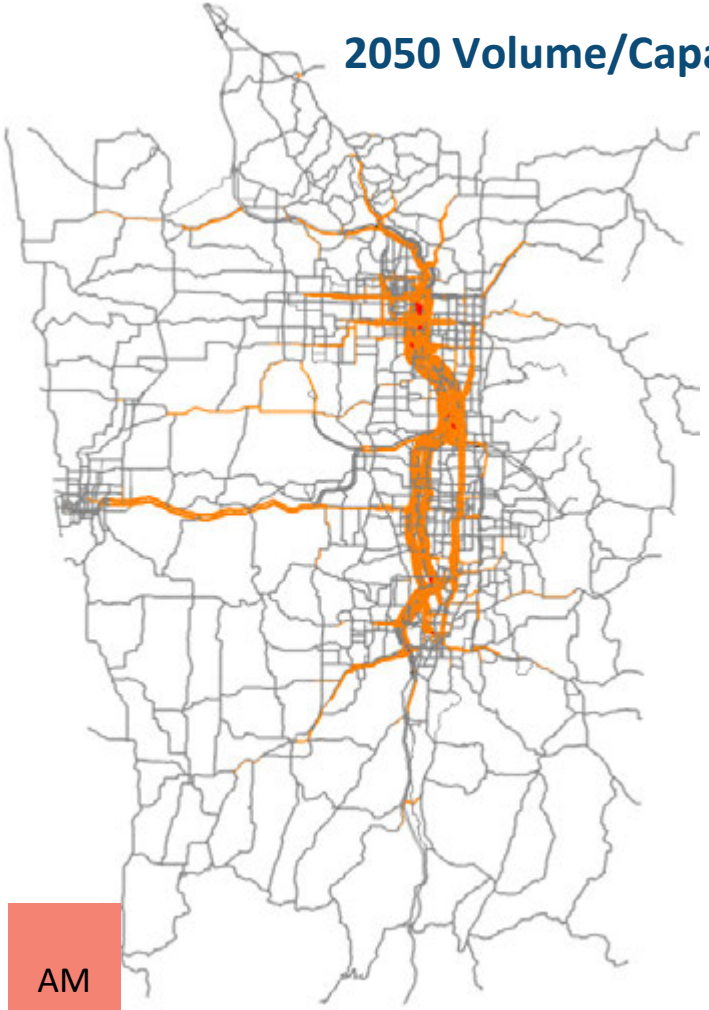
Existing & Future Traffic Patterns

2050 Volume/Capacity Ratios





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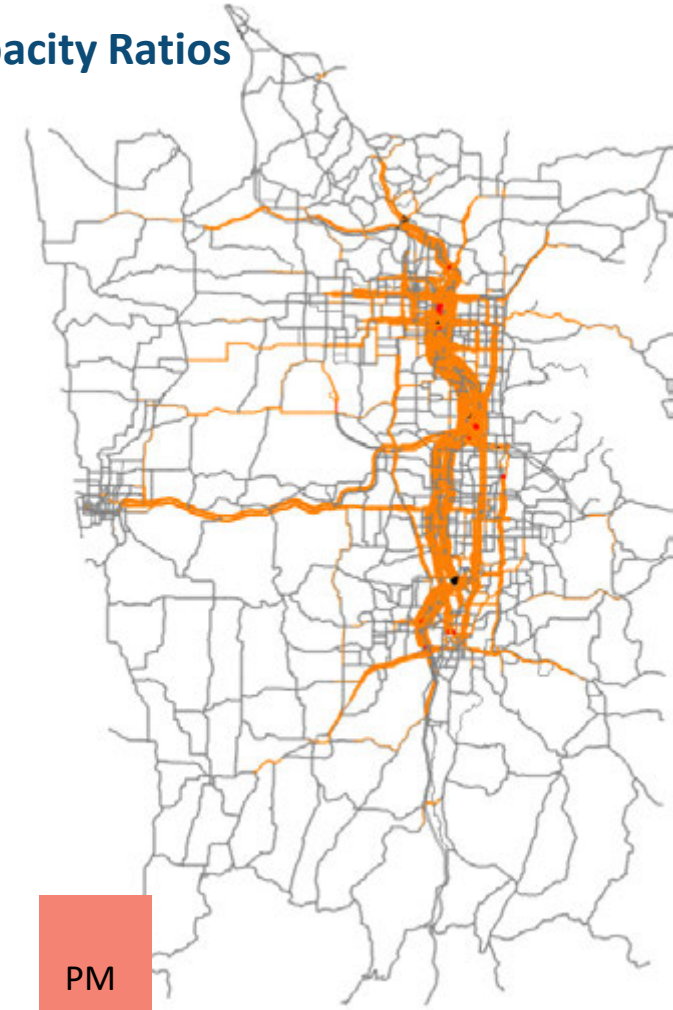

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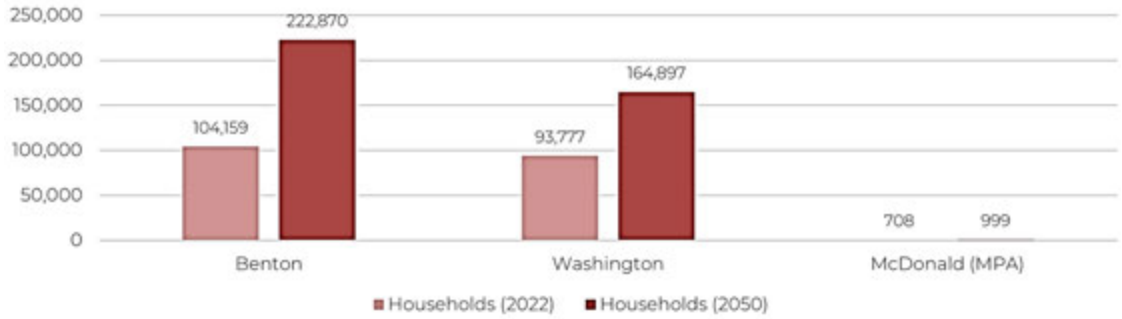
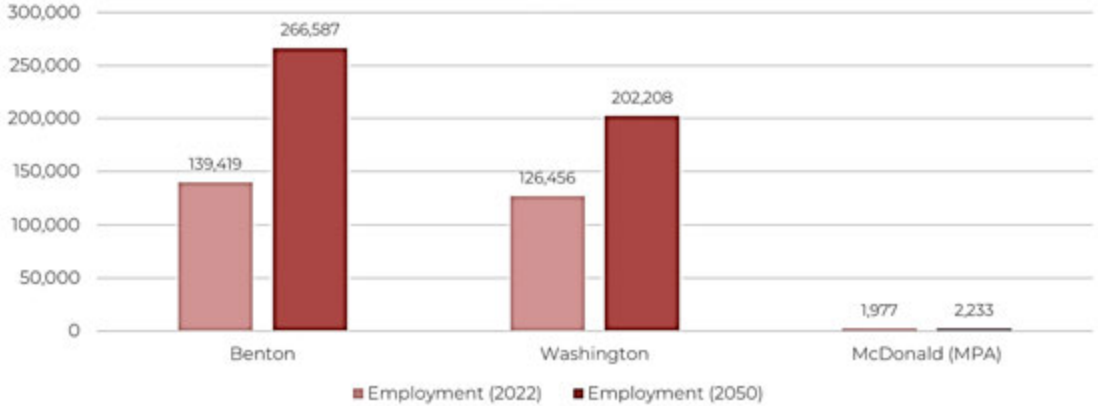
Existing and Future Growth

Households Growth in the MPA (TDM)



Employment Growth in the MPA (TDM)



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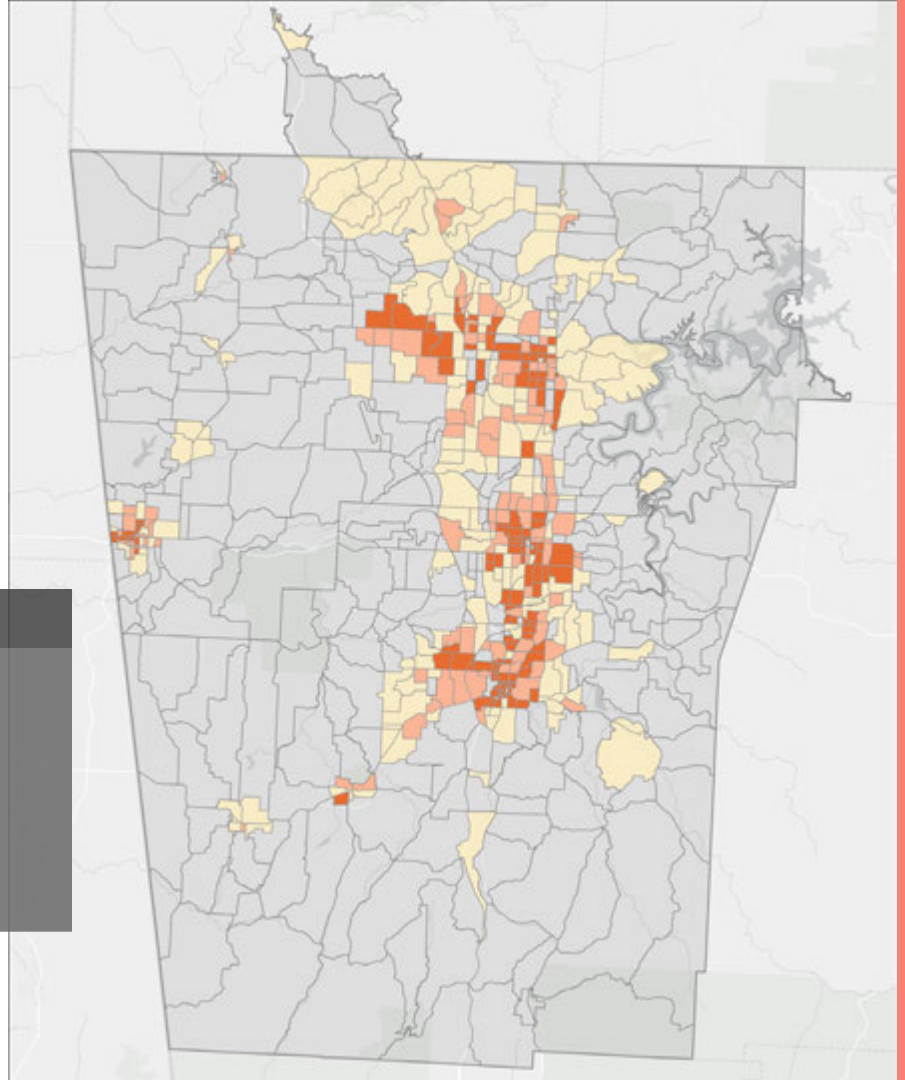
Existing & Future Household Density



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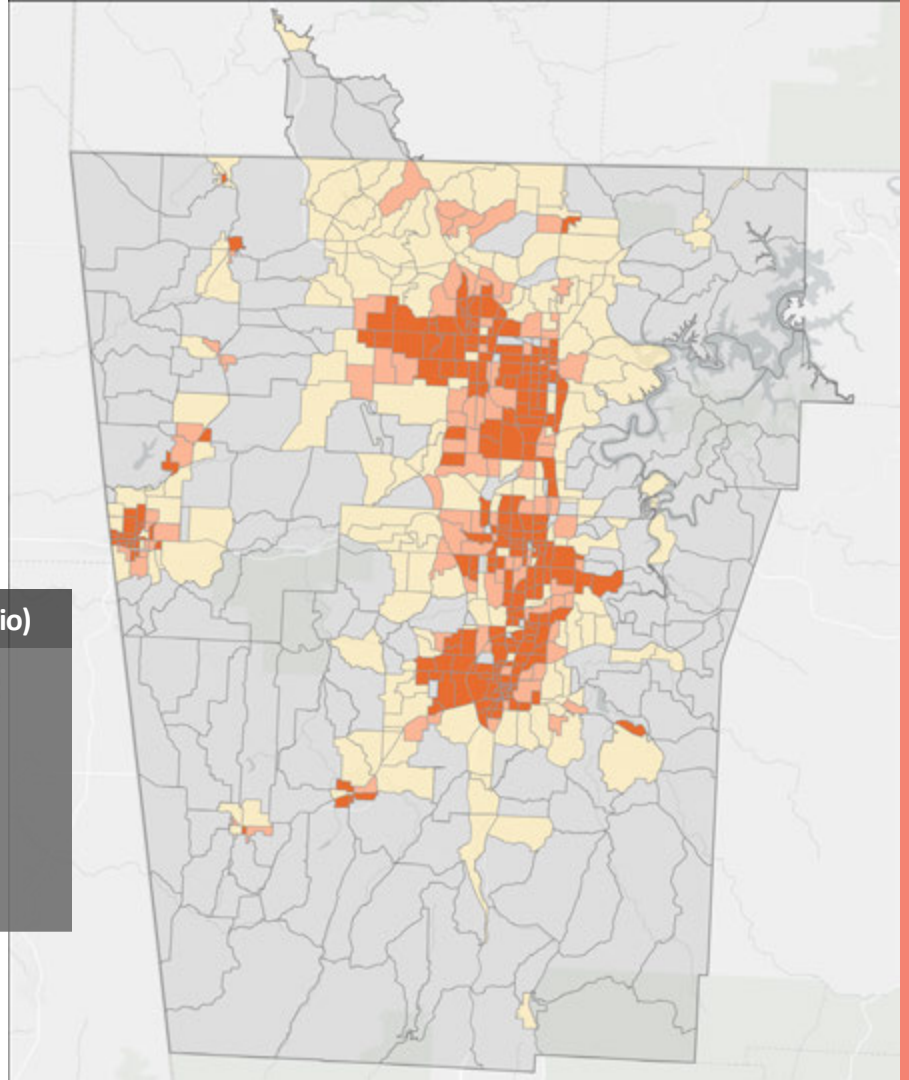
Existing & Future Household Density



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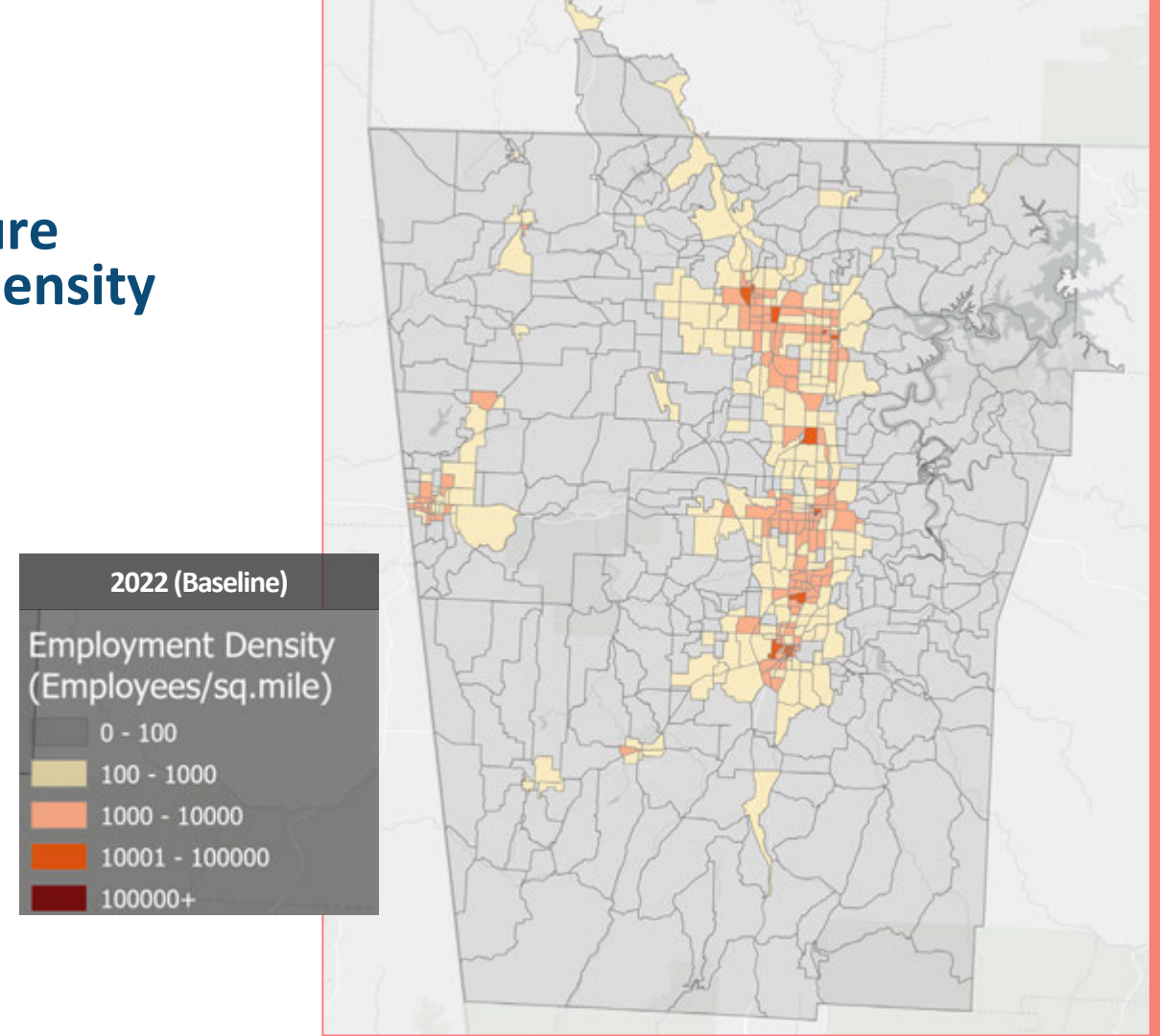
Existing & Future Employment Density



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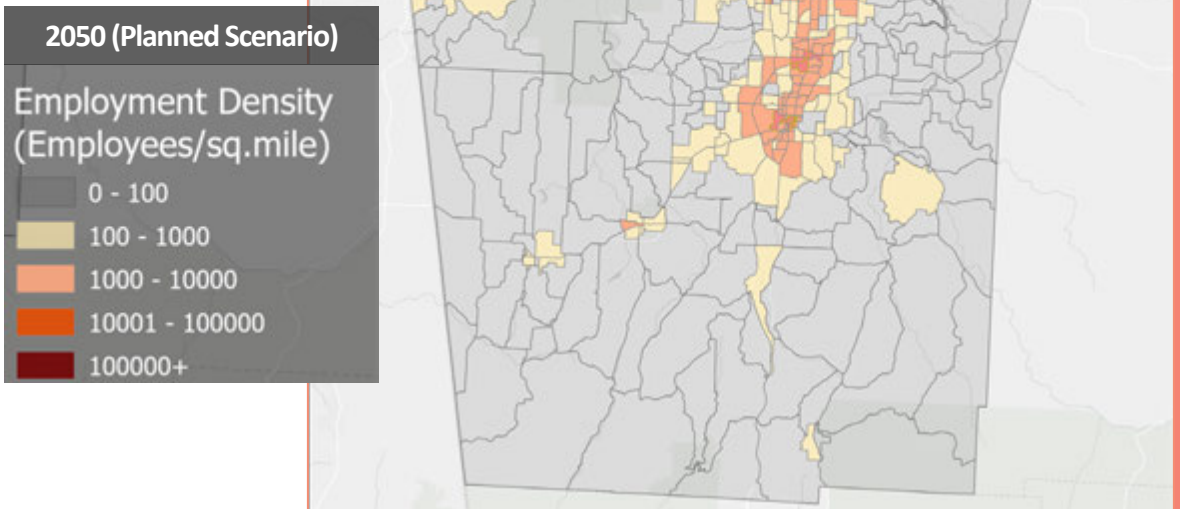
Existing & Future Employment Density



2 Future Growth and Development Scenarios

Suburban Growth Scenario

Key Assumptions:

- The region's development will follow patterns seen over the past 30 years.
- Cities with policies to diversify housing options are either unsuccessful or unwilling to implement them.

Probable outcomes:

- Longer commutes due to increasing distance between where people live and work .
- Higher infrastructure maintenance costs.
- Loss of agricultural/working lands.

Planned Growth Scenario

Key Assumptions:

- Cities will successfully follow their currently adopted long-range plans.
- Planned highway and arterial roadway infrastructure projects will be completed as scheduled.

Probable outcomes:

- Mixed use projects will support the region by providing housing, shopping, & employment within the existing urban area.
- Nodal transit-oriented development will support transit systems.

Urban Growth Scenario

Key Assumptions:

- Growth is focused in the urban core with transit-supportive development patterns.
- The region implements and upholds policies to protect the natural landscape and working lands.

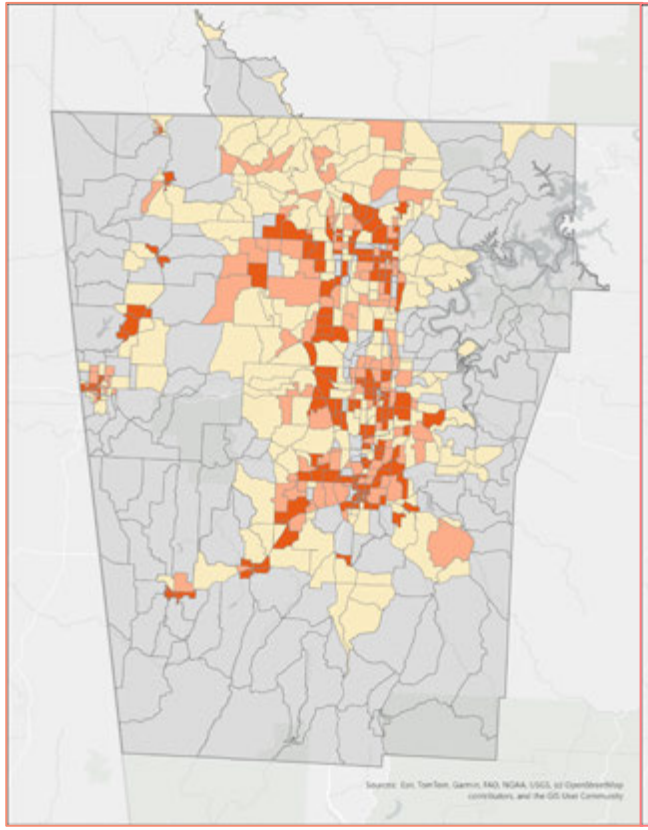
Probable outcomes:

- Viable transportation options outside of the personal vehicle.
- Less greenfield development results in rural environment remaining intact.

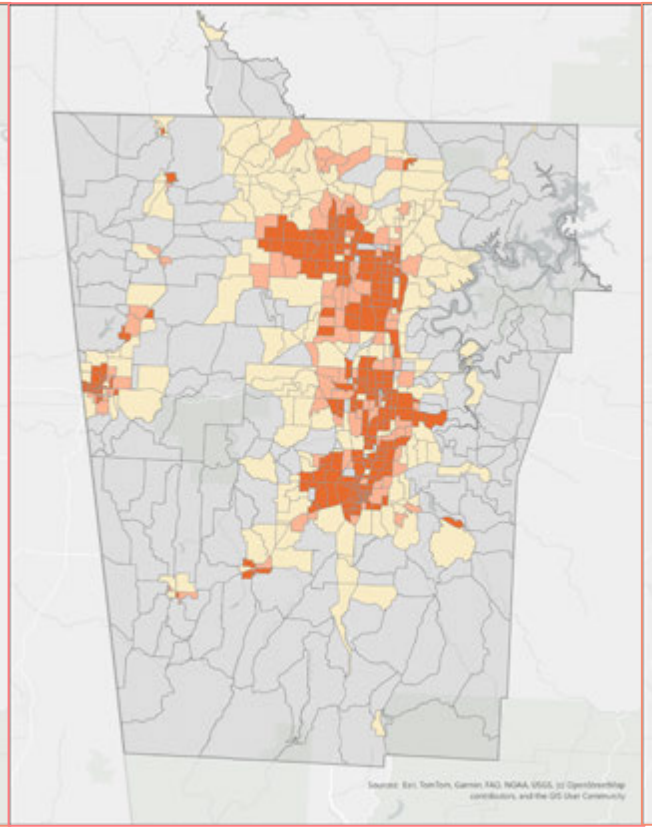
2

2050 Growth Scenarios – Household Density

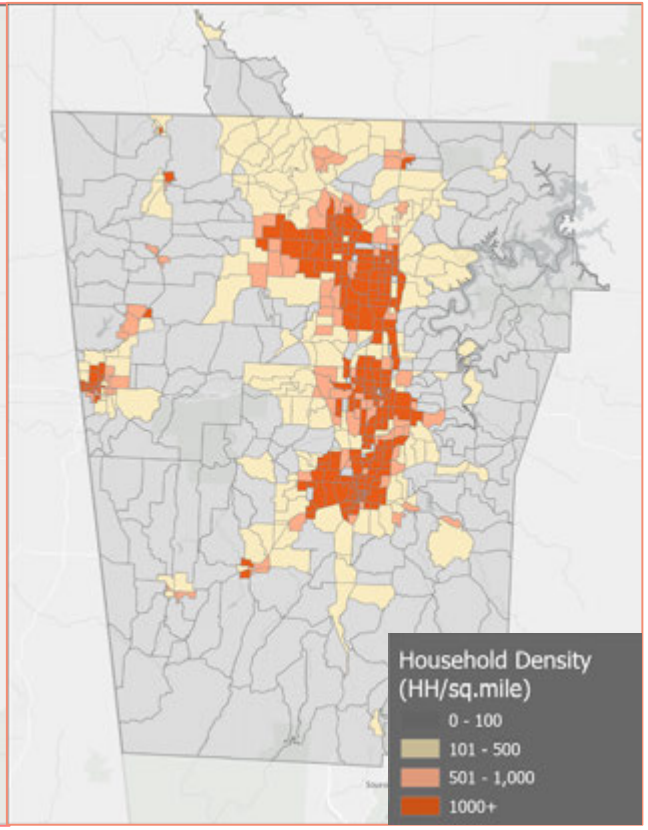
2050 – Suburban Scenario



2050 – Planned Scenario

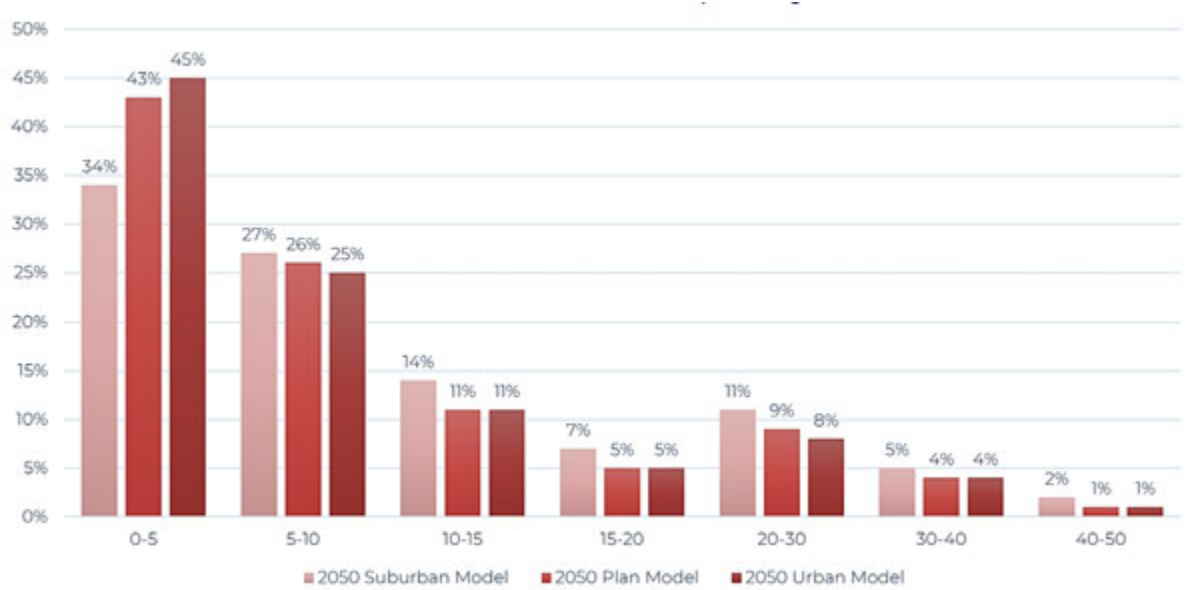


2050 – Urban Scenario



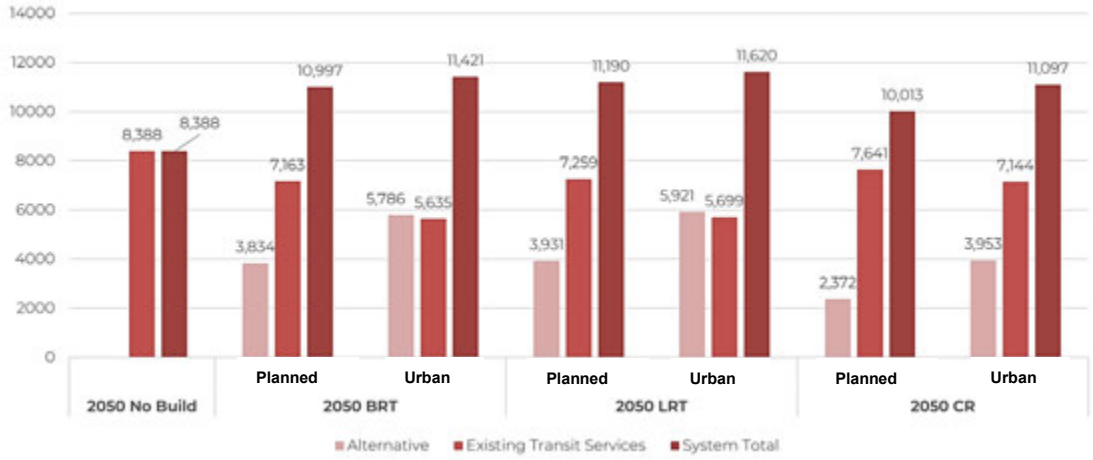
2 Future Growth Scenarios

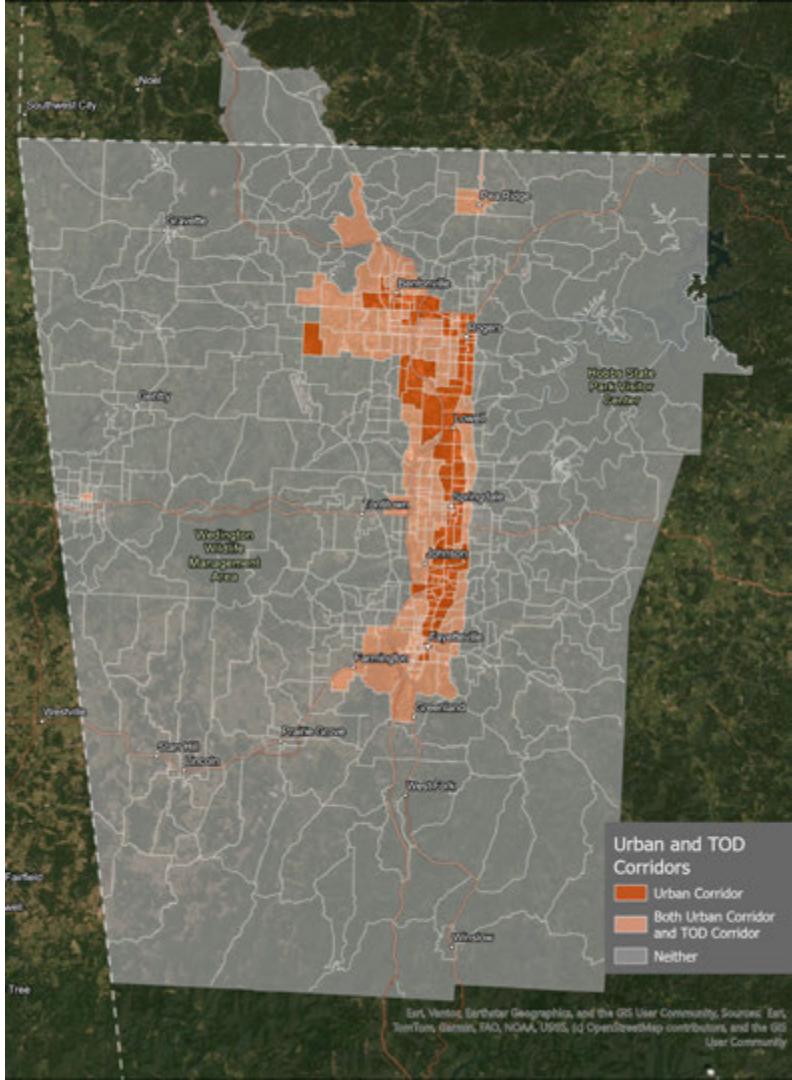
Percent of Trips by Trip Distance and Scenario



2 High Capacity Transit

Forecasted High-Capacity Transit Ridership





3
From Needs to Solutions: Strategies for the 2050 Network

Framework: Strategies Built on Regional Plans

Safety and Systems Integration
NWA Vision Zero Plan – Complete Streets Design Guide – WalkBikeNWA – ConnectNWA – Transit Alternatives Study (TAS) – Razorback Greenway Corridor Plan

Operations and Congestion Management
Congestion Management Process (CMP) – Transportation Systems Management and Operations (TSMO) Plan – Intelligent Transportation System (ITS) Architecture

Security and System Resilience
Energy & Environment Innovation (EEI) Plan – Open Space Plan – Transportation Systems Management and Operations (TSMO) Plan – Intelligent Transportation System (ITS) Architecture – Cave Springs Area Karst Resource Conservation Study

2050 Regional Network

From Needs to Solutions: Strategies for the 2050 Network

Introduction

- Overview of the Framework: Rooted in Regional Plans

Safety and Systems Integration

- Regional Needs & Strategies
- Evaluation of Strategy Impacts

Operations and Congestion Management

- Regional Needs & Strategies
- Evaluation of Strategy Impacts

Security and System Resilience

- Regional Needs & Strategies
- Evaluation of Strategy Impacts

2050 Regional Network

- Regional Needs & Strategies
- Evaluation of Strategy Impacts

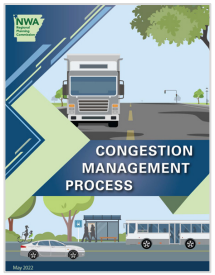
3 Safety & Systems Integration

- **Safety First** – Over 40 lives lost each year on NWA roads. Vision Zero + Complete Streets = safer travel for all
- **Choices for All** – More reliable, affordable options
- **Healthy Communities** – Walking + biking promote active living, boost public health
- **Stronger Economy** – Reliable networks support workforce access, freight movement, and regional competitiveness
- **Future Ready** – Coordinated planning ties housing, transit, and community design into vibrant, connected neighborhoods.

Takeaway: A safe, connected multimodal system saves lives, builds healthier communities, and strengthens Northwest Arkansas's future.

3 Operations and Congestion Management

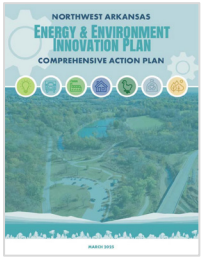
- **Smarter, Not Just Bigger** – Using smarter operations to improve the system without always adding lanes.
- **Safety & Quick Response** – Faster crash detection, coordinated emergency response, and traveler warnings reduce delays and save lives.
- **More Travel Choices** – Technology makes it easier and more convenient to choose healthy, sustainable options.
- **Stronger Economy** – Reliable travel keeps freight moving, connects workers to jobs, and supports competitiveness.
- **Better Quality of Life** – Less congestion means lower stress, fuel use, and emissions—making daily travel more reliable and communities more livable.

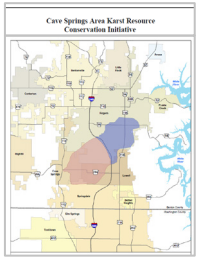


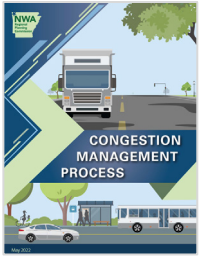
Takeaway: Smarter operations and congestion management make every trip safer, faster, and more reliable, while boosting the region's economy and livability.

3 Security and System Resilience

- **Protecting People & Assets –** Reduce risk through mitigation and resilient infrastructure
- **Nature as Infrastructure –** Leverage natural systems to help defend against flooding and erosion.
- **Reliable Operations –** Redundant routes and resilient design keep people, goods, and services moving during disruptions.
- **Stronger Systems –** ITS and cybersecurity investments ensure quick hazard detection and reliable operations.
- **Regional Coordination –** Coordinate planning to improve emergency response and maximizes shared resources.
- **Future Ready –** Embed hazard and resilience planning into long-range projects to adapt to emerging threats.







Takeaway: Security and resilience strategies protect lives, safeguard natural systems, and keep Northwest Arkansas moving—ensuring a safe, resilient, and beautiful region for the future

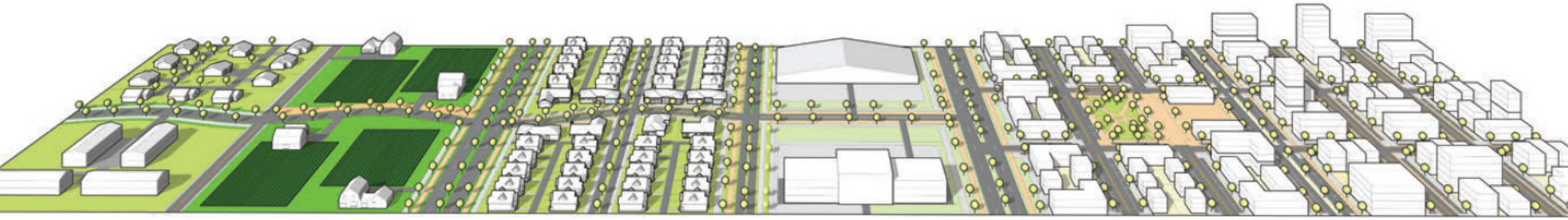
3

2050 Regional Network

- **Purpose –** Framework for ***regional connectivity*** to guide ***investment priorities*** and ***design strategies*** through 2050.
- **Approach –** Data-driven policy tool ***based on travel demand modeling***; defines corridors of ***regional significance*** without prescribing specific projects.
- **Framework –** Organizes facilities into ***Freeway + Tier 1–3 Corridors***, balancing mobility, safety, and multimodal access to support long-term growth.

"As practitioners implement complete streets across the urban transect, it is imperative that certain corridors operate uniformly across the region."

— NWA Complete Streets Design Guide



Rural Town | Rural | Suburban Residential | Suburban Commercial/ Industrial | City Center Main Street | City Center Downtown

3

Freeway System: Inter-State Connectivity

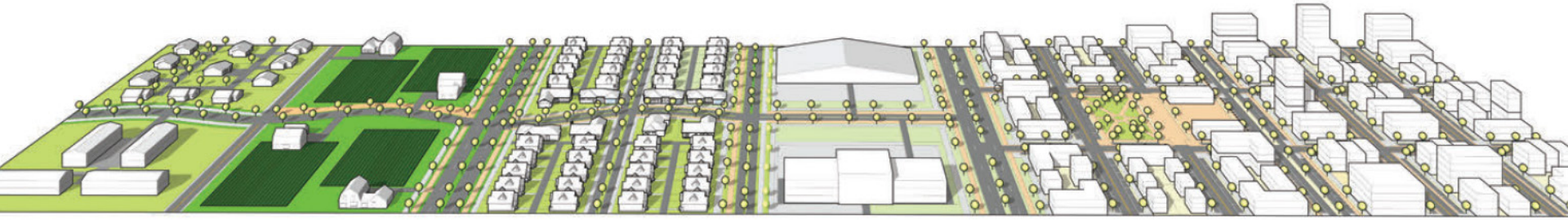
Tier 1: Inter-Regional Connectivity

Tier 2: Intra-Regional Connectivity

Tier 3: Sub-Regional Connectivity

"As practitioners implement complete streets across the urban transect, it is imperative that certain corridors operate uniformly across the region."

— NWA Complete Streets Design Guide



Rural Town | Rural | Suburban Residential | Suburban Commercial/ Industrial | City Center Main Street | City Center Downtown

3

Freeway System (Spine) –

Context: High-speed, high-capacity regional movement; backbone of regional connectivity; *little-to-no regional control of facility design*

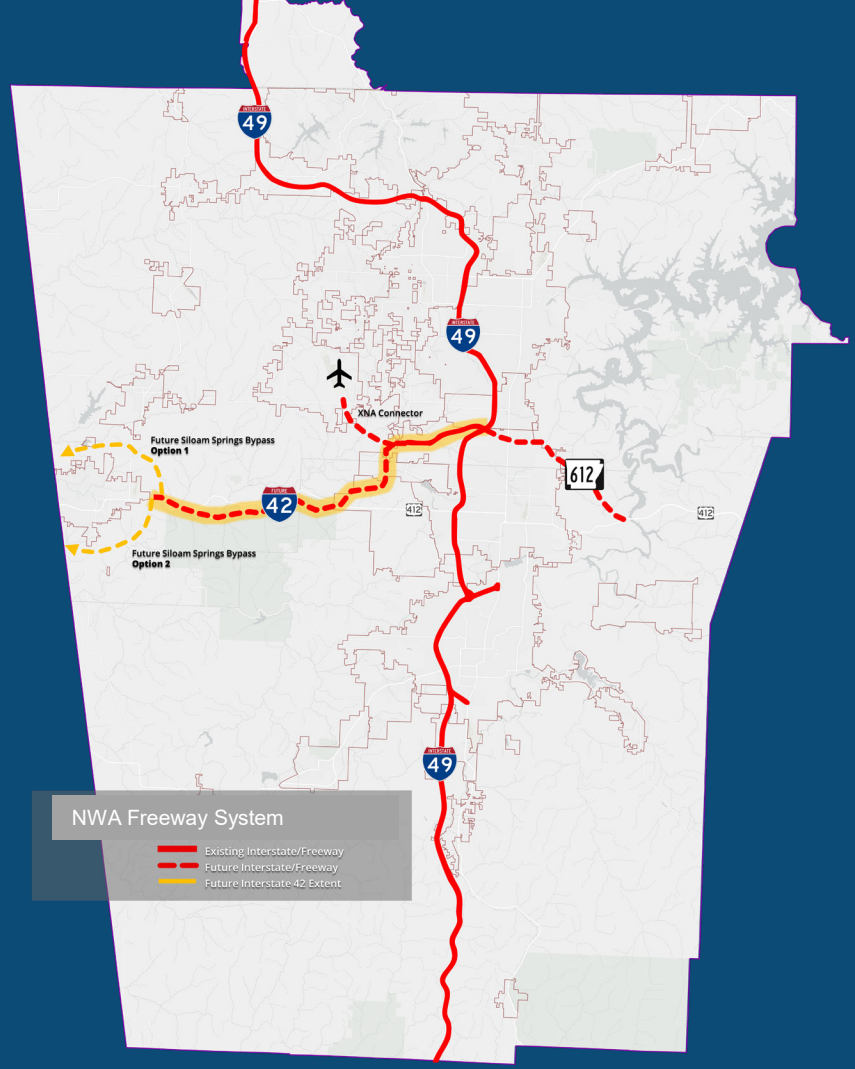
Access: Fully controlled access via grade-separation at interchanges and intersections

Modal Priorities:

- Vehicular – high (incl. freight and heavy vehicles)
- Transit – low/dedicated lanes (bus on shoulder?)
- Bicycle/ped – prohibited

Corridors:

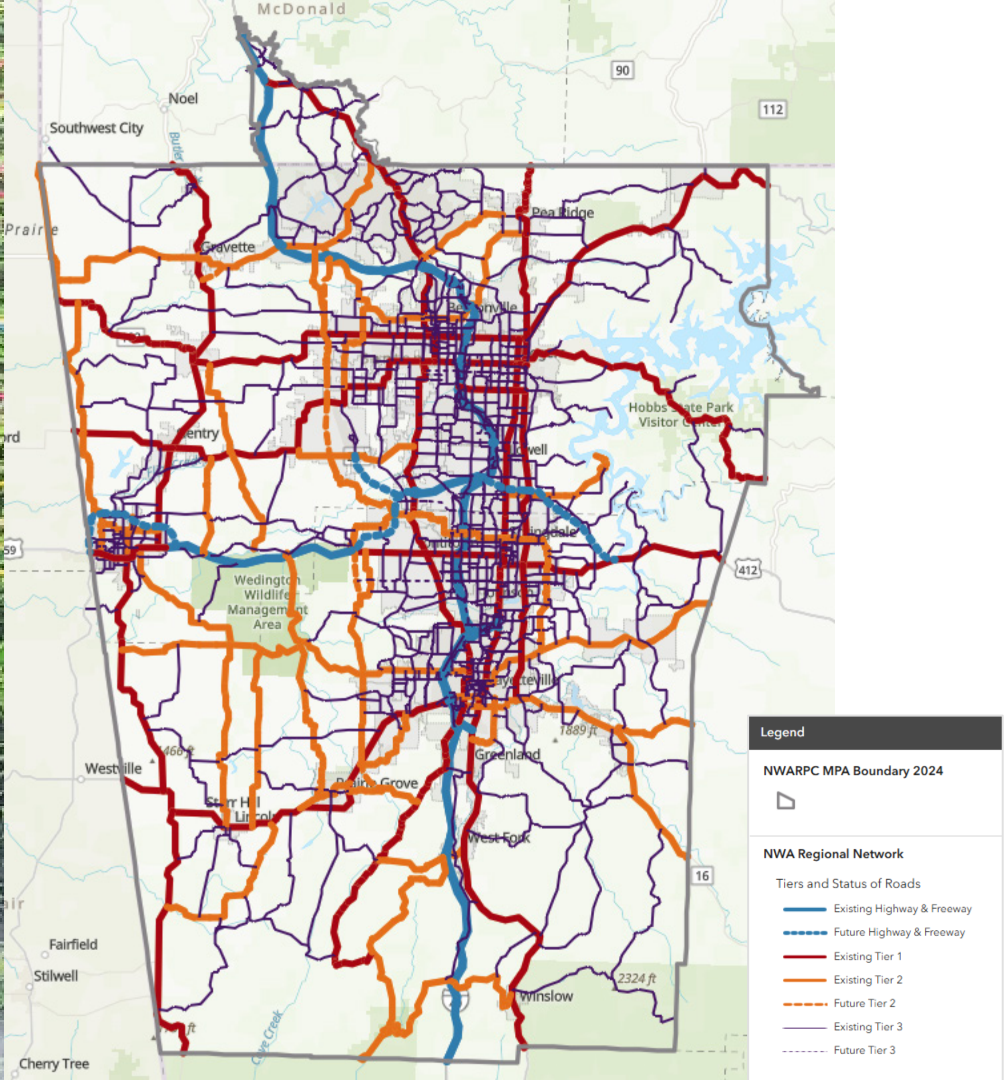
- I-49
- Future I-42
- Hwy 612
- XNA Connector



3

	Function	Modal Context (*typical*)
Freeway System	**Inter-state connectivity (backbone of regional system)** High-speed, high-capacity, fully controlled access (little-to-no regional control of facility design)	High vehicular and freight priority; bike/ped prohibited
Tier 1	**Inter-regional connectivity (external trips)** High-capacity connectors across region, link major employment hubs/regional nodes; ***primary freight and regional trips***, some local trips	High vehicular, freight, and transit priority; bike/ped on separated facilities and safe crossing accommodations
Tier 2	**Intra-regional connectivity (internal trips)** Increased complexity of land use contexts along the corridor; ***provides urban/suburban connection***; more local trips	High vehicular and transit priorities; commuting and recreational bike/ped accommodations common
Tier 3	**Sub-regional connectivity (local trips + alternate routes)** Primary connectors for local mobility, placemaking, mixed-use support; highly integrated transportation and land use; ***provide system redundancy through alternative routes***	Vehicular, transit, and bike/ped priorities

3


McDonald
Noel
Southwest City
Pea Ridge
Gravette
Hobbs State Park Visitor Center
Wedington Wildlife Management Area
Greenland
Westville
Prairie Grove
West Fork
Fairfield
Stilwell
Winslow
Cherry Tree
90
112
412
16
59
1889 ft
2324 ft
Legend
NWARPC MPA Boundary 2024
NWA Regional Network
Tiers and Status of Roads
Existing Highway & Freeway
Future Highway & Freeway
Existing Tier 1
Existing Tier 2
Future Tier 2
Existing Tier 3
Future Tier 3

Corridor Gradient Framework: Speed and Land Use Transitions

G1: Higher-Speed / Low Complexity

- Near freeway system (½ to 1 mile)
- Prioritizes mobility & regional flow
- Focus on through movement, not local interaction (high access control, minimal cross-traffic)
- Less complex land uses (e.g., logistics, large-format retail)

G2: Moderate-Speed / Transitional Complexity

- Buffer for high-mobility and high-activity zones
- Mixed land uses
- Balanced access management; increased multimodal demand
- Transition zone distributing flow from higher-speed corridors.

G3: Lower-Speed / High Complexity

- Near regional nodes (¼–½ mile)
- Focus on access, placemaking, complex land uses
- Dense mixed-use; frequent intersections & active frontages
- High multimodal activity; prioritizes access over speed

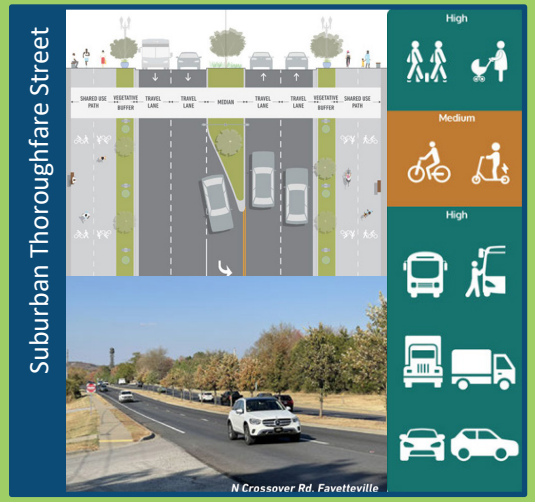
G4: (Rural) High-Speed / Low Complexity

- Outside urban area; low density and complexity or agricultural/undeveloped
- Designed for through movement; dispersed local interaction

Corridor Gradient Framework: *Example* Street Types

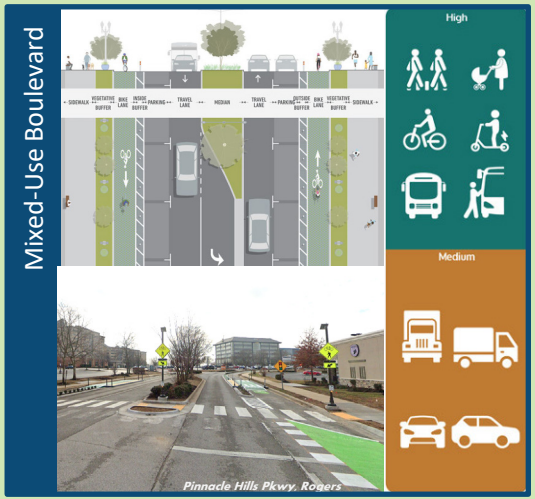
Example Street Types

G1: Higher-Speed / Low Complexity

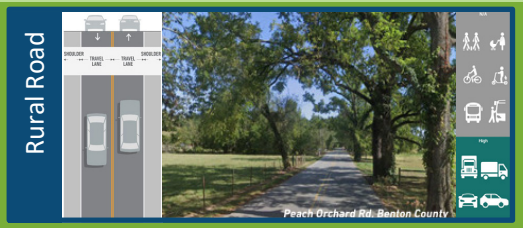


G2: Moderate-Speed /

G3: Lower-Speed / High Complexity



G4: (Rural) Higher-Speed / Low Complexity



FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

2050 Goals

G1: Implement a safe, efficient, and reliable multimodal transportation system.

G2: Advance plans and policies that enable transportation choice, respect the natural and human environment, and enhance quality of life.

G3: Foster regional collaboration and reinforce economic competitiveness.

2050 Investment Priorities

Coordinated Growth Strategy

Align land use, housing, and transportation planning by directing infrastructure investments toward desired development patterns that support the NWA Growth Strategy.

Bus Rapid Transit (BRT)

Develop a world-class BRT system along U.S. 71B and Martin Luther King Jr. Boulevard to provide fast, reliable, and high-capacity transit options.

I-49 Corridor Improvements

Expand I-49 to eight lanes, prioritizing high-occupancy vehicles (HOV), transit, and high-occupancy toll (HOT) lanes to improve capacity and mobility options.

Regional Network Connectivity

Continue building out the Regional Network “grid” to enhance connectivity, efficiency, accessibility, and resiliency across Northwest Arkansas.

NWA Blue-Green Network / NWA Resilience Plan

Implement the NWA Blue-Green Network as a key component of a Regional Resilience Plan—a nature-based solution stormwater management strategy that integrates open space and natural infrastructure to enhance resilience and strengthens connections to the Active Transportation network.

4

Moving Forward: Investing in the 2050 Network

Key Components:

- Revenue Projections & Funding Sources
- Constrained Projects

Moving Forward: Investing in the 2050 Network

Funding the Plan

- **Funding Sources:** Where the Dollars Come From
- **Revenue Projections:** What We Expect Over the Planning Horizon

Prioritizing Investments

- **Constrained Projects List:** What We Can Afford Today
- **Project Prioritization:** How We Decide What Comes First
- **Regionally Significant Local and Multimodal Projects:** Building Connections Across Modes

Looking Ahead

- **Vision Projects:** Unfunded but Still Important

4

Revenue Projections:
What We Expect Over the Planning Horizon

Time Period	Average per Year	Total per Period
2025 to 2028 TIP	$221,373,000	$ 885,492,000
2029 to 2034	$ 114,000,000	$ 685,000,000
2034 to 2039	$ 127,000,000	$ 637,000,000
2040 to 2050	$ 149,000,000	$ 1,644,000,000
		$3,851,492,000

Estimated Need $5,957,602,000

- *Assumes all IIJA funding programs continue at similar levels and inflated 2% per year plus state and local match.*
- *Amounts shown include suballocated funding to NWARPC plus local match.*

Major Funding Programs

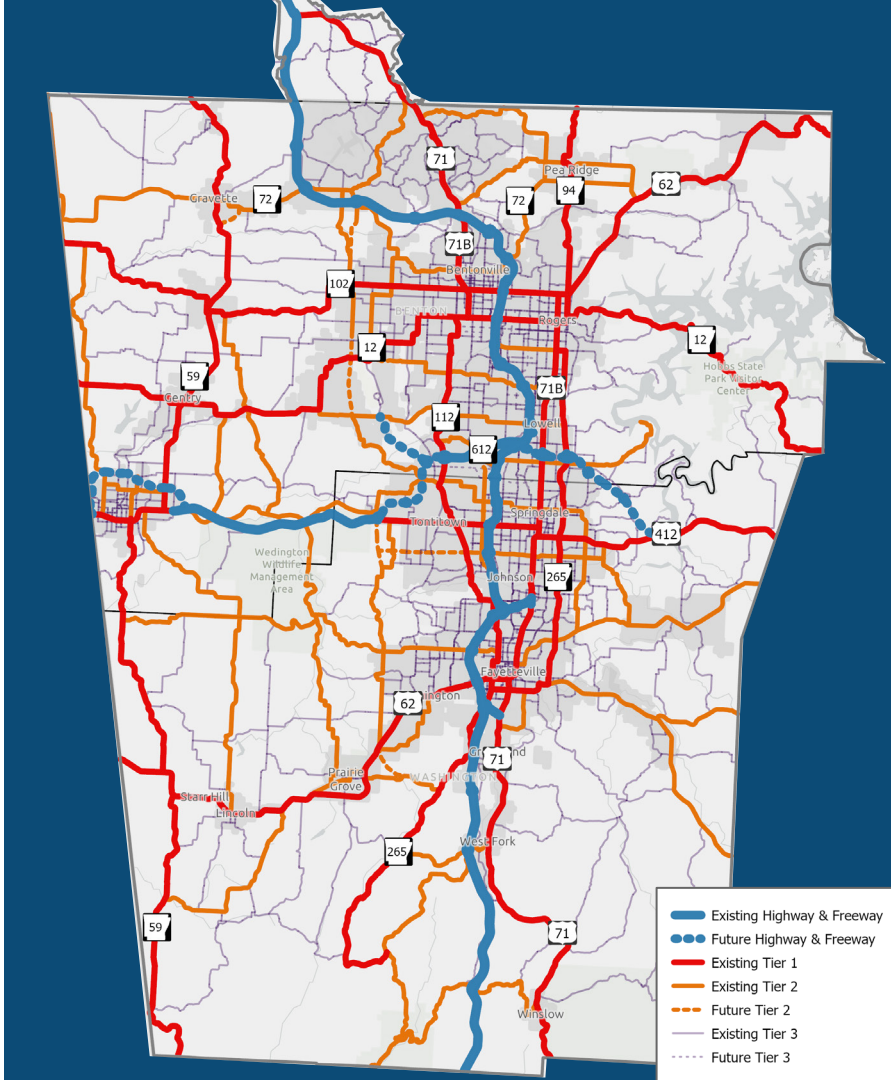
- **National Highway Performance Program** (NHPP)
- **Surface Transportation Block Group Program** (STBGP)
- **Transportation Alternatives Program** (TAP)
- **Highway Safety Improvement Program** (HSIP)
- **Congestion Mitigation and Air Quality Improvement Program** (CMAQ)
- **National Highway Freight Program** (NHFP)
- **Bridge Formula Program**
- **Carbon Reduction Program** (CRP)
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation** (PROTECT)

https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/fact_sheets.cfm

4

Constrained Projects List: Investing in the 2050 Regional Network

- **Current TIP** – Major Projects Currently Programmed (First 4-years of Constrained Projects List)
- Projects Identified in **Past Studies**
- Other Major State and Regional Corridors
  - **Partnership Projects & Local Bond Projects**
  - Projects Serving Areas of **Projected Growth**
  - Projects Addressing **High-Traffic Arterials, Safety, Responsible Growth Patterns**, and **Freight Corridors**
  - **Local Priorities**



4

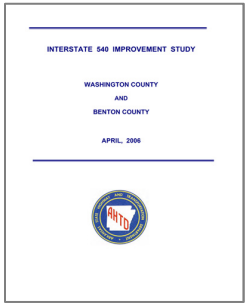
Current 2025-2028 TIP – Major Project Highlights
Currently Programmed (First 4-years of Constrained Projects List)

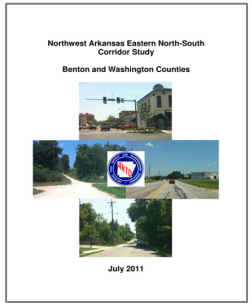
Project	Length	Location	Amount	
Hwy 112	17.5 miles	Fayetteville to Bentonville	$ 363,000,000	*Total Cost*
Hwy 612 Bypass	6.63 miles	Springdale	$ 275,100,000	*Total Cost*
I-49/J-Street Int.		Bentonville	$ 25,000,000	
71B Walnut Street	1 mile	Rogers	$ 28,500,000	
Hwy 72	6.5 miles	Bentonville to Pea Ridge	$ 7,000,000	*Partial Funding*
Hwy 102	1 mile	Centerton	$ 13,400,000	
Hwy 102	1 miles	Bentonville	$ 19,400,000	
Hwy 412	0.73 miles	Springdale	$ 11,500,000	
Hwy 16	1.2 miles	Fayetteville	$ 4,300,000	
			$ 747,200,000	

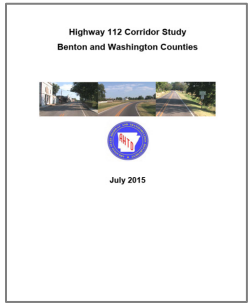
4

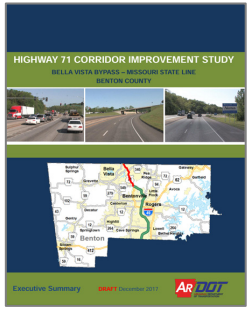
Projects Identified in Past Studies

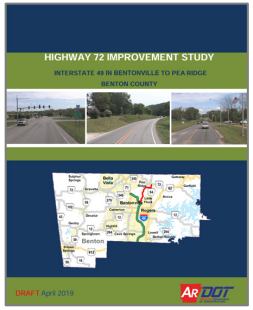
- I-49 (2006)
- Hwy 265 (2011)
- Hwy 112 (2015)
- Hwy 71 (2017)
- Hwy 72 (2019)
- Hwy 16 (2021)
- J Street Interchange (2022)
- I-42 PEL (2023)
- Hwys 59 & 72 (2025)
- Western NS Connector (2025)

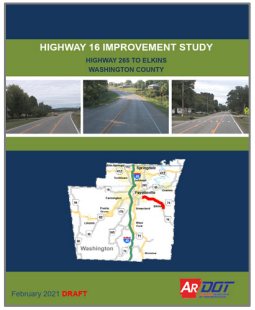


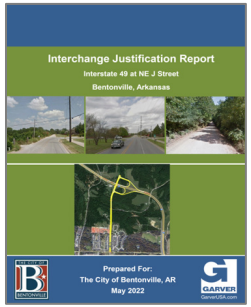


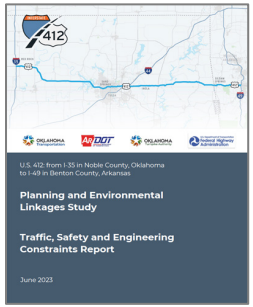


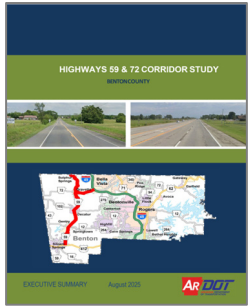


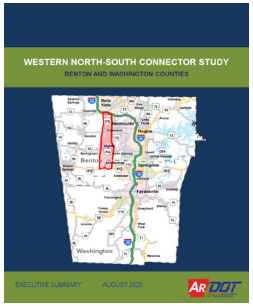












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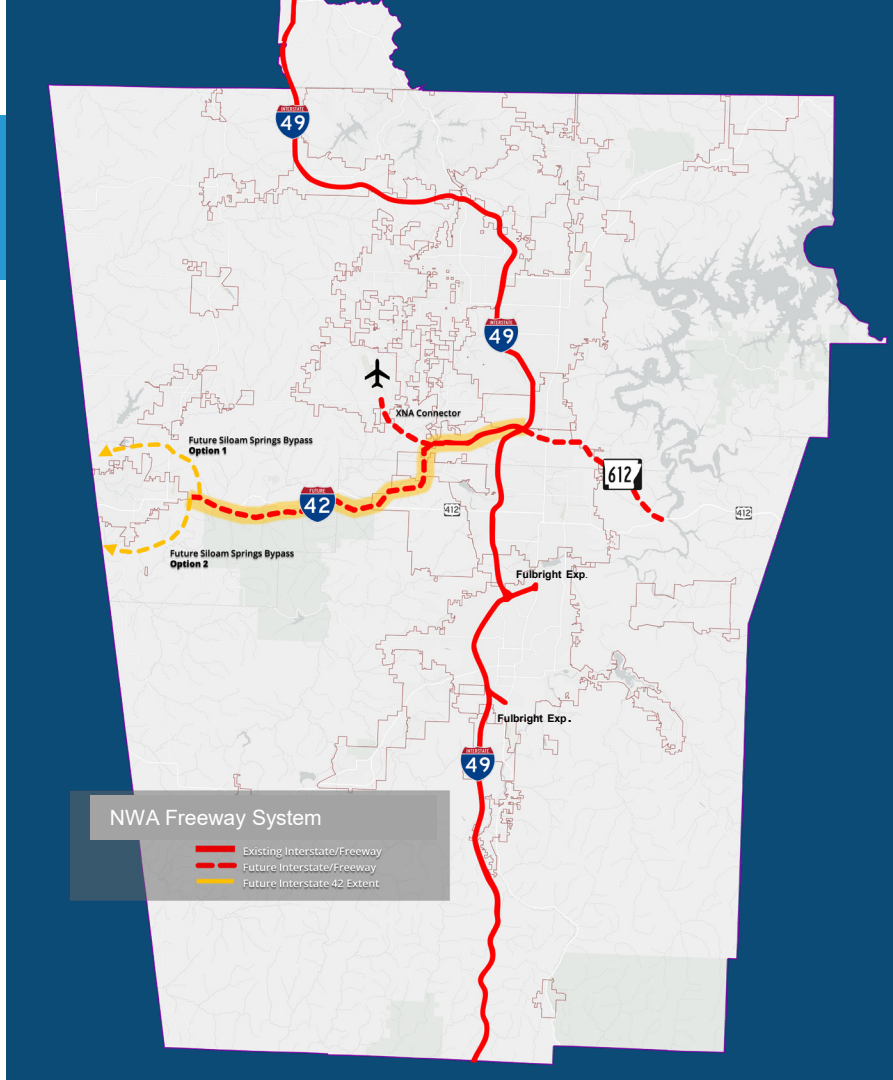
Freeway System (Spine) Projects

Corridors:

- I-49
- Future I-42
- Hwy 612
- XNA Connector Hwy 642
- Fulbright Expy. (North & South)



4

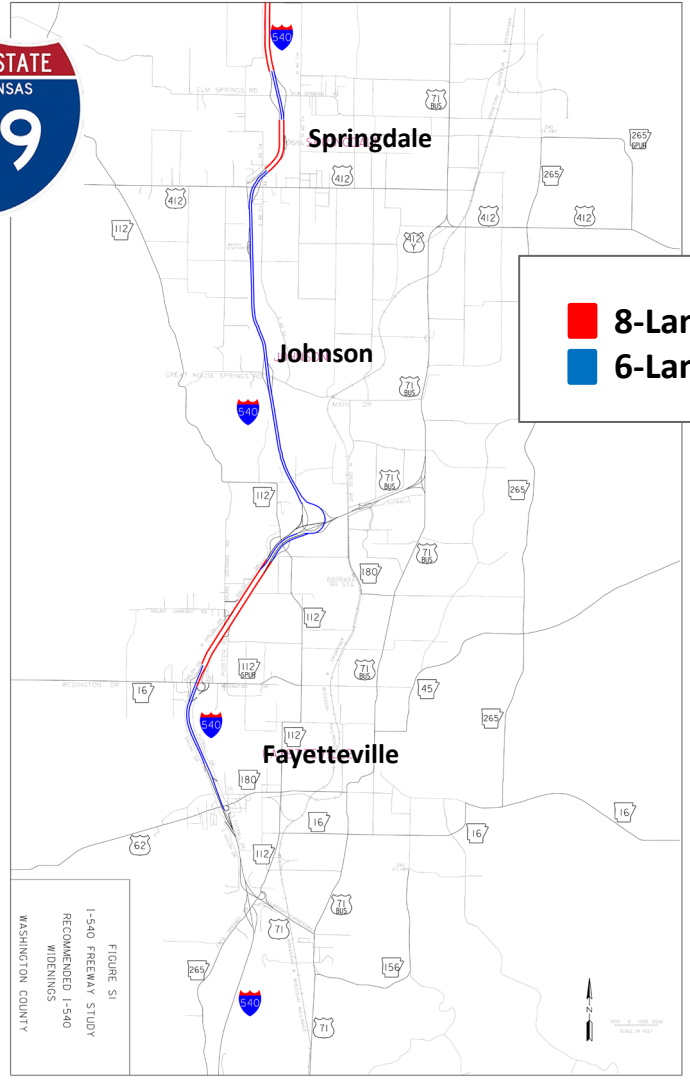
INTERSTATE
ARKANSAS
49

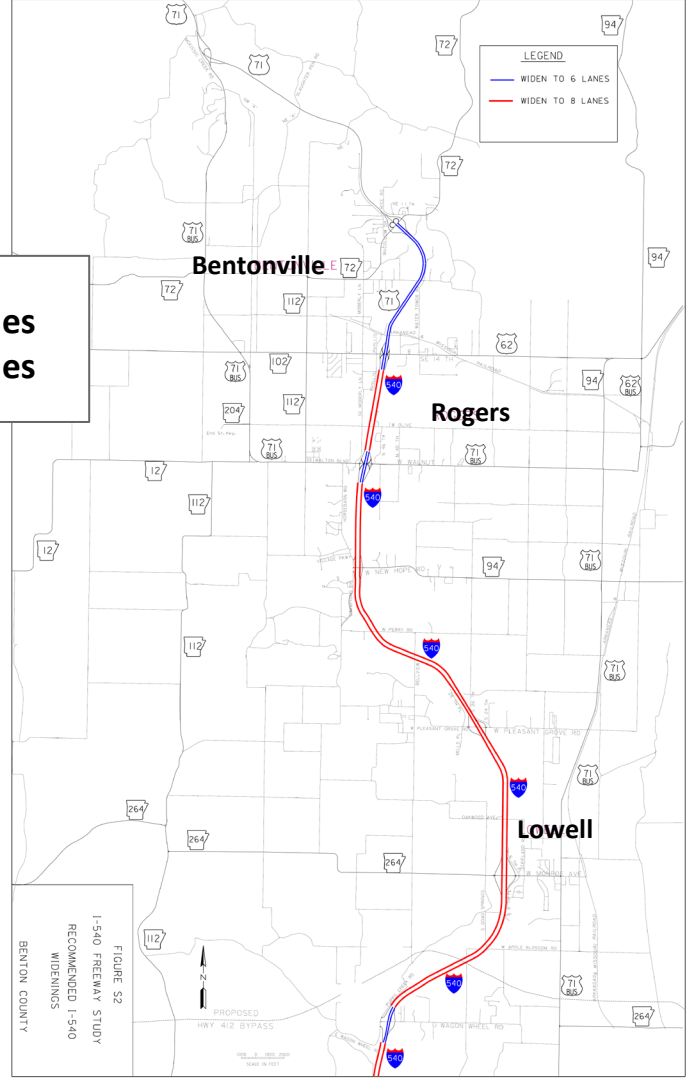
2006 Study Recommendations & Projected Annual Average Daily Traffic

INTERSTATE 540 IMPROVEMENT STUDY

WASHINGTON COUNTY
AND
BENTON COUNTY

APRIL, 2006

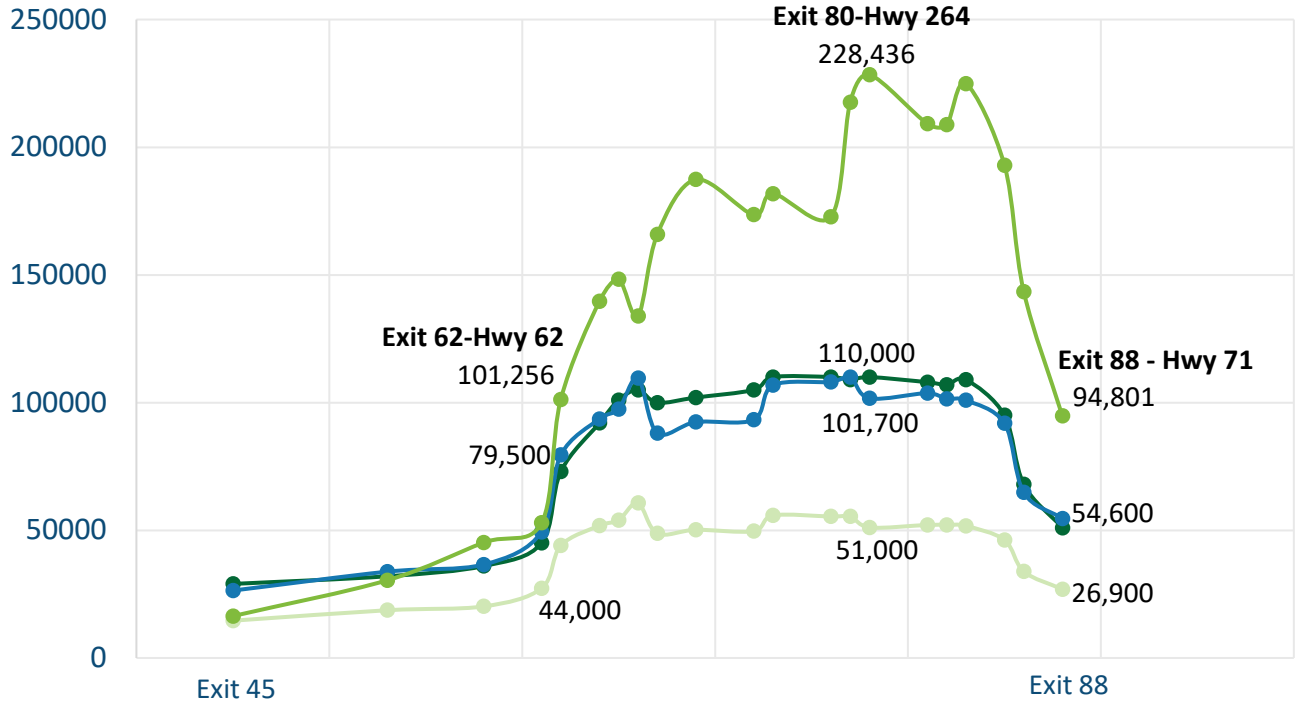




4

Freeway System (Spine)

I-49 Traffic Counts – Historic, Actual, and Projected



Study 2004 ADT Reported Counts 2

ARDOT 2024 ADT Counts

Projected Traffic Volumes 2024 (2006 I-540 study)

Projected 2050 Traffic Volumes


LIVE
AR DOT
ARKANSAS DEPARTMENT OF TRANSPORTATION
ADT 2024: 105,000
ADT 2023: 102,000
ADT 2022: 97,000
ADT 2021: 87,000
ADT 2019: 67,000
ADT 2018: 67,000
ADT 2017: 67,000
ADT 2016: 67,000
ADT 2015: 65,000
Layer
Average Daily Traffic Stations
ATR Site
Miovision Count
Classification Count
Volume Count
ADTLinear
Turning Movement
ARNOLD Linear
Local
3,600
9,400
11,000
TRAFFIC BACKUP IMPACTING ALL LANES
I-49, SPRINGDALE
GET READY TRAFFIC
KHBS/KHOG
METRO
FARMINGTON
NOW | 84° WIND | 9 MPH
FORT SMITH
NOW | 84° WIND | 8 MPH
5:59 | 84°

Freeway System (Spine)

I-49 Corridor Improvements – Interchanges

Proposed Interchanges		
I-49 / J-Street New Interchange (Bentonville)	$ 25,000,000	*Programmed/TIP*
I-49 / Countyline Road Interchange (Springdale)	$ 60,000,000	
I-49 / JB Hunt New Interchange (Lowell)	$ 60,000,000	
I-49 / Punkin Hollow Interchange (Benton County)	$ 60,000,000	
I-49 / West Fork Interchange (West Fork)	$ 60,000,000	
Interchange Improvements		
Improve I-49 / Wagon Wheel Interchange (Springdale)	$ 60,000,000	
Total	**$ 325,000,000**	

4

Freeway System (Spine)

I-49 Corridor Improvements	
Widen I-49 to 6 lanes Hwy 72 north to US 71 (Bentonville)	$ 58,000,000
Widen I-49 to 8 lanes – Prioritizing High Occupancy Toll (HOT) Lanes – 26 miles – one lane in each direction *(+Update 2006 I-49 Study)*	$ 388,668,000
Total	**$ 446,668,000**

I-49 Managed Lanes Study
8-lanes

High-occupancy vehicle (HOV)
High-occupancy toll (HOT)

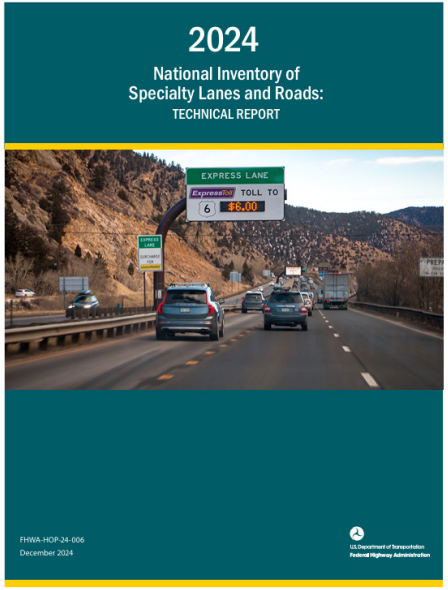


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Table 1. Inventory Summary by Principal Facility Type.

Type of Facility	Abbreviated Name	Number of Facilities
High-occupancy vehicle	HOV	106
Bus on shoulder	BOS	46
High-occupancy toll	HOT	39
Express toll lane	ETL	29
Static part-time shoulder use	S-PTSU	13
Dynamic part-time shoulder use	D-PTSU	9
Bus lane, busway, or transitway	BL	7
Truck lane (or roadway)	TL	6
Non-toll express lane	NTEL	6
General toll facilities (turnpikes, toll roads, and bridges)	Toll	283

Express LANES https://www.udot.utah.gov/connect/public/express-lanes/

Freeway System (Spine)

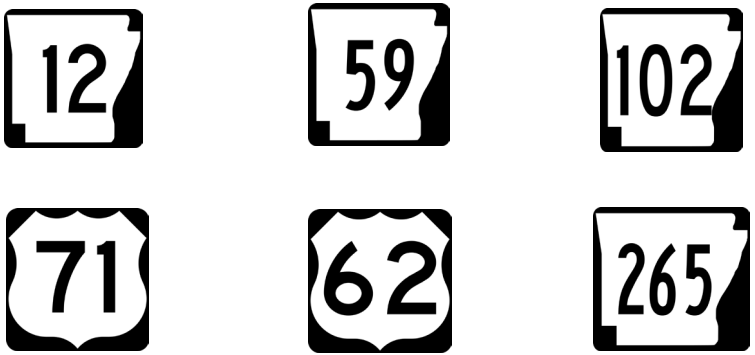
Future I-42 / US 412 / Hwy 612 Corridor Improvements			
US 612 Bypass I-49 to Hwy 265	2.93 miles	$275,100,000	*Programmed/TIP*
US 612 Bypass Hwy 265 to Sonora	6.63 miles	$293,400,000	
Future I-42 (17 miles – 7 miles new, 10 miles on existing segment)	17.00 miles	$400,000,000	*Estimate*
	Total:	**$968,500,000**	

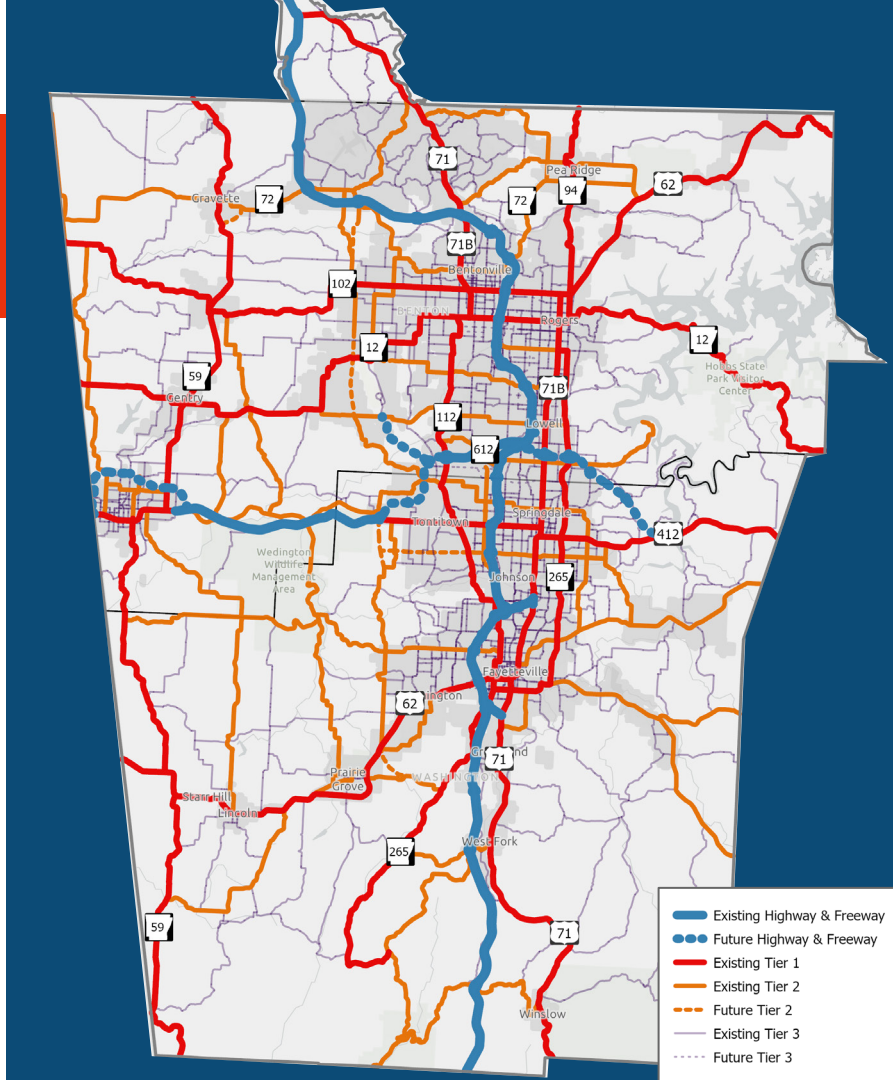
Freeway System (Spine)

Future I-42 / US 412 / Hwy 612 Improvements – Proposed Interchanges	
US 612 (Future I-42) / Javello/US 412 Interchange Tontitown	$ 60,000,000
US 612 (Future I-42) / Zion Road/Sharp Springs Rd. Interchange Springdale	$ 60,000,000
US 612 / West Mountain Road Interchange Springdale	$ 60,000,000
Total:	**$180,000,000**

4

2050 Regional Network – Tier 1 Corridors





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2050 Regional Network – Tier 1 Corridors

Staging Period: 2029 – 2023

Hwy 265	Hwy 412 – Mountain Street	$ 38,000,000
BRT on 71B and MLK	(Phase 1) Fayetteville to Springdale / Bentonville to Rogers	$177,000,000

2050 Regional Network – Tier 1 Corridors

Bus Rapid Transit

Staging Periods: 2029 – 2034 (Phase 1) | 2024 – 2039 (Phase 2)

- Enhanced bus service emulating fixed-rail transit more cost-efficiently
- Dedicated bus-only lanes or mixed traffic
- High frequency – bus every 15 minutes or less in peak service
- Station spacing approx. ½ mile

4

2050 Regional Network – Tier 1 Corridors

Staging Period: 2034 – 2039		
BRT on US 71B	(Phase 2) Springdale to Rogers	$ 33,000,000
Hwy 12	Shell Rd – Regional Dr	$142,600,000
US 71	US 71B – AR-MO State Line	$ 15,000,000
Hwy 102	Hwy 102B – 2nd Street (Rogers)	$ 85,600,000
AR 59	Gentry – Decatur	$ 17,200,000
Hwy 94	US 71 – 1st Street	$ 10,300,000
Hwy 102	Hwy 279 N – Hwy 279 S	$ 32,200,000

2050 Regional Network – Tier 1 Corridors

Staging Period: 2040 - 2050		
US 412	Siloam Springs City Limits – Existing 6 Lanes	$ 54,200,000
US 62	S. Wimpy Jones Rd – Hwy 37	$141,100,000
Hwy 265	Pleasant Grove – Hwy 94	$ 59,800,000
Hwy 265	Hwy 264 – 1st Street/Pleasant Grove	$ 80,900,000
AR 59	Decatur – Gravette	$205,600,000

4

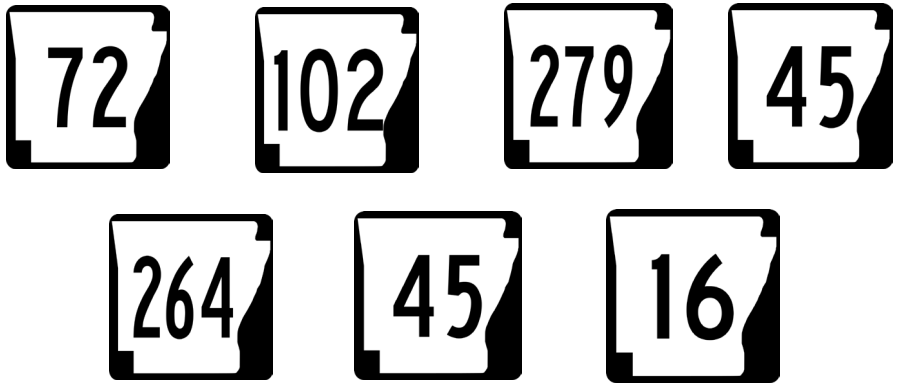
2050 Regional Network – Tier 1 Corridors

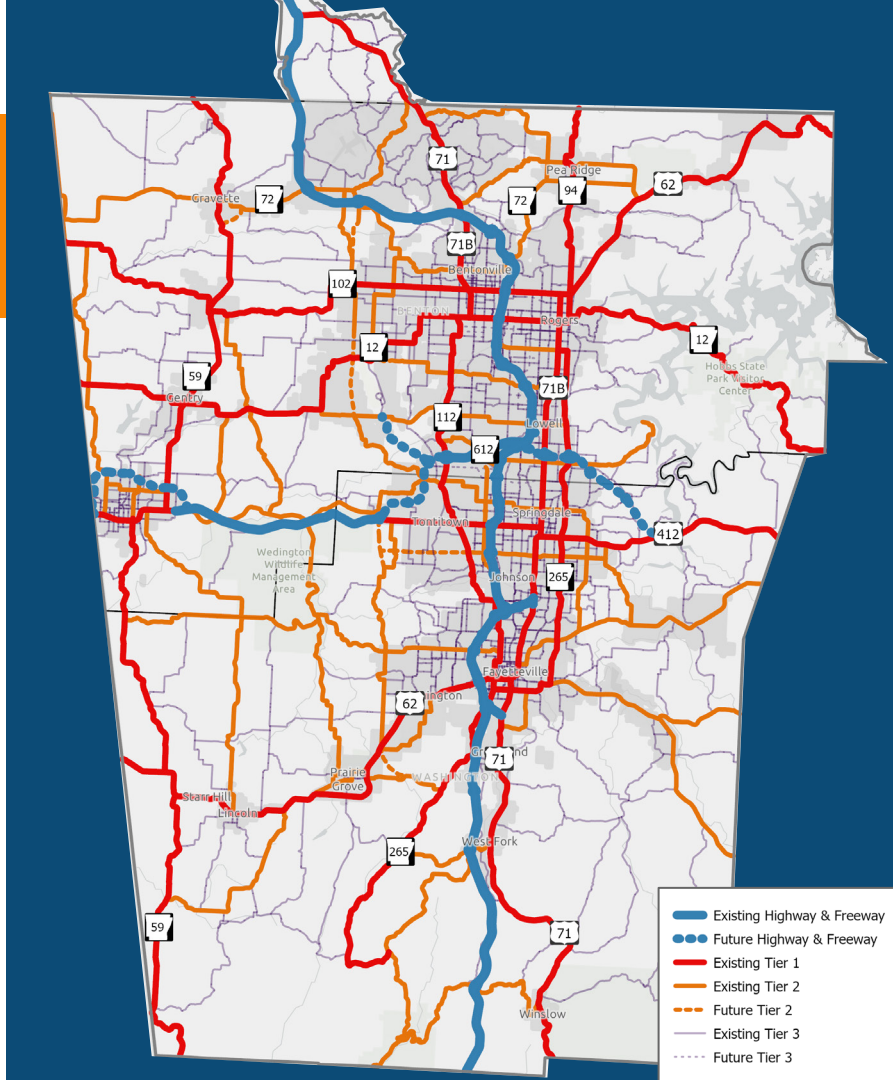
Unconstrained		
Hwy 12	Regional – Hwy 264	$173,729,000
Hwy 12	2nd St – City Limits (Rogers)	$ 37,500,000
AR 59	Gravette – AR-MO Stateline	$205,600,000

4

2050 Regional Network – Tier 2

Corridors:





2050 Regional Network – Tier 2

Staging Period: 2029 - 2034		
Hwy 72	Hwy 59 – I-49	$98,000,000
Hwy 72	I-49 – Little Sugar Creek Bridge	$47,000,000
Hwy 264	Goad Springs Rd – Bellview	$18,700,000
Hwy 16	E Roberts Rd – Middle Fork – White River	$73,000,000
Hwy 45	Lisa Ln – Starr Rd	$22,200,000

Tier 2 Projects

Staging Period: 2035 - 2039		
Hwy 102B	Hwy 102 – Hwy 72	$ 34,600,000
N/S Hwy 279	Hwy 102 – Hwy 12	$103,300,000
Hwy 72	Little Sugar Creek Bridge – Curtis Ave	$131,000,000

Staging Period: 2040 - 2050		
Hwy 72	US 71B – Hwy 102B	$104,600,000
Hwy 16	US 412 – Kenwood	$ 18,200,000
N/S Hwy 279	Hwy 102 – I-49	$167,400,000
Hwy 16	Middle Fork (White River) – Hwy 74	$ 72,800,000

4

2050 Regional Network – Tier 2

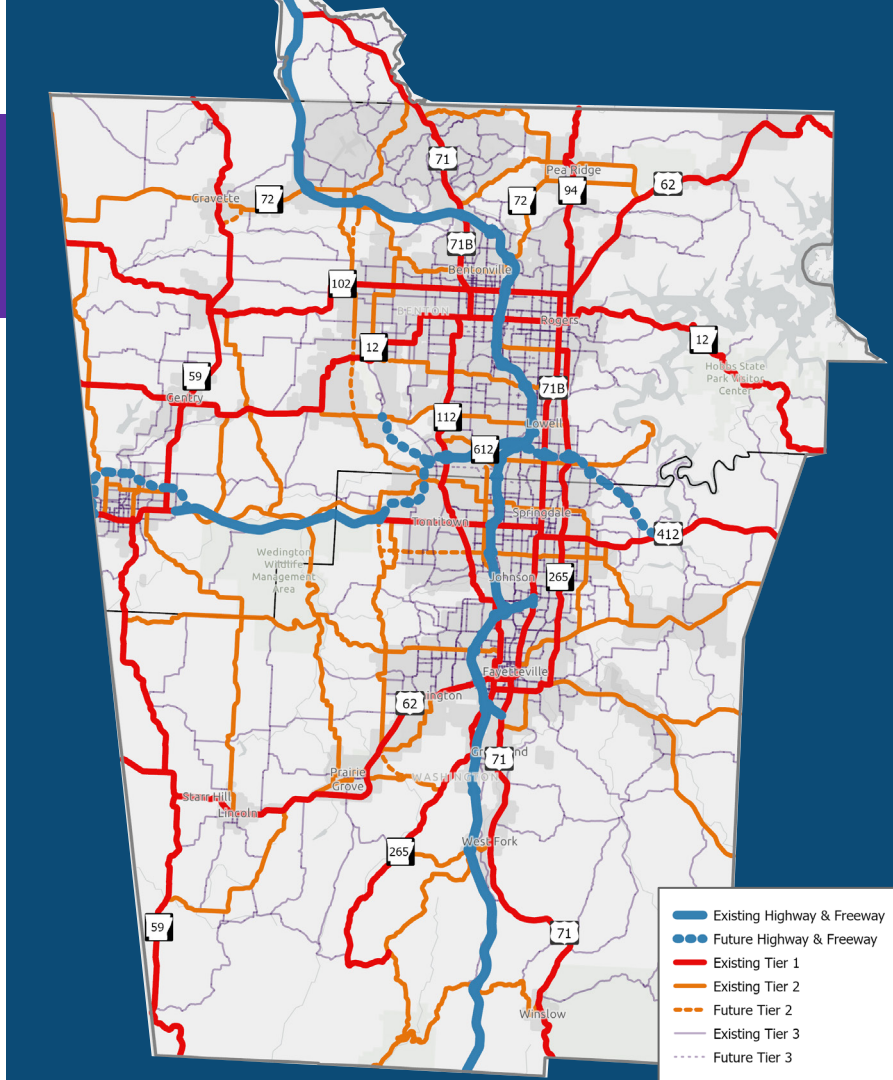
Unconstrained		
Hwy 45	Starr Rd – Oakland Zion Rd	$ 23,100,000
Hwy 264	Bellview Rd – Hwy 112	$ 84,100,000
Hwy 45	Oakland Zion Rd – White River	$ 17,000,000
Hwy 72	Hwy 102B – I-49	$151,000,000
Hwy 43	Cheri Whitlock Parkway – Sycamore Heights	$ 34,300,000

4

Tier 2 & 3 Completing the Grid

Projects of Regional Significance: Partnership Projects and Local Priorities

- Countyline Road Extension (+Interchange)
- Gene George Blvd Extension
- Don Tyson Parkway Extension
- Pleasant Grove Road Extension
- Oak Street Extension
- Apple Blossom Improvements (+Interchange)
- County Road 40 / McNelly Road Improvements
- Greenhouse Road Improvements



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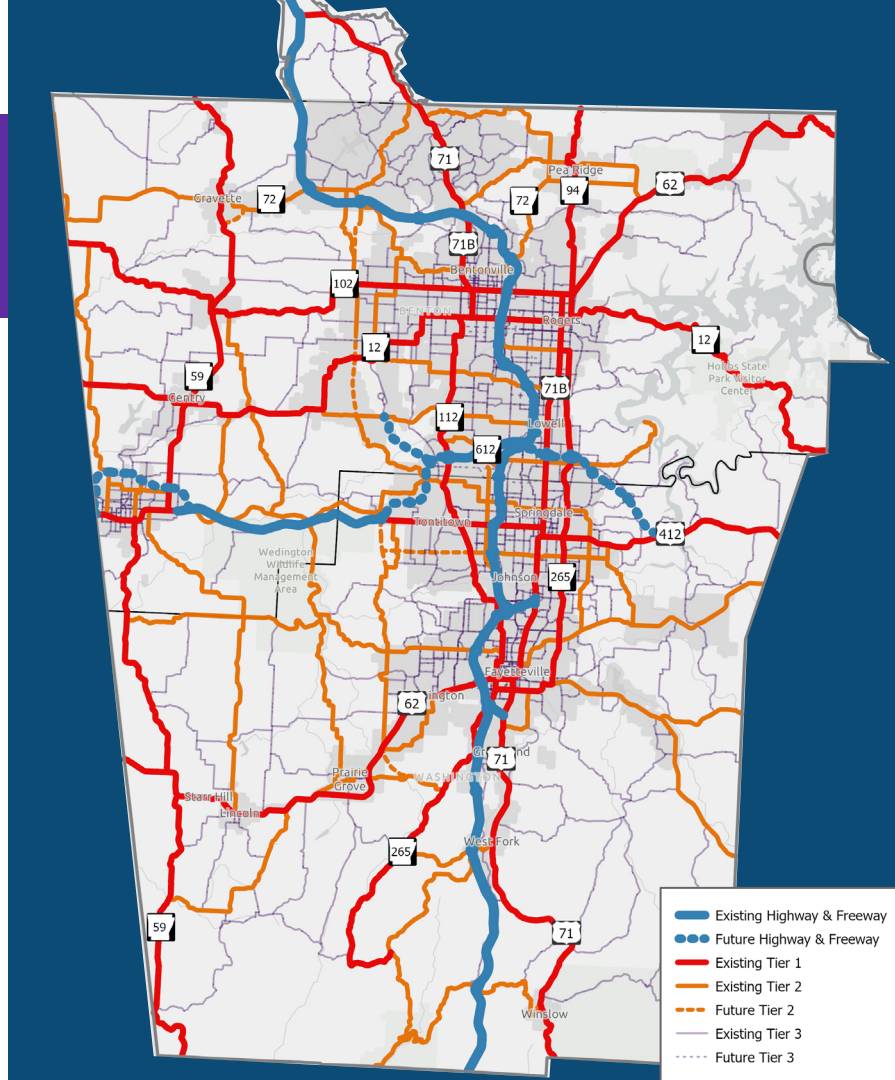
Tier 2 & 3 Completing the Grid

Projects of Regional Significance: Partnership Projects and Local Priorities

Local Overpasses

- Tiger / I-49
- Garrett / I-49
- Falcon / I-49
- Apple / I-49
- Persimmon / I-49
- North Steele / Fulbright Expy
- Mall Ave / Fulbright Expy



5

Understanding Impacts: Constrained Projects Analysis

Key Components:

- Tying Forward 2050 Priority Projects to Goals and Objectives

Understanding Impacts: Constrained Projects Analysis

Why This Chapter Matters

- Understanding the Effects of Planned Investments

Addressing Goals and National Planning Priorities

- How Projects Advance Regional and Federal Objectives

5

G1: Implement a safe, efficient and reliable multimodal transportation system.

- ***High Injury Network (HIN)*** used to prioritize projects
- Implementation of the ***Complete Street Design Guide***
- Identify a ***regional network grid*** to provide alternate routes for improved capacity, better access, and transportation choice (absorb + mitigate roadway demand).
- ***Improvements to Highway 412 / 612*** – a congressionally designated future Interstate (I-42), high priority corridor, and an alternative route to I-40 during flooding events

5

G2: Advance plans and policies that enable transportation choice, respect the natural and human environment, and enhance quality of life

- Implementation of ***complete streets*** will advance bike/ped connections between jurisdictions and improve safety for all users.
- ***Bus Rapid Transit (BRT)*** to expand transportation choices and reduce vehicle miles travelled (VMT)
- **High Occupancy Vehicle (HOV) or High Occupancy Toll (HOT) study** to expand interstate capacity and incentivize VMT reduction.
- Investments focus on the urban area to encourage ***responsible development patterns*** and ***protect rural character beyond***.
- **Blue-Green Network** will incorporate EEI, Open Space, Karst, and Heritage Trail plans to ***build resilient infrastructure*** while ***protecting the region's unique landscapes***.

5

G3: Foster collaboration and reinforce economic competitiveness

- ***Improve intercity linkages*** for vehicular travel, freight, transit, and bike/ped.
- Support ***inter-agency planning partnerships*** that foster collaboration and drive economic growth and development in line with regional goals.
- Focus on improved routes to ***employment hubs*** and ***regional nodes.***
- ***Improve freight routes*** such as Highway 265, Highway 12, Highway 94, Highway 59, and Hwy 412.

6

Looking Ahead: Implementing the Plan

Key Components:

- 2050 Investment and Policy Priorities
- Implementation Proposals

Looking Ahead: Implementing the Plan

Implementation Matrix: Actions, Roles, and Timeline

Looking Ahead: Plans and Studies Shaping the Future

Regional Funding Options to Accelerate Priority Projects

- The Delivery Gap
- Regional Mobility Authority in Context

Adapting, Improving, Moving Forward

6

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice

2050 Goals

G1: Implement a safe, efficient, and reliable multimodal transportation system.

G2: Advance plans and policies that enable transportation choice, respect the natural and human environment, and enhance quality of life.

G3: Foster regional collaboration and reinforce economic competitiveness.

2050 Investment Priorities

Coordinated Growth Strategy

Align land use, housing, and transportation planning by directing infrastructure investments toward desired development patterns that support the ***NWA Growth Strategy***.

Bus Rapid Transit (BRT)

Develop a world-class BRT system along U.S. 71B and Martin Luther King Jr. Boulevard to provide fast, reliable, and high-capacity transit options.

I-49 Corridor Improvements

Expand I-49 to eight lanes, prioritizing ***lane management*** through high-occupancy vehicles (HOV) / high-occupancy toll (HOT) lanes to improve capacity and mobility options.

Regional Network Connectivity

Continue building out the ***Regional Network "grid"*** to enhance connectivity, efficiency, accessibility, and resiliency across Northwest Arkansas.

NWA Blue-Green Network / NWA Resilience Plan

Implement the ***NWA Blue-Green Network*** as a key component of a ***Regional Resilience Plan***—a nature-based solution stormwater management strategy that integrates open space and natural infrastructure to enhance resilience and strengthens connections to the Active Transportation network.

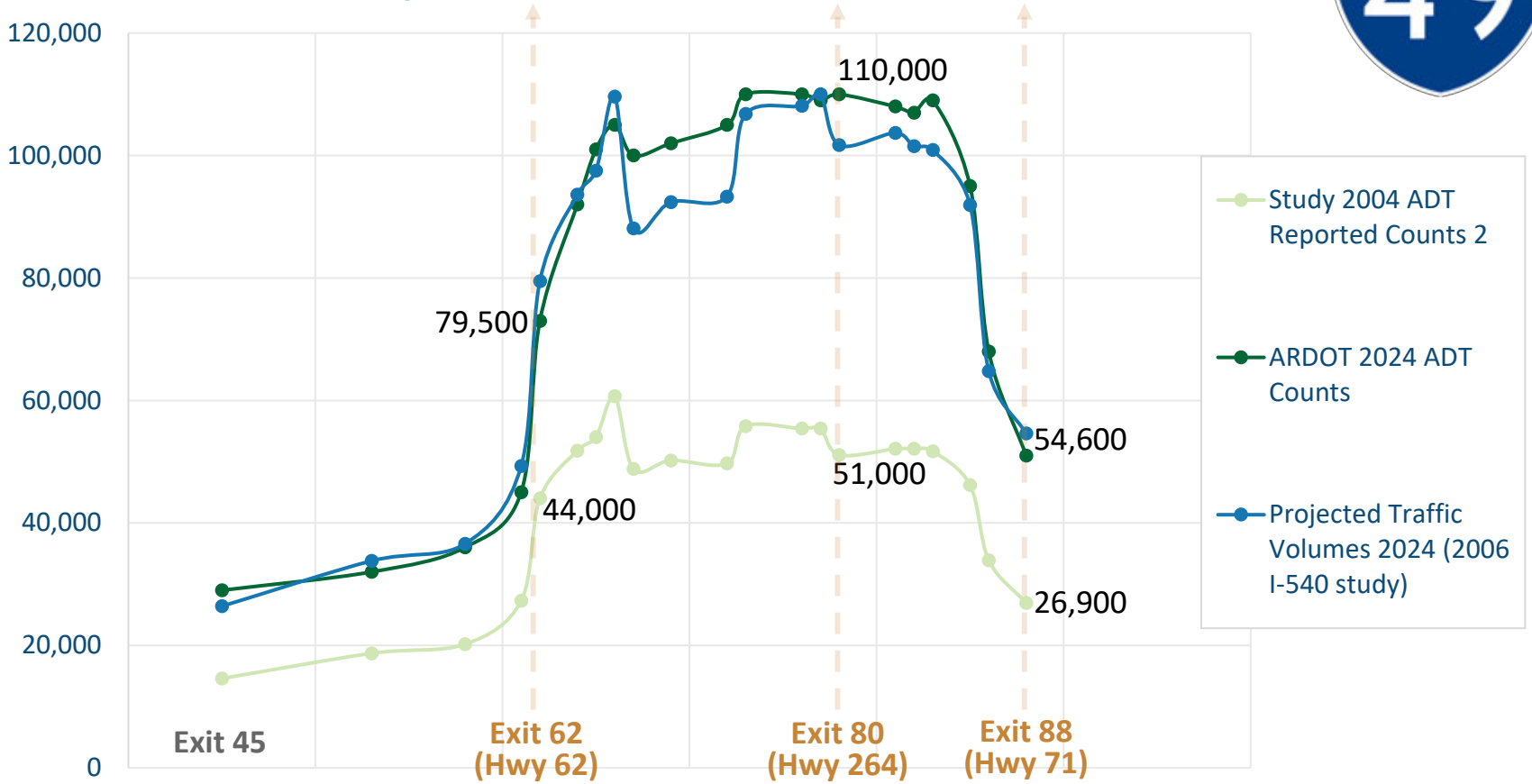
6 Bus Rapid Transit 71B

Staging Periods: 2029 – 2034 (Phase 1) | 2034 – 2039 (Phase 2)

Bus Rapid Transit Features

- Enhanced bus service emulating fixed-rail transit more cost-efficiently
- Dedicated bus-only lanes or mixed traffic
- High frequency – bus every 15 minutes or less in peak service
- Station spacing approx. ½ mile
- Distinctive stations and passenger amenities
- Technology
- Transit Signal Priority
- Next bus arrival time signage
- Off-board fare collection
- System branding and unique identity

I-49 Study – HOV, HOT, Bus on Shoulder



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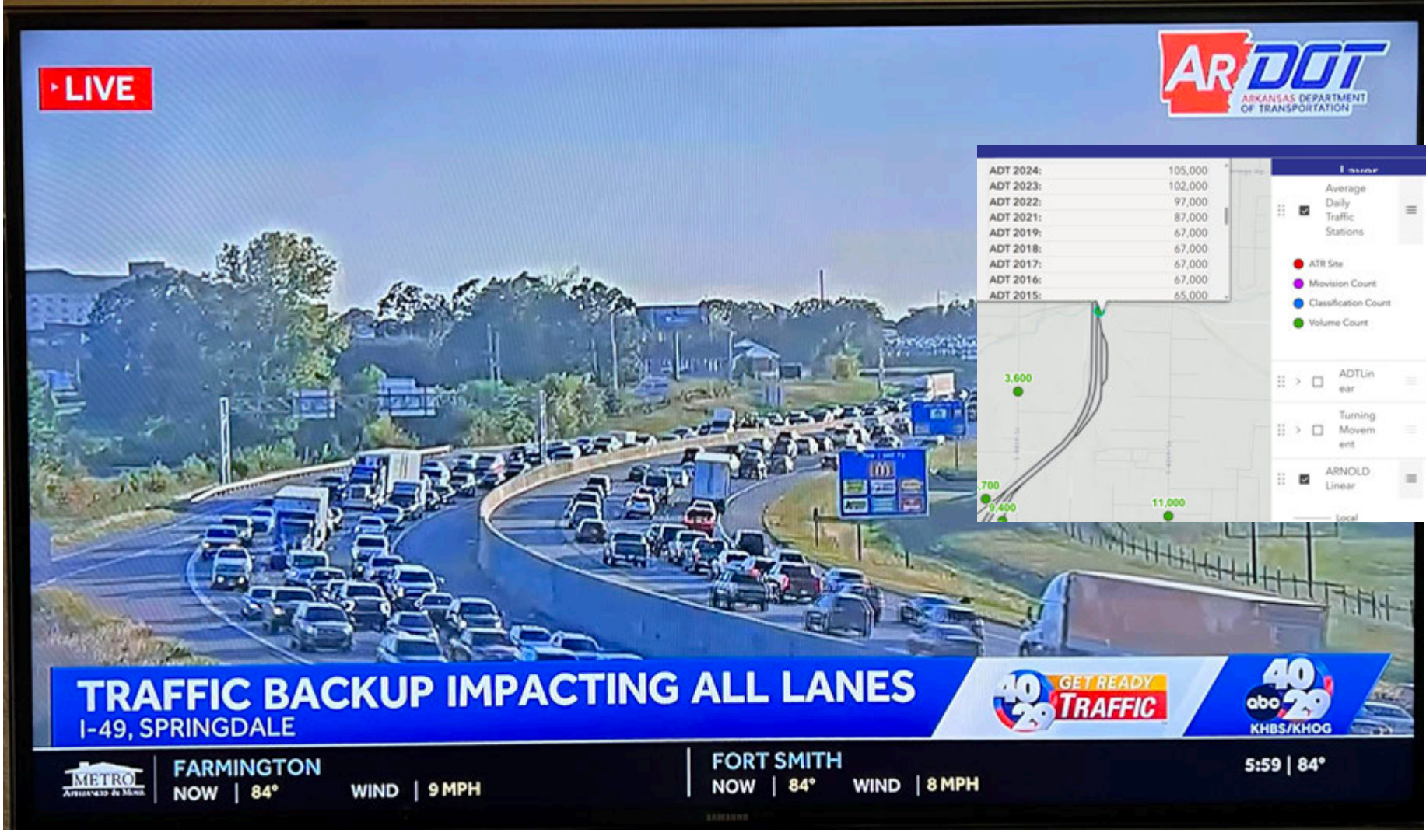
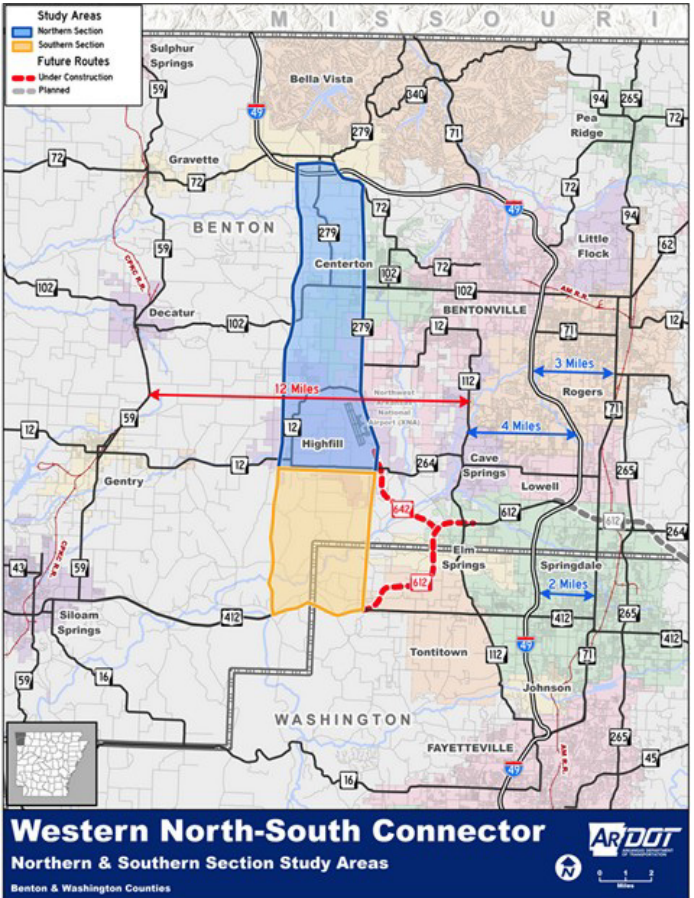
I-49 Study – HOV, HOT, Bus on Shoulder

I-49 Volume Percent Increase (2022 to 2050)

- Low Increase (20%-59%)
- Medium Increase (60%-100%)
- High Increase (over 100%)


LIVE
AR DOT
ARKANSAS DEPARTMENT OF TRANSPORTATION
ADT 2024: 105,000
ADT 2023: 102,000
ADT 2022: 97,000
ADT 2021: 87,000
ADT 2019: 67,000
ADT 2018: 67,000
ADT 2017: 67,000
ADT 2016: 67,000
ADT 2015: 65,000
Layer
Average Daily Traffic Stations
ATR Site
Miovision Count
Classification Count
Volume Count
ADTLinear
Turning Movement
ARNOLD Linear
3,600
11,000
TRAFFIC BACKUP IMPACTING ALL LANES
I-49, SPRINGDALE
GET READY TRAFFIC
KHBS/KHOG
METRO
FARMINGTON
NOW | 84° WIND | 9 MPH
FORT SMITH
NOW | 84° WIND | 8 MPH
5:59 | 84°

6 Western North-South Connector Project



- ARDOT study between Hwy 112 and Hwy 59
- **Finding**: A new or improved roadway would mainly serve local residents with only moderate through traffic
- **Recommendation**: Construct the roadway to arterial standards to balance moderate speeds and community access.
- Existing highways and roads could be improved with minimal impacts.
- High-speed freeway is not recommended due to significant environmental and property impacts.

6 Western North-South Connector – Southern Extension

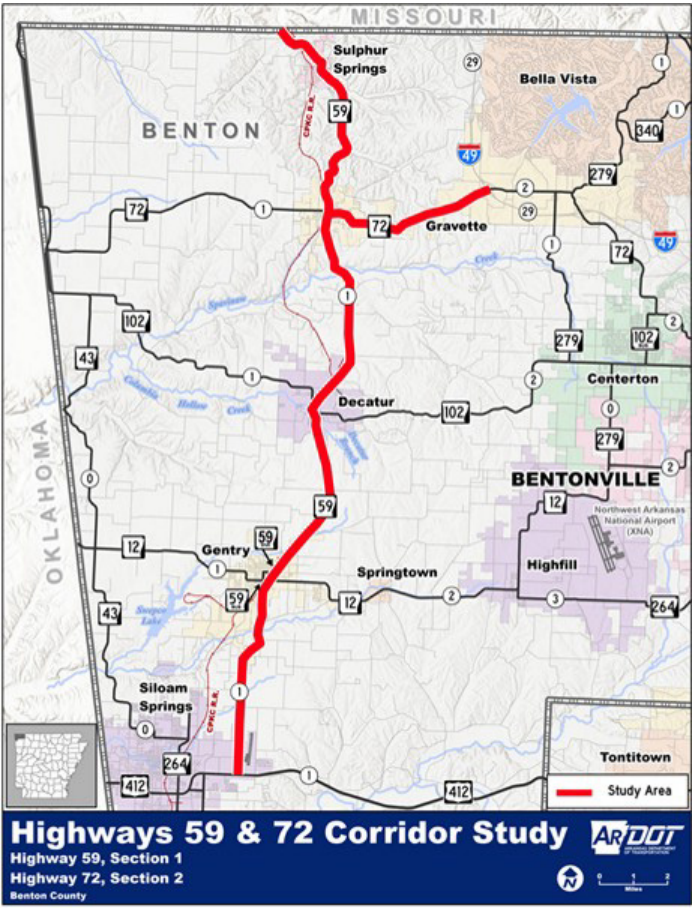
Northern Segments – Programmed in the 2025-2028 TIP for Project Development

2050 Projects (Unconstrained)

1. I-49 north to US 62: New Interchange and Connector
2. Prairie Grove north to US 412: Improved Connector

Local Priority *– Prairie Grove, Farmington, Lincoln, Greenland, West Fork, and Washington County met with NWARPC in Fall 2025 to express mobility concerns developing on US 62 and Illinois Chapel Rd.*

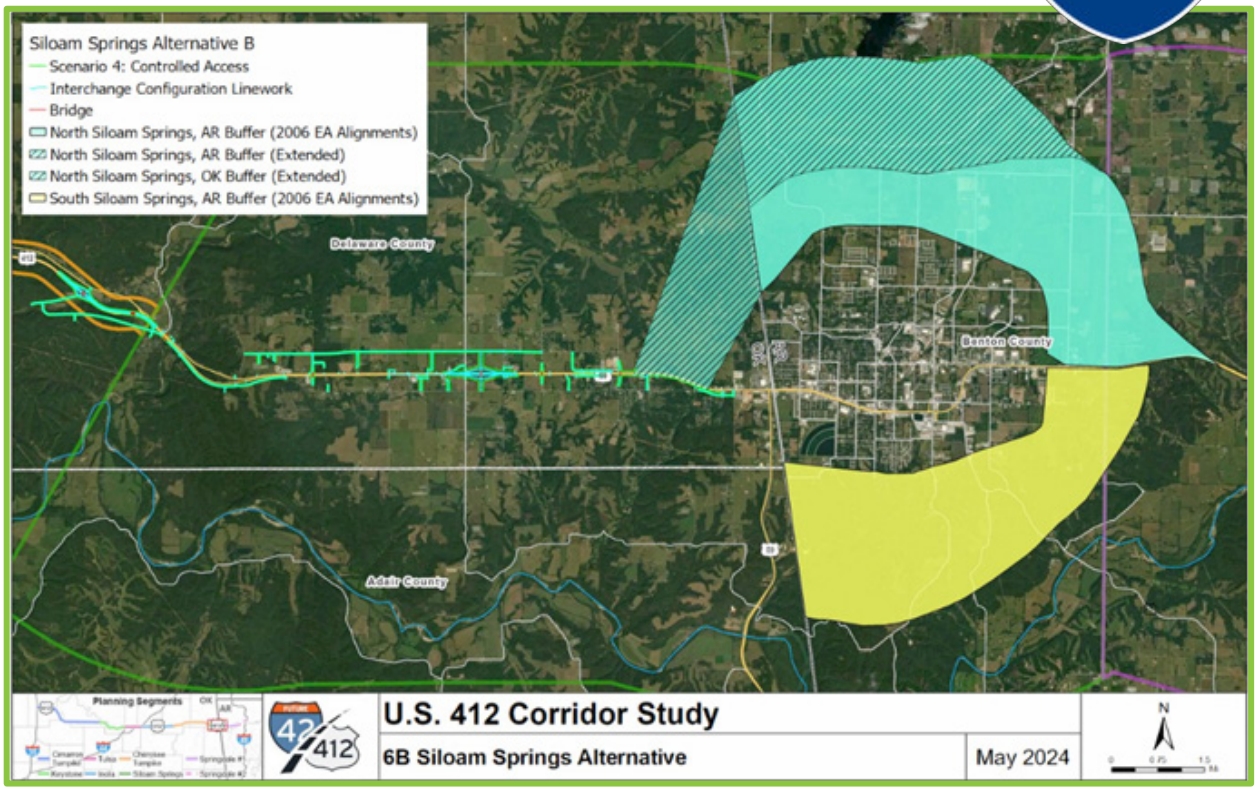
6 Highways 59 & 72 Corridor Study



- ARDOT study to determine need and feasibility for improvements along the corridor
- **Preliminary Findings**: Major intersections experiencing poor traffic flow during peak hours due to increases in truck traffic; Crash patterns have been documented near curves
- **Preliminary Recommendation**: Intersection improvements; highway widening and / or realignment; curve improvements
- Arterial roadways are recommended (not a freeway)

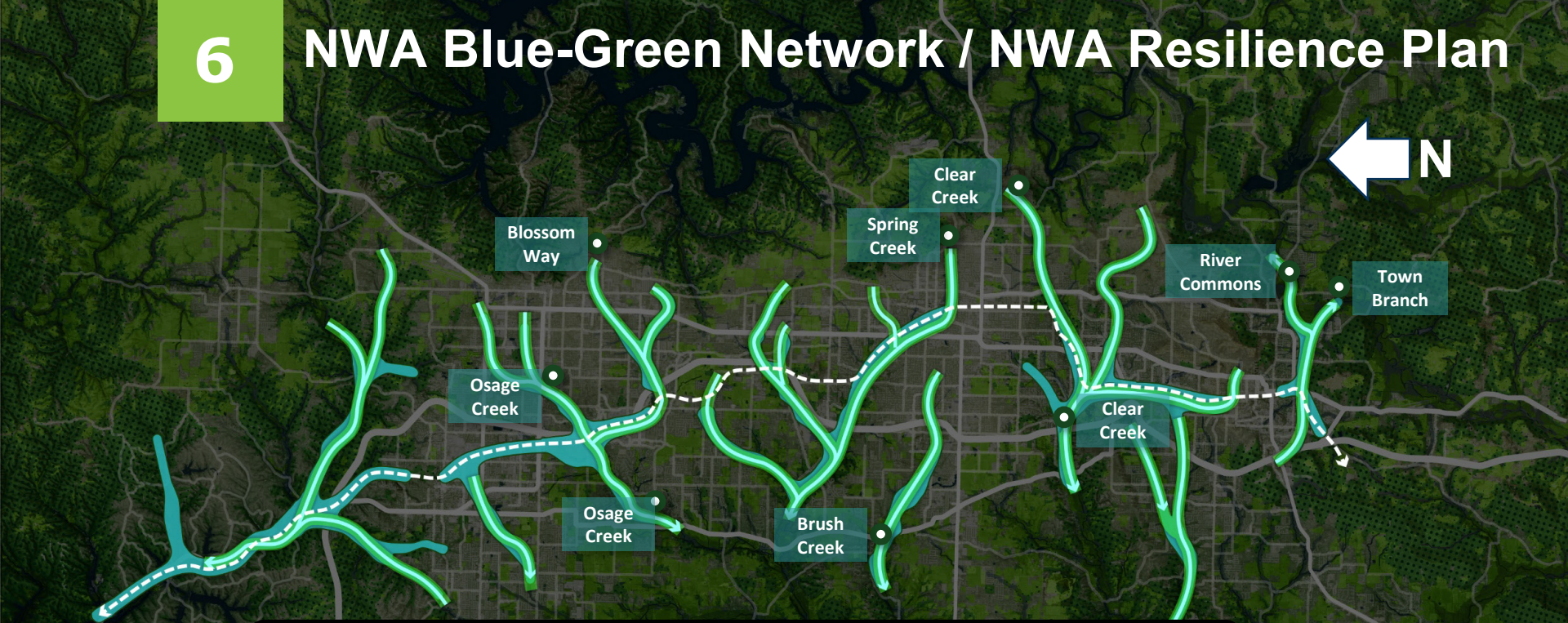
6

Future I-42 Study



- ARDOT and Oklahoma DOT completed Planning and Environmental Linkages (PEL) Study between I-35 & I-49 for ***future I-42***.
- To meet interstate design standards, ***a new route*** will need to be identified to provide full access control through the area.
- Future Study to evaluate whether the preferred alignment ***should bypass Siloam Springs to the north or to the south***.

6 NWA Blue-Green Network / NWA Resilience Plan



- Continue the work started with CPRG Projects to protect the region's natural infrastructure.
- Include sponge parks for consideration as a stormwater management tool, open space amenity, and development incentive.
- Incorporate EEI, Open Space, Karst, and Heritage Trail plans to build resilient infrastructure while protecting the region's unique landscapes.

fieldoperations

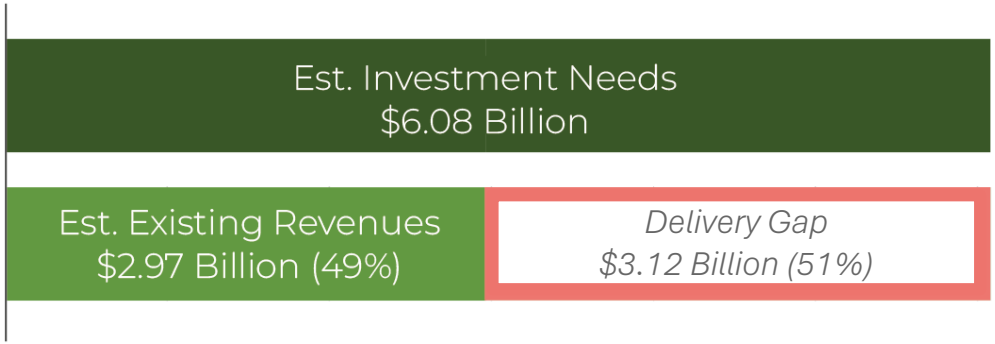
6

The Delivery Challenge

- Critical corridors and transit projects (e.g., US71B BRT) remain unfunded or delayed.
- Federal, state, and local revenue sources are limited.
- Without new tools, mobility gaps will persist to 2050.

Regional Transportation Funding

Evaluation of Needs & Revenues

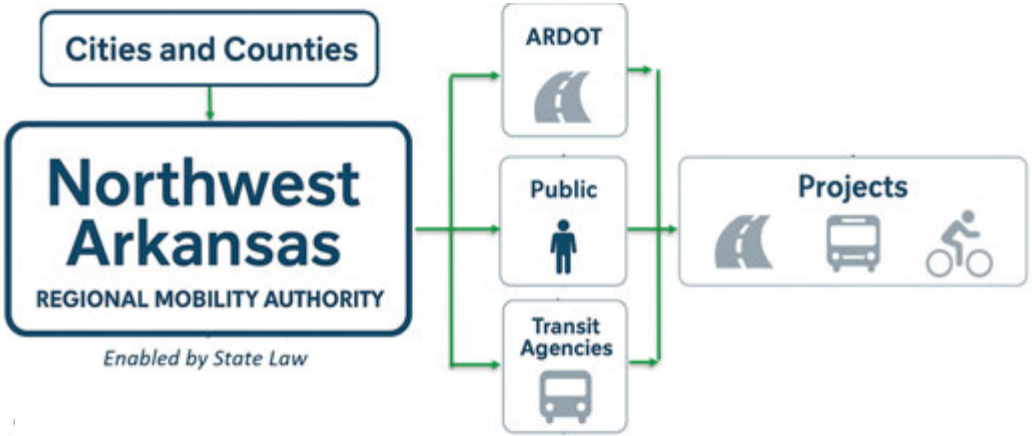


Estimated Revenue: Federal FHWA Funding + Local Match

Regional Mobility Authority (RMA)

New regional funding approach to meet Forward 2050 goals

- Enabled by Ark. Code Ann. § 27-76-101.
- Counties and cities can form RMAs to plan, build, operate, and finance transportation projects.
- Governed by a local board; can issue bonds and coordinate with ARDOT and the State Highway Commission



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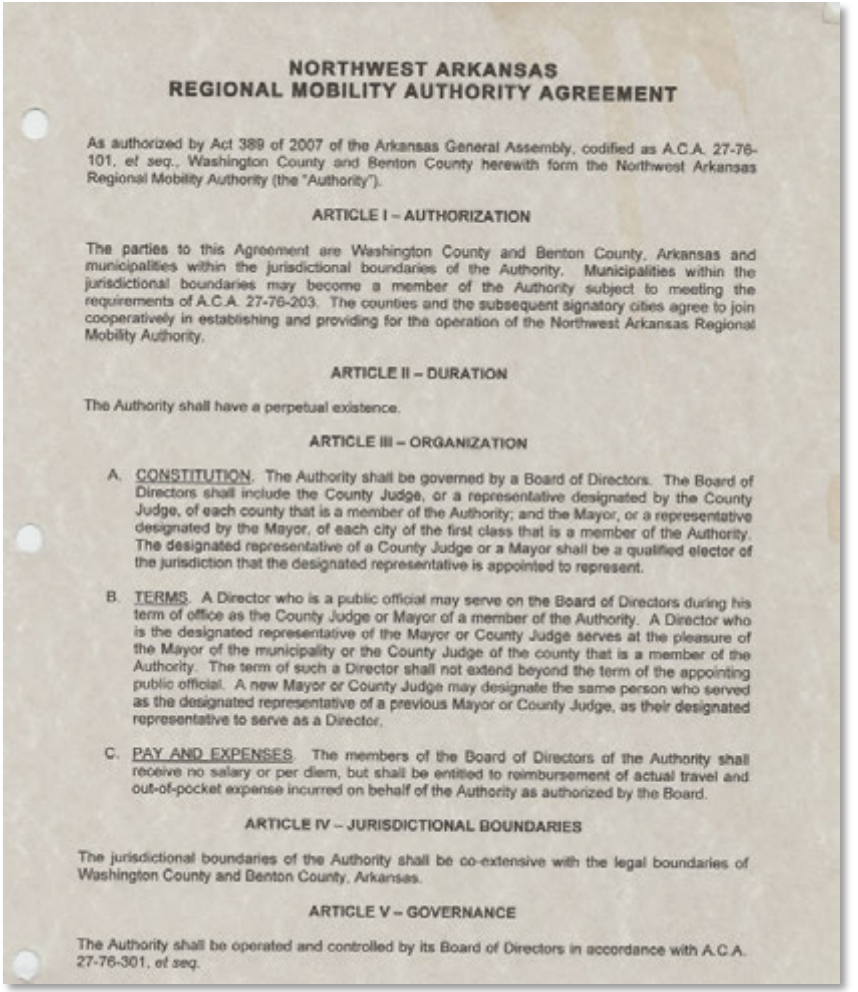
NWA RMA

Formed in 2008 through a cooperative agreement

CITY/COUNTY	MEMBER
Benton County	Judge Barry Moehring **(CHAIR)**
Washington County	Judge Patrick Deakins
Bella Vista	Mayor John Flynn **(SEC'Y/TREAS)**
Bentonville	Mayor Stephanie Orman
Centerton	Mayor Bill Edwards
Farmington	Mayor Ernie Penn
Fayetteville	Mayor Molly Rawn
Gentry	Mayor Kevin Johnston
Lowell	Mayor Chris Moore
Lincoln	Mayor Doug Hutchens
Pea Ridge	Mayor Nathan See
Prairie Grove	Mayor David Faulk
Rogers	Mayor Greg Hines
Siloam Springs	Mayor Judy Nation
Springdale	Mayor Doug Sprouse **(VICE CHAIR)**
West Fork	Mayor Heith Caudle



NORTHWEST ARKANSAS
REGIONAL MOBILITY AUTHORITY AGREEMENT

As authorized by Act 389 of 2007 of the Arkansas General Assembly, codified as A.C.A. 27-76-101, *et seq.*, Washington County and Benton County herewith form the Northwest Arkansas Regional Mobility Authority (the "Authority").

ARTICLE I – AUTHORIZATION

The parties to this Agreement are Washington County and Benton County, Arkansas and municipalities within the jurisdictional boundaries of the Authority. Municipalities within the jurisdictional boundaries may become a member of the Authority subject to meeting the requirements of A.C.A. 27-76-203. The counties and the subsequent signatory cities agree to join cooperatively in establishing and providing for the operation of the Northwest Arkansas Regional Mobility Authority.

ARTICLE II – DURATION

The Authority shall have a perpetual existence.

ARTICLE III – ORGANIZATION

A. CONSTITUTION. The Authority shall be governed by a Board of Directors. The Board of Directors shall include the County Judge, or a representative designated by the County Judge, of each county that is a member of the Authority; and the Mayor, or a representative designated by the Mayor, of each city of the first class that is a member of the Authority. The designated representative of a County Judge or a Mayor shall be a qualified elector of the jurisdiction that the designated representative is appointed to represent.

B. TERMS. A Director who is a public official may serve on the Board of Directors during his term of office as the County Judge or Mayor of a member of the Authority. A Director who is the designated representative of the Mayor or County Judge serves at the pleasure of the Mayor of the municipality or the County Judge of the county that is a member of the Authority. The term of such a Director shall not extend beyond the term of the appointing public official. A new Mayor or County Judge may designate the same person who served as the designated representative of a previous Mayor or County Judge, as their designated representative to serve as a Director.

C. PAY AND EXPENSES. The members of the Board of Directors of the Authority shall receive no salary or per diem, but shall be entitled to reimbursement of actual travel and out-of-pocket expense incurred on behalf of the Authority as authorized by the Board.

ARTICLE IV – JURISDICTIONAL BOUNDARIES

The jurisdictional boundaries of the Authority shall be co-extensive with the legal boundaries of Washington County and Benton County, Arkansas.

ARTICLE V – GOVERNANCE

The Authority shall be operated and controlled by its Board of Directors in accordance with A.C.A. 27-76-301, *et seq.*

It MATTERS for Northwest Arkansas

NWA is a Polycentric Region:
Multiple urban centers and shared corridors

Transportation Challenges:
Regional

Governance:
Fragmented

Existing Revenue Sources:
Insufficient + Inefficient

Path Forward – Forward 2050 Recommendations

- Continue to document unmet needs and funding gaps
- Continue to evaluate Arkansas RMA authorities and limits.
- Compare regional funding models elsewhere.
- Develop a Regional Mobility Investment Framework: Identify priority projects, revenue streams, and how RMA would partner with ARDOT, transit agencies and local jurisdictions.
- Engage the public.
- Educate policymakers at the State level.

Next Steps:

- **December/January** – Public Review and Engagement
  - **Public Open Houses** – Monday, December 8, Jones Center, Springdale
  - **Public Comment Period** – December 8, 2025 – January 12, 2026
- **Early January (*TBD*)** – Stakeholder Meeting #4 (*combined with TAS*)
- **February/March 2026** – Plan Adoption

FORWARD 2050

Connecting Northwest Arkansas through Transportation Choice