

TRANSPORTATION IMPROVEMENT PROGRAM DRAFT TIP

NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY



FEDERAL
FISCAL YEARS

2019-2022

Prepared by the Northwest Arkansas Regional Planning Commission in cooperation with the Arkansas Department of Transportation, Missouri Department of Transportation, Federal Highway Administration and Federal Transit Administration.

June 28, 2018



NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION DISCLAIMER

This notice is in accordance with the 2040 NWA Metropolitan Transportation Plan, the Moving Ahead for Progress in the 21st Century (MAP-21) Act and Fixing America's Surface Transportation (FAST) Act, in cooperation with local agencies, the Arkansas Department of Transportation, the Missouri Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. This report was funded in part through grant(s) from the Federal Highway Administration, the Federal Transit Administration, and/or the U.S. Department of Transportation. The views and opinions of the agency expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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NARTS MISSION

The mission of the Northwest Arkansas Regional Transportation Study (NARTS) is to “Develop and Maintain a Regional Transportation Plan for the Metropolitan Area.” Transportation Management Area (TMA) status was recognized after 2010 Census Bureau data indicated the Fayetteville-Springdale-Rogers, AR-MO Urbanized Area (UZA) had grown from 172,585 in 2000 to 295,083 in 2010. The 200,000 population mark is the threshold for an area to become a TMA. With the new UZA boundary extending into Missouri, the Metropolitan Planning Area (MPA) for transportation planning now extends into McDonald County, Missouri.

REGIONAL TRANSPORTATION GOAL

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

THE TIP MUST INCLUDE:

- A list of projects and strategies including investments in pedestrian and bicycle transportation facilities, as well as roadways and transit.
- A financial plan.
- Descriptions of each project, including, but not limited to type of work, termini, length, etc.
- A “visual” component that helps the reader to better understand the nature of the project.
- This TIP complies with all the requirements of the Fixing America's Surface Transportation (FAST) Act.

NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY AREA (NARTS) PLANNING PARTNERS:

CITIES:

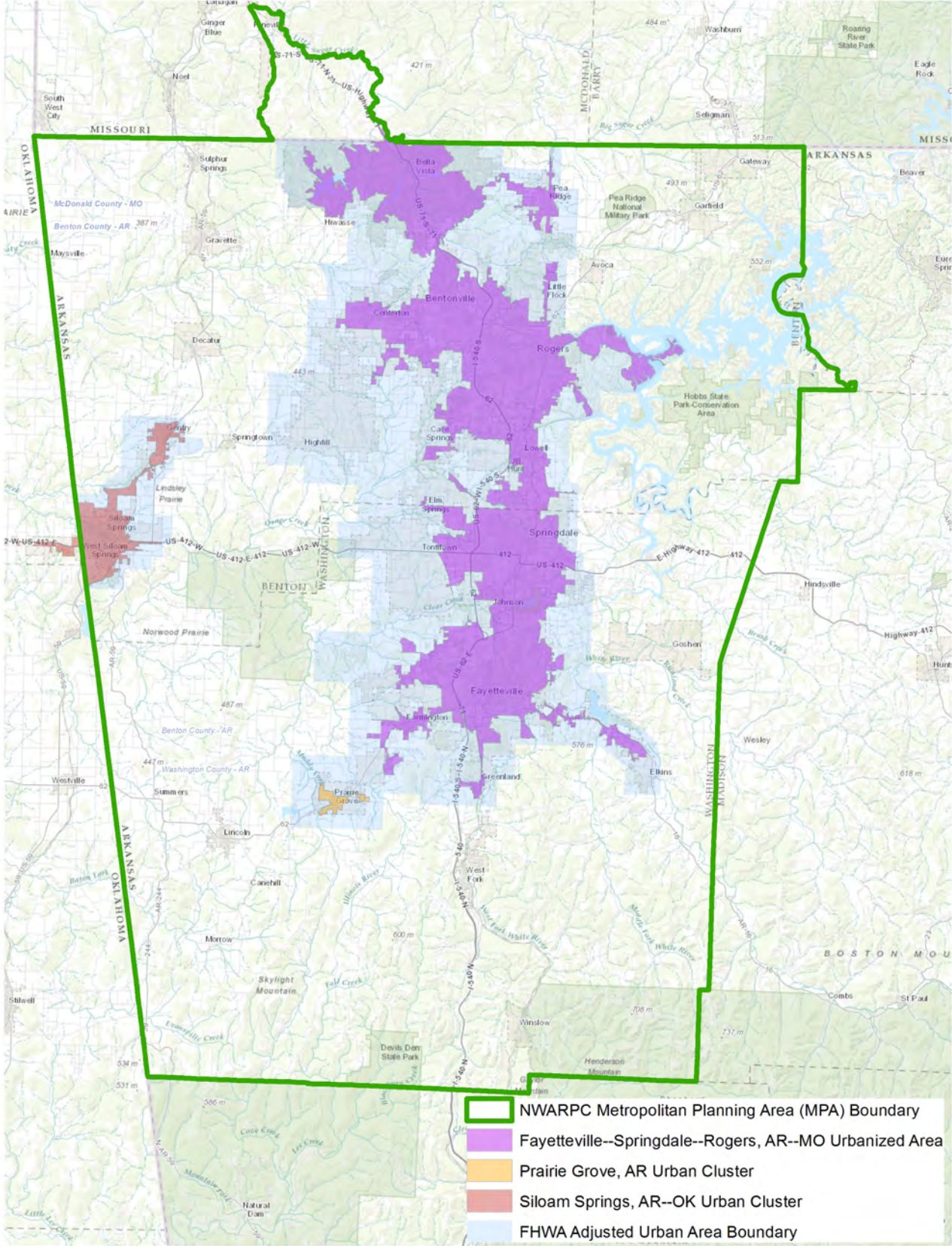
City of Avoca
City of Bella Vista
City of Bentonville
City of Bethel Heights
City of Cave Springs
City of Centerton
City of Decatur
City of Elkins
City of Elm Springs
City of Farmington
City of Fayetteville
City of Garfield
City of Gateway
City of Gentry
City of Goshen
City of Gravette
City of Greenland
City of Highfill
City of Jane, Missouri
City of Johnson
City of Lincoln
City of Little Flock
City of Lowell
City of Pea Ridge
City of Pineville, Missouri
City of Prairie Grove
City of Rogers
City of Siloam Springs
City of Springdale
City of Springtown
City of Sulphur Springs
City of Tontitown
City of West Fork
City of Winslow

COUNTIES:

Benton County, Arkansas
McDonald County, Missouri
Washington County, Arkansas

OTHER:

Arkansas Department of Transportation (ARDOT)
Missouri Department of Transportation (MODOT)
Ozark Regional Transit Inc.
Razorback Transit
University of Arkansas



NARTS PLANNING AREA BOUNDARY

FFY 2019-2022
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
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FTA PROGRAMS

49 U.S.C. Chapter 53, Section 5307 – Urbanized Area Formula Program Grants

49 U.S.C. Chapter 53, Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

49 U.S.C. Chapter 53, Section 5311 – Formula Grants for Rural Areas

49 U.S.C. Chapter 53, Section 5339 – Grants for Bus and Bus Facilities

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS

| | |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 154 Penalty | Federal funds reallocated for safety improvements as penalty due to the lack of a state open container law. |
| 4-R | Resurfacing, Restoration, Rehabilitation and Reconstruction |
| AC | Advance Construction - one of several Federal-aid fund management tools designed to provide states with greater flexibility in managing Federal-aid highway funds. The primary benefit of AC is that it allows states to accelerate transportation projects using non-Federal funds while maintaining eligibility to be reimbursed with Federal-aid funds at a later date. |
| ARDOT | Arkansas Department of Transportation |
| Bond | Bond Proceeds |
| BR | Bridge |
| Bs. & Surf. | Base and Surfacing - including, but not limited to, asphalt, and curb and gutter. |
| CAP | Connecting Arkansas Program - In 2012, through a voter-approved constitutional amend the people of Arkansas passed a 10-year, half-cent sales tax to improve the State's transportation system, including projects that widen and improve approximately 200 miles of highways and interstates. |
| Capacity Improvements | Widening of existing facilities or construction of new facilities to increase capacity. |
| CENG | Construction Engineering and Inspection |
| CMAQ | See Information on Federal Funding. |
| CMAQ AQ | See Information on Federal Funding. |
| CMAQ FLEX | See Information on Federal Funding. |
| CR | County Road |
| CS | City Street |
| DBE | See Information on Federal Funding. |
| Diamond Grinding | A pavement preservation technique that corrects a variety of surface imperfections on both concrete and asphalt pavements providing a significant improvement in the smoothness of a pavement. |
| Earmark | Federal Funds that are designated for a particular purpose. |
| EFLHD | Eastern Federal Lands Highway Division of the Federal Highway Administration - a division of |

the USDOT that promotes administration of federal public roads and bridges; protects and enhances natural resources and provides transportation access for Native Americans.

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|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Eng. | Engineering |
| Env. | Environmental |
| FAST Act | Fixing America’s Surface Transportation Act - this act funds the Federal Highway Program from Federal Fiscal Years (FFY) 2016 - 2020. |
| Federal Lands | Lands owned or administered by the Federal government. Examples are: national parks, national wildlife refuges, military reservations, federal prisons and public domain land. |
| Ferry Boat | See Information on Federal Funding. |
| FFY | Federal Fiscal Year - a pre-defined 12 month period from October 1 to September 30. |
| FHWA | Federal Highway Administration - an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation’s transportation system. |
| FLAP | Federal Lands Access Program. See Information on Federal Funding. |
| FTA | Federal Transit Administration - an agency within the USDOT that provides financial and technical assistance to local public transit systems. |
| FTA-5304 | Federal funding for transit system statewide planning and programming. |
| FTA-5305 | Federal funding for transit system planning programs. |
| FTA-5307 | Urbanized area formula grants - provides competitive Federal funding to public transit systems in urbanized areas. |
| FTA-5310 | Federal funding for enhanced mobility of seniors and individuals with disabilities. |
| FTA-5311 | Federal formula grant funds for transit in rural areas / populations < 50,000. |
| FTA-5329 | Federal funds for transit safety and oversight programs. |
| FTA-5337 | State of good repair grants - Federally funded capital assistance for maintenance, replacement and rehabilitation of motorbus systems. Additionally, can be used for Transit Asset Management plans. |
| FTA-5339 | Federal Buses and Bus Facilities Grants Program - must be “low” or “no” emission transit or equipment. |
| GARVEE Bonds | Grant Anticipation Revenue Vehicles (GARVEE Bonds) - a tool used by many states to finance highway projects, secured by the Federal Highway Trust Fund, to enable the acceleration of construction timelines and spread the cost of a transportation facility over its useful life. |
| Gr. & Strs. | Grading and Structures - includes dirt work and bridge building. |
| HSATS | Hot Springs Area Transportation Study - the Metropolitan Planning Organization (MPO) for the urbanized area in Garland County. (See also MPO) |
| HSIP | See Information on Federal Funding. |
| Improve Air Quality | Improve air quality in nonattainment areas. |
| Intchng. Impvts. | Interchange Improvements - improvements to the junction between two or more roadways, |

typically including a grade separation and ramps.

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| Inters. Impvts. | Intersection Improvements - improvements to the junction between two or more roadways that meet at grade. |
| IRP | Interstate Rehabilitation Program - approved by a special election (November 2011) - allowed the Highway Commission to issue up to \$575 million in GARVEE Bonds to help finance repairs and improvements to Interstates. |
| Local | Local Funds / City or County |
| LRMTP or MTP | Long-Range Metropolitan Transportation Plan - a long range planning horizon of 20-25 years that provides a vision for how to invest in and improve the regional transportation infrastructure. |
| Major Widening | Widening of an existing roadway to improve capacity or enhance safety. |
| Metropolitan Planning Organization | A federally mandated and funded transportation policy making organization that is made up of representatives from local government and government transportation authorities. |
| Miscellaneous | Any number of improvements. |
| MODOT | Missouri Department of Transportation |
| MPO | See Metropolitan Planning Organizations. |
| NARTS | Northwest Arkansas Regional Transportation Study. The Metropolitan Planning Organization (MPO) for all of Washington and Benton Counties and a portion of McDonald County, Missouri (See also MPO.) |
| NEPA | National Environmental Policy Act - a federal law that requires agencies that administer federally funded projects to assess environmental effects to their proposed actions prior to constructing highways, roadways or projects in public land. |
| New Location | Construction of a roadway on a location not previously developed for vehicular transportation. |
| NHFP | See Information on Federal Funding. |
| NHPP | See Information on Federal Funding. |
| NHS | National Highway System - includes the Interstate Highway System and other roads important to the nation's economy, defense and mobility. |
| Noise Abatement | Improvements to reduce noise pollution to a specific area. |
| Off System Bridge | See Information on Federal Funding. |
| OJT | See Information on Federal Funding. |
| Operational Improvements | Improves traffic operations on existing roadways. |
| P.E. or PE | Preliminary Engineering - includes surveys, environmental analysis, and design. |
| Partnering Projects | A project that has a partnering arrangement between ARDOT and local governments and other state agencies that results in project acceleration. |
| Passing Lane(s) | Construction of an additional lane or lanes intended for passing on a two lane roadway. |
| Planning | Determination of existing or future needs. |

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| Project Development | Combination of preliminary engineering, environmental analysis, design, right of way acquisition, and utility relocation activities. |
| Pvmt. | Pavement |
| Rail Hwy. | See Information on Federal Funding. |
| Reconstruction | Rebuilding of an existing roadway. |
| Rehabilitation | Pavement restoration, patching, heat scarifying, etc., of an existing roadway. |
| ROW | Right of Way - acquirement of real property to make way for the construction of a highway project. Real property is a term that is used to describe land, easements, air or access rights, or the rights to control the use of land, such as leases. |
| RR | Railroad |
| RR Grade Separation | Construction of a bridge over or under a railroad track(s) at an at-grade crossing. |
| RTP | See Information on Federal Funding. |
| Safety & Traf. Eng. | Various improvements to enhance and/or improve traffic flow. |
| Sealing | Application of an asphalt seal coat to an existing roadway. |
| Sel. Secs. | Selected Sections |
| SHSP | Strategic Highway Safety Plan - a Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads. |
| State | State Funds |
| State Local | State funds, Local funds or a combination of the two. |
| STBGP | See Information on Federal Funding. |
| STBGP > 200K | Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population. See Information on Federal Funding. |
| STIP | Statewide Transportation Improvement Program - a Federally required, financially constrained, four-year or more, list of upcoming statewide transportation projects that identifies the schedule and the funding by Federal Fiscal Year. |
| Str. & Apprs. | Structure(s) and Approaches - including, but not limited to, bridge replacement, grade separation, etc. |
| System Preservation | Various projects to preserve, rehabilitate, or reconstruct an existing roadway. |
| TAP | See Information on Federal Funding. |
| TAP >200K | Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population. See Information on Federal Funding. |
| TIP | Transportation Improvement Program - a Federally required, financially constrained, four-year or more, list of upcoming transportation projects that identifies the schedule and the funding by Federal Fiscal Year in a Metropolitan Planning Organization area (or MPA - Metropolitan Planning Organization). |
| TMA | Transportation Management Area - an area designated by the Secretary of Transportation having an urbanized area population of over 200,000 or upon special request from the |

Governor and the MPO designated for the area.

Transit

Projects that provide operation assistance or capital assistance such as improving or expanding local public transit systems, including buses, subways, light rail, commuter rail, or trolleys.

U of A

University of Arkansas

Utility

Adjustment and/or relocation of utilities.

Widening

Widening an existing roadway - one or more lanes.

INTRODUCTION

The Northwest Arkansas Regional Planning Commission (NWARPC), as the designated Metropolitan Planning Organization (MPO), is responsible for the coordination of transportation planning activities in Benton and Washington County in Arkansas and a portion of McDonald County, Missouri. This geographic area, known as the Metropolitan Planning Area (MPA), includes all of the 2010 Census designated Fayetteville-Springdale-Rogers AR-MO Urbanized Area, all of Benton and Washington County-AR, and a portion of McDonald County-MO.

The FFY 2019 - 2022 Transportation Improvement Program (TIP) has been developed as a part of the continuing, cooperative, and comprehensive (3C) planning program, as well as through a performance-driven, outcome-based approach, as established under planning regulations of the U.S. Department of Transportation. The FFY 2016 - 2020 TIP includes all transportation improvements planned or programmed within the MPA that will utilize Federal funding for all or part of their implementation costs. The purpose of the TIP is to assist in coordinating the use of these funds for area-wide transportation improvements and to ensure that the projects that are the recipients of these Federal funds are in conformance with the 2040 NWA Metropolitan Transportation Plan (MTP) adopted on March 23, 2016.

The projects that are contained in the FFY 2019 - 2022 TIP have been selected by and coordinated with local units of governments and transit agencies within the MPA and with ARDOT and MODOT. They have been reviewed for consistency with the 2040 MTP, responsiveness to local and regional needs, and for the availability of Federal funds and non-Federal matching funds. This last review element, the availability of Federal funds and non-Federal matching funds, is a core component of the TIP.

The concept of fiscal constraint means that there is a reasonable expectation of Federal funding for the individual projects contained in the TIP. Reasonable expectation is defined as the guarantee or probability of Federal funding within the four (4) year time frame of the TIP.

Availability of TIP Projects and Data on the NWARPC website:

Upon approval and adoption of the FFY 2019-2022 TIP, the various improvement projects with associated project information will be placed on the NWARPC website at <http://nwarpc.org>. The projects will also be identified on an interactive map with the associated information presented in drop-down attribute boxes linked to the data on the map.

INFORMATION ON FEDERAL FUNDING

Federal funding for projects includes:

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

In general, the NHPP provides support for the condition and performance of the National Highway System (NHS), and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan. Restoration work on all State Highway System bridges is also an eligible use of these funds.

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

The NHFP is for projects that will improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- Improving the state of good repair of the NHFN;
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- Improving the efficiency and productivity of the NHFN;
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- Reducing the environmental impacts of freight movement on the NHFN.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

The STBGP provides flexible funding that may be used by States for projects to preserve and improve the conditions and performance on any State highway or bridge. A portion of these funds are set aside and sub-allocated as follows:

• Set-asides

Transportation Alternatives and Recreational Trails Projects (TAP or RTP), which provides funding for a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Bridges not on Federal-aid highways (Off System Bridge) are treated as set-asides.

• Sub-allocation

A percentage of a State's STBG apportionment (after set-asides) is to be obligated in the following areas in proportion to their relative shares of the State's population:

- ◊ Urbanized areas with population greater than 200,000
- ◊ Areas with population greater than 5,000 but no more than 200,000 (STBGP)
- ◊ Areas with population of 5,000 or less (STBGP)

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The HSIP funds are eligible for projects that will achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A portion of these funds are set aside as follows:

• Set-asides

Railway-Highway Crossings Program (Rail Hwy) which provides funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

• **Sub-allocation**

CMAQ Program funds dedicated to West Memphis, AR (CMAQ AQ) for projects to the attainment or maintenance of a national ambient air quality standard.

CMAQ Program flexible funds (CMAQ Flex) that may be used by States for projects to preserve and improve the conditions and performance on any State highway or bridge.

FEDERAL LANDS ACCESS PROGRAM (FLAP)

The FLAP provides funds for projects on Federal Lands Access Transportation Facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program.

FERRY BOAT PROGRAM (Ferry Boat)

The Ferry Boat Program (Ferry Boat) provides funds for the construction of ferry boats and ferry terminal facilities. This is a competitive grant program.

DISADVANTAGED BUSINESS ENTERPRISE SUPPORTIVE SERVICES PROGRAM (DBE)

The DBE Program primary purpose is to provide training, assistance, and services to minority, disadvantaged, and women business enterprises so as to increase their activity in the program, and to facilitate the firms' development into viable, self-sufficient organizations capable of competing for, and performing on federally assisted highway projects.

ON THE JOB TRAINING PROGRAM (OJT)

The OJT Program is funded by the Workforce Innovation and Opportunity Act and allows States to hire and train skilled workers and get reimbursed for these efforts.

INFORMATION ON GENERIC PROJECTS

IRP DEBT SERVICE

Conversion of Advanced Construction NHPP funds to repay the bonds issued for the 2011 Interstate Rehabilitation Program. The 2011 Interstate Rehabilitation Program was approved by Arkansas voters in November 2011. Under this program, the Arkansas State Highway Commission had the authority to issue up to \$575 million in bonds for Interstate rehabilitation to be partially repaid using NHPP funds.

VARIOUS BRIDGE PRESERVATION

Painting structural steel, adding or replacing guard rail at bridge ends, improvements to columns to control scour, and bridge deck restoration.

VARIOUS OFF-SYSTEM BRIDGE REHABILITATION AND REPLACEMENT ON CITY STREETS

Replacement or rehabilitation of eligible bridges on city streets.

BRIDGE INSPECTION / INSPECTION EQUIPMENT

Routine inspection of bridges and purchase of bridge inspection equipment.

RAILROAD CROSSING PROTECTIVE DEVICES / SURFACING / HAZARD ELIMINATION

Safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

VARIOUS TRANSPORTATION ALTERNATIVE PROJECTS

Funded with a set-aside of STBGP program funding for transportation alternatives (TAP). Projects in this category will be approved through a competitive selection process with the solicitation of applications. These set-aside funds include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.

VARIOUS TRAIL PROJECTS

Projects in this category will be approved through a competitive selection process with the solicitation of applications. Eligible projects include motorized and nonmotorized trails and trail facilities.

VARIOUS RESURFACING / RESTORATION / REHABILITATION / RECONSTRUCTION / BRIDGE REPLACEMENT / BRIDGE REHABILITATION ON COUNTY ROADS

Federal funds dedicated for pavement and bridge improvement projects on the County Road System.

VARIOUS BRIDGE REPLACEMENT / BRIDGE REHABILITATION ON COUNTY ROADS

Federal funds dedicated for bridge improvement projects for Off System Bridges on the County Road System.

PE / RIGHT-OF-WAY / UTILITIES / CONSTRUCTION ENGINEERING

Project development and construction management activities including surveys, environmental analysis, design, right-of-way acquisition, relocating utilities and providing construction inspection once a project is let to contract.

VARIOUS WILDFLOWER PROGRAMS

Funds to support ARDOT's beautification program of planting wildflowers along the State Highway System.

MOTOR FUEL ENFORCEMENT ACTIVITIES

Funding for ARDOT's Internal Audit Motor Fuel Tax Section to offset the cost of International Fuel Tax Agreement audits and Motor Fuel Tax audits.

VARIOUS STATEWIDE SAFETY IMPROVEMENTS

Improvements consistent with the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a highway safety problem.

STATEWIDE PAVEMENT MARKINGS & SIGNING PROJECTS

Upgrading pavement markings and signs to meet desired levels of retro reflectivity for driver safety.

WORKFORCE TRAINING AND DEVELOPMENT

Various courses and training for workforce development and educational activities for ARDOT employees.

VARIOUS PAVEMENT PRESERVATION PROJECTS

Projects to improve ride quality and extend the life of pavements on the State Highway System. Projects may increase lane widths and/or shoulder widths to current standards.

VARIOUS SIGNALS AND INTERSECTION IMPROVEMENTS

Signalization, signal upgrades, signal coordination, and the addition of turn lanes to improve the flow of traffic through intersections.

VARIOUS SEALING PROJECTS

May include fog seals, chip seals, high friction surface treatments or other surface treatments on the State Highway System to improve friction and long-term performance of the pavement.

VARIOUS FEDERAL LANDS ACCESS PROGRAM (FLAP) PROJECTS

Improves transportation facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program.

DISADVANTAGED BUSINESS ENTERPRISES (DBE) SUPPORTIVE SERVICES

Provides training, assistance, and services to minority, disadvantaged, and women business enterprises to facilitate the firms' development into viable, self-sufficient organizations capable of competing for, and performing on federally assisted highway projects.

ON-THE-JOB TRAINING (OJT) SUPPORTIVE SERVICES

Hire and train workers in various highway construction skills.

APPLICABLE GUIDANCE

Eligible activities for all programs can be found in the "FAST Act" guidance at the following website:
<http://www.fhwa.dot.gov/fastact/factsheets/>

FFY 2019-2022 TIP ADOPTION

TIME PERIOD: This TIP identifies the projects planned and projected from Federal Fiscal Year 2019 through Federal Fiscal Year 2022 (October 1, 2018 to September 30, 2022). Spreadsheets for each fiscal year outline the work to be done and identify commitment of Federal, State or other funding sources.

PROJECT SELECTION PROCESS: The TIP is consistent with the Northwest Arkansas 2040 Metropolitan Transportation Plan (MTP) and was submitted to the Northwest Arkansas Regional Planning Commission Metropolitan Planning Organization (MPO) for approval. Full funding is anticipated to be available for each project within the time period contemplated for completion of the project.

In accordance with the provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 46 U.S.C. 5303, as amended, the MPO operates under the following Project Selection Procedures:

1. The approved Transportation Improvement Plan shall be utilized for programming projects within the NARTS Study Area.
2. Any project listed in the first year of the approved Transportation Improvement Program shall be considered the highest priority and may be implemented as soon as plans are completed and funds are appropriated.
3. If a project in the first year cannot be accomplished, then a project from the second year will be selected and those projects may be initiated as plans are completed and funds are appropriated.

These procedures were developed cooperatively between the Arkansas Department of Transportation, the Missouri Department of Transportation, local transit agencies, and the MPO, and were approved with this document.

AIR QUALITY: The NARTS Metropolitan area is in conformity with the Clean Air Act, as amended.

NARTS FFY 2019-2022 TIP Adoption Per the NWARPC Public Participation Plan

This Transportation Improvement Program for Federal Fiscal Years 2019-2022 was prepared as a part of the Northwest Arkansas Regional Transportation Study. Public notice concerning this Program was published June 28, 2018 in the La Prensa Libre and in the Legal Notices section of the Arkansas Democrat-Gazette. A Display Ad was published in the NWA Democrat-Gazette on July 1, 2018. A Public Forum was held July 5, 2018, after which a Public Comment period was held between July 6, 2018 and July 19, 2018. The draft FFY 2019-2022 TIP was recommended for adoption by the Technical Advisory Committee on July 19, 2018. The NWARPC MPO reviewed and adopted the FFY 2019-2022 TIP on July 25, 2018.

SPECIAL NOTICES

The public participation procedures outlined in the NWARCP Public Participation Plan (PPP) serve as the public participation process required for the development of transit projects as per FTA Circular 9030. Specifically, the public participation procedures outlined in the PPP will serve to satisfy the Program of Projects (POP) requirements of the Section 5307, Urbanized Area Formula Grant Program for the University of Arkansas/Razorback Transit and Ozark Regional Transit, Inc.

Arkansas receives an annual apportionment for the following 49 U.S.C. Chapter 53 sections: Section 5307 (FAST Act Section 3004), Section 5310 (FAST Act Section 3006), Section 5311 (FAST Act Section 3007) and Section 5339 (FAST Act Section 3017). These are listed as Statewide Projects in the TIP. Based on submitted applications, applicant's eligibility, project's eligibility, rating system and available funds, the ARDOT approves projects for funding. The ARDOT approved projects are submitted to the FTA for their approval. Once approved by the FTA, agencies throughout the State are informed of grant awards and contracts are executed.

Funds for highway and transit Statewide Projects are total funds available for throughout the State. Projects may be selected within the NARTS area and are at the discretion of ARDOT.

STATEMENT OF SELF-CERTIFICATION

23 U.S.C. §450.336 Self-certifications and Federal certifications.

- (a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:
 - (1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
 - (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
 - (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 - (4) Section 1101(b) of the FAST-Act (Public Law 114–94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
 - (5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal aid highway construction contracts;
 - (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
 - (7) In States containing nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
 - (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 - (9) Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and
 - (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- (b) In TMAs, the FHWA and the FTA jointly shall review and evaluate the transportation planning process for each TMA no less than once every 4 years to determine if the process meets the requirements of applicable provisions of Federal law and this subpart.
 - (1) After review and evaluation of the TMA planning process, the FHWA and FTA shall take one of the following actions:

COMPLETED AND UNDER-CONSTRUCTION PROJECTS FROM THE FFY 2016-2020 TIP

23 CFR 450.324(1)(2) requires that the TIP “lists major projects from the previous TIP that were implemented and identifies any significant delays in the planned implementation of major projects”. The tables below list the projects in Districts 4 and 9 that are in the NARTS area and are under-construction or completed by May 2018.

| Job Number | Job Name | County | Route | District | District-Group | Let Year | Let Date | Award Amount | District Cost | Length miles | Status |
|------------|------------------------------------------------------------------------|---------------------|----------|----------|----------------|----------|----------|---------------|-----------------------|--------------|--------------------|
| 040641 | Middle Fork White River Str. & Apprs. (Fayetteville) (S) | Washington | Hwy. 16 | 4 | 4 | 2015 | Dec-2015 | \$ 7,978,832 | \$ 7,978,832 | 0.56 | Completed |
| 040727 | Hwy. 71B - Co. Rd. 49 (S) | Washington | Hwy. 16 | 4 | 4 | 2017 | Feb-2017 | \$ 2,439,958 | \$ 2,439,958 | 9.99 | Completed |
| 040729 | Benton Co. Line - East (S) | Washington | Hwy. 16 | 4 | 4 | 2018 | Apr-2018 | \$ 1,267,706 | \$ 1,267,706 | 5.10 | Under Construction |
| 040732 | Hwy. 16 - Fulbright Expy. (Sel. Secs.) (S) | Washington | Hwy. 71B | 4 | 4 | 2017 | Jan-2017 | \$ 1,250,780 | \$ 1,250,780 | 5.30 | Completed |
| 040733 | Co. Rd. 3115 - Hutchens Creek (S) | Washington | Hwy. 71 | 4 | 4 | 2017 | Jan-2017 | \$ 410,954 | \$ 410,954 | 2.10 | Completed |
| BB0413 | Elm Springs Rd. Intchng. Impvts. (F) | Washington | I-49 | 4 | 4 | 2016 | Mar-2016 | \$ 6,260,081 | \$ 6,260,081 | 0.25 | Completed |
| BB0414 | Porter Rd. - Hwy. 112/71B Widening & Intchng. Impvts. (S) | Washington | I-49 | 4 | 4 | 2016 | Aug-2016 | \$ 94,824,908 | \$ 94,824,908 | 2.91 | Completed |
| 012007 | Randall Wobbe Lane - Hwy. 264 (Springdale) (S) | Benton & Washington | Hwy. 265 | 4 & 9 | 4 | 2017 | Nov-2017 | \$ 10,243,392 | \$ 2,934,305 | 0.55 | Under Construction |
| 012285 | Hwy. 412 - Hwy. 264 (S) | Washington & Benton | Hwy. 265 | 4 & 9 | 4 | 2017 | Aug-2017 | \$ 1,887,362 | \$ 1,442,720 | 3.05 | Completed |
| 012295 | Districts 4 & 9 Pavement Friction Impvts. (Sel. Secs.) (S) | Various | Various | 4 & 9 | 4 | 2018 | Feb-2018 | \$ 5,207,748 | \$ 2,204,309 | 4.11 | Under Construction |
| 012230 | Enhanced Striping & Shldr. Rumble Strips/Stripes (Dists. 4, 8 & 9) (S) | Various | Various | 4, 8 & 9 | 4 | 2016 | Feb-2016 | \$ 11,998,597 | \$ 3,999,532 | 0.00 | Completed |
| 012260 | Statewide Wrong-Way Crash Freeway Impvts. (S) | Various | Various | ALL | 4 | 2017 | Jan-2017 | \$ 3,098,848 | \$ 658,547 | 0.00 | Completed |
| 12 | Projects | | | | | | | | \$ 125,672,633 | 33.92 | |

| Job Number | Job Name | County | Route | District | District-Group | Let Year | Let Date | Award Amount | District Cost | Length miles | Status |
|------------|--------------------------------------------------------------------|---------------------|-------------------------|--------------|----------------|----------|----------|---------------|-----------------------|--------------|--------------------|
| 090376 | Hwy. 62/102 Intchng. Impvts. & 8th Street Widening (Bentonville) | Benton | I-49 | 9 | 9 | 2016 | Nov-2016 | \$ 28,808,497 | \$ 28,808,497 | 0.51 | Under Construction |
| 090406 | Hwy. 43 KCS Railroad Overpass (Siloam Springs) (S) | Benton | Hwy. 43 | 9 | 9 | 2016 | Nov-2016 | \$ 10,103,427 | \$ 10,103,427 | 0.47 | Under Construction |
| 090441 | Sulphur Springs-Spavinaw Creek (Overlay) (S) | Benton | Hwy. 59 | 9 | 9 | 2016 | Feb-2016 | \$ 1,023,934 | \$ 1,023,934 | 6.40 | Completed |
| 090443 | Springtown-Hwy. 279 (Overlay) (S) | Benton | Hwy. 12 | 9 | 9 | 2016 | Feb-2016 | \$ 1,245,962 | \$ 1,245,962 | 8.32 | Completed |
| 090450 | District 9 Bridge Painting (S) | Various | Various | 9 | 9 | 2016 | Jan-2016 | \$ 1,580,994 | \$ 1,580,994 | 0.00 | Completed |
| 090475 | Washington St. - East (Siloam Springs) (S) | Benton | Hwy. 412 | 9 | 9 | 2017 | Apr-2017 | \$ 1,414,946 | \$ 1,414,946 | 3.21 | Completed |
| 090481 | Hwy. 71B - North of Hwy. 62 (Rogers) (S) | Benton | Hwy. 94 | 9 | 9 | 2017 | Jan-2017 | \$ 741,121 | \$ 741,121 | 2.18 | Completed |
| 090483 | Hwy. 264 - North (Siloam Springs) (S) | Benton | Hwy. 43 | 9 | 9 | 2017 | Jan-2017 | \$ 383,962 | \$ 383,962 | 2.46 | Completed |
| 090488 | Beaver Lake Bridge Deck Rehab. (S) | Benton | Hwy. 12 | 9 | 9 | 2018 | Apr-2018 | \$ 1,066,110 | \$ 1,066,110 | 0.00 | Under Construction |
| 090492 | Hwys. 94 & 264 (Sel. Secs.) (S) | Benton | Hwys. 94 & 264 | 9 | 9 | 2017 | Jul-2017 | \$ 891,346 | \$ 891,346 | 4.96 | Completed |
| 090508 | Hwy. 71 - Co. Rd. 34 (Add'l Lns.) (B.V. Bypass) (S) | Benton | Hwy. 549 | 9 | 9 | 2017 | Nov-2017 | \$ 27,505,531 | \$ 27,505,531 | 8.75 | Under Construction |
| 090509 | Hwys. 12, 16, 62 & 127 Safety Impvts. (Sel. Secs.) (S) | Benton | Hwys. 12, 16, 62, & 127 | 9 | 9 | 2018 | Apr-2018 | \$ 2,459,000 | \$ 2,459,000 | 24.06 | Under Construction |
| CA0901 | Hwy. 264-New Hope Rd. (Widening) (S) | Benton | I-49 | 9 | 9 | 2016 | Jun-2016 | \$ 38,702,139 | \$ 38,702,139 | 5.26 | Completed |
| CA0902 | Hwy. 62/102-Hwy. 72 Widening & Intchng. Impvts. (S) | Benton | I-49 | 9 | 9 | 2016 | Jun-2016 | \$ 27,738,356 | \$ 27,738,356 | 3.43 | Completed |
| 012297 | Districts 1, 5, 9 & 10 Pavement Friction Impvts. (Sel. Secs.) (S) | Various | Various | 1, 5, 9 & 10 | 9 | 2018 | Apr-2018 | \$ 2,119,222 | \$ 267,948 | 0.55 | Under Construction |
| 012007 | Randall Wobbe Lane - Hwy. 264 (Springdale) (S) | Benton & Washington | Hwy. 265 | 4 & 9 | 9 | 2017 | Nov-2017 | \$ 10,243,392 | \$ 7,309,087 | 1.37 | Under Construction |
| 012285 | Hwy. 412 - Hwy. 264 (S) | Washington & Benton | Hwy. 265 | 4 & 9 | 9 | 2017 | Aug-2017 | \$ 1,887,362 | \$ 444,642 | 0.94 | Completed |
| 012295 | Districts 4 & 9 Pavement Friction Impvts. (Sel. Secs.) (S) | Various | Various | 4 & 9 | 9 | 2018 | Feb-2018 | \$ 5,207,748 | \$ 3,003,439 | 5.60 | Under Construction |
| 012288 | Low-Cost Safety Impvts. (Dists. 5, 6, 8 & 9) (S) | Various | Various | 5, 6, 8 & 9 | 9 | 2017 | Oct-2017 | \$ 3,048,847 | \$ 1,290,846 | 18.32 | Under Construction |
| 012230 | Enhanced Striping & Shldr. Rumble Strips/Stripes (Dists. 4, 8 & 9) | Various | Various | 4, 8 & 9 | 9 | 2016 | Feb-2016 | \$ 11,998,597 | \$ 3,999,532 | 0.00 | Completed |
| 012260 | Statewide Wrong-Way Crash Freeway Impvts. (S) | Various | Various | ALL | 9 | 2017 | Jan-2017 | \$ 3,098,848 | \$ 86,999 | 0.00 | Completed |
| 21 | Projects | | | | | | | | \$ 160,067,818 | 96.79 | |

NATIONAL, STATE DOT AND NWARPC MPO GOALS

MAP-21/FAST Act established national performance goals. The MPO Goals, Principles, and Objectives strive to align with the national performance goals in five main areas:

1. Safety and Security
2. Infrastructure Condition
3. Congestion Reduction and System Reliability
4. Freight Movement and Economic Viability
5. Environmental Sustainability

To guide decision-making and comply with MAP-21/FAST Act, the NWA MTP Framework was developed around national goals and state DOT goals.

MODOT’s Goals are identified as the following:

1. Take care of the transportation system and services enjoyed today.
2. Keep all travelers safe, no matter the mode of transportation.
3. Give Missourians better transportation choices.
4. Invest in projects that spur economic growth and create jobs.
5. Improve reliability and reduce congestion on Missouri’s transportation system.

Source: [MODOT Long Range Plan Update Executive Summary – Chapter 2 Goals and Objectives](#)

The table below illustrates how national and ARDOT transportation goals align with NWA MTP goals. The NWA MTP Framework also establishes potential MTP System Measures tied to each of the national, ARDOT and MTP goals with the opportunity to track progress towards these goals.

| 2040 Metropolitan Transportation Plan - Framework - National, State, and Region | | | | | |
|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| National Goal Area | National Goals | ARDOT Goals | NWARPC 2040 MTP Goals | | Actual* and Potential 2040 MTP System Measures |
| Safety and Security | To achieve a significant reduction in traffic fatalities and serious injuries on all public roads | Improve statewide safety funding by projects reducing fatal and serious injury crashes, reducing vulnerability (the magnitude of impact on the system due to events such as major traffic incidents, flooding, lane closures, bridge failures, and seismic activity), and improving resiliency of the system (the ability of the system to recover from these events). | Improve safety | Increase transportation safety for all modes of travel | Number of Fatalities* Rate of Fatalities per 100M VMT* Number of Serious Injuries* Number of Serious Injuries per 100M VMT* Number of Non-motorized Fatalities and Serious Injuries* |
| Infrastructure Condition - State of Good Repair | To maintain the highway infrastructure asset system in a state of good repair | Invest in the existing highway and bridges to maintain and preserve the existing system. | Preserve and Maintain Infrastructure | Maintain the existing and planned transportation system through ongoing maintenance, rehabilitation, reconstruction, and/or preservation. | Bridge Condition on NHS Pavement Condition on NHS Transit Asset Management Plan (TAM Plan)* |
| Congestion Reduction and System Reliability | To achieve a significant reduction in congestion on the National Highway System. To improve the efficiency of the surface transportation system | Invest in the multimodal transportation system to improve mobility, connectivity, accessibility, and reliability for people and goods. | Reduce Congestion Improve Reliability | Maximize the capacity and reliability of existing facilities on regionally significant routes and minimize the need for new roadways. | Volume Delay Per Mile on CMP Congestion Index on CMP Travel Time Index on CMP |
| Freight Movement and Economic Vitality | To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development | Multimodal Transportation System: Partner with responsible modal agencies, local jurisdictions, and planning organizations working to improve safety, accessibility, and connectivity for the movement of people and goods. Economic Competitiveness: Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness. | Improve Regional Mobility | Increase transportation mobility and accessibility for both persons and freight, thus promoting economic vitality in the region. | Miles of Complete Streets Miles of roadways with Access Management Number of Bike and Pedestrian Catalyst Projects Miles of improved Arterial Network % population served by public transit with 1/4 mile Unlinked Trips per Passenger Mile (Transit, NTD) Unlinked Trips per Revenue Hour (Transit, NTD) |
| Environmental Sustainability | To enhance the performance of the transportation system while protecting and enhancing the natural environment | Enhance the performance of the transportation system while avoiding, minimizing, and/or mitigating impacts to natural and cultural resources. | Protect the Environment | To enhance the performance of the transportation system while protecting and enhancing the natural environment. | Number of Jurisdictions with drainage criteria manuals Number of jurisdictions with Karst BMP's Cave Springs Recharge Area |

Performance Measures based on FHWA Notice of Proposed Rule Making (NPRM) and also includes on-going NWARPC initiatives and implementation of plans

Source: [Arkansas Long Range Intermodal Transportation Plan Executive Summary July 2017](#)

PERFORMANCE MANAGEMENT, MEASURES AND TARGETS

In accordance with 23 CFR 450.218, the State shall develop a statewide transportation improvement program (STIP) for all areas of the State. A STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other state performance-based plan(s), linking investment priorities to those performance targets. Below is a description of each of the performance areas and the anticipated effect of the ARDOT STIP toward achieving the performance targets.

SAFETY

Arkansas has adopted an ultimate vision of Toward Zero Deaths (TZD) since 2013. With this vision, the Strategic Highway Safety Plan (SHSP) was developed that integrates the four “E’s” – engineering, education, enforcement, and emergency services. It is a performance-based, data-driven, comprehensive plan that establishes statewide goals, objectives, and strategies to address safety in Arkansas.

Federally mandated performance measures are:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

In addition, the Department develops annual performance targets to support the SHSP goals in accordance with 23 U.S.C. 150. The targets are developed in coordination with the Arkansas State Police – Highway Safety Office, Metropolitan Planning Organizations (MPOs), and other stakeholders. They are submitted to FHWA in the Highway Safety Improvement Program (HSIP) report by August 31 each year.

For complete performance measures and targets see Appendix A - Safety.

INFRASTRUCTURE CONDITION

ARDOT currently manages the 12th largest State Highway System in the country. In order to maintain the system, the Department has developed the Transportation Asset Management Plan (TAMP) compliant with 23 CFR 515 with the goal of maintaining the system in the best possible condition for the given amount of funding available. The TAMP is risk-based and it describes the inventory and condition of the highways and bridges located on the National Highway System (NHS) in Arkansas. It also describes how the Department is managing these assets using TAM principles. Utilizing the life-cycle planning information, the TAMP assists the Department in identifying the right projects at the right times to reduce the overall cost of our assets while maintaining a safe and efficient system.

Federally mandated performance measures are:

- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of non-Interstate NHS pavements in Good condition
- Percent of non-Interstate NHS pavements in Poor condition
- Percent of NHS bridges by deck area classified as Good condition
- Percent of NHS bridges by deck area classified as Poor condition

For complete performance measures and targets see Appendix B - Pavement and Bridge.

SYSTEM RELIABILITY AND CMAQ

System reliability on the Interstate and non-Interstate NHS is assessed using FHWA’s National Performance Management Research Data Set (NPMRDS) for travel time reliability and freight movement. Travel time reliability is defined as the ratio of the longer travel time (80th percentile) to a normal travel time (50th percentile). Roadway segments that have a travel time reliability greater than 1.5 are considered unreliable. Freight reliability is based on the truck travel time reliability index that is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time.

Federally mandated performance measures are:

- Percent of person-miles traveled on the Interstate that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Truck travel time reliability on the Interstate System

For complete performance measures and targets see Appendix C - Travel Time Reliability and Freight Reliability.

Arkansas has adopted an ultimate vision of Toward Zero Deaths (TZD) since 2013. With this vision, the Strategic Highway Safety Plan (SHSP) was developed that integrates the four “E’s” – engineering, education, enforcement, and emergency services. It is a performance-based, data-driven, comprehensive plan that establishes statewide goals, objectives, and strategies to address safety in Arkansas.

This vision and strategy is consistent with the TZD National Strategy on Highway Safety sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the American Association of State Highway and Transportation Officials (AASHTO), and the Governor’s Highway Safety Association (GHSA). The latest SHSP was developed in 2017, which identified five critical emphasis areas ranging from driver behavior, special and vulnerable road users to infrastructure and operational improvements.

Performance goals can be found in the SHSP for the following performance measures:

1. Number of fatalities
2. Fatality rate
3. Number of serious injuries
4. Serious injury rate
5. Number of non-motorized fatalities and serious injuries

In addition, the Department develops annual performance targets to support the SHSP goals in accordance with 23 U.S.C. 150. The targets are developed in coordination with the Arkansas State Police – Highway Safety Office, Metropolitan Planning Organizations (MPOs), and other stakeholders. They are submitted to FHWA in the Highway Safety Improvement Program (HSIP) report by August 31 each year. Relevant primary emphasis areas under Infrastructure and Operational Improvements include roadway departure, intersections, work zones, railroad crossings as well as incident management and data collection and analysis. Safety projects included in the STIP were identified to address the critical and primary emphasis areas in support of the SHSP performance goals.

They were identified through a data-driven process, and are in conformance with the HSIP requirements. The data-driven process includes:

- Evaluation of the safety performance of an area
- Identification of appropriate countermeasures that would address one or more SHSP primary emphasis areas
- Determination of benefits vs. cost

These projects are intended to have a positive effect on the State’s highway safety performance and moving toward achieving the performance goals identified in the SHSP. The evaluation of safety effectiveness for these projects is conducted annually through the annual HSIP report.

The safety performance measures for Arkansas are:

1. Number of fatalities: 555.0

The target for number of fatalities is same as the goal of SHSP: 555 for 2018. This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2011 to 2015. See the section of “additional comments” for supporting information.

2. Fatality rate: 1.660

The target for fatality rate is same as the goal of SHSP (1.66 for 2018). This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2011 to 2015. See the section of “additional comments” for supporting information.

3. Number of serious injuries: 3,470.0

The target for number of serious injuries is higher than the goal of SHSP (3,245 for 2018). This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2011 to 2015. Due to recent spike in 2015 serious injury crashes and the factors described in the “additional comments”, the statistical output has been increased by 5 percent.

4. Serious injury rate: 10.419

The target for serious injury rate is higher than the goal of SHSP (9.92 for 2018). This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2011 to 2015. Due to recent spike in 2015 serious injury crashes and the factors described in the “additional comments”, the statistical output has been increased by 5 percent.

5. Number of non-motorized fatalities and serious injuries: 149.0

The target for non-motorized fatalities and serious injuries is higher than the goal of SHSP (139 for 2018). This target has been set using the methodology adopted by the safety stakeholders which is the average of five values for 5-year moving averages of 2011 to 2015. Due to recent spike in 2015 serious injury crashes and the factors described in the “additional comments”, the statistical output has been increased by 5 percent.

TARGET SETTING METHODOLOGY

To set targets for 2018 safety performance measures, the most recent crash data available is used based on the 5-year rolling average. The most significant internal and external factors considered were those that included the following: the recent upward trend in fatalities and serious injuries, increase in VMT in conjunction with decreasing gas prices, increase in vehicle registration, impact of accurate data for serious injuries due to the transition to eCrash in 2015, change to serious injury definitions, passage of new legislations - legalizing medical marijuana and a study to increase the speed limit, trucks speed limit increase in 2015, and increase in number of work zones due to Interstate Rehabilitation Program and Connecting Arkansas Program.

COORDINATION WITH PLANNING PARTNERS

The Arkansas Highway Safety Steering Committee not only updated the State SHSP but also set the 2018 safety performance targets through extensive coordination with the Arkansas Highway Safety Office, FHWA, NHTSA, all MPOs, and other safety stakeholders. The committee had an opportunity to attend the workshop for establishing safety performance targets arranged by FHWA Division office. The Steering Committee formed a sub-committee comprising of key stakeholders to establish targets and multiple meetings were held to achieve it. Different stakeholders’ specialized in different areas provided their input in the process and considered the SHSP goals when establishing the safety targets. Finally the recommendations were approved by the Steering Committee.

ANTICIPATED EFFECT OF THE TIP TOWARD ACHIEVING THE PERFORMANCE TARGETS

HIGHWAY 112 IMPROVEMENTS

Highway 112 is a two lane highway that parallels I-49 on 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 the NWARPC, the Arkansas State Highway Commission passed Minute Order 2012-027, which authorized a study of Highway 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 Highway 112 to address capacity and safety needs that will improve reliability, reduce congestion, reduce serious and fatal crashes and develop an urban arterial that address all modes of transportation.

With the exception of the northernmost portion of Highway 112, the corridor currently has two 10-foot lanes and no shoulders. Due to the continuing urban development in the area, much of the route is transitioning from a rural to an urban setting with almost the entire corridor now located within the city limits of eight cities. 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. Highway 112 south of Drake Street is also a Razorback Transit bus route.

The Improvement Alternative considered as part of the Study would widen Highway 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.

Highway 112 Projects programmed in the TIP include:

| | |
|-----------------|-------------------------------------------------------|
| Job No. 012270 | Highway 112 Corridor Improvements |
| Job. No. 04X173 | Highway 412/Highway 112 Intersection Improvements |
| Job No. 040720 | (Tontitown) Poplar St. - Drake St. (Fayetteville) (S) |

NWARPC Supported DOT Performance Targets: Truck Travel Time Reliability, Travel Time Reliability, Number and Rate of Serious Injury and Fatal Crashes, and Pavement Condition.

I-49 IMPROVEMENTS

In summer 2002, the NWARPC requested that the 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 Study and it was completed in April 2006.

Interstate 49 is the transportation spine of the Northwest Arkansas region. Due to the rapid growth that is occurring in the region, traffic volumes have grown to levels that are producing urban traffic congestion. The commercial growth of the region has gravitated to the interchanges on I-49, resulting in queues that back up on Interstate ramps to such an extent that they occasionally interfere with Interstate operations. This Study considered Interstate widening, and focused on a study of nineteen interchanges, to recommend short-term, interim and long-term improvements.

The Study examined crash data and found some segments of the Interstate that exceed statewide average crash rates. The crash rates for the cross-roads that are state highways were also considered. Crash rates for these were uniformly very high, but this is seen as indicative of the urban congestion in the vicinity of the interchanges, which are not typical of the data used to develop the statewide crash rates for these facilities.

The Study examined anticipated traffic flow conditions for the year 2024, and found that severe deficiencies can be expected. Freeway and ramp junction conditions were reviewed. Also, the cross-street at each of the 19 interchanges was examined for anticipated traffic flow conditions.

The recommendations in the Study provided the basis for allocating estimated funding resources in past plans and helped guide the CAP and GARVEE Bond planned projects that were ultimately programmed in the TIP. Projects programmed in the TIP include:

Job No. BB0410 Highway 62 Intchng. Impvts. (NHS)

Job No. BB0411 Highway 16/112 Spur Intchng. Impvts. (S) (NHS)

NWARPC Supported DOT Performance Targets: Truck Travel Time Reliability, Travel Time Reliability, Number and Rate of Serious Injury and Fatal Crashes, and Pavement Condition.

US 412 NORTHERN BYPASS (NHS)

The 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 east-west corridor 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.

In 2012, the CAP program was approved by Arkansas voters and included funding for the segment between I-49 and Highway 112 including one-half of the I-49/Highway 412 interchange. The contract was awarded in December 2014 and groundbreaking was held in April 2015 on the \$100 million, 4.57 mile segment. A ribbon cutting ceremony opening the facility occurred on April 18, 2018.

The project has and will continue to improve reliability and safety for freight and commuters by providing a four-lane fully controlled access freeway through the urbanized area and relieving traffic congestion and improving safety on the existing US 412 through Springdale.

US 412 Projects programmed in the TIP include:

Job No. 11X013 2021 Highway 412 - XNA Connector (Springdale Bypass) (Western Leg) (ROW)

NWARPC Supported DOT Performance Targets: Truck Travel Time Reliability, Travel Time Reliability, Number and Rate of Serious Injury and Fatal Crashes, and Pavement Condition.

AR 549, FUTURE I-49 MISSOURI-ARKANSAS CONNECTOR

The construction of the I-49 Missouri-Arkansas Connector in northwest Arkansas and southwest Missouri has long been considered a high priority for the development of the transportation system in the region. This facility, which historically has been described as the “Bella Vista Bypass,” provides a central corridor which national and international retailers, food suppliers, and third-party logistics companies depend upon for freight shipments.

This project has been in the planning and development stage for many years. As early as 1991, ARDOT adopted the Kansas City, Missouri to Shreveport, Louisiana Highway Feasibility Corridor Study that indicated a need to improve the U.S. 71 corridor in the three states. ARDOT and MoDOT reported jointly in 1999 that a bypass of the Bella Vista community was needed to alleviate congestion along U.S. 71, to improve safety, and to re-establish a sense of community. Since that time, ARDOT and MoDOT have taken steps to secure funding and proceed with development of the I-49 Missouri-Arkansas Connector to provide safe and efficient transportation services balanced by an aesthetically pleasing, environmentally sound intermodal transportation system.

The 18.9-mile project consists of completing the four-lane, interstate facility from the I-49/U.S. 71 interchange in Bentonville, AR to I-49 in Pineville, MO. The project fills a critical gap in the corridor, connecting I-40, I-44, and I-70. The project will allow seamless movement of people and goods from Mid-America to the Great Lakes area and Canada.

The I-49 Missouri-Arkansas Connector is the last connectivity gap in the 278-mile I-49 corridor between Fort Smith, Arkansas and Kansas City, Missouri. The project is 14.1 miles in Arkansas and 4.8 miles in Missouri. The project has gone through the National Environmental Policy Act (NEPA) analysis and record of decision, and the right-of-way acquisition for the entire project area is complete. The design plans have been completed in both states.

This project will improve safety and reduce congestion, reduce fuel use, and reduce CO2 and VOC emissions, thereby greatly enhancing the sustainability of the region's transportation system. It will also improve the livability for residents, and it will improve the economic competitiveness of communities and businesses along the corridor.

I-49 Projects programmed in the TIP include:

Job No. CA0903 Highway 71 Interchange (B. V. Bypass) (S) (NHS)

Job No. CA0905 Co. Rd. 34 - Missouri State Line (B. V. Bypass) (S) (NHS)

Job No. 7P0601 Partial Funding for Roadway Improvements from Pineville to the Arkansas State Line

NWARPC Supported DOT Performance Targets: Truck Travel Time Reliability, Travel Time Reliability, Number and Rate of Serious Injury and Fatal Crashes, and Pavement Condition.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – ATTRIBUTABLE

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 Block Grant Program – Attributable (STBGP-A) 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-A 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. Project sponsors incorporate design elements found in the adopted 2040 MTP and the NWA Regional Bicycle and Pedestrian Master Plan such as shared use paved side paths, bike lanes, and sidewalks as part of their STBGP-A projects.

Specific STBGP-A projects programmed in the TIP are amended annually after project selection and approval is made by the NWARPC Policy Committee.

Past projects selected by NWARPC range from projects located on and off the NHS that have improved the geometry, capacity, and safety at intersections/interchanges along with improving entire corridors to accommodate all users with bicycle and pedestrian improvements.

NWARPC Supported DOT Performance Targets: Truck Travel Time Reliability, Travel Time Reliability, Number and Rate of Serious Injury and Fatal Crashes (all modes), and Pavement Condition.

TRANSPORTATION ALTERNATIVES PROGRAM

In 2012, the FTA and FHWA designated the Fayetteville-Springdale-Rogers, AR-MO urbanized area as Transportation Management Area (TMA). This TMA designation provides Transportation Alternatives Program funds to the Northwest Arkansas Regional Planning Commission (NWARPC) based on the 2010 Census Bureau urbanized area population of 295,083. Under current MAP-21/FAST Act legislation, TAP funds can be utilized for all eligible transportation alternatives projects at the discretion of the MPO, which is the RPC/Policy Committee. A goal of the 2040 MTP is to develop a more comprehensive bicycle and pedestrian network and expand the Heritage Trail system. This regional trail and route system would link the emerging master trail plans of the region's cities and include strategic spurs to connect employment centers, schools, retail shopping, recreational sites, parks, historic sites, and museums.

The 2040 MTP recommends maintaining a regional commitment to bicycle and pedestrian facilities, as well as encouraging cities to develop master trail plans in conjunction with the NWA Regional Bicycle and Pedestrian Master Plan. Specific TAP projects programmed in the TIP are amended annual into the TIP after project selection and approval is made by the NWARPC Policy Committee.

CONGESTION MANAGEMENT PROCESS AND CONGESTION PERFORMANCE MEASURES

Urban areas with a population over 200,000, like the Fayetteville-Springdale-Rogers AR-MO Urbanized Area, are known as Transportation Management Areas (TMAs). These areas must develop a Congestion Management Process (CMP) that both identifies and evaluates projects and strategies that reduce traffic congestion and increase the mobility of people and goods.

The Northwest Arkansas CMP (CMP) provides a structure for responding to congestion in a consistent, coordinated fashion through a process that involves developing congestion management objectives, developing performance measures to support these objectives, collecting data, analyzing problems, identifying solutions, and evaluating the effectiveness of implemented strategies. The goal of the CMP is to ensure optimal performance of the transportation system by identifying congested areas and related transportation deficiencies.

The CMP network includes 224.5 centerline miles of roadway spread over 13 different roadways divided into 234 directional links bound by a traffic signal, stop sign, or major cross street. Of the 242 directional miles studied in the morning peak and afternoon peak periods, it was determined to classify the top 15 percent of the segments as congested including both the results of the AM and PM periods. The AM period was defined from 7:00-9:00 AM, while the PM period was defined from 4:30-6:30 PM.

NWARPC has introduced the use of congestion index (CI) as one element of performance in the CMP. This performance measure allows easy comparison of the efficiency of roadways as a ratio of average travel speed to the posted speed limit.

The second performance measure is volume delay per mile. This performance measure calculates the delay or amount of time drivers wait as compared to traveling at the posted speed. In order to narrow the focus on those roadway segments that need attention and commonly have recurring delay, the results were tabulated and the highest 15 percent of the network was categorized as congested. Over time, with future updates, the region will be able to revisit these thresholds and adjust as desired.

The region can also consider adding other performance measures in future updates that are multi-modal based that reflect the accessibility of transit, bike, and pedestrian facilities. This can be as direct on the regional level as the percent of jobs or households with ¼ mile of transit. This will serve as an indicator of the accessibility to transit and should have some correlation to the ridership.

The NWA CMP can be found on the NWARPC web site <http://nwarpc.org/transportation/congestion-management-process/>.

FINANCIAL REPORT

The tables in this section illustrate the estimated funding totals by funding category for the current TIP grouped by MPO and statewide areas.

Projects contained in the TIP are derived from the financially constrained project list in the NWA 2040 Metropolitan Transportation Plan (MTP). The Arkansas Department of Transportation (ARDOT) provides estimates of Federal and State funds that are expected to be available over the 20-year time period of the MTP, and these estimates are used to determine the financial constraint of the MTP. Fund marks are an average; therefore, funds that are unallocated in a given year may be carried forwarded to successive years of the MTP. NWARPC ensures financial constraint of the MTP by comparing the available revenue forecast with the project-specific cost total by year. Full discussion of the financial constraint is included in the MTP.

The TIP is also required to include a financial plan that demonstrates how the approved TIP can be implemented. Only projects for which construction or operating funds can be reasonably expected to be available may be included. Based on a review of proposed projects submitted by NWARPC and others, ARDOT develops a list of projects for the entire State based on the available Federal, State and other funds. ARDOT is responsible for financial constraint of the STIP. From this constrained statewide list, NWARPC is provided a list of projects within its metropolitan planning area. The table below provides information on the available funding and the estimated cost for all of the projects included in this TIP.

Project totals for Northwest Arkansas may vary from the MTP fund marks based on project priority established ARDOT, cost adjustments, and project readiness.

STPGP > 200,000 and TAP > 200,000 Funds

NWARPC receives sub-allocated funds from the Surface Transportation Block Grant Program - Attributable (STBGP-A) and Transportation Alternatives Program (TAP), for which it has sole responsibility to program.

Financial constraint of these funds is maintained by NWARPC utilizing revenue totals from the FAST Act and project allocations made by NWARPC. To ensure financial constraint, project allocations are not allowed to exceed the programmable balance at the end of each fiscal year.

NWARPC will post annually information on its website showing estimated yearly allocations, project awards, and project status as public information. To meet obligation requirements, projects may be shifted between years based on project readiness. Project sponsors are required to pass resolutions indicating their commitment to the project, including the required financial match, as project allocations are made.

Year of Expenditure

Revenue and cost estimates for the TIP must include an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principals and information. NWARPC has accepted the responsibility for developing year of expenditure estimates for the MTP. The development of cost estimates and inflation factors for the TIP is left to the discretion of the sponsoring agency (i.e., NWARPC jurisdictions, ARDOT, transit providers) and based on its best available information, which includes consultation with NWARPC.

Summary of Federal Funds for Fayetteville, Springdale, Rogers AR_MO Urbanized Area

The FAST Act and previous transportation authorizations apportions Federal funds for use in specific areas within the State. The Fayetteville, Springdale, Rogers AR-MO Urbanized Area receives funds in the following programs: STBGP-A, TAP Attributable, FTA 5307, and FTA 5339. Projects that utilize these funds are selected by the Northwest Arkansas Regional Planning Commission/Policy Committee.

NARTS TRANSPORTATION FUNDING BY PROGRAM AND FISCAL YEAR

| Funding Category | | | | |
|------------------|---------------|------------------|---------------|--------------|
| Years | STBGP GT 200K | TAP Attributable | FTA 5307 | FTA 5339 |
| 2019 | 9,503 | 598 | 2793 | 350 |
| 2020 | 9,832 | 511 | 2850 | 356 |
| 2021 | 10,174 | 516 | 2907 | 364 |
| 2022 | 10,530 | 522 | 2965 | 370 |
| Total | 40,039 | 2,147 | 11,515 | 1,440 |

Amounts shown x\$1,000

| NARTS MPO Specific Projects | | | | | |
|--------------------------------|------------------|------------------|------------------|-------------------|-------------------|
| Funding Category | FY 2019 | FY2020 | FY2021 | FY2022 | Total |
| NHPP | \$ 20,788 | \$ 4,560 | \$ 44,620 | \$ 9,840 | \$ 79,808 |
| HSIP | \$ 1,170 | \$ 3,280 | | | \$ 1,170 |
| NHFP | | \$ 17,370 | | | \$ 17,370 |
| Earmark | | \$ 10,668 | | | \$ 10,668 |
| STBGP | \$ 5,495 | \$ 3,280 | \$ 10,000 | \$ 37,440 | \$ 56,215 |
| STBGP_GT_200K | \$ 9,503 | \$ 9,832 | \$ 10,174 | \$ 10,530 | \$ 40,039 |
| TAP_GT_200K | \$ 598 | \$ 511 | \$ 516 | \$ 522 | \$ 2,147 |
| FTA_5305 | \$ 575 | \$ 587 | \$ 598 | \$ 610 | \$ 2,370 |
| FTA_5307 | \$ 2,793 | \$ 2,850 | \$ 2,907 | \$ 2,965 | \$ 11,515 |
| FTA_5339 | \$ 350 | \$ 356 | \$ 364 | \$ 370 | \$ 1,440 |
| CAP | | | | \$ 86,600 | \$ 86,600 |
| Total | \$ 41,272 | \$ 53,294 | \$ 69,179 | \$ 148,877 | \$ 309,342 |
| State | \$ 7,361 | \$ 3,890 | \$ 10,480 | \$ 11,820 | \$ 33,551 |
| Local | \$ 24,219 | \$ 26,482 | \$ 7,328 | \$ 7,512 | \$ 65,541 |
| State & Local Total | \$ 31,580 | \$ 30,372 | \$ 17,808 | \$ 19,332 | \$ 99,092 |
| Grand Total | \$ 72,852 | \$ 83,666 | \$ 86,987 | \$ 168,209 | \$ 408,434 |

Amounts shown x\$1,000

| Statewide Generic Projects | | | | | |
|--------------------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| Funding Category | FY 2019 | FY2020 | FY2021 | FY2022 | Total |
| NHPP | \$ 88,810 | \$ 134,800 | \$ 157,880 | \$ 170,600 | \$ 552,090 |
| NHFP | \$ 600 | \$ 600 | \$ 600 | \$ 8,310 | \$ 10,110 |
| HSIP | \$ 2,900 | \$ 2,900 | \$ 19,190 | \$ 20,000 | \$ 44,990 |
| Rail_Hwy | \$ 4,020 | \$ 4,110 | \$ 4,200 | \$ 4,200 | \$ 16,530 |
| STBGP | \$ 69,271 | \$ 73,341 | \$ 80,501 | \$ 86,081 | \$ 309,194 |
| STBGP_BR_OFF | \$ 5,200 | \$ 5,200 | \$ 5,200 | \$ 5,200 | \$ 20,800 |
| Rec_Trail | \$ 1,500 | \$ 1,500 | \$ 1,500 | \$ 1,500 | \$ 6,000 |
| CMAQ_FLEX | \$ 250 | \$ 250 | \$ 250 | \$ 250 | \$ 1,000 |
| TAP | \$ 8,680 | \$ 8,720 | \$ 8,880 | \$ 8,960 | \$ 35,240 |
| FLAP | \$ 2,960 | \$ 2,960 | \$ 2,960 | \$ 2,960 | \$ 11,840 |
| FERRY_BOAT | \$ 100 | \$ 100 | \$ 100 | \$ 100 | \$ 400 |
| FTA_5304 | \$ 119 | \$ 122 | \$ 124 | \$ 127 | \$ 492 |
| FTA_5310 | \$ 2,686 | \$ 2,740 | \$ 2,795 | \$ 2,851 | \$ 11,072 |
| FTA_5311 | \$ 13,128 | \$ 13,390 | \$ 13,660 | \$ 13,931 | \$ 54,109 |
| FTA_5329 | \$ 236 | \$ 241 | \$ 246 | \$ 251 | \$ 974 |
| FTA_5339 | \$ 4,190 | \$ 4,204 | \$ 4,218 | \$ 4,232 | \$ 16,844 |
| DBE | \$ 150 | \$ 150 | \$ 150 | \$ 150 | \$ 600 |
| OJT | \$ 100 | \$ 100 | \$ 100 | \$ 100 | \$ 400 |
| Total | \$ 204,900 | \$ 255,428 | \$ 302,554 | \$ 329,803 | \$ 1,092,685 |
| State | \$ 23,408 | \$ 39,612 | \$ 42,846 | \$ 45,772 | \$ 151,638 |
| State_Local | \$ 8,840 | \$ 8,840 | \$ 10,640 | \$ 10,640 | \$ 38,960 |
| Local | \$ 16,663 | \$ 17,645 | \$ 17,110 | \$ 16,561 | \$ 67,979 |
| State & Local Total | \$ 48,911 | \$ 66,097 | \$ 70,596 | \$ 72,973 | \$ 258,577 |
| Grand Total | \$ 253,811 | \$ 321,525 | \$ 373,150 | \$ 402,776 | \$ 1,351,262 |

Amounts shown x\$1,000

FFY 2019-2022 TIP SUMMARY OF TRANSIT FUNDS

Arkansas receives an annual apportionment for the Sections 5307, 5310, 5311, and 5339 programs (listed as Statewide Projects in the TIP). ARDOT solicits a Statewide annual application process from transit providers in both urbanized and rural areas. Based on submitted applications, applicant's eligibility, project's eligibility, rating system and available funds, the ARDOT approves projects for funding. The ARDOT approved projects are submitted to the FTA for their approval. Once approved by the FTA, agencies throughout the State are informed of grant awards and contracts are executed.

URBANIZED AREA FORMULA PROGRAM (49 U.S.C. §5307) (FAST Act Section 3004) – 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. MAP-21 expanded the use of these funds for operating expenses and the FAST Act continued the operating expense eligibility. Expanded eligibility included operating expenses for transit systems in Urbanized Areas over 200,000 if they operate no more than 100 buses.

BUS AND BUS FACILITIES PROGRAM (49 U.S.C. §5339) (FAST Act Section 3017) – TRANSIT

Map-21 created a new formula grant program for bus and bus facilities that replaced the 5309 discretionary program and the FAST Act continues this program. The program provides funding for replacing, rehabilitating, and purchasing new buses and bus-related equipment and facilities. Funding is utilized by both Razorback Transit and Ozark Regional Transit for replacing buses.

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (49 U.S.C. §5310) (FAST Act Section 3006) – 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.

RURAL AREA FORMULA PROGRAM (49 U.S.C. §5311) (FAST Act Section 3007) – 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. ORT provides demand response service to the rural areas within the MPA.

ARKANSAS STATEWIDE TRANSIT ASSET MANAGEMENT PLAN

The Department is in the process of developing the Arkansas Statewide Transit Asset Management Plan for all rural transit agencies around the state. A similar transit asset management framework is being used to develop the urban transit asset management plans. The transit asset management plans will assist agencies in identifying rolling stock, equipment, and facility needs based on the identified performance targets.

Federally mandated performance measure is: Useful Life Benchmark (ULB)

NWA TRANSIT ASSET MANAGEMENT (TAM) PLAN

On April 26, 2017 the RPC/Policy Committee approved Resolution #2017-5 authorizing Participation in Arkansas' Statewide Transit Asset Management (Tam) Plan and Concurring in Performance Targets Applicable to NWA Transit Providers. This action established a system to monitor and manage public transportation assets to improve safety and increase reliability and performance and would establish performance measures through a TAM (anticipated to be complete Fall 2018).

ARDOT selected TranSystems to prepare the Statewide TAM Plan. NWARPC is able to utilize the same ARDOT on-call consultant, TranSystems, to complete the scope of work that was originally discussed in April 2017. Ozark Regional Transit and Razorback Transit have agreed to participate in the MPO-sponsored Group Plan.

On April 4, 2018 the RPC/Policy Committee approved Resolution #2018-03 authorizing the Executive Director to enter into an Agreement with Transystems to prepare the Transit Asset Management (TAM) Plan and associated Performance Measures and Targets for Razorback Transit and Ozark Regional Transit.

ANNUAL LISTING OF OBLIGATED PROJECTS

An Annual Listing of Obligated Projects (ALOP) is required according to 23 CFR 450.334. On an annual basis, no later than 90 calendar days following the end of the program year, ARDOT, the public transit agencies and NWARPC MPO cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C or 49 U.S.C Chapter 53 were obligated in the preceding program year.

This list is published by the NWARPC MPO each year in December. The list is located online at <http://nwarpc.org/transportation/annual-listing-of-obligated-projects/> or the NWARPC offices – 1311 Clayton, Springdale, AR 72762; or can be mailed or faxed by contacting 479-751-7125. This list includes all funding obligated during the preceding federal fiscal year. An obligation is a commitment of the federal government's promise to pay for the federal share of a project's eligible cost. This commitment occurs when the project is approved and the project agreement is executed.

MISSOURI DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM STATE FISCAL YEARS 2019-2023

The Statewide Transportation Improvement Program (STIP) prepared annually, sets forth the specific construction projects the Missouri Department of Transportation (MoDOT) will undertake in the next five years. It covers highways and bridges, transit, aviation, rail, waterways, enhancements and other projects.

MoDOT, in accordance with State and Federal law, prepared the STIP for State Fiscal Years 2019 through 2023 (July 1, 2018 through June 30, 2023). The STIP establishes work for a rolling five-year period of time. As each year is completed, the STIP is updated and a new year is added.

Each of Missouri's nine metropolitan planning organizations (MPO) prepares a Transportation Improvement Program (TIP) and a long-range transportation plan for its MPO area. NWARPC is Missouri's newest MPO. It is an expansion of the NWARPC MPO into a small part of McDonald County, Missouri, which took effect in June 2014. This portion of McDonald County, including Pineville and Jane, is included in NWARPC's Metropolitan Planning Area (MPA) and consequently transportation projects in this area are part of the NARTS FFY 2019-2022 TIP.

The 2019-2023 STIP summary for the Southwest Rural region of Missouri is as follows:

Total Funds Programmed (millions)

| | 2019 | 2020 | 2021 | 2022 |
|-------------------------|----------|----------|----------|---------|
| Funds Programmed | \$149.4m | \$106.6m | \$106.8m | \$49.5m |

Lane Miles of Resurfacing and Pavement Treatments 2019-2021:

| | Interstates | Other Major Routes | Minor Routes | Total |
|------------------------|-------------|--------------------|--------------|-------|
| Southwest Rural | 253 | 810 | 1,344 | 2,407 |

Number of Bridges Preserved or Replaced 2019-2021:

| | Replacements | Redecks | Rehab and Repair | Total |
|------------------------|--------------|---------|------------------|-------|
| Southwest Rural | 25 | 16 | 34 | 75 |

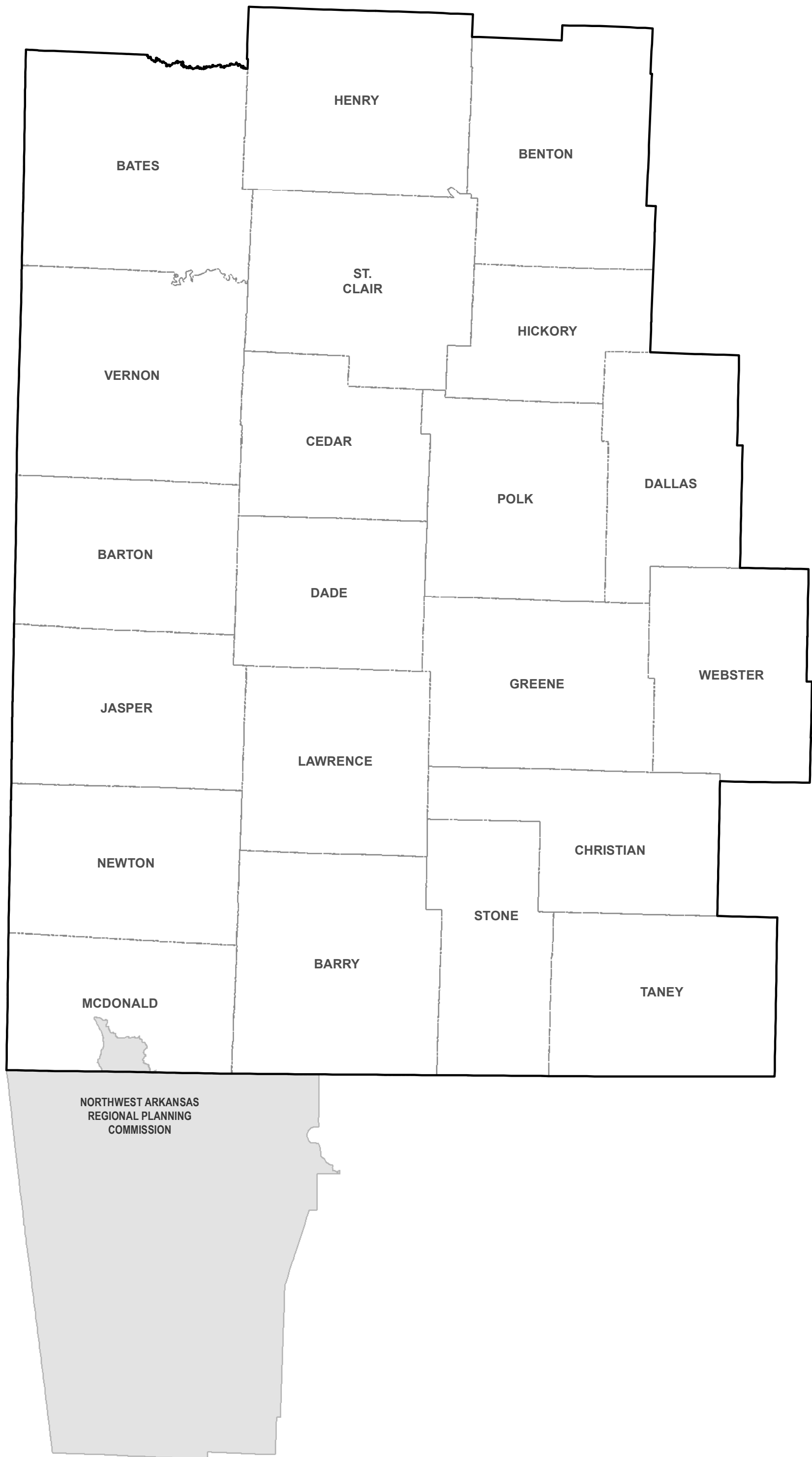
Significant Project Summary

Includes projects currently in the STIP and proposed additions new to the STIP this year.

Southwest District Rural Area - in NARTS area

McDonald County I-49 Missouri-Arkansas I-49 Connector (7P3376): Partial funding for new interstate from Pineville to Arkansas. \$22.9 million (inflated) programmed, and an additional \$25 - \$50 million is needed to complete the project. Funds will continue to be delayed to the fourth year of the program until additional funding can be found to complete the project. Identified as a MoDOT Southwest District Planning Partner Priority Corridor. For detailed information about the Missouri-Arkansas I-49 project see Appendix D - Missouri-Arkansas I-49 Connector.

NARTS MPA In Missouri



ENVIRONMENTAL JUSTICE

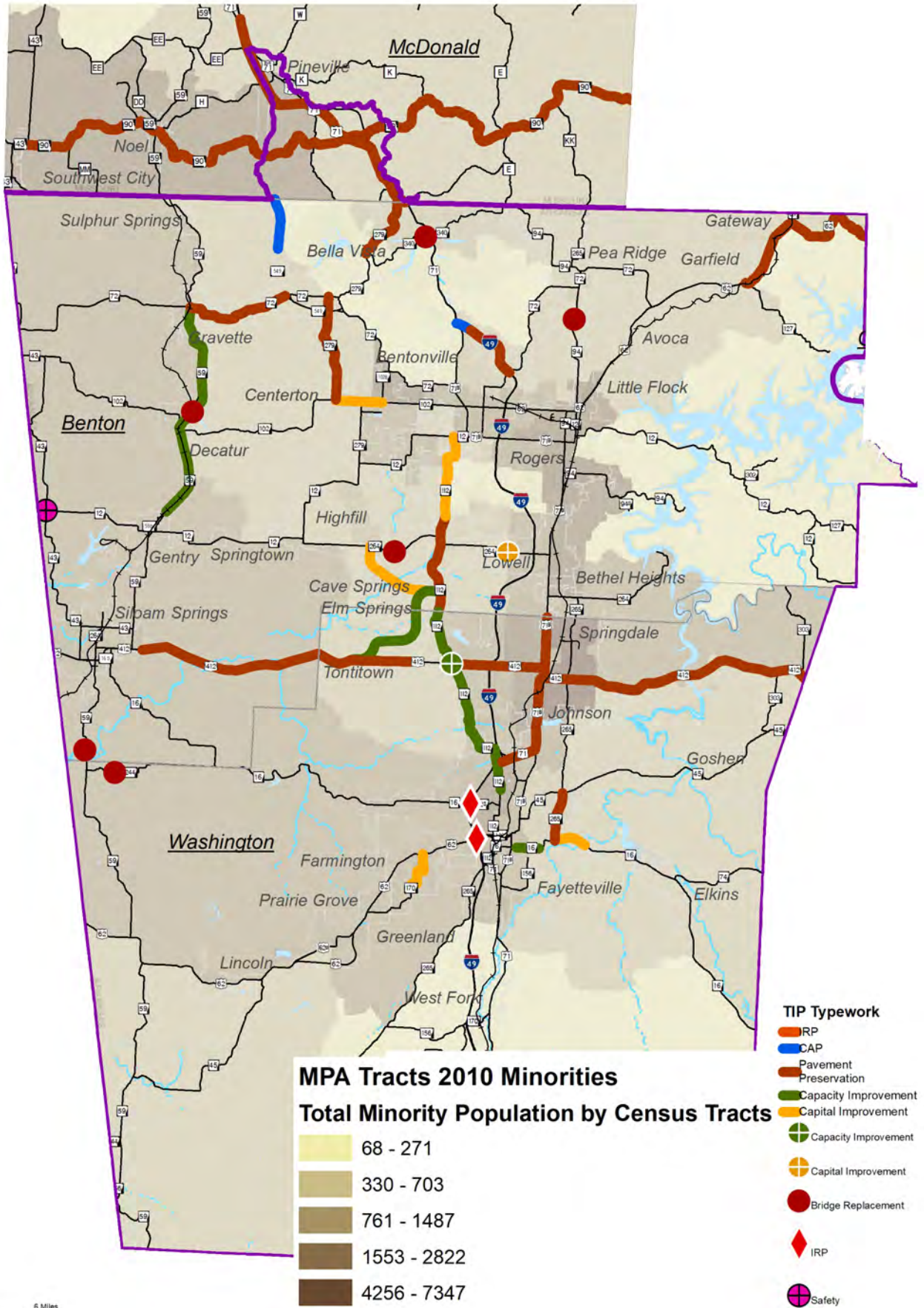
Environmental Justice is a process that ensures that the minority and low-income populations are not excluded from policy-setting or decision making processes with regards to transportation and are also not negatively impacted by environmental burdens.

The framework for the approach to environmental justice is found in Title VI of the 1964 Civil Rights Act. The Executive Order 12898, 'Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations' was signed on February 11, 1994. The Presidential memorandum accompanying EO 12898 identified Title VI of the Civil Rights Act of 1964 as one of several Federal laws that should be applied 'to prevent minority communities and low-income communities from being subject to disproportionately high and adverse environmental effects.' According to the U.S. Department of Justice, '...the core tenet of environmental justice – that development and urban renewal benefitting a community as a whole not be unjustifiably purchased through the disproportionate allocation of its adverse environmental and health burdens on the community's minority – flows directly from the underlying principle of Title VI itself'.

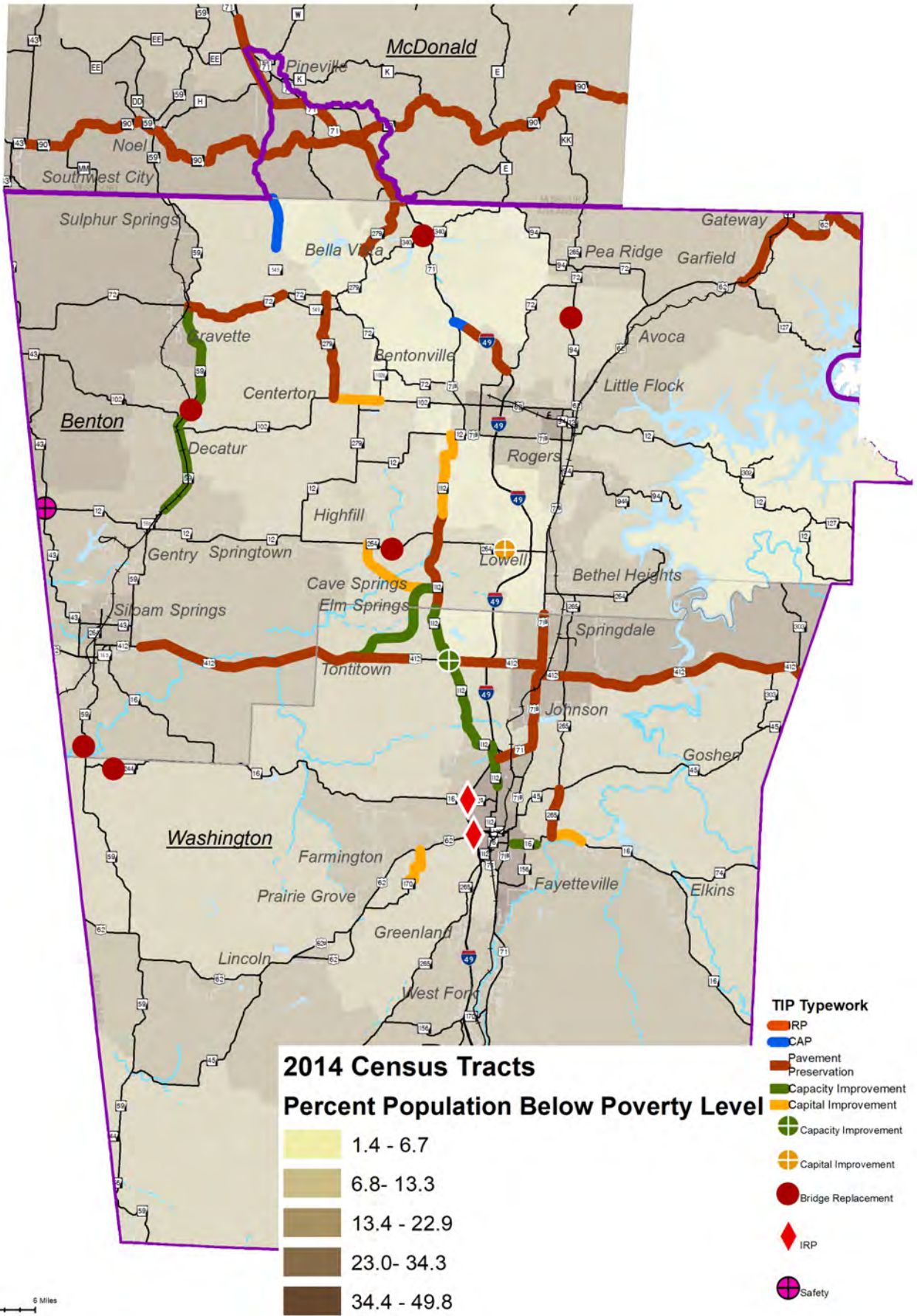
This TIP follows the NWA 2040 MTP Constrained List which follows the Federal Highway Administration guidance with regard to compliance with the intent of the environmental justice provisions.

The Environmental Justice maps on the following pages of this document illustrate the locations of the FFY 2019-2022 TIP projects in relation to the minority populations distributions in the MPA.

FFY 2016-2020 TIP PROJECTS MAP AND MINORITY POPULATIONS



FFY 2019-20202 TIP PROJECTS MAP AND POPULATION BELOW POVERTY



APPENDIX A - SAFETY TARGET SETTING FOR 2019

APPENDIX A - SATETY TARGET SETTING FOR 2019

In accordance with 23 CFR 490.207, the national performance management measures for the Highway Safety Improvement Program (HSIP) are shown below. Each performance measure is based on a 5-year rolling average.

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

In Arkansas, through extensive coordination with the Arkansas Highway Safety Office, FHWA, NHTSA, all MPOs, and other stakeholders, a methodology to determine the targets was developed.

- The method to calculate each target is as follows.
 - Calculate the moving average for the last five years (2008-2012, 2009-2013, 2010-2014, 2011-2015, and 2012-2016). A moving average “smooths” the variation from year to year.
 - Calculate the average of these five data points.
- The **targets** for CY 2018 and 2019 to be included in the 2018 HSIP Annual Report for the five performance measures are:

| | <u>2018</u> | <u>Average</u> <u>2019</u> | <u>Adjusted</u> <u>by</u> | <u>Adjusted</u> <u>2019 Targets</u> |
|--------------------------------------------------------|-------------|-------------------------------|------------------------------|----------------------------------------|
| ○ Number of fatalities: | 555 | 542 | +0.13%* | 543 |
| ○ Rate of fatalities: | 1.662 | 1.613 | +0.13%* | 1.615 |
| ○ Number of serious injuries: | 3,470 | 3,232 | +13.0%** | 3,652 |
| ○ Rate of serious injuries: | 10.419 | 9.582 | +13.0%** | 10.828 |
| ○ Number of non-motorized fatalities/serious injuries: | 149 | 142 | +20.0%*** | 170 |

* Targets were adjusted based on National Safety Council 2016 data because the FARS 2016 ARF data is preliminary and the National Safety Council data has historically been more accurate.

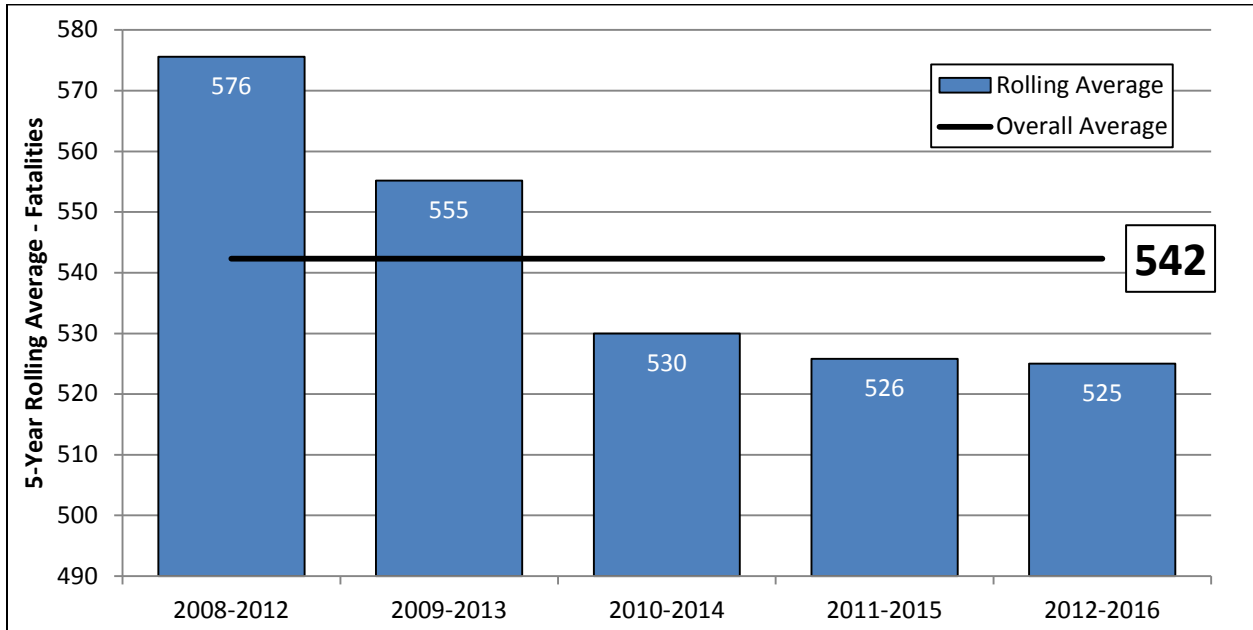
Targets were adjusted due to the following external factors: The recent state legalization of medical marijuana, possible increase in speed limit on freeways/expressways, the large increase in number of crashes captured in the database due to eCrash rollout statewide, the expected continued increase in vehicle miles traveled, the update to the definition of suspected serious injury that was implemented in 2017. *Targets were adjusted due to the factors listed above as well as the randomness of where these crashes occur in Arkansas. This randomness makes it hard to identify specific problem areas and implement crash reduction treatments.

- Once the data for 2019 is available, FHWA will conduct an assessment on significant progress of states for reaching targets in **December 2020**.
 - For each performance measure, the Actual Performance is calculated as the five-year average of 2015-2019, which is used to determine if targets are met or the state have made significant progress.
 - FHWA evaluates the State's significant progress in one of the following two ways, using number of fatalities as an example:
 - a. By comparing the Actual Performance to the CY 2019 target (543)
 - b. By comparing the Actual Performance to the Baseline Performance (average of 2013-2017)

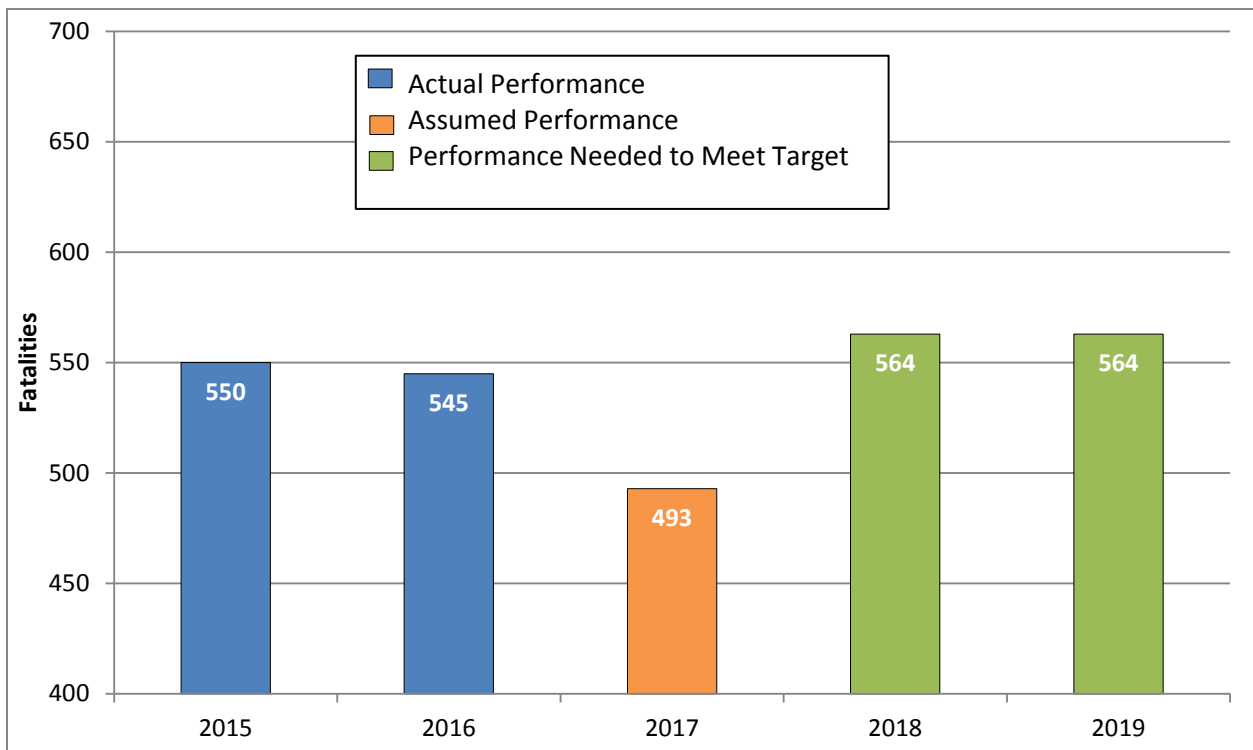
$$\text{Number of fatalities} = 498 + 470 + 550 + 545 + (493 \text{ preliminary}) / 5 = 511 \text{ (preliminary)}$$

- Each state has to meet 4 out of 5 safety performance targets to avoid any penalties.
- The actual performance needed to meet the CY 2019 performance targets are shown below. Because 2017 data is unavailable, the values were calculated based on the assumption that 2017 numbers are similar to 2016.
 - Average annual total number of fatalities for 2018 and 2019: less than **564**
 - Average total rate of fatalities for 2018 and 2019: less than **1.720**
 - Average annual total number of serious injuries for 2018 and 2019: less than **4,655**
 - Average total rate of serious injuries for 2018 and 2019: less than **14.524**
 - Average annual total non-motorized fatality/serious injuries for 2018 and 2019: less than **216**

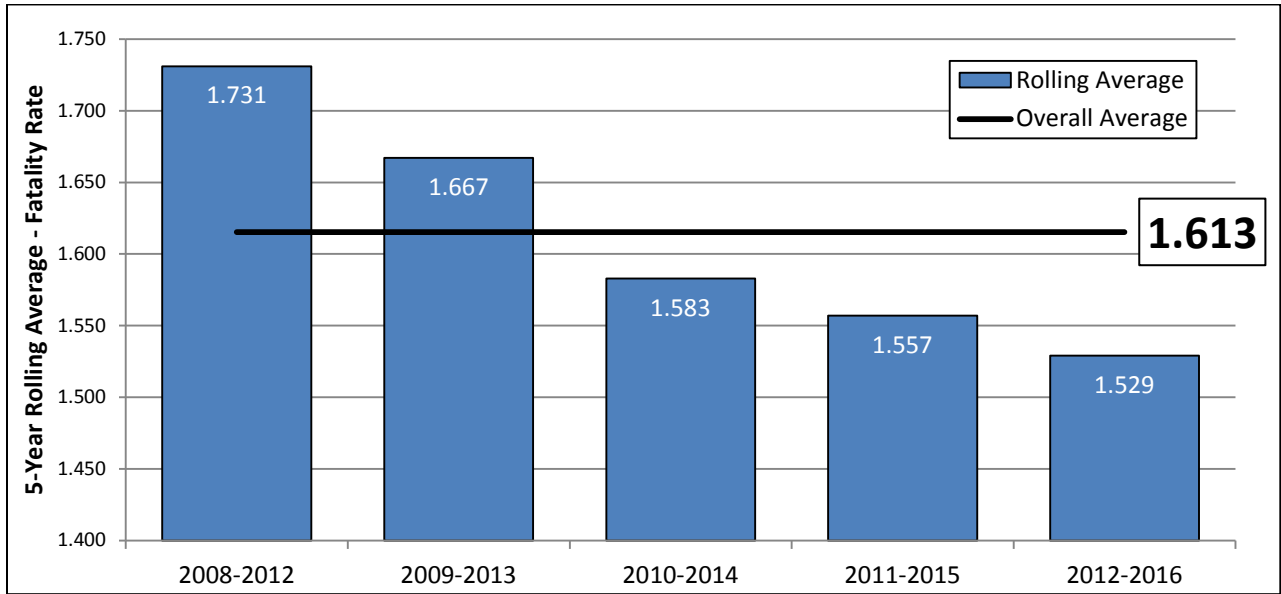
HSIP 2019 Target – Number of Fatalities



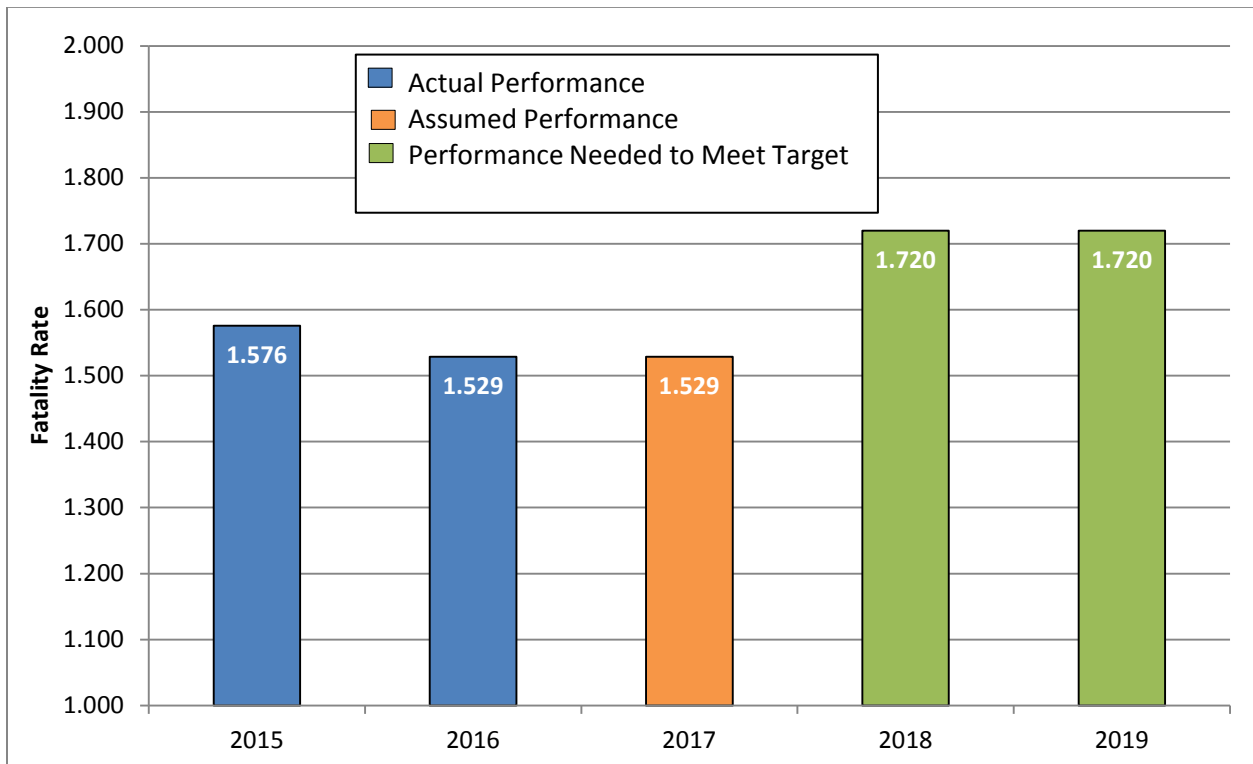
Minimum Actual Performance Needed to Meet Target – Number of Fatalities



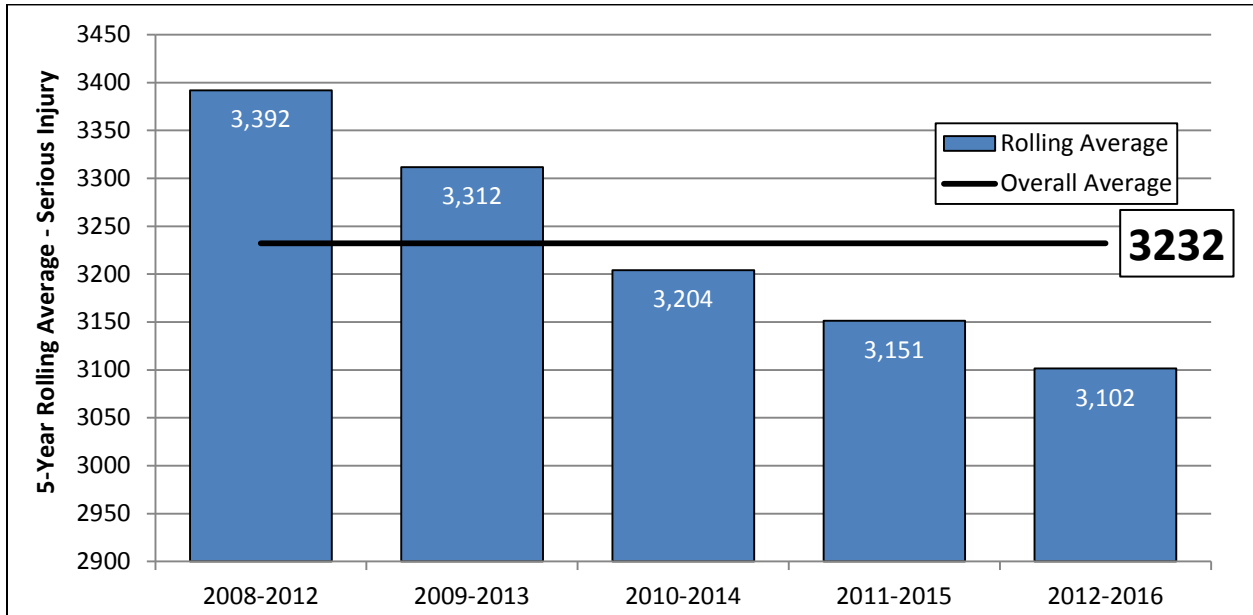
HSIP 2019 Target – Fatality Rate



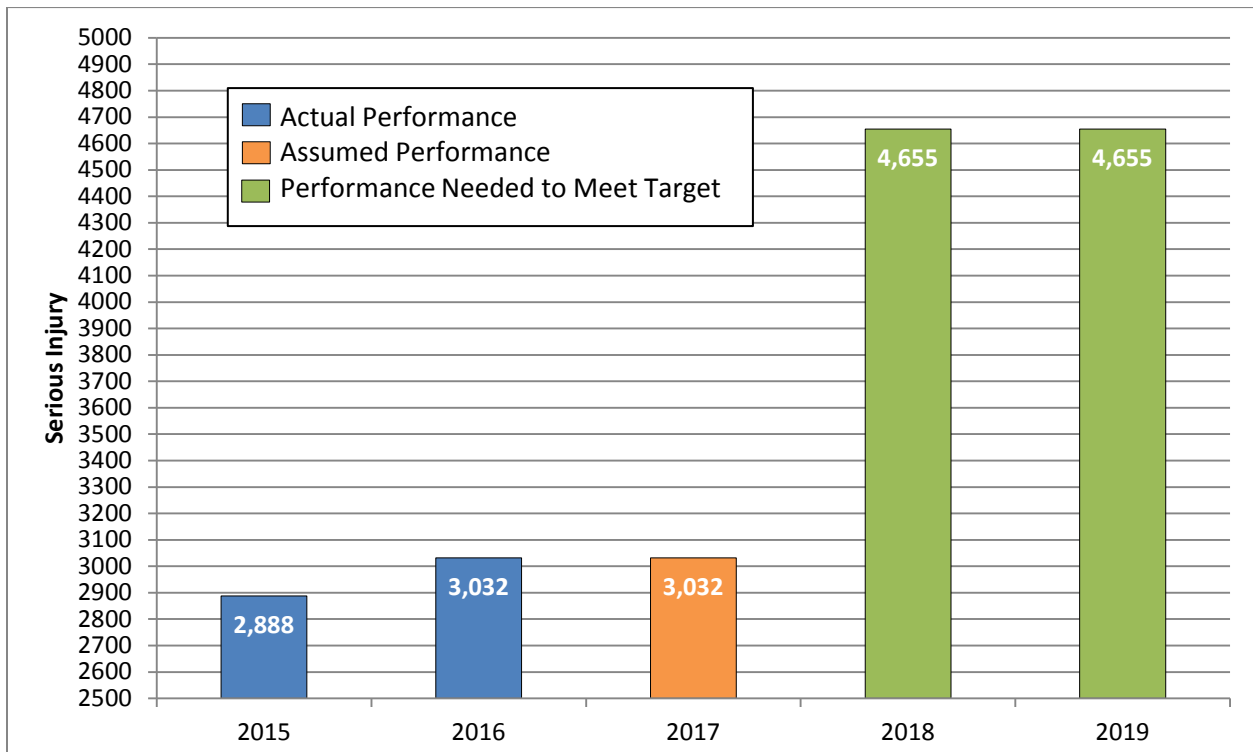
Minimum Actual Performance Needed to Meet Target – Fatality Rate



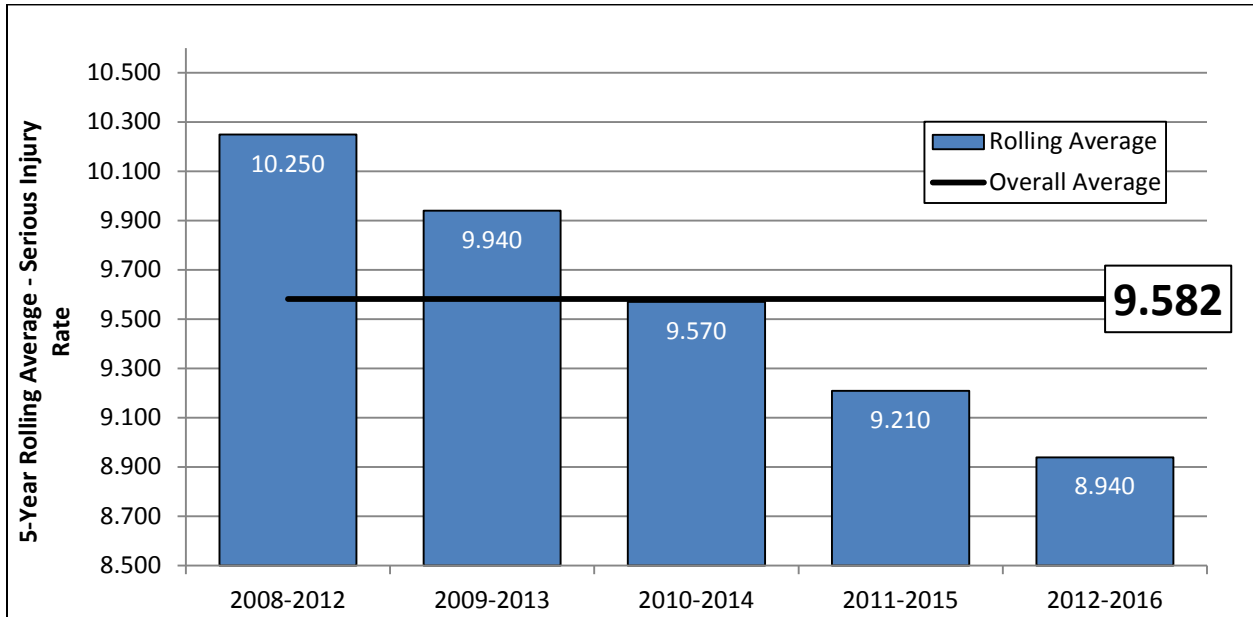
HSIP 2019 Target – Number of Serious Injuries



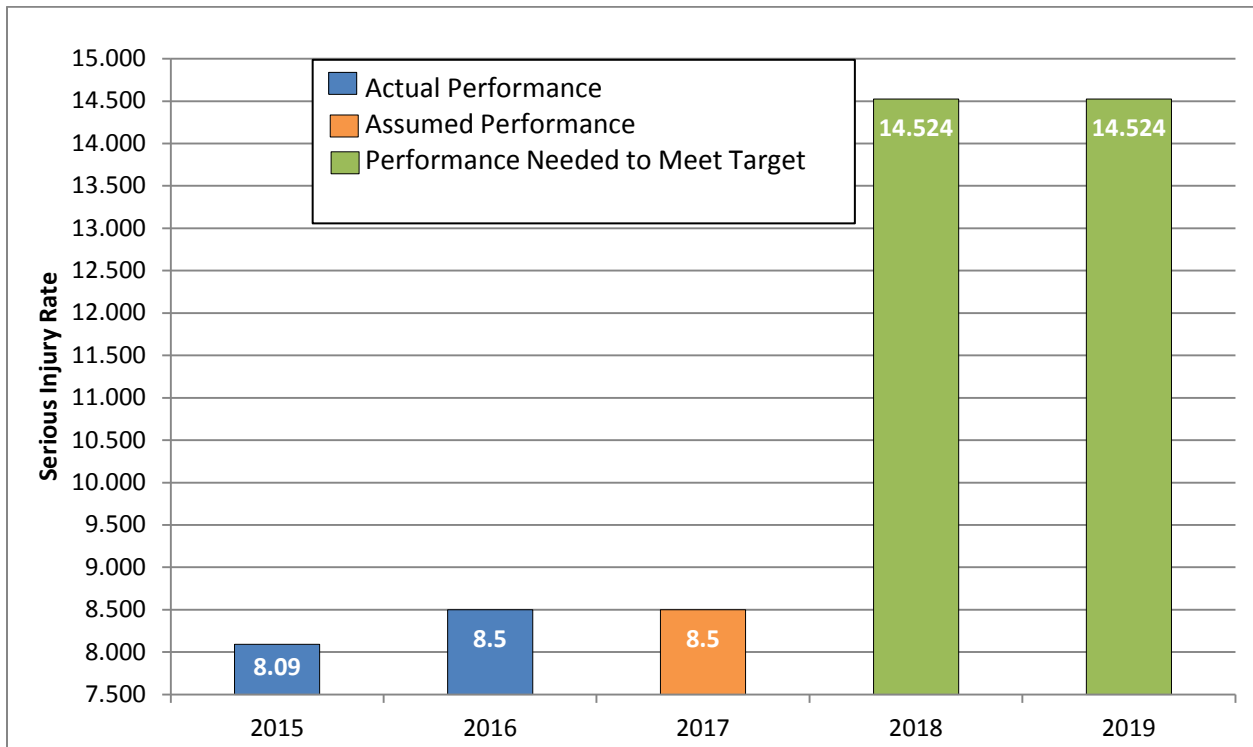
Minimum Actual Performance Needed to Meet Target – Number of Serious Injuries



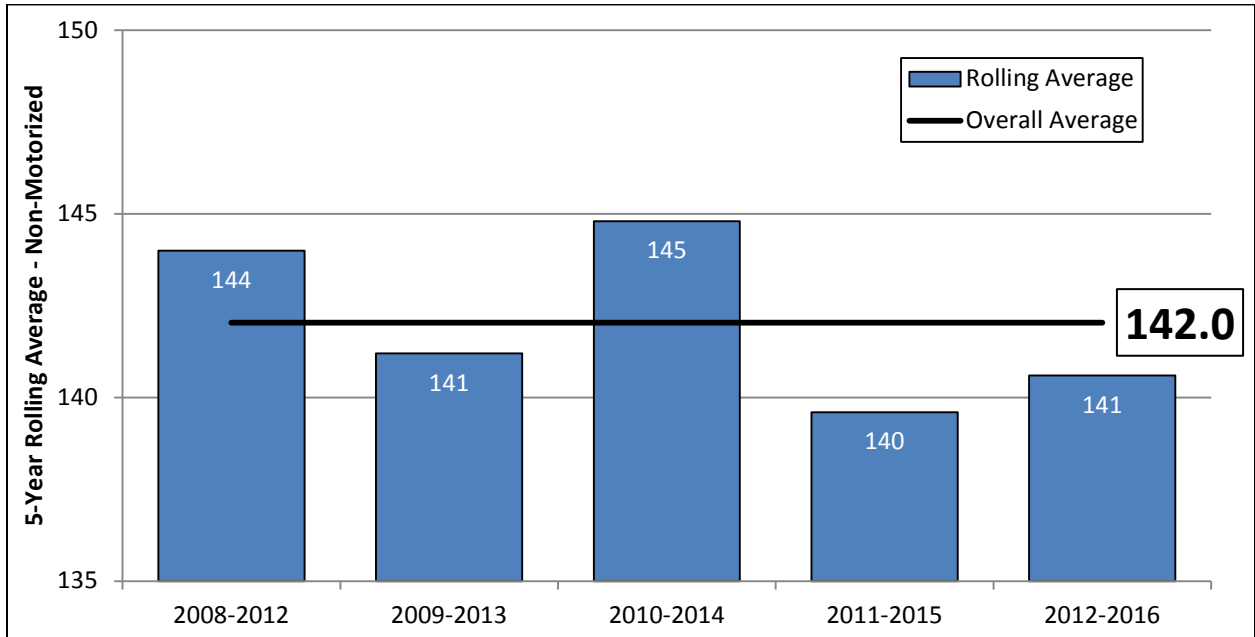
HSIP 2019 Target – Serious Injury Rate



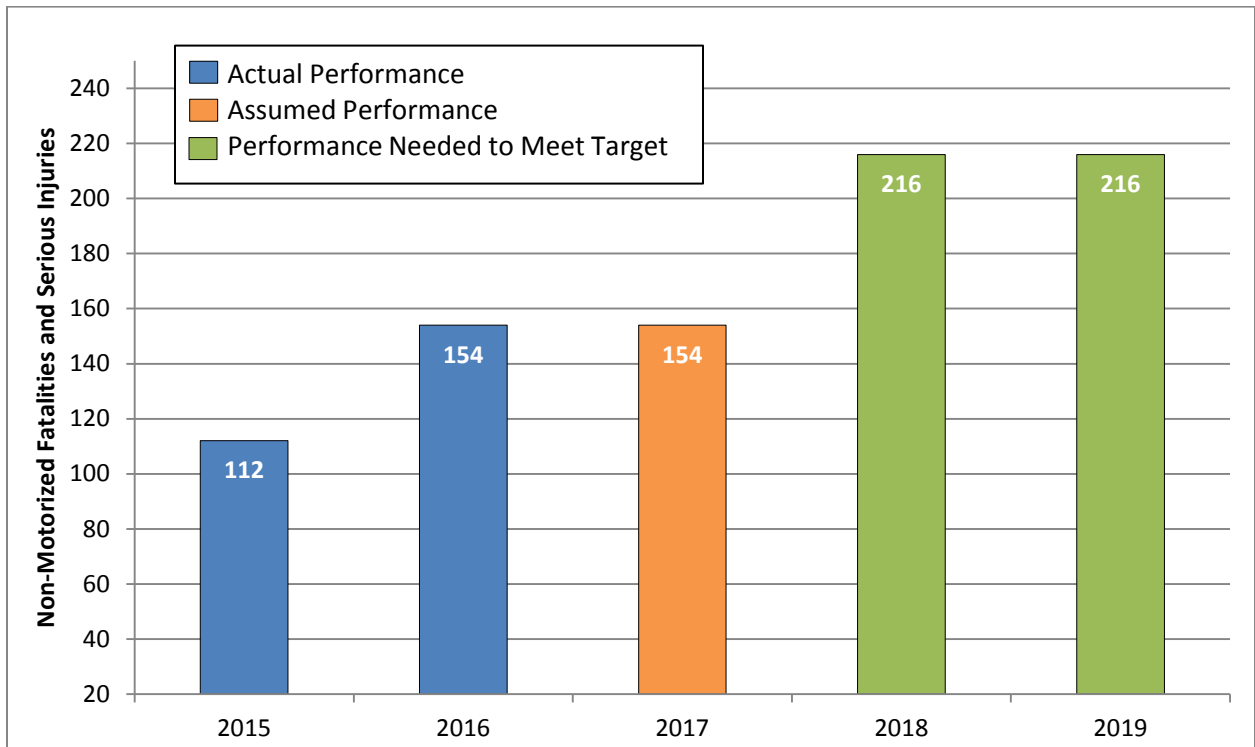
Minimum Actual Performance Needed to Meet Target – Serious Injury Rate



HSIP 2019 Target – Number of Non-Motorized Fatalities and Serious Injuries



Minimum Actual Performance Needed to Meet Target – Number of Non-Motorized Fatal and Serious Injuries



APPENDIX B - PAVEMENT AND BRIDGE

APPENDIX B - TARGET SETTING

PAVEMENTS PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing pavement performance on the National Highway System (NHS). The following is a list of the required performance measures for pavements.

| Performance Measures |
|-----------------------------------------------------------|
| Percent of Interstate pavements in Good condition |
| Percent of Interstate pavements in Poor condition |
| Percent of non-Interstate NHS pavements in Good condition |
| Percent of non-Interstate NHS pavements in Poor condition |

CONDITION BASED PERFORMANCE MEASURES

Data Collection Requirements:

- Starting January 1, 2018, pavement data collected on the Interstate must include International Roughness Index (IRI), percent cracking, rutting, and faulting. This data must be reported in the Highway Performance Monitoring System (HPMS) by April 15, 2019. This data will be gathered and re-submitted every year on a full extent basis.
- The same requirements become effective for non-Interstate NHS pavement data beginning January 1, 2020 with a HPMS report date of June 15, 2021. This data will be gathered and re-submitted at least every two years on a full extent basis.

Pavement Condition Determination:

| Asphalt Pavement | Jointed Concrete Pavement (JCP) | Continuously Reinforced Concrete Pavement (CRCP) |
|------------------|---------------------------------|--------------------------------------------------|
| IRI | IRI | IRI |
| Rutting | Faulting | -- |
| Cracking % | Cracking % | Cracking % |

- Good: All measures are in good condition
- Poor: 2 or more measures are in poor condition
- Fair: Everything else

Pavement Condition Thresholds:

| | Good | Fair | Poor |
|-------------------|-------------|---------------------------------------------|------------------------------------------|
| IRI (inches/mile) | <95 | 95-170 | >170 |
| Rutting (inches) | <0.20 | 0.20-0.40 | >0.40 |
| Faulting (inches) | <0.10 | 0.10-0.15 | >0.15 |
| Cracking (%) | <5 | 5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP) | >20 (asphalt) >15 (JCP) >10 (CRCP) |

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets for the non-Interstate NHS and 4-year targets for the Interstates by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Other Information:

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- The minimum acceptable condition for interstate pavements is no more than 5% in poor condition. FHWA will make this determination using the data in HPMS by June 15 of each year. Any State DOT that does not meet the minimum condition will be required to obligate a portion of its National Highway Preservation Program (NHPP) and Surface Transportation Program (STP) funds to address interstate pavement conditions. The first assessment will occur in June 2019.

METHODOLOGY

The Current Condition and 2- and 4-Year Pavement Performance Targets for the non-Interstate NHS pavements were developed in accordance with the methodology presented in Appendix C of *FHWA*

Computation Procedure for the Pavement Condition Measures (FHWA-HIF-18-022) for use during the “transition” period. This methodology was also used to establish the Current Condition for Interstate pavements in Arkansas. Based on the *Discussion of Section 490.105(e)(7) Phase-in Requirements for Interstate Pavement Measures* the 4-Year Pavement Performance Target for Arkansas’ Interstate pavements was estimated. Factors that were taken into consideration as part of this estimation included the calculated Current Condition, Interstate projects that are anticipated to be completed by 2021, estimated deterioration rates for Interstate pavements, and the anticipated level of available funding.

| Performance Rating | |
|-----------------------------------------------------------------|-----------------|
| | Current* |
| Percent of Interstate pavements in Good condition | 77% |
| Percent of Interstate pavements in Poor condition | 4% |
| Percent of non-Interstate NHS pavements in Good condition | 52% |
| Percent of non-Interstate NHS pavements in Poor condition | 8% |
| * Condition rating based on ARDOT’s 2017 HPMS pavement dataset. | |

TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing pavements on the Interstate and non-Interstate NHS in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

| Performance Targets | | |
|-----------------------------------------------------------|---------------|---------------|
| | 2-year | 4-year |
| Percent of Interstate pavements in Good condition | N/A | 79% |
| Percent of Interstate pavements in Poor condition | N/A | 5% |
| Percent of non-Interstate NHS pavements in Good condition | 48% | 44% |
| Percent of non-Interstate NHS pavements in Poor condition | 10% | 12% |

APPENDIX B - TARGET SETTING

BRIDGE PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in managing bridge performance on the National Highway System (NHS). The following is a list of the required performance measures for bridges.

| Performance Measures |
|------------------------------------------------------------------|
| Percent of NHS bridges by deck area classified as Good condition |
| Percent of NHS bridges by deck area classified as Poor condition |

CONDITION BASED PERFORMANCE MEASURES

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for deck, superstructure, substructure, and bridge length culverts.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert.
 - If the lowest rating is greater than or equal to 7, the structure is classified as good.
 - If it is less than or equal to 4, the classification is poor.
 - Structures rated below 7 but above 4 will be classified as fair.
- Deck area is computed using structure length, and deck width or approach roadway width (for bridge length culverts).

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on-ramps and off-ramps connected to the NHS, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

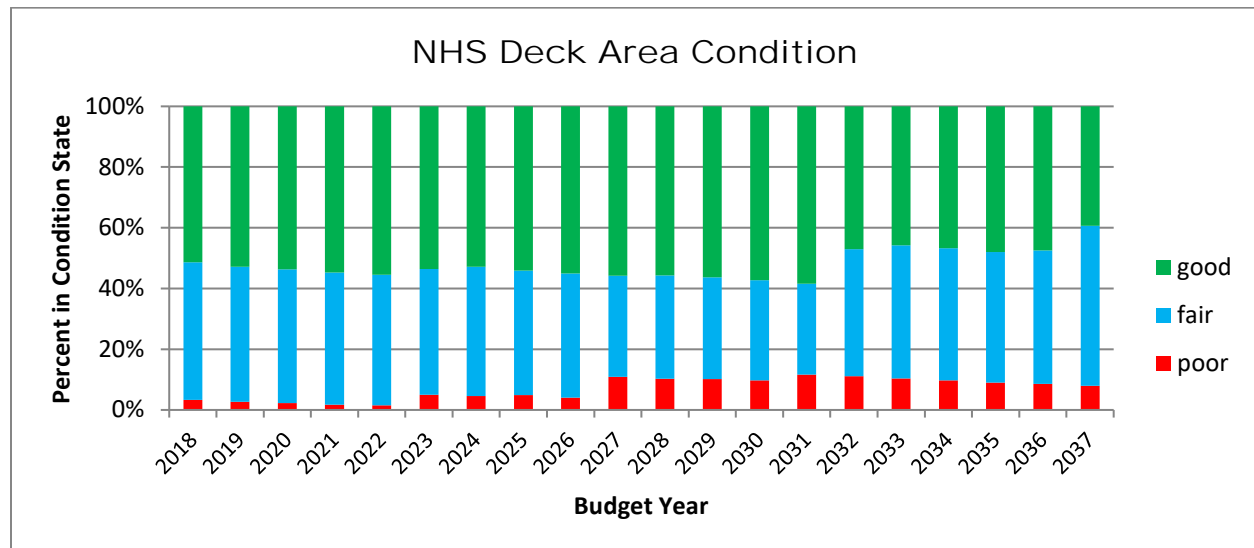
Other Information:

- State DOT targets should be determined from asset management analyses and procedures. The targets reflect investment strategies that aim to achieve a state of good repair over the life cycle of assets at minimum practicable cost.
- If for three consecutive years more than 10% of a State DOT’s NHS bridges total deck area is classified as Poor, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds to eligible bridge projects on the NHS.

METHODOLOGY

In order to develop the performance targets, a bridge model is required to forecast future conditions based on anticipated funding. In October of 2015, Heavy Bridge Maintenance (HBM) entered into an agreement to use Deighton’s dTIMS software as ARDOT’s bridge modeling platform¹.

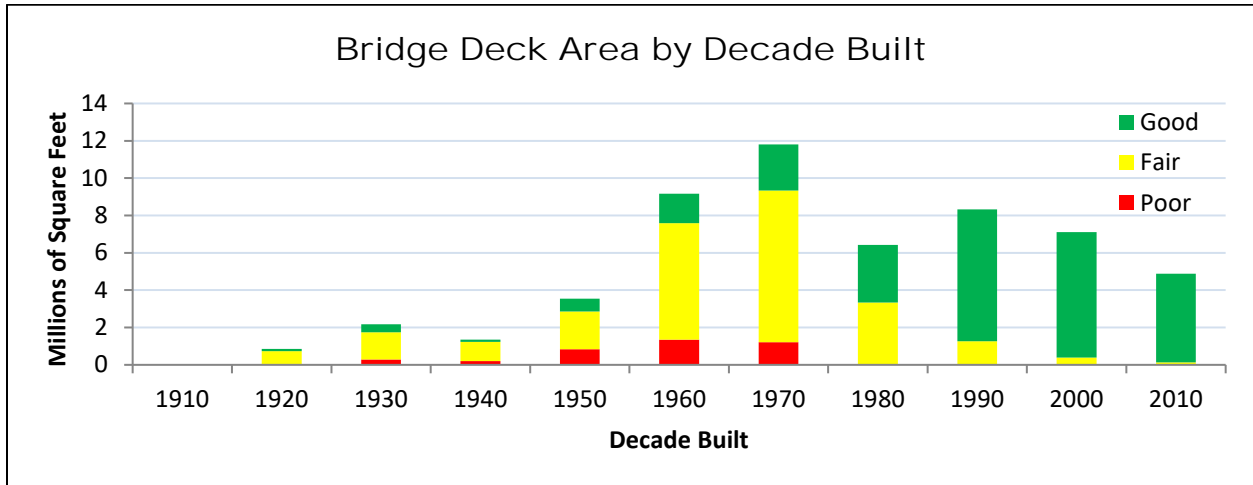
Based on a \$90-million budget for all state-owned bridges, the model provides a 20-year condition forecast² for NHS bridges as shown below:



¹ While the model is still being refined, the projections seem reasonable and the proposed performance targets are based on those projections.

² The bridge model does not consider the additional funding made available for the 30 Crossing project. The 30 Crossing project will address over one percent of the poor deck area currently in the NHS bridges.

As shown in the 20-year condition forecast chart, the poor deck area is currently at 3.3 percent while the good deck area is at 51.3 percent. There is a jump in percent poor deck area in 10 years. This jump can be explained by the large inventory of bridges that were built in the 1960s and 1970s (as shown in the following figure) and will reach the end of their 50-year design life within the next 10 years. With additional planned model calibration, the jump may be less severe. However, additional deck area could be rated poor earlier than year 2027.



TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to minimizing deterioration of the existing bridge infrastructure in an environment where available resources are less than optimal. The targets represent what is attainable if the strategies and funding estimates in the Transportation Asset Management Plan (TAMP) are implemented.

| Performance Targets | | |
|------------------------------------------------------------------|--------|--------|
| | 2-year | 4-year |
| Percent of NHS bridges by deck area classified as Good condition | 50% | 50% |
| Percent of NHS bridges by deck area classified as Poor condition | 4% | 6% |

It should be noted that the shift toward bridge preservation in the last couple of years should enabled the Department to stay below 10 percent of NHS bridges classified as poor for the state-wide bridge inventory at the anticipated 90-million funding level according to the model. Future model calibrations will allow better performance forecasting, which would enable ARDOT to make adjustments in funding and/or strategies to stay below the penalty threshold for NHS bridges.

Final Rulemaking

The Federal Highway Administration (FHWA) published in the *Federal Register* (82 FR5886) a [final rule](#) establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule is effective **May 20, 2017**.

Performance Measures

✓ % of NHS bridges by deck area classified as in Good condition

✓ % of NHS bridges by deck area classified as in Poor condition

Condition-Based Performance Measures

- Measures are based on deck area.
- The classification is based on National Bridge Inventory (NBI) condition ratings for item 58 - Deck, 59 - Superstructure, 60 - Substructure, and 62 - Culvert.
- Condition is determined by the lowest rating of deck, superstructure, substructure, or culvert. If the lowest rating is greater than or equal to 7, the bridge is classified as good; if is less than or equal to 4, the classification is poor. (Bridges rated below 7 but above 4 will be classified as fair; there is no related performance measure.)
- Deck area is computed using NBI item 49 - Structure Length, and 52 - Deck Width or 32 - Approach Roadway Width (for some culverts).

Target Setting

State DOTs:

- Must establish targets for all bridges carrying the NHS, which includes on- and off-ramps connected to the NHS within a State, and bridges carrying the NHS that cross a State border, regardless of ownership.
- Must establish statewide 2- and 4-year targets by May 20, 2018, and report targets by October 1, 2018, in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).

Metropolitan Planning Organizations (MPOs):

- Support the relevant State DOT(s) 4-year target or establish their own by 180 days after the State DOT(s) target is established.

BRIDGE

PERFORMANCE MEASURES



Key Dates

| | |
|----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| May 20, 2017 | Final rule effective date. |
| January 1, 2018 | 1st 4- year performance period begins. |
| May 20, 2018 | Initial 2- and 4-year targets established. |
| October 1, 2018 | Baseline Performance Period Report for the 1 st Performance Period due. State DOTs report 2-year and 4-year targets; etc. |
| Within 180 days of relevant State DOT(s) target establishment | MPOs must commit to support State target or establish separate quantifiable target. |
| October 1, 2020 | Mid Performance Period Progress Report for the 1 st Performance Period due. State DOTs report 2-year condition/performance; progress toward achieving 2-year targets; etc. |
| December 31, 2021 | 1st 4-year performance period ends. |
| October 1, 2022 | Full Performance Period Progress Report for 1 st performance period due. State DOTs report 4-year condition/performance; progress toward achieving 4-year targets; etc. Baseline report due for 2 nd performance period due. State DOTs report 2- and 4-year targets; baseline condition, etc. |

Other Specifics

- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset management objectives.
- The rule applies to bridges carrying the NHS, including bridges on on- and off-ramps connected to the NHS.
- If for 3 consecutive years more than 10.0% of a State DOT's NHS bridges' total deck area is classified as Structurally Deficient, the State DOT must obligate and set aside National Highway Performance Program (NHPP) funds for eligible projects on bridges on the NHS.
- Deck area of all border bridges counts toward both States DOTs' totals.

Visit www.fhwa.dot.gov/tpm/ to learn about training, guidance, and other implementation-related information.



**APPENDIX C - TRAVEL TIME RELIABILITY AND
FREIGHT RELIABILITY**

APPENDIX C - TARGET SETTING

TRAVEL TIME RELIABILITY

PERFORMANCE MEASURES



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing system performance on the Interstate and non-Interstate National Highway System (NHS). The following is a list of the required performance measures for travel time reliability.

| Performance Measures |
|------------------------------------------------------------------------------|
| Percent of Person-Miles Traveled on the Interstate that are Reliable |
| Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable |

CONDITION BASED PERFORMANCE MEASURES

- Measures are based on the Level of Travel Time Reliability (LOTTR) which is defined as the ratio of the longer travel time (80th percentile) to a “normal” travel time (50th percentile) using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent.
- A LOTTR will be calculated for each of the following time periods for each segment of highway, known as a Traffic Message Channel (TMC):
 - 6:00 AM-10:00 AM Weekday
 - 10:00 AM-4:00 PM Weekday
 - 4:00 PM-8:00 PM Weekday
 - 6:00 AM-8:00 PM Weekends
- If any one of the four time periods has a LOTTR above 1.5, then the TMC will be considered unreliable.
- All TMCs will have their length multiplied by the average daily traffic and a vehicle occupancy factor of 1.7 (released by FHWA on 4/27/2018) to determine the person-miles traveled on that TMC. Then the reliable TMCs will be summed and divided by the total person-miles traveled.

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for the Interstate and non-Interstate NHS.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust 4-year targets at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

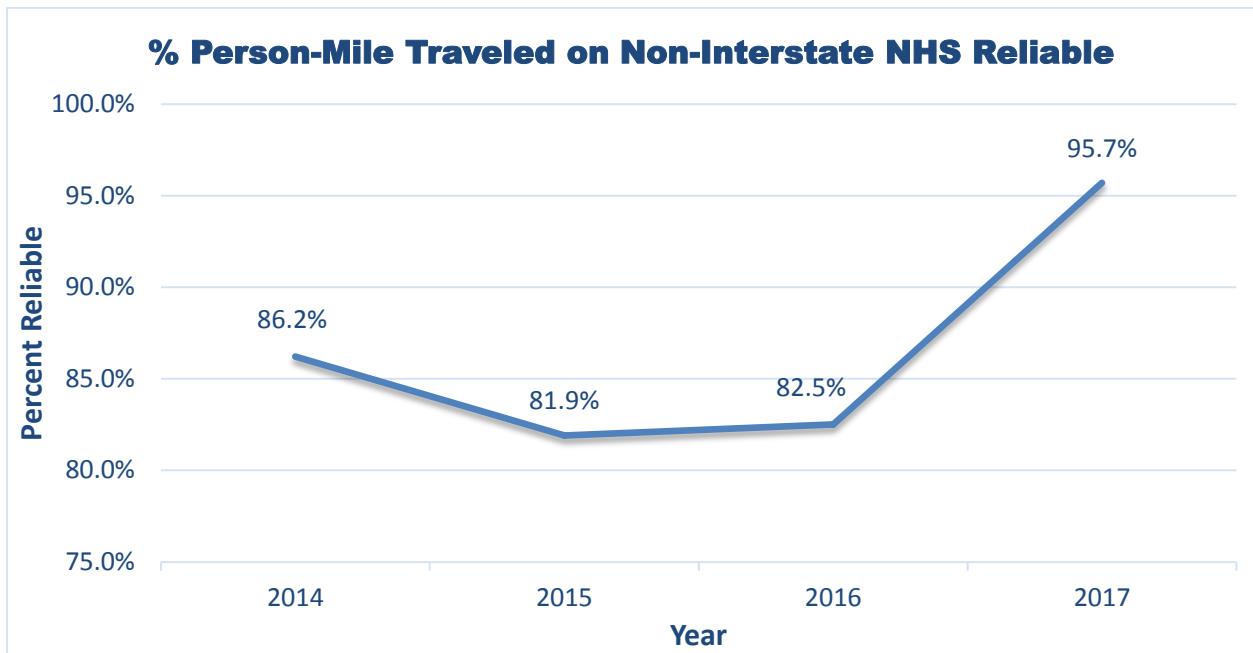
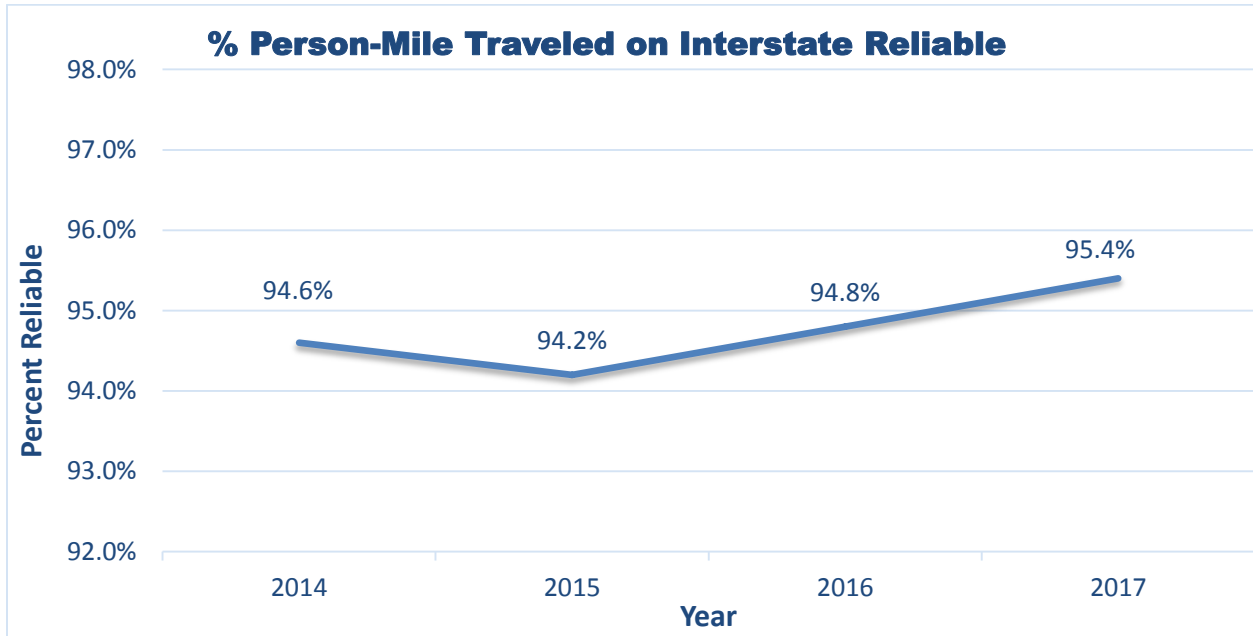
Other information

- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. Due to different data processing approaches by the vendors, there are inconsistencies in the NPMRDS.
- State DOT targets will be set based on four years of data (2014-2017) and only one year of data (2017) from the current vendor.
- As of March 2018, nationally there is 93 percent data coverage for Interstates and 53 percent for non-Interstate NHS.
- Population growth and increasing travels will affect travel time reliability, particularly in fast growing urban areas.
- A large construction program on the Interstate system could result in multiple major workzones. This scenario would have an effect on the reliability on the Interstates and non-Interstate routes.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall document the actions it will take to achieve the NHS travel time targets. There is no financial penalty for not meeting the proposed targets.

METHODOLOGY

In order to develop the performance targets, the current and past travel time reliability conditions were reviewed for Interstates and non-Interstate NHS. As shown on the figures on the next page, travel times on Arkansas' Interstates and non-Interstate NHS are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstate and non-Interstate NHS systems. These project limits were identified and all TMCs within the project limits were considered unreliable to account for the workzones. For large construction projects, additional TMCs located near the project or on logical diversion routes were also considered unreliable. To account for the growth of traffic, TMCs located in urban areas that are currently reliable but have a LOTTR of 1.4 or greater (and no improvements planned) were considered unreliable as well.



TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect travel such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated traffic growth, data quality and availability, and other uncertainties.

| Performance Targets | | |
|------------------------------------------------------------------------------|---------------|---------------|
| | 2-year | 4-year |
| Percent of Person-Miles Traveled on the Interstate that are Reliable | 91% | 89% |
| Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable | - | 90% |

APPENDIX C - TARGET SETTING

FREIGHT RELIABILITY PERFORMANCE MEASURE



In accordance with 23 CFR 490, the Federal Highway Administration (FHWA) established performance measures for State Departments of Transportation (DOTs) to use in assessing freight movement on the Interstate System. The following is the required performance measure for freight reliability.

| Performance Measure |
|--------------------------------------------------------|
| Truck Travel Time Reliability on the Interstate System |

CONDITION BASED PERFORMANCE MEASURES

- Measure is based on the Truck Travel Time Reliability (TTTR) Index.
- The TTTR is defined as the 95th percentile truck travel time divided by the 50th percentile truck travel time using data from FHWA's National Performance Management Research Data Set (NPMRDS) or equivalent.
- The TTTR will be calculated for each of the following five time periods for each segment of Interstate known as a Traffic Message Channel (TMC):
 - 6:00 AM-10:00 AM Weekday
 - 10:00 AM-4:00 PM Weekday
 - 4:00 PM-8:00 PM Weekday
 - 6:00 AM-8:00 PM Weekends
 - 8:00 PM-6:00 AM All Days
- The maximum TTTR for each TMC will be multiplied by the length of the TMC. Then the sum of all length-weighted segments divided by the total length of Interstate will generate the TTTR Index.

TARGET SETTING REQUIREMENTS

State DOTs:

- Must establish targets for all Interstates.
- Must establish statewide 2- and 4-year targets by May 20, 2018 and report targets by October 1, 2018 in the Baseline Performance Period Report.
- May adjust the 4-year target at the Mid Performance Period Progress Report (October 1, 2020).
- State DOTs shall coordinate with relevant MPOs on the selection of targets to ensure consistency, to the maximum extent practicable.

Metropolitan Planning Organizations (MPOs):

- Shall support the relevant State DOT 4-year target or establish their own targets within 180 days after the State DOT target is established.
- Shall report their established targets to their respective State DOT in a manner that is documented and mutually agreed upon by both parties.
- Shall report baseline condition/performance and progress toward the achievement of their targets in the system performance report in the metropolitan transportation plan.

Other Information:

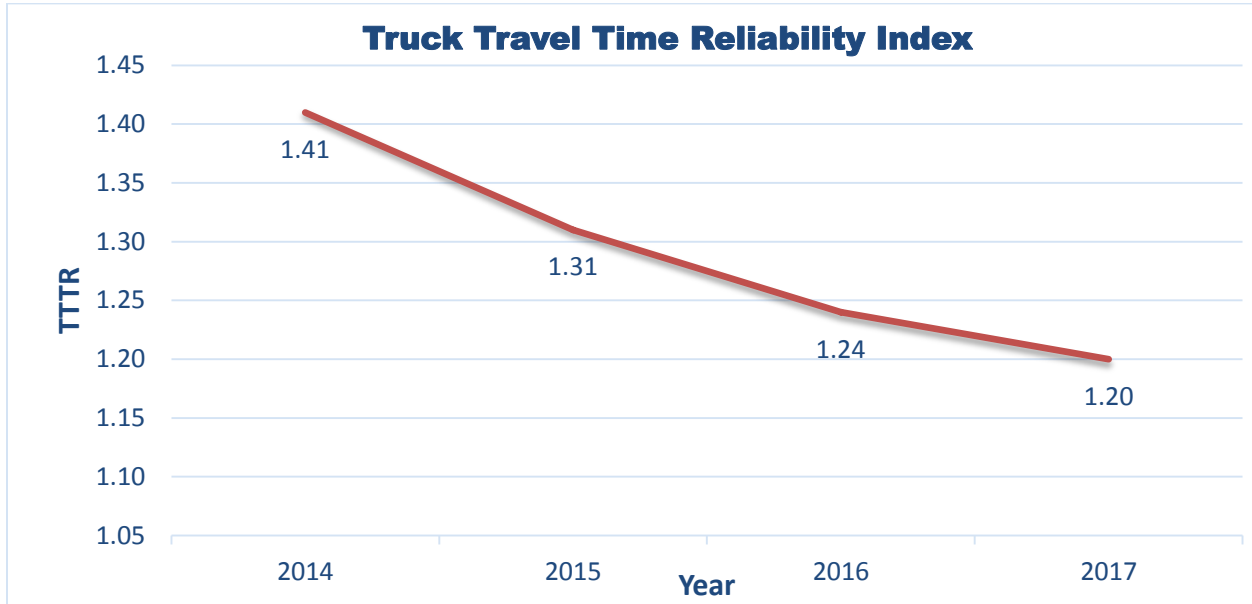
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. The change in vendor resulted in inconsistencies due to the different approaches in data processing.
- As of March 2018, nationally there is 85 percent freight probe data coverage for Interstates.
- Population growth and increasing travel will affect travel time reliability, particularly in fast growing urban areas.
- Urban congestion often affects freight reliability. For example, twenty of the highest 40 TTTR segments in Arkansas are located on urban Interstates where very little truck traffic exists.
- Arkansas is part a pooled fund project organized by AASHTO and led by the Rhode Island DOT to provide technical assistance for transportation performance management. As a member, Arkansas has direct access to the NPMRDS Analytics portal through the Regional Integrated Transportation Information System (RITIS) hosted by the University of Maryland.
- If FHWA determines that a state DOT has not made significant progress toward achieving the target, the State DOT shall include as part of the next performance target report an identification of significant freight trends, needs, and issues within the State as well as a description of the freight policies and strategies and an inventory of truck freight bottlenecks. There is no financial penalty for not meeting the proposed targets.

METHODOLOGY

In order to develop the performance targets, the current and past truck travel time reliability was reviewed for the Interstate system. As shown on the figure on the next page, truck travel times on Arkansas' Interstates are largely considered reliable. However, without additional historical data, setting 2- and 4-year targets is difficult. Due to the data variation between vendors, historical trend was not considered appropriate for target setting.

After the review of the travel time reliability condition for 2014-2017, targets were developed by first identifying significant construction projects located on the Interstates. All TMCs within the anticipated project limits were assigned an assumed TTTR of 5 to account for a potential decrease in reliability for those segments during construction. TTTR of 5 represents the travel time on the worst day of the week

is five times greater than the travel time on an average day. Based on a freight trend analysis (Arkansas State Freight Plan, 2017), it is anticipated that the freight growth by truck will increase by 44 percent by 2040. To account for the anticipated growth, the maximum TTTR for each TMC was increased by five percent.



It is anticipated with additional data becoming available and analytics continuously to improve, estimates would become more refined in the future.

TARGETS

The proposed targets are not intended to be “aspirational”, but rather reflect a “realistic” approach to understanding system reliability in an environment where available resources are less than optimal and various additional factors could affect freight movement such as the economy, trade policies, population growth, and land development patterns.

The proposed targets reflect a best estimate to account for major construction projects, anticipated freight growth, data quality and availability, and other uncertainties.

| Performance Targets | | |
|--------------------------------------------------------|--------|--------|
| | 2-year | 4-year |
| Truck Travel Time Reliability on the Interstate System | 1.45 | 1.52 |

APPENDIX D - MISSOURI-ARKANSAS I-49 CONNECTOR

APPENDIX D - MISSOURI-ARKANSAS I-49 CONNECTION



Project Summary

Transportation Planning

P.O. Box 270
Jefferson City, MO 65102

The table below summarizes the Missouri-Arkansas I-49 connection from Pineville to the Arkansas State line (Bella Vista) funding plan.

| | | | | | | STATE FISCAL YEAR PROJECT BUDGETING | | | | | | | |
|-----------|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|--|--------------|-------------------------------------|---------------|---------------|---------------|---------------|---------------|--------|---|
| | | | | | | Prior Prog. | 7/2018-6/2019 | 7/2019-6/2020 | 7/2020-6/2021 | 7/2021-6/2022 | 7/2022-6/2023 | | |
| County: | McDonald | New Missouri-Arkansas I-49 connection from Pineville to the Arkansas State line (Bella Vista). Construction funding from 7P2157. Amendment 3 new major project. | | | | | Engineering | 10,705 | 2 | 2 | 2 | 2,764 | 0 |
| Route: | Future I-49 | | | | | | R/W: | 4,610 | 0 | 0 | 0 | 0 | 0 |
| Job No.: | 7P0601 | | | | | | Construction: | 0 | 0 | 0 | 0 | 20,147 | 0 |
| Length: | 0.00 | MPO: N | Fed: 18,335 | | State: 4,582 | Local: 0 | FFOS: | 0 | 0 | 0 | 0 | 0 | 0 |
| Fund Cat: | Amendment 3 | Awd Date: 2022 | | | | Anticipated Fed Cat: NHPP | Payments: | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec Cat: | System Expansion | Future Cost: 25,001 - 50,000 | | | | Estimate Total: 38,232 | | | | | | | |
| TIP #: | 7P0601 | Let With: | | | | | | | | | | | |

APPENDIX E - NARTS SYSTEM PRESERVATION PROJECTS

| Job_No | Job_Name | District_No | County_No | County_Name | Route_No | Section_No | No Length (miles) | Job_Type | Display | STIP_Estimate_x_1000 | Carry_Out | Match | NHPP | STBGP | State |
|--------------|-------------------------------------------------|-------------|-----------|-------------|----------|------------|-------------------|---------------------|---------|----------------------|---------------|--------------|------------------|-----------------|-----------------|
| 04X040 | I-49 - Benton Co. Line | 4 | 72 | Washington | 71B | 17B | 8.30 | System Preservation | \$ | 4,200 | State | State | \$ 3,360 | | \$ 840 |
| 04X041 | Benton Co. Line - Madison Co. Line (Sel. Secs.) | 4 | 72 | Washington | 412 | 2 | 23.28 | System Preservation | \$ | 6,900 | State | State | \$ 5,520 | | \$ 1,380 |
| 04X042 | Hwy. 16 - Hwy. 45 (Fayetteville) | 4 | 72 | Washington | 265 | 2 | 2.30 | System Preservation | \$ | 2,100 | State | State | \$ 1,680 | | \$ 420 |
| 09X039 | Hwy. 72 - Hwy. 71B (I-49) | 9 | 4 | Benton | I-49 | 29 | 5.42 | System Preservation | \$ | 2,700 | State | State | \$ 2,430 | | \$ 270 |
| 09X043 | Garfield - Carroll Co. Line | 9 | 4 | Benton | 62 | 2 | 9.41 | System Preservation | \$ | 2,100 | State | State | \$ 1,680 | | \$ 420 |
| 09X057 | Hwy. 102 - Hiwasse | 9 | 4 | Benton | 279 | 1 | 5.50 | System Preservation | \$ | 1,000 | State | State | \$ | \$ 800 | \$ 200 |
| 09X080 | Hwy. 59 - Hwy. 549 | 9 | 4 | Benton | 72 | 2 | 5.00 | System Preservation | \$ | 1,300 | State | State | \$ | \$ 1,040 | \$ 260 |
| 09X192 | Washington Co. Line - Osage Creek | 9 | 4 | Benton | 112 | 2 | 5.10 | System Preservation | \$ | 1,200 | State | State | \$ | \$ 960 | \$ 240 |
| 09X193 | Hwy. 340 - Missouri State Line | 9 | 4 | Benton | 279 | 1 | 3.34 | System Preservation | \$ | 700 | State | State | \$ | \$ 560 | \$ 140 |
| 09X197 | Siloam Springs - Washington Co. Line | 9 | 4 | Benton | 412 | 1 | 8.84 | System Preservation | \$ | 3,500 | State | State | \$ 2,800 | | \$ 700 |
| Total | | | | | | | | | | 76.49 | 25,700 | State | \$ 17,470 | \$ 3,360 | \$ 4,870 |

Pavement preservation projects are shown for informational purposes. Actual locations are subject to change as schedules and priorities warrant.

APPENDIX F - NARTS TIP LIST OF PROJECTS

The projects list in Appendix F illustrates the transportation projects included in the 2019-2022 fiscal years. The following describe the headers in the list:

| | |
|----------------------------------------------|-------------------------------------------------|
| JOB _____ | Project number assigned by ARDOT or MODOT |
| COUNTY _____ | Project location by county |
| ROUTE _____ | Route number where the project is scheduled |
| TERMINI _____ | Project route and description |
| LENGTH _____ | Length of the project in miles |
| TYPE WORK _____ | Type of work |
| ESTIMATED COST _____ | Costs and funding breakdown (in thousands) |
| AGENCY CARRYING OUT THE PROJECT _____ | Agency responsible for carrying out the project |
| FFY _____ | Year of construction contract |
| MPO _____ | Transportation Study area |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|------------------------------------------|---------------------|---------|---------------------------------------------------------------|--------|----------------------------------------|-------------------------------------------------------|------------------------------------------|------|-------|
| BB0410 | Washington | I-49 | Hwy. 62 Intchn. Impvts. | - | Interchange Improvements | 25,400 - TOTAL 22,860 - NHPP 2,540 - State | State | 2021 | NARTS |
| BB0411 | Washington | I-49 | Hwy. 16/112 Spur Intchn. Impvts. (S) | - | Interchange Improvements | 19,300 - TOTAL 17,370 - NHFP 1,930 - State | State | 2020 | NARTS |
| 090445 | Benton | 12 & 43 | Hwy. 12/Hwy. 43 Inters. Safety Impvts. (S) | - | Intersection Improvements | 1,300 - TOTAL 1,170 - HSIP 130 - State | State | 2019 | NARTS |
| Construction of a rural roundabout. | | | | | | | | | |
| 040579 | Washington | 16 | College Ave. - Huntsville Rd. (Sel. Secs.) (Fayetteville) (S) | 1.14 | Major Widening | 5,700 - TOTAL 4,560 - NHPP 1,140 - State | State | 2020 | NARTS |
| 04X056 | Washington | 16 | Stone Bridge Rd. - East Roberts Rd. (Fayetteville) | 1.21 | Major Widening | 4,000 - TOTAL 3,200 - STBGP 800 - State | State | 2022 | NARTS |
| 090502 | Benton & Carroll | 21 & 94 | Dry Fork, Little Sugar & Piney Creeks Strs. & Apprs. (S) | - | Strs. & Apprs. | 6,200 - TOTAL 4,960 - NHPP 1,240 - State | State | 2021 | NARTS |
| Also see Jobs 090474 & 09X206. | | | | | | | | | |
| 09X114 | Benton | 59 | Gravette - Gentry (Passing Lanes, Resurface & Shoulders) | 11.09 | Passing Lanes & System Preservation | 10,000 - TOTAL 8,000 - STBGP 2,000 - State | State | 2021 | NARTS |
| Passing lane locations to be determined. | | | | | | | | | |
| 090434 | Benton | 59 | Wolf Creek & Decatur Branch Strs. & Apprs. (S) | - | Strs. & Apprs. | 1,800 - TOTAL 1,440 - NHPP 360 - State | State | 2019 | NARTS |
| 090506 | Benton | 59 | Illinois River Str. & Apprs. (Hwy. 59) (S) | - | Str. & Apprs. | 6,000 - TOTAL 4,800 - NHPP 1,200 - State | State | 2021 | NARTS |
| 090384 | Benton | 62 | Pea Ridge National Military Park Mitigation (S) | - | Mitigation | 2,500 - TOTAL 2,000 - STBGP 500 - State | State | 2021 | NARTS |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-------|---------------------------------------------------------------------|--------|------------------------------|------------------------------------------------------------------------------------------|------------------------------------------|------|-------|
| 090338 | Benton | 71B | Dixieland Rd. - 8th St. (Rogers) (S) | 1.01 | Major Widening | 17,900 - TOTAL 14,228 - NHPP 92 - TAP >200K 3,557 - State 23 - Local | State | 2019 | NARTS |
| Partnering project. City of Rogers to provide 50% of project costs up to \$5.0M plus an additional \$200,000 for 6' sidewalks. Total reflects overall project costs minus funding already obligated. | | | | | | | | | |
| 090238 | Benton | 102 | Hwy. 279 South - Hwy. 102B (Centerton) | 1.11 | Major Widening | 5,300 - TOTAL 4,240 - STBGP 1,060 - State | State | 2022 | NARTS |
| 040720 | Washington | 112 | Poplar St. - Drake St. (Fayetteville) (S) | 1.57 | Major Widening | 4,100 - TOTAL 3,280 - STBGP 820 - State | State | 2020 | NARTS |
| Partnering project. City to accept ownership of a segment of Highway 112 upon completion of project. | | | | | | | | | |
| 012270 | Benton & Washington | 112 | Hwy. 112 Corridor Impvts. | 17.91 | Major Widening | 37,500 - TOTAL 30,000 - STBGP 7,500 - State | State | 2022 | NARTS |
| 040683 | Washington | 170 | Hwy. 62 - Clyde Carnes Rd. (Hwy. 170) (Farmington) (S) | 1.97 | Major Widening | 10,100 - TOTAL 4,666 - STBGP 1,400 - STBGP >200K 2,034 - State 2,000 - Local | State | 2019 | NARTS |
| Partnering project. City to contribute \$4.0M towards overall project costs. Total reflects overall project costs minus funds already obligated. | | | | | | | | | |
| 04X097 | Washington | 244 | Cincinnati Creek Str. & Apprs. | - | Str. & Apprs. | 2,300 - TOTAL 1,840 - NHPP 460 - State | State | 2022 | NARTS |
| 090433 | Benton | 264 | Hwy. 264/Bellview St./Spring Creek Rd. Inters. Impvts. (Lowell) (S) | - | Intersection Improvements | 1,400 - TOTAL 829 - STBGP 571 - Local | State | 2019 | NARTS |
| Partnering project with the City of Lowell. Total reflects overall project costs. | | | | | | | | | |
| 090402 | Benton | 264 | Little Osage Creek Str. & Apprs. (S) | - | Str. & Apprs. | 2,500 - TOTAL 2,000 - NHPP 500 - State | State | 2019 | NARTS |
| 090472 | Benton | 340 | Little Sugar & Tanyard Creeks Strs. & Apprs (S) | - | Str. & Apprs. | 3,900 - TOTAL 3,120 - NHPP 780 - State | State | 2019 | NARTS |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|-------------------------------------------------------------------------------------------------------------|------------------------|--------------|---------------------------------------------------------------------|--------|------------------------------|--------------------------------------------------------|------------------------------------------|------|-------|
| 04X173 | Washington | 412 & 112 | Hwy. 412/Hwy. 112 Intersection Improvements (Tontitown) | - | Intersection Improvements | 10,000 - TOTAL 8,000 - NHPP 2,000 - State | State | 2022 | NARTS |
| CA0903 | Benton | 549 | Hwy. 71 Interchange (B. V. Bypass) (S) | - | New Location | 51,400 - TOTAL 51,400 - CAP | State | 2022 | NARTS |
| Contingent upon MODOT funding their portion of the bypass. Part of the voter approved ½¢ sales tax program. | | | | | | | | | |
| CA0905 | Benton | 549 | Co. Rd. 34 - Missouri State Line (B. V. Bypass) (S) | 2.56 | New Location | 35,200 - TOTAL 35,200 - CAP | State | 2022 | NARTS |
| Contingent upon MODOT funding their portion of the bypass. Part of the voter approved ½¢ sales tax program. | | | | | | | | | |
| 11X013 | Benton & Washington | 612 | Hwy. 412 - XNA Connector (Springdale Bypass) (Western Leg) (ROW) | 6.17 | Project Development | 15,000 - TOTAL 12,000 - NHPP 3,000 - State | State | 2021 | NARTS |
| Right of way acquisition. | | | | | | | | | |
| 090069 | Benton | New | Northwest Arkansas Regional Airport Access (F) | 3.60 | New Location | 30,000 - TOTAL 10,668 - Earmark 19,332 - Local | Local | 2020 | NARTS |
| NARTS35 | Benton & Washington | | Various NARTS TAP Attrib Projects | - | Miscellaneous | 633 - TOTAL 506 - TAP >200K 127 - Local | Local | 2019 | NARTS |
| NARTS35 | Benton & Washington | | Various NARTS TAP Attrib Projects | - | Miscellaneous | 639 - TOTAL 511 - TAP >200K 128 - Local | Local | 2020 | NARTS |
| NARTS35 | Benton & Washington | | Various NARTS TAP Attrib Projects | - | Miscellaneous | 645 - TOTAL 516 - TAP >200K 129 - Local | Local | 2021 | NARTS |
| NARTS35 | Benton & Washington | | Various NARTS TAP Attrib Projects | - | Miscellaneous | 653 - TOTAL 522 - TAP >200K 131 - Local | Local | 2022 | NARTS |
| NARTS36 | Benton & Washington | | Various NARTS Attrib Projects | - | Miscellaneous | 9,879 - TOTAL 7,903 - STBGP >200K 1,976 - Local | Local | 2019 | NARTS |
| NARTS36 | Benton & Washington | | Various NARTS Attrib Projects | - | Miscellaneous | 12,040 - TOTAL 9,632 - STBGP >200K 2,408 - Local | Local | 2020 | NARTS |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|-----------|---------------------|-------|---------------------------------------------------------------|--------|---------------------|--------------------------------------------------------------------------------|------------------------------------------|------|-------|
| NARTS36 | Benton & Washington | | Various NARTS Attrib Projects | - | Miscellaneous | 12,468 - TOTAL 9,974 - STBGP >200K 2,494 - Local | Local | 2021 | NARTS |
| NARTS36 | Benton & Washington | | Various NARTS Attrib Projects | - | Miscellaneous | 12,913 - TOTAL 10,330 - STBGP >200K 2,583 - Local | Local | 2022 | NARTS |
| NARTS37 | Benton & Washington | | NARTS Study Area Planning | - | Planning | 250 - TOTAL 200 - STBGP >200K 50 - Local | Local | 2019 | NARTS |
| NARTS37 | Benton & Washington | | NARTS Study Area Planning | - | Planning | 250 - TOTAL 200 - STBGP >200K 50 - Local | Local | 2020 | NARTS |
| NARTS37 | Benton & Washington | | NARTS Study Area Planning | - | Planning | 250 - TOTAL 200 - STBGP >200K 50 - Local | Local | 2021 | NARTS |
| NARTS37 | Benton & Washington | | NARTS Study Area Planning | - | Planning | 250 - TOTAL 200 - STBGP >200K 50 - Local | Local | 2022 | NARTS |
| XX2019-01 | Statewide | | IRP Debt Service | - | Miscellaneous | 50,000 - TOTAL 50,000 - NHPP | State | 2019 | All |
| XX2019-02 | Statewide | | Various Bridge Preservation | - | System Preservation | 9,000 - TOTAL 7,200 - NHPP 1,800 - State/Local | State/Local | 2019 | All |
| XX2019-03 | Statewide | | Various Off-System Bridge Rehab / Replacement on City Streets | - | Strs. & Apprs. | 1,000 - TOTAL 800 - NHPP 200 - Local | State | 2019 | All |
| XX2019-04 | Statewide | | Bridge Inspection / Inspection Equipment | - | Miscellaneous | 4,000 - TOTAL 2,400 - STBGP 800 - Off System Bridge 800 - State/Local | State | 2019 | All |
| XX2019-05 | Statewide | | RR Xing Protect Devices / Surfacing / Hazard Elim | - | Safety Improvements | 4,300 - TOTAL 3,870 - Rail Hwy 430 - State | State/RR | 2019 | All |
| XX2019-06 | Statewide | | Various Transportation Alternative Projects | - | Miscellaneous | 10,850 - TOTAL 8,680 - TAP 2,170 - Local | Local | 2019 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|----------------------------------------------------------------------------------------------------|-----------|-------|-------------------------------------------------------------------------------|--------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------|-----|
| XX2019-07 | Statewide | | Various Trail Projects | - | Miscellaneous | 1,875 - TOTAL 1,500 - RTP 375 - Local | Local | 2019 | All |
| XX2019-08 | Statewide | | Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads | - | Strs. & Apprs. | 7,459 - TOTAL 5,967 - STBGP 1,492 - Local | State | 2019 | All |
| XX2019-09 | Statewide | | Various Bridge Rehab / Replacement on County Roads | - | Strs. & Apprs. | 4,625 - TOTAL 3,700 - Off System Bridge 925 - Local | State | 2019 | All |
| XX2019-10 | Statewide | | PE / Right-of-Way / Utilities / CENG | - | Project Development | 25,000 - TOTAL 12,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 5,000 - State/Local | State | 2019 | All |
| Funding in this category may be used for the development of any project within the 2019-2022 STIP. | | | | | | | | | |
| XX2019-11 | Statewide | | Various Wildflower Programs | - | Miscellaneous | 30 - TOTAL 24 - STBGP 6 - State | State | 2019 | All |
| XX2019-12 | Statewide | | Motor Fuel Enforcement Activities | - | Miscellaneous | 20 - TOTAL 20 - STBGP | State | 2019 | All |
| XX2019-13 | Statewide | | Various Statewide Safety Improvements | - | Safety Improvements | 1,000 - TOTAL 900 - HSIP 100 - State | State | 2019 | All |
| XX2019-14 | Statewide | | Statewide Pavement Markings & Signing Projects | - | System Preservation | 10,000 - TOTAL 4,000 - NHPP 4,000 - STBGP 2,000 - State | State | 2019 | All |
| XX2019-15 | Statewide | | Workforce Training and Development | - | Miscellaneous | 700 - TOTAL 700 - Off System Bridge | State | 2019 | All |
| XX2019-16 | Statewide | | Various Pavement Preservation Projects | - | System Preservation | 71,800 - TOTAL 14,810 - NHPP 42,660 - STBGP 14,330 - State | State | 2019 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|------------------------------------------------------------------------------------------|-----------|-------|---------------------------------------------------------------|--------|---------------------------|--------------------------------------------------------------------------------|------------------------------------------|------|-----|
| XX2019-17 | Statewide | | Various Signal and Intersection Improvements | - | Intersection Improvements | 2,500 - TOTAL 2,000 - STBGP 500 - State/Local | State | 2019 | All |
| Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS. | | | | | | | | | |
| XX2019-18 | Statewide | | Various Sealing Projects | - | System Preservation | 9,000 - TOTAL 7,200 - STBGP 1,800 - State | State | 2019 | All |
| XX2019-19 | Statewide | | Various Federal Lands Access Program (FLAP) Projects | - | Miscellaneous | 3,700 - TOTAL 2,960 - FLAP 740 - State/Local | State/Local | 2019 | All |
| XX2019-20 | Statewide | | Various Ferry Boat Program Projects | - | Miscellaneous | 125 - TOTAL 100 - Ferry Boat 25 - State | State | 2019 | All |
| XX2019-21 | Statewide | | Disadvantaged Business Enterprises (DBE) Supportive Services | - | Miscellaneous | 150 - TOTAL 150 - DBE | State | 2019 | All |
| Funding amount is approximate. | | | | | | | | | |
| XX2019-22 | Statewide | | On-the-Job Training (OJT) Supportive Services | - | Miscellaneous | 125 - TOTAL 100 - OJT 25 - State | State | 2019 | All |
| Funding amount is approximate. | | | | | | | | | |
| XX2020-01 | Statewide | | IRP Debt Service | - | Miscellaneous | 50,000 - TOTAL 50,000 - NHPP | State | 2020 | All |
| XX2020-02 | Statewide | | Various Bridge Preservation | - | System Preservation | 9,000 - TOTAL 7,200 - NHPP 1,800 - State/Local | State/Local | 2020 | All |
| XX2020-03 | Statewide | | Various Off-System Bridge Rehab / Replacement on City Streets | - | Strs. & Apprs. | 1,000 - TOTAL 800 - NHPP 200 - Local | State | 2020 | All |
| XX2020-04 | Statewide | | Bridge Inspection / Inspection Equipment | - | Miscellaneous | 4,000 - TOTAL 2,400 - STBGP 800 - Off System Bridge 800 - State/Local | State | 2020 | All |
| XX2020-05 | Statewide | | RR Xing Protect Devices / Surfacing / Hazard Elim | - | Safety Improvements | 4,400 - TOTAL 3,960 - Rail Hwy 440 - State | State/RR | 2020 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|----------------------------------------------------------------------------------------------------|-----------|-------|-------------------------------------------------------------------------------|--------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------|-----|
| XX2020-06 | Statewide | | Various Transportation Alternative Projects | - | Miscellaneous | 10,900 - TOTAL 8,720 - TAP 2,180 - Local | Local | 2020 | All |
| XX2020-07 | Statewide | | Various Trail Projects | - | Miscellaneous | 1,875 - TOTAL 1,500 - RTP 375 - Local | Local | 2020 | All |
| XX2020-08 | Statewide | | Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads | - | Strs. & Apprs. | 7,459 - TOTAL 5,967 - STBGP 1,492 - Local | State | 2020 | All |
| XX2020-09 | Statewide | | Various Bridge Rehab / Replacement on County Roads | - | Strs. & Apprs. | 4,625 - TOTAL 3,700 - Off System Bridge 925 - Local | State | 2020 | All |
| XX2020-10 | Statewide | | PE / Right-of-Way / Utilities / CENG | - | Project Development | 25,000 - TOTAL 12,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 5,000 - State/Local | State | 2020 | All |
| Funding in this category may be used for the development of any project within the 2019-2022 STIP. | | | | | | | | | |
| XX2020-11 | Statewide | | Various Wildflower Programs | - | Miscellaneous | 30 - TOTAL 24 - STBGP 6 - State | State | 2020 | All |
| XX2020-12 | Statewide | | Motor Fuel Enforcement Activities | - | Miscellaneous | 20 - TOTAL 20 - STBGP | State | 2020 | All |
| XX2020-13 | Statewide | | Various Statewide Safety Improvements | - | Safety Improvements | 1,000 - TOTAL 900 - HSIP 100 - State | State | 2020 | All |
| XX2020-14 | Statewide | | Statewide Pavement Markings & Signing Projects | - | System Preservation | 11,000 - TOTAL 4,800 - NHPP 4,000 - STBGP 2,200 - State | State | 2020 | All |
| XX2020-15 | Statewide | | Workforce Training and Development | - | Miscellaneous | 700 - TOTAL 700 - Off System Bridge | State | 2020 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|------------------------------------------------------------------------------------------|-----------|-------|---------------------------------------------------------------|--------|---------------------------|--------------------------------------------------------------------------------|------------------------------------------|------|-----|
| XX2020-16 | Statewide | | Various Pavement Preservation Projects | - | System Preservation | 133,400 - TOTAL 60,000 - NHPP 46,730 - STBGP 26,670 - State | State | 2020 | All |
| XX2020-17 | Statewide | | Various Signal and Intersection Improvements | - | Intersection Improvements | 2,500 - TOTAL 2,000 - STBGP 500 - State/Local | State | 2020 | All |
| Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS. | | | | | | | | | |
| XX2020-18 | Statewide | | Various Sealing Projects | - | System Preservation | 9,000 - TOTAL 7,200 - STBGP 1,800 - State | State | 2020 | All |
| XX2020-19 | Statewide | | Various Federal Lands Access Program (FLAP) Projects | - | Miscellaneous | 3,700 - TOTAL 2,960 - FLAP 740 - State/Local | State/Local | 2020 | All |
| XX2020-20 | Statewide | | Various Ferry Boat Program Projects | - | Miscellaneous | 125 - TOTAL 100 - Ferry Boat 25 - State | State | 2020 | All |
| XX2020-21 | Statewide | | Disadvantaged Business Enterprises (DBE) Supportive Services | - | Miscellaneous | 150 - TOTAL 150 - DBE | State | 2020 | All |
| Funding amount is approximate. | | | | | | | | | |
| XX2020-22 | Statewide | | On-the-Job Training (OJT) Supportive Services | - | Miscellaneous | 125 - TOTAL 100 - OJT 25 - State | State | 2020 | All |
| Funding amount is approximate. | | | | | | | | | |
| XX2021-01 | Statewide | | IRP Debt Service | - | Miscellaneous | 50,000 - TOTAL 50,000 - NHPP | State | 2021 | All |
| XX2021-02 | Statewide | | Various Bridge Preservation | - | System Preservation | 18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local | State/Local | 2021 | All |
| XX2021-03 | Statewide | | Various Off-System Bridge Rehab / Replacement on City Streets | - | Strs. & Apprs. | 1,000 - TOTAL 800 - NHPP 200 - Local | State | 2021 | All |
| XX2021-04 | Statewide | | Bridge Inspection / Inspection Equipment | - | Miscellaneous | 4,000 - TOTAL 2,400 - STBGP 800 - Off System Bridge 800 - State/Local | State | 2021 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|----------------------------------------------------------------------------------------------------|-----------|-------|-------------------------------------------------------------------------------|--------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------|-----|
| XX2021-05 | Statewide | | RR Xing Protect Devices / Surfacing / Hazard Elim | - | Safety Improvements | 4,500 - TOTAL 4,050 - Rail Hwy 450 - State | State/RR | 2021 | All |
| XX2021-06 | Statewide | | Various Transportation Alternative Projects | - | Miscellaneous | 11,100 - TOTAL 8,880 - TAP 2,220 - Local | Local | 2021 | All |
| XX2021-07 | Statewide | | Various Trail Projects | - | Miscellaneous | 1,875 - TOTAL 1,500 - RTP 375 - Local | Local | 2021 | All |
| XX2021-08 | Statewide | | Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads | - | Strs. & Apprs. | 7,459 - TOTAL 5,967 - STBGP 1,492 - Local | State | 2021 | All |
| XX2021-09 | Statewide | | Various Bridge Rehab / Replacement on County Roads | - | Strs. & Apprs. | 4,625 - TOTAL 3,700 - Off System Bridge 925 - Local | State | 2021 | All |
| XX2021-10 | Statewide | | PE / Right-of-Way / Utilities / CENG | - | Project Development | 25,000 - TOTAL 12,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 5,000 - State/Local | State | 2021 | All |
| Funding in this category may be used for the development of any project within the 2019-2022 STIP. | | | | | | | | | |
| XX2021-11 | Statewide | | Various Wildflower Programs | - | Miscellaneous | 30 - TOTAL 24 - STBGP 6 - State | State | 2021 | All |
| XX2021-12 | Statewide | | Motor Fuel Enforcement Activities | - | Miscellaneous | 20 - TOTAL 20 - STBGP | State | 2021 | All |
| XX2021-13 | Statewide | | Various Statewide Safety Improvements | - | Safety Improvements | 19,100 - TOTAL 17,190 - HSIP 1,910 - State | State | 2021 | All |
| XX2021-14 | Statewide | | Statewide Pavement Markings & Signing Projects | - | System Preservation | 12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State | State | 2021 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|------------------------------------------------------------------------------------------|-----------|-------|---------------------------------------------------------------|--------|---------------------------|----------------------------------------------------------------------|------------------------------------------|------|-----|
| XX2021-15 | Statewide | | Workforce Training and Development | - | Miscellaneous | 700 - TOTAL 700 - Off System Bridge | State | 2021 | All |
| XX2021-16 | Statewide | | Various Pavement Preservation Projects | - | System Preservation | 161,200 - TOTAL 75,080 - NHPP 53,890 - STBGP 32,230 - State | State | 2021 | All |
| XX2021-17 | Statewide | | Various Signal and Intersection Improvements | - | Intersection Improvements | 2,500 - TOTAL 2,000 - STBGP 500 - State/Local | State | 2021 | All |
| Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS. | | | | | | | | | |
| XX2021-18 | Statewide | | Various Sealing Projects | - | System Preservation | 9,000 - TOTAL 7,200 - STBGP 1,800 - State | State | 2021 | All |
| XX2021-19 | Statewide | | Various Federal Lands Access Program (FLAP) Projects | - | Miscellaneous | 3,700 - TOTAL 2,960 - FLAP 740 - State/Local | State/Local | 2021 | All |
| XX2021-20 | Statewide | | Various Ferry Boat Program Projects | - | Miscellaneous | 125 - TOTAL 100 - Ferry Boat 25 - State | State | 2021 | All |
| XX2021-21 | Statewide | | Disadvantaged Business Enterprises (DBE) Supportive Services | - | Miscellaneous | 150 - TOTAL 150 - DBE | State | 2021 | All |
| Funding amount is approximate. | | | | | | | | | |
| XX2021-22 | Statewide | | On-the-Job Training (OJT) Supportive Services | - | Miscellaneous | 125 - TOTAL 100 - OJT 25 - State | State | 2021 | All |
| Funding amount is approximate. | | | | | | | | | |
| XX2022-01 | Statewide | | IRP Debt Service | - | Miscellaneous | 50,000 - TOTAL 50,000 - NHPP | State | 2022 | All |
| XX2022-02 | Statewide | | Various Bridge Preservation | - | System Preservation | 18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local | State/Local | 2022 | All |
| XX2022-03 | Statewide | | Various Off-System Bridge Rehab / Replacement on City Streets | - | Strs. & Apprs. | 1,000 - TOTAL 800 - NHPP 200 - Local | State | 2022 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|----------------------------------------------------------------------------------------------------|-----------|-------|-------------------------------------------------------------------------------|--------|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|------|-----|
| XX2022-04 | Statewide | | Bridge Inspection / Inspection Equipment | - | Miscellaneous | 4,000 - TOTAL 2,400 - STBGP 800 - Off System Bridge 800 - State/Local | State | 2022 | All |
| XX2022-05 | Statewide | | RR Xing Protect Devices / Surfacing / Hazard Elim | - | Safety Improvements | 4,500 - TOTAL 4,050 - Rail Hwy 450 - State | State/RR | 2022 | All |
| XX2022-06 | Statewide | | Various Transportation Alternative Projects | - | Miscellaneous | 11,200 - TOTAL 8,960 - TAP 2,240 - Local | Local | 2022 | All |
| XX2022-07 | Statewide | | Various Trail Projects | - | Miscellaneous | 1,875 - TOTAL 1,500 - RTP 375 - Local | Local | 2022 | All |
| XX2022-08 | Statewide | | Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads | - | Strs. & Apprs. | 7,459 - TOTAL 5,967 - STBGP 1,492 - Local | State | 2022 | All |
| XX2022-09 | Statewide | | Various Bridge Rehab / Replacement on County Roads | - | Strs. & Apprs. | 4,625 - TOTAL 3,700 - Off System Bridge 925 - Local | State | 2022 | All |
| XX2022-10 | Statewide | | PE / Right-of-Way / Utilities / CENG | - | Project Development | 25,000 - TOTAL 12,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 5,000 - State/Local | State | 2022 | All |
| Funding in this category may be used for the development of any project within the 2019-2022 STIP. | | | | | | | | | |
| XX2022-11 | Statewide | | Various Wildflower Programs | - | Miscellaneous | 30 - TOTAL 24 - STBGP 6 - State | State | 2022 | All |
| XX2022-12 | Statewide | | Motor Fuel Enforcement Activities | - | Miscellaneous | 20 - TOTAL 20 - STBGP | State | 2022 | All |
| XX2022-13 | Statewide | | Various Statewide Safety Improvements | - | Safety Improvements | 20,000 - TOTAL 18,000 - HSIP 2,000 - State | State | 2022 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|------------------------------------------------------------------------------------------|-----------|-------|----------------------------------------------------------------------------|--------|---------------------------|--------------------------------------------------------------------------------------|------------------------------------------|------|-----|
| XX2022-14 | Statewide | | Statewide Pavement Markings & Signing Projects | - | System Preservation | 12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State | State | 2022 | All |
| XX2022-15 | Statewide | | Workforce Training and Development | - | Miscellaneous | 700 - TOTAL 700 - Off System Bridge | State | 2022 | All |
| XX2022-16 | Statewide | | Various Pavement Preservation Projects | - | System Preservation | 193,700 - TOTAL 87,800 - NHPP 7,710 - NHFP 59,470 - STBGP 38,720 - State | State | 2022 | All |
| XX2022-17 | Statewide | | Various Signal and Intersection Improvements | - | Intersection Improvements | 2,500 - TOTAL 2,000 - STBGP 500 - State/Local | State | 2022 | All |
| Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS. | | | | | | | | | |
| XX2022-18 | Statewide | | Various Sealing Projects | - | System Preservation | 9,000 - TOTAL 7,200 - STBGP 1,800 - State | State | 2022 | All |
| XX2022-19 | Statewide | | Various Federal Lands Access Program (FLAP) Projects | - | Miscellaneous | 3,700 - TOTAL 2,960 - FLAP 740 - State/Local | State/Local | 2022 | All |
| XX2022-20 | Statewide | | Various Ferry Boat Program Projects | - | Miscellaneous | 125 - TOTAL 100 - Ferry Boat 25 - State | State | 2022 | All |
| XX2022-21 | Statewide | | Disadvantaged Business Enterprises (DBE) Supportive Services | - | Miscellaneous | 150 - TOTAL 150 - DBE | State | 2022 | All |
| Funding amount is approximate. | | | | | | | | | |
| XX2022-22 | Statewide | | On-the-Job Training (OJT) Supportive Services | - | Miscellaneous | 125 - TOTAL 100 - OJT 25 - State | State | 2022 | All |
| Funding amount is approximate. | | | | | | | | | |
| 113FTA | Statewide | | Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment) | - | Transit | 862 - TOTAL 690 - FTA-5339 172 - Local | Local | 2019 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|--------|-----------|-------|--------------------------------------------------------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-----|
| 114FTA | Statewide | | Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment) | - | Transit | 4,375 - TOTAL 3,500 - FTA-5339 875 - Local | Local | 2019 | All |
| 115FTA | Statewide | | Safety Oversight | - | Transit | 295 - TOTAL 236 - FTA-5329 59 - Local | Local | 2019 | All |
| 116FTA | Statewide | | Statewide Planning Program - FTA Planning | - | Transit | 149 - TOTAL 119 - FTA-5304 30 - Local | Local | 2019 | All |
| 117FTA | Statewide | | Seniors and Individuals with Disabilities - State Admin | - | Transit | 267 - TOTAL 267 - FTA-5310 | Local | 2019 | All |
| 118FTA | Statewide | | Seniors and Individuals with Disabilities - Rolling Stock | - | Transit | 3,024 - TOTAL 2,419 - FTA-5310 605 - Local | Local | 2019 | All |
| 119FTA | Statewide | | Rural Transit - State Admin | - | Transit | 1,291 - TOTAL 1,291 - FTA-5311 | Local | 2019 | All |
| 120FTA | Statewide | | Rural Transit - Project Admin | - | Transit | 2,770 - TOTAL 2,216 - FTA-5311 554 - Local | Local | 2019 | All |
| 121FTA | Statewide | | Rural Transit - Capital - Support Equipment/PM | - | Transit | 263 - TOTAL 210 - FTA-5311 53 - Local | Local | 2019 | All |
| 122FTA | Statewide | | Rural Transit - Capital - Intercity | - | Transit | 1,355 - TOTAL 1,084 - FTA-5311 271 - Local | Local | 2019 | All |
| 123FTA | Statewide | | Rural Transit - Operating - Rural | - | Transit | 14,000 - TOTAL 7,000 - FTA-5311 7,000 - Local | Local | 2019 | All |
| 124FTA | Statewide | | Rural Transit - Operating - Intercity | - | Transit | 2,214 - TOTAL 1,107 - FTA-5311 1,107 - Local | Local | 2019 | All |
| 125FTA | Statewide | | Rural Transit - RTAP | - | Transit | 220 - TOTAL 220 - FTA-5311 | Local | 2019 | All |
| 200PTF | Statewide | | Public Transit Trust Fund | - | Transit | 4,000 - TOTAL 4,000 - State | Local | 2019 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|---------|------------------------|-------|-------------------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-------|
| 201TLS | Statewide | | Translease | - | Transit | 775 - TOTAL 775 - Local | Local | 2019 | All |
| 202HUA | Statewide | | HUA | - | Transit | 346 - TOTAL 346 - State | Local | 2019 | All |
| NARTS01 | Benton & Washington | | Operating Assistance | - | Transit | 1,638 - TOTAL 819 - FTA-5307 819 - Local | Local-ORT | 2019 | NARTS |
| NARTS02 | Benton & Washington | | Capital - Preventive Maintenance | - | Transit | 458 - TOTAL 366 - FTA-5307 92 - Local | Local-ORT | 2019 | NARTS |
| NARTS03 | Benton & Washington | | Capital - Paratransit Service | - | Transit | 370 - TOTAL 296 - FTA-5307 74 - Local | Local-ORT | 2019 | NARTS |
| NARTS04 | Benton & Washington | | Bus and Bus Facilities | - | Transit | 219 - TOTAL 175 - FTA-5339 44 - Local | Local-ORT | 2019 | NARTS |
| NARTS05 | Benton & Washington | | Transit Operations | - | Transit | 975 - TOTAL 975 - Local | Local-ORT | 2019 | NARTS |
| NARTS06 | Benton & Washington | | Operating Assistance | - | Transit | 560 - TOTAL 280 - FTA-5307 280 - Local | Local-UofA | 2019 | NARTS |
| NARTS07 | Benton & Washington | | Capital - Preventive Maintenance | - | Transit | 261 - TOTAL 209 - FTA-5307 52 - Local | Local-UofA | 2019 | NARTS |
| NARTS08 | Benton & Washington | | Capital - Paratransit Service | - | Transit | 151 - TOTAL 121 - FTA-5307 30 - Local | Local-UofA | 2019 | NARTS |
| NARTS09 | Benton & Washington | | Capital - Rolling Stock/Support Equipment | - | Transit | 708 - TOTAL 602 - FTA-5307 106 - Local | Local-UofA | 2019 | NARTS |
| NARTS10 | Benton & Washington | | Bus and Bus Facilities | - | Transit | 206 - TOTAL 175 - FTA-5339 31 - Local | Local-UofA | 2019 | NARTS |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|---------|---------------------|-------|--------------------------------------------------------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-------|
| NARTS11 | Benton & Washington | | Capital - Planning | - | Transit | 125 - TOTAL 100 - FTA-5307 25 - Local | Local-MPO | 2019 | NARTS |
| NARTS12 | Benton & Washington | | Transit Operations | - | Transit | 1,800 - TOTAL 1,800 - Local | Local-UofA | 2019 | NARTS |
| NARTS15 | Benton & Washington | | Consolidated Planning Grant (MPO) | - | Transit | 719 - TOTAL 575 - FTA-5303 144 - Local | Local-MPO | 2019 | NARTS |
| 113FTA | Statewide | | Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment) | - | Transit | 880 - TOTAL 704 - FTA-5339 176 - Local | Local | 2020 | All |
| 114FTA | Statewide | | Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment) | - | Transit | 4,375 - TOTAL 3,500 - FTA-5339 875 - Local | Local | 2020 | All |
| 115FTA | Statewide | | Safety Oversight | - | Transit | 301 - TOTAL 241 - FTA-5329 60 - Local | Local | 2020 | All |
| 116FTA | Statewide | | Statewide Planning Program - FTA Planning | - | Transit | 152 - TOTAL 122 - FTA-5304 30 - Local | Local | 2020 | All |
| 117FTA | Statewide | | Seniors and Individuals with Disabilities - State Admin | - | Transit | 274 - TOTAL 274 - FTA-5310 | Local | 2020 | All |
| 118FTA | Statewide | | Seniors and Individuals with Disabilities - Rolling Stock | - | Transit | 3,083 - TOTAL 2,466 - FTA-5310 617 - Local | Local | 2020 | All |
| 119FTA | Statewide | | Rural Transit - State Admin | - | Transit | 1,317 - TOTAL 1,317 - FTA-5311 | Local | 2020 | All |
| 120FTA | Statewide | | Rural Transit - Project Admin | - | Transit | 3,520 - TOTAL 2,816 - FTA-5311 704 - Local | Local | 2020 | All |
| 121FTA | Statewide | | Rural Transit - Capital - Support Equipment/PM | - | Transit | 268 - TOTAL 214 - FTA-5311 54 - Local | Local | 2020 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|---------|---------------------|-------|---------------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-------|
| 122FTA | Statewide | | Rural Transit - Capital - Intercity | - | Transit | 688 - TOTAL 550 - FTA-5311 138 - Local | Local | 2020 | All |
| 123FTA | Statewide | | Rural Transit - Operating - Rural | - | Transit | 14,280 - TOTAL 7,140 - FTA-5311 7,140 - Local | Local | 2020 | All |
| 124FTA | Statewide | | Rural Transit - Operating - Intercity | - | Transit | 2,258 - TOTAL 1,129 - FTA-5311 1,129 - Local | Local | 2020 | All |
| 125FTA | Statewide | | Rural Transit - RTAP | - | Transit | 224 - TOTAL 224 - FTA-5311 | Local | 2020 | All |
| 200PTF | Statewide | | Public Transit Trust Fund | - | Transit | 4,000 - TOTAL 4,000 - State | Local | 2020 | All |
| 201TLS | Statewide | | Translease | - | Transit | 775 - TOTAL 775 - Local | Local | 2020 | All |
| 202HUA | Statewide | | HUA | - | Transit | 346 - TOTAL 346 - State | Local | 2020 | All |
| NARTS01 | Benton & Washington | | Operating Assistance | - | Transit | 1,672 - TOTAL 836 - FTA-5307 836 - Local | Local-ORT | 2020 | NARTS |
| NARTS02 | Benton & Washington | | Capital - Preventive Maintenance | - | Transit | 468 - TOTAL 374 - FTA-5307 94 - Local | Local-ORT | 2020 | NARTS |
| NARTS03 | Benton & Washington | | Capital - Paratransit Service | - | Transit | 378 - TOTAL 302 - FTA-5307 76 - Local | Local-ORT | 2020 | NARTS |
| NARTS04 | Benton & Washington | | Bus and Bus Facilities | - | Transit | 223 - TOTAL 178 - FTA-5339 45 - Local | Local-ORT | 2020 | NARTS |
| NARTS05 | Benton & Washington | | Transit Operations | - | Transit | 995 - TOTAL 995 - Local | Local-ORT | 2020 | NARTS |
| NARTS06 | Benton & Washington | | Operating Assistance | - | Transit | 572 - TOTAL 286 - FTA-5307 286 - Local | Local-UofA | 2020 | NARTS |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|---------|---------------------|-------|--------------------------------------------------------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-------|
| NARTS07 | Benton & Washington | | Capital - Preventive Maintenance | - | Transit | 266 - TOTAL 213 - FTA-5307 53 - Local | Local-UofA | 2020 | NARTS |
| NARTS08 | Benton & Washington | | Capital - Paratransit Service | - | Transit | 155 - TOTAL 124 - FTA-5307 31 - Local | Local-UofA | 2020 | NARTS |
| NARTS09 | Benton & Washington | | Capital - Rolling Stock/Support Equipment | - | Transit | 724 - TOTAL 615 - FTA-5307 109 - Local | Local-UofA | 2020 | NARTS |
| NARTS10 | Benton & Washington | | Bus and Bus Facilities | - | Transit | 209 - TOTAL 178 - FTA-5339 31 - Local | Local-UofA | 2020 | NARTS |
| NARTS11 | Benton & Washington | | Capital - Planning | - | Transit | 125 - TOTAL 100 - FTA-5307 25 - Local | Local-MPO | 2020 | NARTS |
| NARTS12 | Benton & Washington | | Transit Operations | - | Transit | 1,836 - TOTAL 1,836 - Local | Local-UofA | 2020 | NARTS |
| NARTS15 | Benton & Washington | | Consolidated Planning Grant (MPO) | - | Transit | 734 - TOTAL 587 - FTA-5303 147 - Local | Local-MPO | 2020 | NARTS |
| 113FTA | Statewide | | Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment) | - | Transit | 897 - TOTAL 718 - FTA-5339 179 - Local | Local | 2021 | All |
| 114FTA | Statewide | | Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment) | - | Transit | 4,375 - TOTAL 3,500 - FTA-5339 875 - Local | Local | 2021 | All |
| 115FTA | Statewide | | Safety Oversight | - | Transit | 307 - TOTAL 246 - FTA-5329 61 - Local | Local | 2021 | All |
| 116FTA | Statewide | | Statewide Planning Program - FTA Planning | - | Transit | 155 - TOTAL 124 - FTA-5304 31 - Local | Local | 2021 | All |
| 117FTA | Statewide | | Seniors and Individuals with Disabilities - State Admin | - | Transit | 279 - TOTAL 279 - FTA-5310 | Local | 2021 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|---------|---------------------|-------|-----------------------------------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-------|
| 118FTA | Statewide | | Seniors and Individuals with Disabilities - Rolling Stock | - | Transit | 3,145 - TOTAL 2,516 - FTA-5310 629 - Local | Local | 2021 | All |
| 119FTA | Statewide | | Rural Transit - State Admin | - | Transit | 1,343 - TOTAL 1,343 - FTA-5311 | Local | 2021 | All |
| 120FTA | Statewide | | Rural Transit - Project Admin | - | Transit | 3,590 - TOTAL 2,872 - FTA-5311 718 - Local | Local | 2021 | All |
| 121FTA | Statewide | | Rural Transit - Capital - Support Equipment/PM | - | Transit | 274 - TOTAL 219 - FTA-5311 55 - Local | Local | 2021 | All |
| 122FTA | Statewide | | Rural Transit - Capital - Intercity | - | Transit | 702 - TOTAL 562 - FTA-5311 140 - Local | Local | 2021 | All |
| 123FTA | Statewide | | Rural Transit - Operating - Rural | - | Transit | 14,566 - TOTAL 7,283 - FTA-5311 7,283 - Local | Local | 2021 | All |
| 124FTA | Statewide | | Rural Transit - Operating - Intercity | - | Transit | 2,304 - TOTAL 1,152 - FTA-5311 1,152 - Local | Local | 2021 | All |
| 125FTA | Statewide | | Rural Transit - RTAP | - | Transit | 229 - TOTAL 229 - FTA-5311 | Local | 2021 | All |
| 200PTF | Statewide | | Public Transit Trust Fund | - | Transit | 4,000 - TOTAL 4,000 - State | Local | 2021 | All |
| 201TLS | Statewide | | Translease | - | Transit | 775 - TOTAL 775 - Local | Local | 2021 | All |
| 202HUA | Statewide | | HUA | - | Transit | 346 - TOTAL 346 - State | Local | 2021 | All |
| NARTS01 | Benton & Washington | | Operating Assistance | - | Transit | 1,708 - TOTAL 854 - FTA-5307 854 - Local | Local-ORT | 2021 | NARTS |
| NARTS02 | Benton & Washington | | Capital - Preventive Maintenance | - | Transit | 476 - TOTAL 381 - FTA-5307 95 - Local | Local-ORT | 2021 | NARTS |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|---------|---------------------|-------|----------------------------------------------------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-------|
| NARTS03 | Benton & Washington | | Capital - Paratransit Service | - | Transit | 386 - TOTAL 309 - FTA-5307 77 - Local | Local-ORT | 2021 | NARTS |
| NARTS04 | Benton & Washington | | Bus and Bus Facilities | - | Transit | 228 - TOTAL 182 - FTA-5339 46 - Local | Local-ORT | 2021 | NARTS |
| NARTS05 | Benton & Washington | | Transit Operations | - | Transit | 1,014 - TOTAL 1,014 - Local | Local-ORT | 2021 | NARTS |
| NARTS06 | Benton & Washington | | Operating Assistance | - | Transit | 584 - TOTAL 292 - FTA-5307 292 - Local | Local-UofA | 2021 | NARTS |
| NARTS07 | Benton & Washington | | Capital - Preventive Maintenance | - | Transit | 271 - TOTAL 217 - FTA-5307 54 - Local | Local-UofA | 2021 | NARTS |
| NARTS08 | Benton & Washington | | Capital - Paratransit Service | - | Transit | 158 - TOTAL 126 - FTA-5307 32 - Local | Local-UofA | 2021 | NARTS |
| NARTS09 | Benton & Washington | | Capital - Rolling Stock/Support Equipment | - | Transit | 739 - TOTAL 628 - FTA-5307 111 - Local | Local-UofA | 2021 | NARTS |
| NARTS10 | Benton & Washington | | Bus and Bus Facilities | - | Transit | 214 - TOTAL 182 - FTA-5339 32 - Local | Local-UofA | 2021 | NARTS |
| NARTS11 | Benton & Washington | | Capital - Planning | - | Transit | 125 - TOTAL 100 - FTA-5307 25 - Local | Local-MPO | 2021 | NARTS |
| NARTS12 | Benton & Washington | | Transit Operations | - | Transit | 1,873 - TOTAL 1,873 - Local | Local-UofA | 2021 | NARTS |
| NARTS15 | Benton & Washington | | Consolidated Planning Grant (MPO) | - | Transit | 748 - TOTAL 598 - FTA-5303 150 - Local | Local-MPO | 2021 | NARTS |
| 113FTA | Statewide | | Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment) | - | Transit | 915 - TOTAL 732 - FTA-5339 183 - Local | Local | 2022 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|--------|-----------|-------|--------------------------------------------------------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-----|
| 114FTA | Statewide | | Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment) | - | Transit | 4,375 - TOTAL 3,500 - FTA-5339 875 - Local | Local | 2022 | All |
| 115FTA | Statewide | | Safety Oversight | - | Transit | 314 - TOTAL 251 - FTA-5329 63 - Local | Local | 2022 | All |
| 116FTA | Statewide | | Statewide Planning Program - FTA Planning | - | Transit | 159 - TOTAL 127 - FTA-5304 32 - Local | Local | 2022 | All |
| 117FTA | Statewide | | Seniors and Individuals with Disabilities - State Admin | - | Transit | 285 - TOTAL 285 - FTA-5310 | Local | 2022 | All |
| 118FTA | Statewide | | Seniors and Individuals with Disabilities - Rolling Stock | - | Transit | 3,208 - TOTAL 2,566 - FTA-5310 642 - Local | Local | 2022 | All |
| 119FTA | Statewide | | Rural Transit - State Admin | - | Transit | 1,370 - TOTAL 1,370 - FTA-5311 | Local | 2022 | All |
| 120FTA | Statewide | | Rural Transit - Project Admin | - | Transit | 3,661 - TOTAL 2,929 - FTA-5311 732 - Local | Local | 2022 | All |
| 121FTA | Statewide | | Rural Transit - Capital - Support Equipment/PM | - | Transit | 279 - TOTAL 223 - FTA-5311 56 - Local | Local | 2022 | All |
| 122FTA | Statewide | | Rural Transit - Capital - Intercity | - | Transit | 716 - TOTAL 573 - FTA-5311 143 - Local | Local | 2022 | All |
| 123FTA | Statewide | | Rural Transit - Operating - Rural | - | Transit | 14,856 - TOTAL 7,428 - FTA-5311 7,428 - Local | Local | 2022 | All |
| 124FTA | Statewide | | Rural Transit - Operating - Intercity | - | Transit | 2,350 - TOTAL 1,175 - FTA-5311 1,175 - Local | Local | 2022 | All |
| 125FTA | Statewide | | Rural Transit - RTAP | - | Transit | 233 - TOTAL 233 - FTA-5311 | Local | 2022 | All |
| 200PTF | Statewide | | Public Transit Trust Fund | - | Transit | 4,000 - TOTAL 4,000 - State | Local | 2022 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|---------|------------------------|-------|-------------------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-------|
| 201TLS | Statewide | | Translease | - | Transit | 775 - TOTAL 775 - Local | Local | 2022 | All |
| 202HUA | Statewide | | HUA | - | Transit | 346 - TOTAL 346 - State | Local | 2022 | All |
| NARTS01 | Benton & Washington | | Operating Assistance | - | Transit | 1,742 - TOTAL 871 - FTA-5307 871 - Local | Local-ORT | 2022 | NARTS |
| NARTS02 | Benton & Washington | | Capital - Preventive Maintenance | - | Transit | 486 - TOTAL 389 - FTA-5307 97 - Local | Local-ORT | 2022 | NARTS |
| NARTS03 | Benton & Washington | | Capital - Paratransit Service | - | Transit | 394 - TOTAL 315 - FTA-5307 79 - Local | Local-ORT | 2022 | NARTS |
| NARTS04 | Benton & Washington | | Bus and Bus Facilities | - | Transit | 231 - TOTAL 185 - FTA-5339 46 - Local | Local-ORT | 2022 | NARTS |
| NARTS05 | Benton & Washington | | Transit Operations | - | Transit | 1,035 - TOTAL 1,035 - Local | Local-ORT | 2022 | NARTS |
| NARTS06 | Benton & Washington | | Operating Assistance | - | Transit | 596 - TOTAL 298 - FTA-5307 298 - Local | Local-UofA | 2022 | NARTS |
| NARTS07 | Benton & Washington | | Capital - Preventive Maintenance | - | Transit | 278 - TOTAL 222 - FTA-5307 56 - Local | Local-UofA | 2022 | NARTS |
| NARTS08 | Benton & Washington | | Capital - Paratransit Service | - | Transit | 161 - TOTAL 129 - FTA-5307 32 - Local | Local-UofA | 2022 | NARTS |
| NARTS09 | Benton & Washington | | Capital - Rolling Stock/Support Equipment | - | Transit | 754 - TOTAL 641 - FTA-5307 113 - Local | Local-UofA | 2022 | NARTS |
| NARTS10 | Benton & Washington | | Bus and Bus Facilities | - | Transit | 218 - TOTAL 185 - FTA-5339 33 - Local | Local-UofA | 2022 | NARTS |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|---------|---------------------|-------|-----------------------------------|--------|-----------|-------------------------------------------------------|------------------------------------------|------|-------|
| NARTS11 | Benton & Washington | | Capital - Planning | - | Transit | 125 - TOTAL 100 - FTA-5307 25 - Local | Local-MPO | 2022 | NARTS |
| NARTS12 | Benton & Washington | | Transit Operations | - | Transit | 1,910 - TOTAL 1,910 - Local | Local-UofA | 2022 | NARTS |
| NARTS15 | Benton & Washington | | Consolidated Planning Grant (MPO) | - | Transit | 763 - TOTAL 610 - FTA-5303 153 - Local | Local-MPO | 2022 | NARTS |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|--------|---------|-------|---------------------------------------------------------------------------------------------------------|--------|--------------------------------------------------------|-------------------------------------------------------|------------------------------------------|------|-----|
| 7P3101 | Various | | Scoping for ADA Transition Plan improvements at various locations in the rural Southwest District. | - | ADA Plan Improvements Phase of Work: Engineering | 50 - TOTAL 40 - STBGP 10 - State | MODOT | 2019 | All |
| 7P3101 | Various | | Scoping for ADA Transition Plan improvements at various locations in the rural Southwest District. | - | ADA Plan Improvements Phase of Work: Engineering | 50 - TOTAL 40 - STBGP 10 - State | MODOT | 2020 | All |
| 7P3101 | Various | | Scoping for ADA Transition Plan improvements at various locations in the rural Southwest District. | - | ADA Plan Improvements Phase of Work: Engineering | 50 - TOTAL 40 - STBGP 10 - State | MODOT | 2021 | All |
| 7P3101 | Various | | Scoping for ADA Transition Plan improvements at various locations in the rural Southwest District. | - | ADA Plan Improvements Phase of Work: Engineering | 50 - TOTAL 40 - STBGP 10 - State | MODOT | 2022 | All |
| 7P3104 | Various | | Scoping for pavement improvements on major routes at various locations in the rural Southwest District. | - | Pavement Improvements Phase of Work: Engineering | 50- TOTAL 40 - STBGP 10 - State | MODOT | 2019 | All |
| 7P3104 | Various | | Scoping for pavement improvements on major routes at various locations in the rural Southwest District. | - | Pavement Improvements Phase of Work: Engineering | 50- TOTAL 40 - STBGP 10 - State | MODOT | 2020 | All |
| 7P3104 | Various | | Scoping for pavement improvements on major routes at various locations in the rural Southwest District. | - | Pavement Improvements Phase of Work: Engineering | 50 - TOTAL 40 - STBGP 10 - State | MODOT | 2021 | All |
| 7P3104 | Various | | Scoping for pavement improvements on major routes at various locations in the rural Southwest District. | - | Pavement Improvements Phase of Work: Engineering | 50 - TOTAL 40 - STBGP 10 - State | MODOT | 2022 | All |
| 7P3105 | Various | | Scoping for bridge preventive maintenance at various locations in the rural Southwest District. | - | Bridge Preventive Maint. Phase of Work: Engineering | 39 - TOTAL 31.2 - STBGP 7.8 - State | MODOT | 2019 | All |
| 7P3105 | Various | | Scoping for bridge preventive maintenance at various locations in the rural Southwest District. | - | Bridge Preventive Maint. Phase of Work: Engineering | 39- TOTAL 31.2- STBGP 7.8- State | MODOT | 2020 | All |
| 7P3105 | Various | | Scoping for bridge preventive maintenance at various locations in the rural Southwest District. | - | Bridge Preventive Maint. Phase of Work: Engineering | 38 - TOTAL 30.4 - STBGP 7.6 - State | MODOT | 2021 | All |
| 7P3107 | Various | | Scoping for bridge improvements at various locations in the rural Southwest District. | - | Bridge Improvements Phase of Work: Engineering | 800- TOTAL 640 - NHPP 160 State | MODOT | 2019 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|--------|---------|-------|---------------------------------------------------------------------------------------------------------|--------|-----------------------------------------------------|-------------------------------------------------------|------------------------------------------|------|-----|
| 7P3107 | Various | | Scoping for bridge improvements at various locations in the rural Southwest District. | - | Bridge Improvements Phase of Work: Engineering | 361- TOTAL 288.8 - NHPP 72.2 - State | MODOT | 2020 | All |
| 7P3107 | Various | | Scoping for bridge improvements at various locations in the rural Southwest District. | - | Bridge Improvements Phase of Work: Engineering | 360- TOTAL 288 - NHPP 72 - State | MODOT | 2021 | All |
| 7P3107 | Various | | Scoping for bridge improvements at various locations in the rural Southwest District. | - | Bridge Improvements Phase of Work: Engineering | 300- TOTAL 240 - NHPP 60 - State | MODOT | 2022 | All |
| 7P3108 | Various | | Scoping for safety improvements at various locations in the rural Southwest District. | - | Safety Improvements Phase of Work: Engineering | 50- TOTAL 45 - Safety 5 - State | MODOT | 2019 | All |
| 7P3108 | Various | | Scoping for safety improvements at various locations in the rural Southwest District. | - | Safety Improvements Phase of Work: Engineering | 50 - TOTAL 45 - Safety 5 - State | MODOT | 2020 | All |
| 7P3108 | Various | | Scoping for safety improvements at various locations in the rural Southwest District. | - | Safety Improvements Phase of Work: Engineering | 50- TOTAL 45 - Safety 5 - State | MODOT | 2021 | All |
| 7P3108 | Various | | Scoping for safety improvements at various locations in the rural Southwest District. | - | Safety Improvements Phase of Work: Engineering | 50 TOTAL 45 - Safety 5 - State | MODOT | 2022 | All |
| 7P3372 | Various | | Scoping for slide repairs at various locations in the rural Southwest District. | - | Slide Repairs Phase of Work: Engineering | 10- TOTAL 8 - AC 2 - State | MODOT | 2019 | All |
| 7P3372 | Various | | Scoping for slide repairs at various locations in the rural Southwest District. | - | Slide Repairs Phase of Work: Engineering | 10- TOTAL 8 - AC 2 - State | MODOT | 2020 | All |
| 7P3372 | Various | | Scoping for slide repairs at various locations in the rural Southwest District. | - | Slide Repairs Phase of Work: Engineering | 10- TOTAL 8 - AC 2 - State | MODOT | 2021 | All |
| 7P3372 | Various | | Scoping for slide repairs at various locations in the rural Southwest District. | - | Slide Repairs Phase of Work: Engineering | 10 TOTAL 8 - AC 2 - State | MODOT | 2022 | All |
| 7S3103 | Various | | Scoping for pavement improvements on minor routes at various locations in the rural Southwest District. | - | Pavement Improvements Phase of Work: Engineering | 50- TOTAL 40 - STBGP 10 - State | MODOT | 2019 | All |
| 7S3103 | Various | | Scoping for pavement improvements on minor routes at various locations in the rural Southwest District. | - | Pavement Improvements Phase of Work: Engineering | 50- TOTAL 40 - STBGP 10 - State | MODOT | 2020 | All |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|---------|----------|-------|------------------------------------------------------------------------------------------------------------------|--------|---------------------------------------------------------------------------------------|-------------------------------------------------|---------------------------------|------|-------|
| | | | | | | Funding Breakdown (in thousands) | | | |
| 7S3103 | Various | | Scoping for pavement improvements on minor routes at various locations in the rural Southwest District. | - | Pavement Improvements Phase of Work: Engineering | 50- TOTAL 40 - STBGP 10 - State | MODOT | 2021 | All |
| 7S3103 | Various | | Scoping for pavement improvements on minor routes at various locations in the rural Southwest District. | - | Pavement Improvements Phase of Work: Engineering | 50- TOTAL 40 - STBGP 10 - State | MODOT | 2022 | All |
| 0I3005Y | McDonald | I-49 | Job Order Contracting for pavement repair from Rte. 59 to 0.7 mile south of Rte. H. | 10.74 | Pavement Repair Phase of Work: Engineering & Construction | 69- TOTAL 62 - AC 7 - State | MODOT | 2019 | NARTS |
| 7I3358 | McDonald | I-49 | Pavement resurfacing from 1.5 miles north of Rte. EE to Goodin Hollow Road. | 4.09 | Pavement Resurfacing Phase of Work: Engineering | 10- TOTAL 9 - NHPP 1 - State | MODOT | 2019 | NARTS |
| 7I3358 | McDonald | I-49 | Pavement resurfacing from 1.5 miles north of Rte. EE to Goodin Hollow Road. | 4.09 | Pavement Resurfacing Phase of Work: Engineering | 35- TOTAL 31.5- NHPP 3.5 - State | MODOT | 2020 | NARTS |
| 7I3358 | McDonald | I-49 | Pavement resurfacing from 1.5 miles north of Rte. EE to Goodin Hollow Road. | 4.09 | Pavement Resurfacing Phase of Work: Engineering & Construction | 2762 - TOTAL 2485.8 - NHPP 276.2 - State | MODOT | 2021 | NARTS |
| 7P3260 | McDonald | US-71 | Pavement resurfacing from Goodin Hollow Road to Arkansas State line. | 9.34 | Pavement Resurfacing Phase of Work: Engineering | 2- TOTAL 1.6 - NHPP 0.4 - State | MODOT | 2019 | NARTS |
| 7P3260 | McDonald | US-71 | Pavement resurfacing from Goodin Hollow Road to Arkansas State line. | 9.34 | Pavement Resurfacing Phase of Work: Engineering | 85 - TOTAL 68 - NHPP 17 - State | MODOT | 2020 | NARTS |
| 7P3260 | McDonald | US-71 | Pavement resurfacing from Goodin Hollow Road to Arkansas State line. | 9.34 | Pavement Resurfacing Phase of Work: Engineering & Construction | 5242 - TOTAL 4193.6 - NHPP 1048.4 - State | MODOT | 2021 | NARTS |
| 7S3292 | McDonald | MO-90 | Pavement resurfacing and add shoulders and rumblestrips from Rte. 43 in Southwest City to Rte. 37 near Washburn. | 46.54 | Pavement, Resurfacing, Widening, & Safety Phase of Work: Engineering | 10 - TOTAL 8 - AC 2 - State | MODOT | 2019 | NARTS |
| 7S3292 | McDonald | MO-90 | Pavement resurfacing and add shoulders and rumblestrips from Rte. 43 in Southwest City to Rte. 37 near Washburn. | 46.54 | Pavement Resurfacing, Widening, & Safety Phase of Work: Engineering | 39 - TOTAL 31.2 - AC 7.8 - State | MODOT | 2020 | NARTS |
| 7S3292 | McDonald | MO-90 | Pavement resurfacing and add shoulders and rumblestrips from Rte. 43 in Southwest City to Rte. 37 near Washburn. | 46.54 | Pavement Resurfacing, Widening, & Safety Phase of Work: Engineering & Construction | 3014 - TOTAL 3411.2 - AC 602.8 - State | MODOT | 2021 | NARTS |

2019-2022 NARTS TIP

| JOB | COUNTY | ROUTE | TERMINI | LENGTH | TYPE WORK | ESTIMATED COST Funding Breakdown (in thousands) | AGENCY CARRYING OUT THE PROJECT | FFY | MPO |
|--------|----------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------------------------------------------------------|-------------------------------------------------------|------------------------------------------|------|-------|
| 7P3376 | McDonald | Future I-49 | Demolition of structures on state right of way between end of I-49 and Arkansas State line to eliminate safety concerns. | - | New Connection Phase of Work: Engineering | 224- TOTAL 179.2 - AC 44.8 - State | MODOT | 2019 | NARTS |
| 7P3376 | McDonald | Future I-49 | New Missouri-Arkansas I-49 connection from Pineville to the Arkansas State line (Bella Vista). Construction funding from 7P2157. Amendment 3 new major project. | - | New Connection Phase of Work: Engineering | 2- TOTAL 1.6 - NHPP 0.4 - State | MODOT | 2020 | NARTS |
| 7P3376 | McDonald | Future I-49 | New Missouri-Arkansas I-49 connection from Pineville to the Arkansas State line (Bella Vista). Construction funding from 7P2157. Amendment 3 new major project. | - | New Connection Phase of Work: Engineering | 2- TOTAL 1.6 - NHPP 0.4 - State | MODOT | 2021 | NARTS |
| 7P3376 | McDonald | Future I-49 | New Missouri-Arkansas I-49 connection from Pineville to the Arkansas State line (Bella Vista). Construction funding from 7P2157. Amendment 3 new major project. | - | New Connection Phase of Work: Engineering & Construction | 22911- TOTAL 18328.8 - NHPP 4582.2 - State | MODOT | 2022 | NARTS |
| 7I3110 | Various | | Various On-call work zone enforcement in the rural Southwest District. | - | Work Zone Enforcement Phase of Work: Engineering | 69- TOTAL 62.1 - Safety 6.9 - State | MODOT | 2019 | All |
| 7I3208 | Various | | Various On-call work zone enforcement in the rural Southwest District. | - | Work Zone Enforcement Phase of Work: Engineering | 1 - TOTAL 0.9 - Safety 0.1 - State | MODOT | 2019 | All |
| 7I3208 | Various | | Various On-call work zone enforcement in the rural Southwest District. | - | Work Zone Enforcement Phase of Work: Engineering & Construction | 68 - TOTAL 61.2 - Safety 6.8 - State | MODOT | 2020 | All |
| 7P3373 | Various | | Various On-call work zone enforcement in the rural Southwest District | - | Work Zone Enforcement Phase of Work: Engineering | 67 - TOTAL 60.3 - Safety 6.7 - State | MODOT | 2021 | All |
| 7Q3113 | Various | | Operations and management of Ozarks Traffic ITS in the rural Southwest District | - | Operations and Management Phase of Work: Engineering | 260 - TOTAL 208 - STBGP 52 - State | MODOT | 2019 | All |
| 7Q3209 | Various | | Operations and management of Ozarks Traffic ITS in the rural Southwest District. | - | Operations and Management Phase of Work: Engineering | 1 - TOTAL 0.8 - STBGP 0.2 - State | MODOT | 2019 | All |
| 7Q3209 | Various | | Operations and management of Ozarks Traffic ITS in the rural Southwest District. | - | Operations and Management Phase of Work: Engineering | 260 - TOTAL 208 - STBGP 52 - State | MODOT | 2020 | All |
| 7Q3365 | Various | | Operations and management of Ozarks Traffic Intelligent Transportation System in the rural Southwest District. | - | Operations and Management Phase of Work: Engineering | 260- TOTAL 208 - AC 52 - State | MODOT | 2021 | All |