

# TRANSPORTATION IMPROVEMENT PROGRAM (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.

July 25, 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

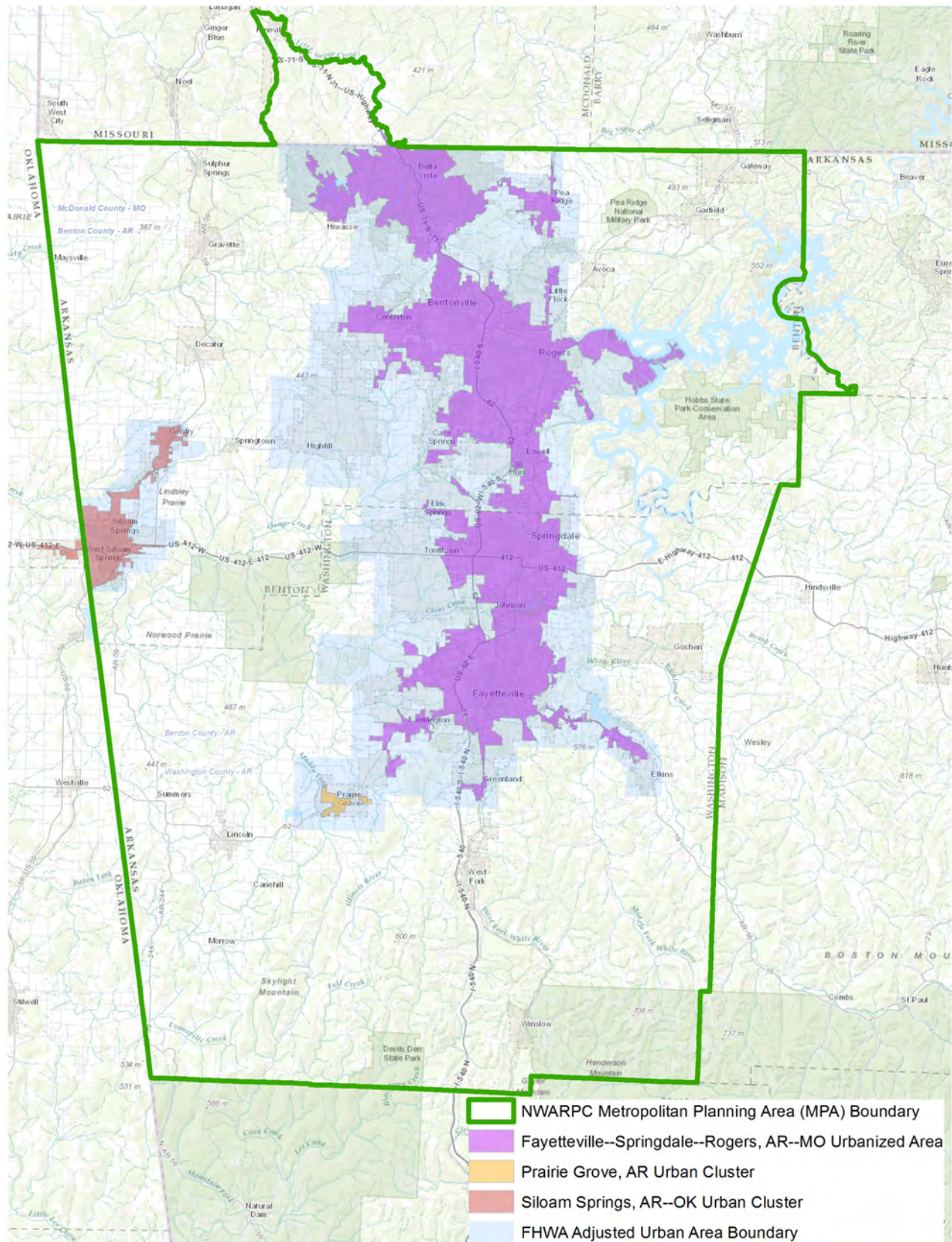
### **COUNTIES:**

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

<b>49 U.S.C. Chapt</b>	Urbanized Area Formula Program Grants
<b>49 U.S.C. Chapt</b>	Enhanced Mobility of Seniors and Individuals with Disabilities
<b>49 U.S.C. Chapt</b>	Formula Grants for Rural Areas
<b>49 U.S.C. Chapt</b>	Grants for Bus and Bus Facilities

## GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS

<b>154 Penalty</b>	Federal funds reallocated for safety improvements as penalty due to the lack of a state open container law.
<b>4-R</b>	Resurfacing, Restoration, Rehabilitation and Reconstruction
<b>AC</b>	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.
<b>ARDOT</b>	Arkansas Department of Transportation
<b>Bond</b>	Bond Proceeds
<b>BR</b>	Bridge
<b>Bs. &amp; Surf.</b>	Base and Surfacing - including, but not limited to, asphalt, and curb and gutter.
<b>CAP</b>	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.
<b>Capacity Improvements</b>	Widening of existing facilities or construction of new facilities to increase capacity.
<b>CENG</b>	Construction Engineering and Inspection
<b>CMAQ</b>	See Information on Federal Funding.
<b>CMAQ AQ</b>	See Information on Federal Funding.
<b>CMAQ FLEX</b>	See Information on Federal Funding.
<b>CR</b>	County Road
<b>CS</b>	City Street
<b>DBE</b>	See Information on Federal Funding.
<b>Diamond Grinding</b>	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.
<b>Earmark</b>	Federal Funds that are designated for a particular purpose.
<b>EFLHD</b>	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.

<b>Eng.</b>	Engineering
<b>Env.</b>	Environmental
<b>FAST Act</b>	Fixing America’s Surface Transportation Act - this act funds the Federal Highway Program from Federal Fiscal Years (FFY) 2016 - 2020.
<b>Federal Lands</b>	Lands owned or administered by the Federal government. Examples are: national parks, national wildlife refuges, military reservations, federal prisons and public domain land.
<b>Ferry Boat</b>	See Information on Federal Funding.
<b>FFY</b>	Federal Fiscal Year - a pre-defined 12 month period from October 1 to September 30.
<b>FHWA</b>	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.
<b>FLAP</b>	Federal Lands Access Program. See Information on Federal Funding.
<b>FTA</b>	Federal Transit Administration - an agency within the USDOT that provides financial and technical assistance to local public transit systems.
<b>FTA-5304</b>	Federal funding for transit system statewide planning and programming.
<b>FTA-5305</b>	Federal funding for transit system planning programs.
<b>FTA-5307</b>	Urbanized area formula grants - provides competitive Federal funding to public transit systems in urbanized areas.
<b>FTA-5310</b>	Federal funding for enhanced mobility of seniors and individuals with disabilities.
<b>FTA-5311</b>	Federal formula grant funds for transit in rural areas / populations < 50,000.
<b>FTA-5329</b>	Federal funds for transit safety and oversight programs.
<b>FTA-5337</b>	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.
<b>FTA-5339</b>	Federal Buses and Bus Facilities Grants Program - must be “low” or “no” emission transit or equipment.
<b>GARVEE Bonds</b>	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.
<b>Gr. &amp; Strs.</b>	Grading and Structures - includes dirt work and bridge building.
<b>HSIP</b>	See Information on Federal Funding.
<b>Improve Air Quality</b>	Improve air quality in nonattainment areas.
<b>Intchnng. Impvts.</b>	Interchange Improvements - improvements to the junction between two or more roadways,



typically including a grade separation and ramps.

<b>Inters. Impvts.</b>	Intersection Improvements - improvements to the junction between two or more roadways that meet at grade.
<b>IRP</b>	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.
<b>Local</b>	Local Funds / City or County
<b>LRMTP or MTP</b>	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.
<b>Major Widening</b>	Widening of an existing roadway to improve capacity or enhance safety.
<b>Metropolitan Planning Organiza</b>	A federally mandated and funded transportation policy making organization that is made up of representatives from local government and government transportation authorities.
<b>Miscellaneous</b>	Any number of improvements.
<b>MODOT</b>	Missouri Department of Transportation
<b>MPO</b>	See Metropolitan Planning Organizations.
<b>NARTS</b>	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.)
<b>NEPA</b>	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.
<b>New Loca</b>	Construction of a roadway on a location not previously developed for vehicular transportation.
<b>NHFP</b>	See Information on Federal Funding.
<b>NHPP</b>	See Information on Federal Funding.
<b>NHS</b>	National Highway System - includes the Interstate Highway System and other roads important to the nation's economy, defense and mobility.
<b>Noise Abatement</b>	Improvements to reduce noise pollution to a specific area.
<b>ystem Bridge</b>	See Information on Federal Funding.
<b>OJT</b>	See Information on Federal Funding.
<b>Opera Improvements</b>	Improves traffic operations on existing roadways.
<b>P.E. or PE</b>	Preliminary Engineering - includes surveys, environmental analysis, and design.
<b>Partnering Projects</b>	A project that has a partnering arrangement between ARDOT and local governments and other state agencies that results in project acceleration.
<b>Passing Lane(s)</b>	Construction of an additional lane or lanes intended for passing on a two lane roadway.
<b>Planning</b>	Determination of existing or future needs.



<b>Project Development</b>	Combination of preliminary engineering, environmental analysis, design, right of way acquisition, and utility relocation activities.
<b>Pvmt.</b>	Pavement
<b>Rail Hwy.</b>	See Information on Federal Funding.
<b>Recons</b>	Rebuilding of an existing roadway.
<b>Rehabilita</b>	Pavement restoration, patching, heat scarifying, etc., of an existing roadway.
<b>ROW</b>	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.
<b>RR</b>	Railroad
<b>RR Grade Separation</b>	Construction of a bridge over or under a railroad track(s) at an at-grade crossing.
<b>RTP</b>	See Information on Federal Funding.
<b>Safety &amp; Traf. Eng.</b>	Various improvements to enhance and/or improve traffic flow.
<b>Sealing</b>	Application of an asphalt seal coat to an existing roadway.
<b>Sel. Secs.</b>	Selected Sections
<b>SHSP</b>	Strategic Highway Safety Plan - a Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.
<b>State</b>	State Funds
<b>State Local</b>	State funds, Local funds or a combination of the two.
<b>STBGP</b>	See Information on Federal Funding.
<b>STBGP &gt; 200K</b>	Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population. See Information on Federal Funding.
<b>STIP</b>	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.
<b>Str. &amp; Apprs.</b>	Structure(s) and Approaches - including, but not limited to, bridge replacement, grade separation, etc.
<b>System Preservation</b>	Various projects to preserve, rehabilitate, or reconstruct an existing roadway.
<b>TAP</b>	See Information on Federal Funding.
<b>TAP &gt;200K</b>	Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population. See Information on Federal Funding.
<b>TIP</b>	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).
<b>TMA</b>	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

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 2019- 2022 TIP includes all transportation improvements planned or programmed within the MPA that will utilize Federal funding for all or part of their implementation costs. The 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-alloc**

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-allocations**

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 by the NWARPC Public Hearing

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

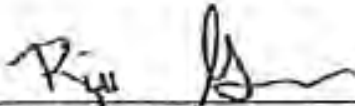


23 U.S.C. §450.336 Self-certifications and Federal certifications.

- (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, 49 U.S.C. 5303, 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 114–357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT 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:

- (i) If the process meets the requirements of this part and the MPO(s) and the Governor have approved a TIP, jointly certify the transportation planning process;
  - (ii) If the process substantially meets the requirements of this part and the MPO(s) and the Governor have approved a TIP, jointly certify the transportation planning process subject to certain specified corrective actions being taken; or
  - (iii) If the process does not meet the requirements of this part, jointly certify the planning process as the basis for approval of only those categories of programs or projects that the FHWA and the FTA jointly determine, subject to certain specified corrective actions being taken.
- (2) If, upon the review and evaluation conducted under paragraph (b)(1)(iii) of this section, the FHWA and the FTA do not certify the transportation planning process in a TMA, the Secretary may withhold up to 20 percent of the funds attributable to the metropolitan planning area of the MPO(s) for projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in addition to corrective actions and funding restrictions. The withheld funds shall be restored to the MPA when the metropolitan transportation planning process is certified by the FHWA and FTA, unless the funds have lapsed.
  - (3) A certification of the TMA planning process will remain in effect for 4 years unless a new certification determination is made sooner by the FHWA and the FTA or a shorter term is specified in the certification report.
  - (4) In conducting a certification review, the FHWA and the FTA shall provide opportunities for public involvement within the metropolitan planning area under review. The FHWA and the FTA shall consider the public input received in arriving at a decision on a certification action.
  - (5) The FHWA and the FTA shall notify the MPO(s), the State(s), and public transportation operator(s) of the actions taken under paragraphs (b)(1) and (b)(2) of this section. The FHWA and the FTA will update the certification status of the TMA when evidence of satisfactory completion of a corrective action(s) is provided to the FHWA and the FTA.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016]

The NARTS NWARPC MPO certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation process is being carried out in conformance with all the applicable Federal requirements.

<p>NARTS NWARPC MPO</p>  <p>7/25/2018</p> <p>MAYOR BILL GROOM      DATE</p> <p>CHAIR, NWARPC</p>	<p>ARDOT</p>  <p>8/3/18</p> <p>JESSIE JONES, DIVISION ENGINEER      DATE</p> <p>ARDOT TRANSPORTATION AND PLANNING</p>
<p>MODOT</p>  <p>8/9/18</p> <p>TRAVIS KOESTNER, DISTRICT ENGINEER      DATE</p> <p>MODOT SOUTHWEST DISTRICT</p>	

# 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. Intchn. 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 & Intchn. 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 Intchn. 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 & Intchn. 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) (S)	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
<b>Safety and Security</b>	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).	<b>Improve safety</b>	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*
<b>Infrastructure Condition - State of Good Repair</b>	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.	<b>Preserve and Maintain Infrastructure</b>	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)*
<b>Congestion Reduction and System Reliability</b>	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.	<b>Reduce Congestion Improve Reliability</b>	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
<b>Freight Movement and Economic Vitality</b>	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.	<b>Improve Regional Mobility</b>	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)
<b>Environmental Sustainability</b>	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.	<b>Protect the Environment</b>	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**

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

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.

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.

Safety is MoDOT’s primary goal for Missouri citizens and MoDOT workers. As such, MoDOT’s 2016-2020 Strategic Highway Safety Plan (SHSP) titled Missouri’s Blueprint – A Partnership Toward Zero Deaths serves as the strategic plan for agencies and organizations working to improve safety and reduce fatalities and serious injuries on Missouri’s transportation system. The Blueprint considers the four “E’s”, just as Arkansas’ plan does. The ultimate goal of the Blueprint is to have zero traffic fatalities in Missouri. An interim goal of 700 or fewer fatalities by 2020 has been identified to help evaluate the efforts and strategies implemented.

ARDOT SHSP – [https://www.arkansashighways.com/Trans\\_Plan\\_Policy/traffic\\_safety/2017\\_SHSP\\_Final.pdf](https://www.arkansashighways.com/Trans_Plan_Policy/traffic_safety/2017_SHSP_Final.pdf)

MoDOT SHSP – <https://savemolives.com/>

For complete safety performance measures and targets for ARDOT and MoDOT see Appendix A – Safety.

## **INFRASTRUCTURE CONDITION**

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

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.

Missouri’s transportation system is the nation’s seventh largest State Highway System. The MoDOT Transportation Asset Management Plan (TAMP) establishes the formal approaches to meeting evolving federal guidance with respect to National Highway System pavements and bridges. The plan shows the relationship between maintenance and planning efforts and documents financial planning, risk management, inspection and budgeting processes. The plan assists MoDOT in making the correct decisions about where and when to invest funds in infrastructure improvements to sustain the system, maintaining a state of good repair over the life cycle of the assets at a minimum cost. The TAMP also identifies potential risks related to pavement and bridge condition and how to prevent or mitigate these risks.

ARDOT TAMP – [http://www.tamptemplate.org/wp-content/uploads/tamps/037\\_arkansasdot.pdf](http://www.tamptemplate.org/wp-content/uploads/tamps/037_arkansasdot.pdf)

MoDOT TAMP – [http://modot.mo.gov/ppg/documents/TAMP\\_043018.pdf](http://modot.mo.gov/ppg/documents/TAMP_043018.pdf)

For complete infrastructure condition performance measures and targets for ARDOT and MoDOT see Appendix B – Pavement and Bridges.

### **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

MoDOT Transportation Systems Management and Operations (TSMO) document – [http://epg.modot.org/files/0/08/910\\_TSMO.pdf](http://epg.modot.org/files/0/08/910_TSMO.pdf)

For complete system reliability and CMAQ performance measures and targets for ARDOT and MoDOT – Appendix C – Travel Time and Freight Reliability.

### **Additional ARDOT Safety Information**

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**

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**

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.

MoDOT Transportation Systems Management and Operations (TSMO) document –  
[http://epg.modot.org/files/0/08/910\\_TSMO.pdf](http://epg.modot.org/files/0/08/910_TSMO.pdf)

For complete system reliability and CMAQ performance measures and targets for ARDOT and MoDOT – Appendix C – Travel Time and Freight Reliability.

## 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 CO<sub>2</sub> 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
<b>Total</b>	<b>40,039</b>	<b>2,147</b>	<b>11,515</b>	<b>1,440</b>

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
<b>Total</b>	<b>\$ 41,272</b>	<b>\$ 53,294</b>	<b>\$ 69,179</b>	<b>\$ 148,877</b>	<b>\$ 309,342</b>
State	\$ 7,361	\$ 3,890	\$ 10,480	\$ 11,820	\$ 33,551
Local	\$ 24,219	\$ 26,482	\$ 7,328	\$ 7,512	\$ 65,541
<b>State &amp; Local Total</b>	<b>\$ 31,580</b>	<b>\$ 30,372</b>	<b>\$ 17,808</b>	<b>\$ 19,332</b>	<b>\$ 99,092</b>
<b>Grand Total</b>	<b>\$ 72,852</b>	<b>\$ 83,666</b>	<b>\$ 86,987</b>	<b>\$ 168,209</b>	<b>\$ 408,434</b>

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
<b>Total</b>	<b>\$ 204,900</b>	<b>\$ 255,428</b>	<b>\$ 302,554</b>	<b>\$ 329,803</b>	<b>\$ 1,092,685</b>
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
<b>State &amp; Local Total</b>	<b>\$ 48,911</b>	<b>\$ 66,097</b>	<b>\$ 70,596</b>	<b>\$ 72,973</b>	<b>\$ 258,577</b>
<b>Grand Total</b>	<b>\$ 253,811</b>	<b>\$ 321,525</b>	<b>\$ 373,150</b>	<b>\$ 402,776</b>	<b>\$ 1,351,262</b>

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) (FAS)**

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) (FAS)**

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)**

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) (FAS)**

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
<b>Funds Programmed</b>	\$149.4m	\$106.6m	\$106.8m	\$49.5m

Lane Miles of Resurfacing and Pavement Treatments 2019-2021:

	Interstates	Other Major Routes	Minor Routes	Total
<b>Southwest Rural</b>	253	810	1,344	2,407

Number of Bridges Preserved or Replaced 2019-2021:

	Replacements	Redecks	Rehab and Repair	Total
<b>Southwest Rural</b>	25	16	34	75

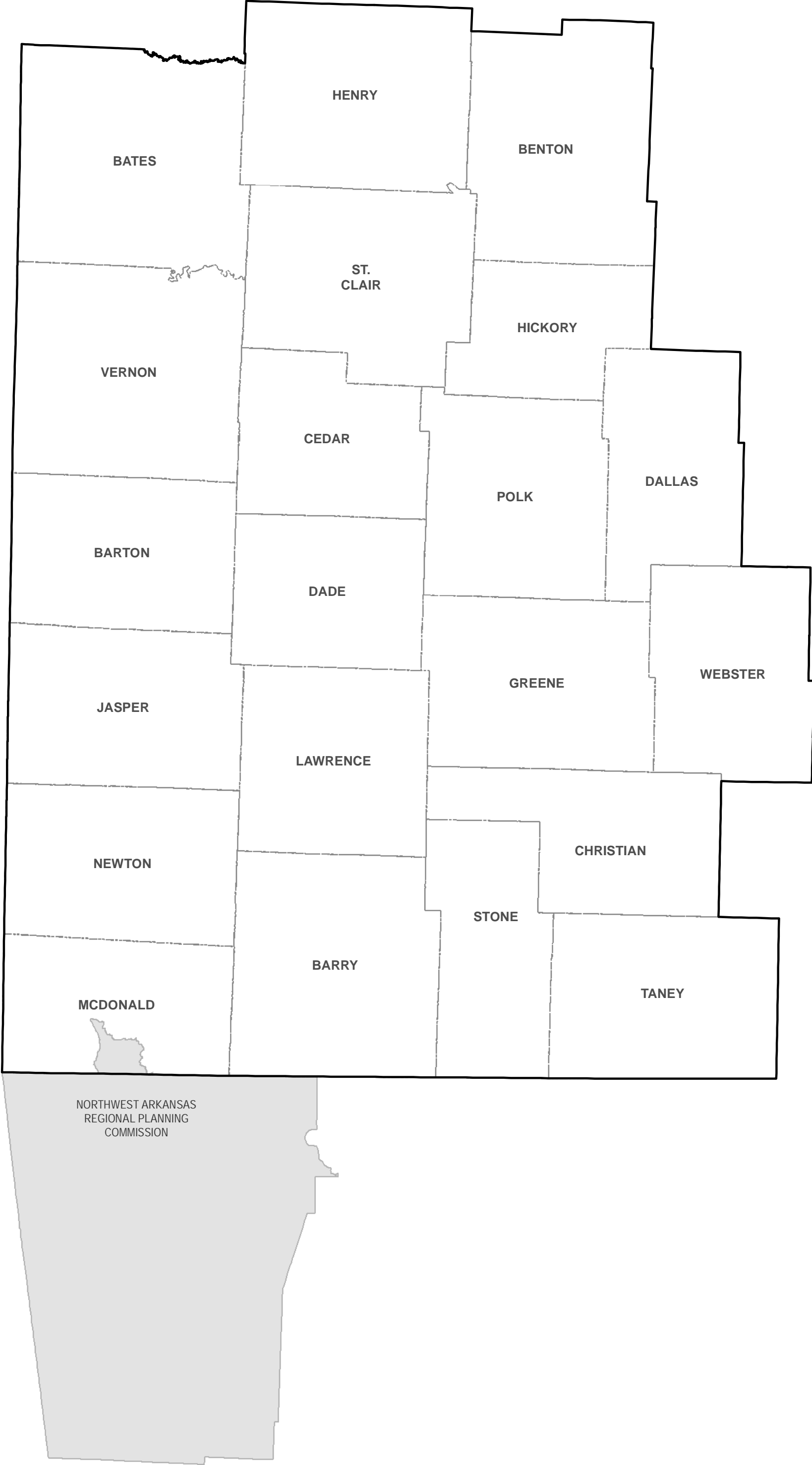
## Significant Project Summary

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



## MoDOT Operations and Maintenance

Maintenance costs include MoDOT's salaries, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; and materials such as salt, asphalt and fuel. Maintenance operations expenditures are expected to increase 1.8% annually.

Calculations are \$377,785,000 / 77,571 lane miles.

This makes MoDOT's cost, \$4,870 per lane mile

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### Assumptions:

Maintenance Operations	\$480,039,000 *
Fleet Investments	\$ 26,451,000 *
Total	\$506,490,000
Minus Maintenance Fringe Benefits	\$128,705,000
Total	\$377,785,000

Lane miles 77,571 \*\*

\*Source: FY 2019 Budget approved 6/6/2018

\*\* Source: Official 2017 State System Mileage

## ENVIRONMENTAL JUSTICE

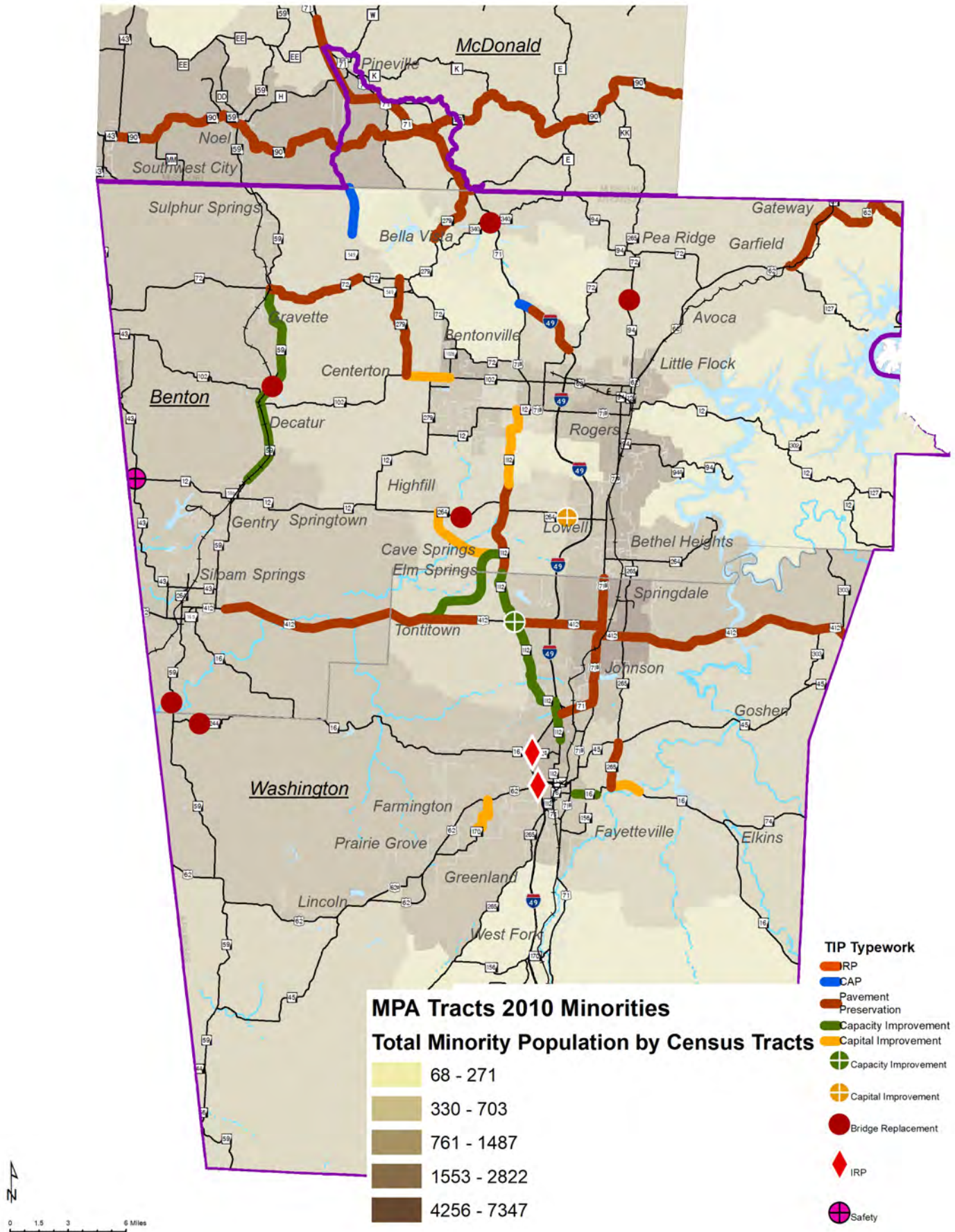
Environmental Justice is a process that ensures that the minority and low-income populations are not excluded from policy-setting or decision making processes with regards to transportation and are also not negatively impacted by environmental burdens.

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.

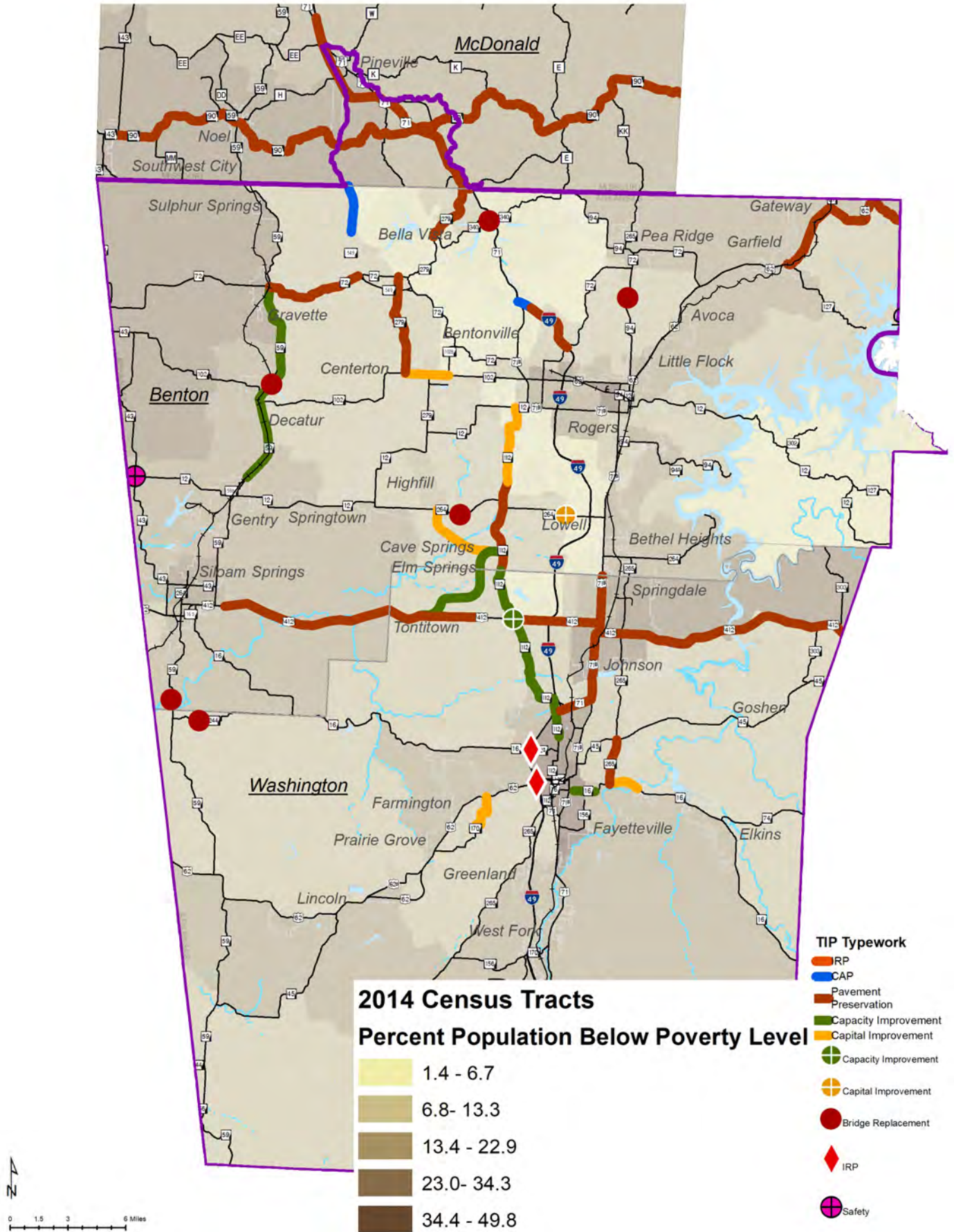
The Environmental Justice maps on the following pages of this document illustrate the locations of the FFY 2019-2022 TIP projects in relation to the minority populations distributions in the MPA.

# FFY 2016-2020 TIP PROJECTS MAP AND MINORITY POPULATIONS



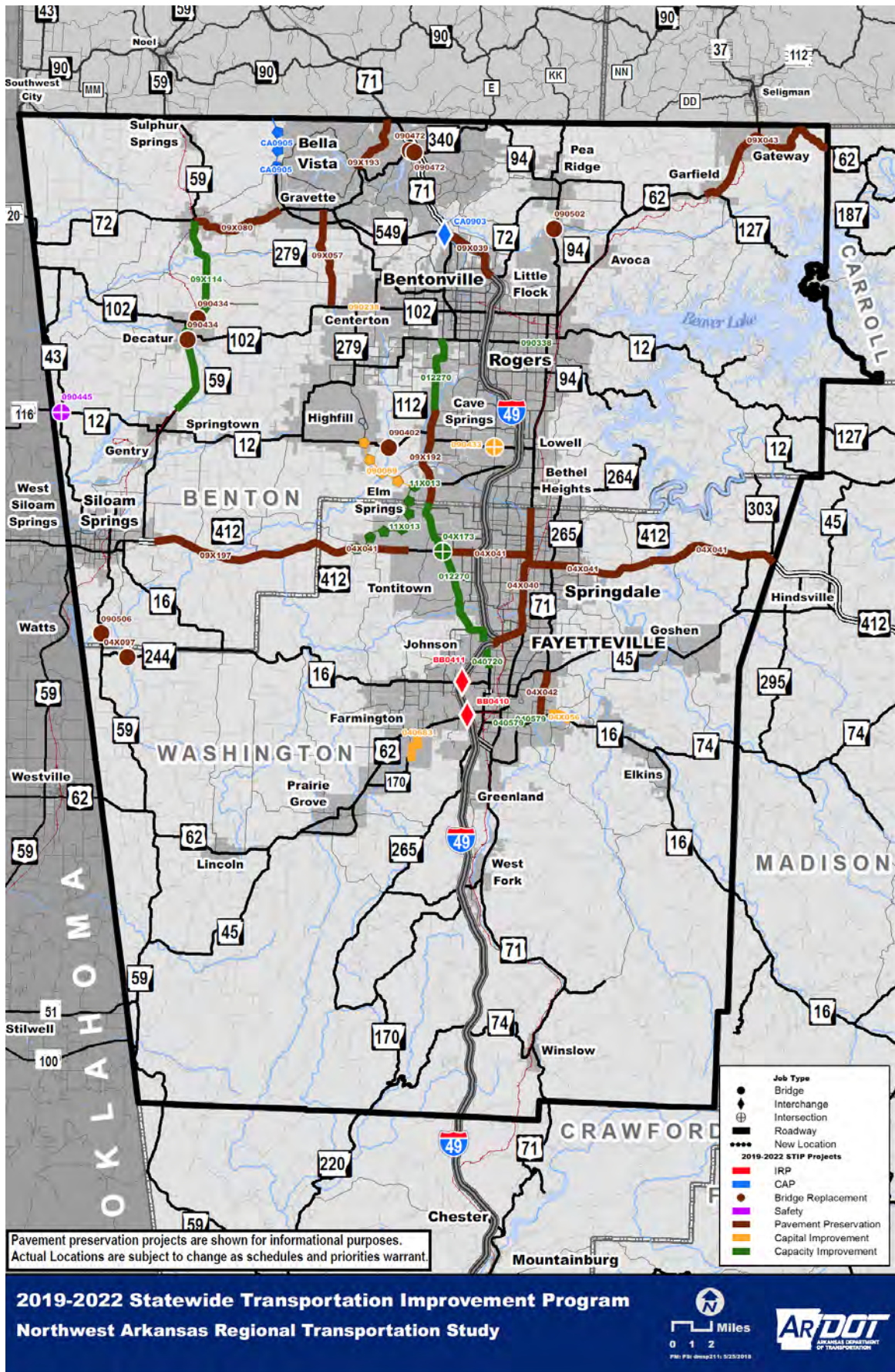


## FFY 2019-20202 TIP PROJECTS MAP AND POPULATION BELOW POVERTY





# FFY 2019-2022 TIP ARKANSAS PROJECTS MAP



## FFY 2019-2021 TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

**ADMINISTRATIVE MODIFICATION #1** - MoDOT has requested Administrative Modification #1 to the NARTS FFY 2019-2022 TIP to correct an error in project numbering.

**ADMINISTRATIVE MODIFICATION #2** - MoDOT has requested Administrative Modification #2 to the NARTS FFY 2019-2022 TIP to correct a clerical error in an AC amount in FY 2021.

**AMENDMENT #1** - To include additional FY 2018 and FY 2019 Buses and Bus Facilities Infrastructure Investment Program (49 U.S.C. 5339) funding for Ozark Regional Transit (ORT) to replace its administration and operations center in the amount of \$2.9 million federal and \$725,000 local match funding. The new facility will improve safety and accessibility, and accommodate growing demand for transit service in Northwest Arkansas.

**AMENDMENT #2** - To incorporate and present the ARDOT and MODOT established performance targets for safety, pavement condition, bridge condition, and travel time reliability as adopted by NWARPC/Policy Committee on September 26, 2018 by Resolution #2018-13 (attached); and incorporate and present the Transit Asset Management Plan (TAM) performance targets as adopted by NWARPC/Policy Committee on September 26, 2018 by Resolution #2018-12.

**AMENDMENT #3** - In order to obligate Open Container Program penalty funding by the end of the MoDOT state fiscal year, MoDOT has designated penalty funds for wrong-way countermeasures at various freeway interchanges. The interchange at I-49 and Route H in Pineville, Missouri is potentially one of these interchanges. The project, MoDOT Job #7P3108B, calls for engineering and construction of safety signage improvements in the rural Southwest District in 2019. Both the TAC and the RPC/Policy Committee voted unanimously by ballot to amend FFY 2019 of the NARTS FFY 2019-2022 TIP to include MoDOT Job #7P3108B.

**AMENDMENT #4** - Proposed amendment was necessary in order to: 1) Add the \$25 million BUILD grant award, to be used solely on the I-49 Missouri- Arkansas Connector, to Job #7P0601; 2) Schedule FFYs for Jobs #CA0903, #CA0905, and #7P0601. The grant will enable MoDOT to construct 5.006 miles of I-49 in McDonald County, MO and will allow ARDOT to complete 14.1 miles in Benton County, AR. In accordance with NWARPC's Public Participation Plan, a Legal Notice was published begin on Thursday, March 7 and conclude at 5:00 pm, Wednesday, March 20, 2019. Additionally, Legal Notices were published in the McDonald County Press (Missouri) and La Prensa (Spanish) papers on March 14, 2019. A notice was also posted on the the NWARPC website <http://nwarpc.org>. No comments were received. The TAC met on March 21, 2019 and recommended the RPC/Policy Committee approved Proposed Amendment #4. The RPC/Policy Committee met on March 27, 2019 and unanimously approved NARTS FFY 2019-2022 TIP Amendment #4.



**AMENDMENT #5** – The NWARPC, in conjunction with MoDOT, determined an amendment to the NARTS FFY 2019-2022 TIP was necessary to include MoDOT Project #7P3422 in FFY 2020: To add safety signage for wrong-way countermeasures at various locations in the rural Southwest District. In accordance with NWARPC's Public Participation Plan, a legal notice was placed in the NWA Democrat Gazette on Wednesday, August 14, 2019 announcing a two-week public comment period on the proposed amendment to run from Saturday, August 17 through Saturday, August 31, 2019. The notice also contained information about the TAC and RPC/Policy Committee ballot vote on the proposed amendment. Additionally, a notice concerning the public comment period and vote was posted on the NWARPC web site on Saturday, August 17, 2019. Information on the proposed amendment was available at the NWARPC office. Written comments were encouraged via email using the comment tab available on the NWARPC web site or the USPS. The Technical Advisory Committee (TAC) and NWARPC/Policy Committee members voted regarding the proposed amendment via mail/email ballot, with the voting period running from Monday, September 9, 2019 through noon on Friday, September 13, 2019. Amendment #5 passed unanimously.

**AMENDMENT #6** – The NWARPC, in conjunction with MoDOT, determined an amendment to the NARTS FFY 2019-2022 TIP was necessary to include two MoDOT FFY 2020 projects in McDonald County, MO. Job #0I3006Y, on I-49, calls for contracting for pavement repair from Rte. 59 to 0.7 mile south of Rte. H, a length of 10.7 miles. Job #7P0601 calls for constructing new interstate roadway to complete I-49 from Pineville to the Arkansas State line (Bella Vista), a length of 5 miles. In accordance with the NWARPC Public Participation Plan, a legal notice was placed in the NWA Democrat Gazette on Thursday, October 3, 2019 announcing a two-week public comment period to run from Thursday, October 3 through Wednesday, October 16, 2019. The notice also contained information on TAC and RPC/Policy Committee meetings. Additionally, a notice concerning the public comment period and TAC and RPC/Policy Committee meetings was posted on the NWARPC web site. The TAC met on Thursday, October 17, 2019 at 10:30 am and voted to recommend approval of the Proposed Amendment #6 to the RPC/Policy Committee. The RPC/Policy Committee met on Wednesday, October 23, 2019 at 1:30 pm and unanimously approved Proposed Amendment #6.

**AMENDMENT #7** - The Northwest Arkansas Regional Planning Commission determined, in conjunction with ARDOT, that an amendment to the NARTS FFY 2019-2022 TIP was necessary in order to comply with Statewide and MPO Planning Requirements. The purpose of Proposed Amendment #7 was to remove Job #BB0410 (I-49 and Hwy 62 Interchange Improvements located in Fayetteville, AR) from the NARTS FFY 2019-2022 TIP. In accordance with NWARPC's Public Participation Plan, a Legal Notice was published on January 2, 2020 in the NWA Democrat Gazette, the La Prensa Libre, and the McDonald County Press announcing the opening of a two-week public comment period on the Proposed Amendment #7 beginning Thursday, January 2 and running through Wednesday, January 15, 2020. The legal notice also contained information on the January 2020 TAC and RPC/Policy Committee meetings. Additionally, the notice was posted on the NWARPC web site. The TAC met on Thursday, January 16, 2020 and recommended approval of Proposed Amendment #7 to the RPC/Policy Committee, with the stipulation that the appropriate funding be put into the future STIP/TIP. The RPC/Policy Committee met on Wednesday, January 22, 2020 and voted unanimously to approve Amendment #7 to the NARTS FFY 2019-2022 TIP, with the stipulation that the appropriate funding be put into the future STIP/TIP.

**AMENDMENT #8** – The Northwest Arkansas Regional Planning Commission (NWARPC), in conjunction with the Missouri Department of Transportation (MoDOT), determined an amendment to the Northwest Arkansas Regional Transportation Study (NARTS) FFY 2019-2022 Transportation Improvement Program (TIP) was necessary to change construction costs in the MoDOT STIP, FFY 2020, Job #7P0601 in McDonald County, MO. Job #7P0601 calls for constructing new interstate roadway to complete I-49 from Pineville to the Arkansas State line (Bella Vista), a length of 5 miles. Federal BUILD Grant funds, federal NHPP funds, federal STBGP-A funds, and federal Highway Infrastructure funds, plus additional state funds, will be used on this project. In accordance with NWARPC's Public Participation Plan, a Legal Notice was published on January 2, 2020 in the NWA Democrat Gazette, the La Prensa Libre, and the McDonald County Press announcing the opening of a two-week public comment period on the Proposed Amendment #8 beginning Thursday, January 2 and running through Wednesday, January 15, 2020. The legal notice also contained information concerning the January 2020 TAC and RPC/Policy Committee meetings. Additionally, the notice was posted on the NWARPC web site. The TAC met on Thursday, January 16, 2020 and recommended approval of Proposed Amendment #8 to the RPC/Policy Committee. The RPC/Policy Committee met on Wednesday, January 22, 2020 and voted unanimously to approve Amendment #8 to the NARTS FFY 2019-2022 TIP.



## NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

1311 Clayton St., Springdale, Arkansas, 72762

• (479) 751 7125

• Fax: (479) 751 7150

• <http://nwarpc.org>

Via Email

### NARTS FFY 2019-2022 TRANSPORTATION IMPROVEMENT PLAN (TIP)

#### ADMINISTRATIVE MODIFICATION #1

#### ADMINISTRATIVE MODIFICATION REQUEST:

MoDOT has requested Administrative Modification #1 to the NARTS FFY 2019-2022 TIP to correct an error in project numbering.

#### DESCRIPTION:

An error in the job numbers for the I-49 Connection has been discovered. The three highlighted numbers (7P3376) below should be shown as 7P0601. Project #7P3376 is a demolition project, while project #7P0601 refers to the I-49 Connection project in FFY 2020, 2021, and 2022.

#### 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

#### NWARPC PUBLIC PARTICIPATION PLAN:

Administrative Modifications are revisions that do not require federal approval. If needed for clarification, these revisions to the STIP/TIP may be noted in the comment field on the Federal-aid Project Agreement form. The following identifies revisions to the STIP/TIP that are considered Administrative Modifications.

7. Obvious data entry errors.

ADMINISTRATIVE MODIFICATION #1 AUTHORIZED BY:

DATE 9.11.18

TO: Eva Voss and Frank Miller, MoDOT

Cc: Amy Heflin, FHWA

Jeff Hawkins, NWARPC

Lynn Hayes, FTA

Tim Conklin, NWARPC

Paul Simms, ARDOT





## NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

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Via Email

### NARTS FFY 2019-2022 TRANSPORTATION IMPROVEMENT PLAN (TIP)

#### ADMINISTRATIVE MODIFICATION #2

NOVEMBER 21, 2018

#### ADMINISTRATIVE MODIFICATION REQUEST:

MoDOT has requested Administrative Modification #2 to the NARTS FFY 2019-2022 TIP to correct a clerical error in an AC amount in FY 2021.

#### DESCRIPTION:

In Job #7S3292, FY 2021, a clerical error was discovered in the AC amount. The highlighted AC amount below (\$3,411.2) should be shown as \$2,411.2.

### 2019-2022 NARTS TIP

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
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MISSOURI PROJECTS IN NARTS AREA

Page 25

#### NWARPC PUBLIC PARTICIPATION PLAN:

*Administrative Modifications are revisions that do not require federal approval. If needed for clarification, these revisions to the STIP/TIP may be noted in the comment field on the Federal-aid Project Agreement form. The following identifies revisions to the STIP/TIP that are considered Administrative Modifications.*

7. Obvious data entry errors.

ADMINISTRATIVE MODIFICATION #2 AUTHORIZED BY:

DATE 11-21-18

TO: Frank Miller, Eva Voss, Ezekiel Hall, and Dave Taylor, MoDOT

Cc: Amy Heflin, FHWA

Lynn Hayes, FTA

Paul Simms, ARDOT

Tim Conklin, NWARPC

Jeff Hawkins, NWARPC

**NARTS FFY 2019-2021 TRANSPORTATION IMPROVEMENT PLAN (TIP)**

**AMENDMENT #1**

To include additional FY 2018 and FY 2019 Buses and Bus Facilities Infrastructure Investment Program (49 U.S.C. 5339) funding for Ozark Regional Transit (ORT) to replace its administration and operations center in the amount of \$2.9 million federal and \$725,000 local match funding. The new facility will improve safety and accessibility, and accommodate growing demand for transit service in Northwest Arkansas. (Notice of Grant Award attached.)

## Notice Of Grant Award

Title: **FY2018 Buses and Bus Facilities Infrastructure Investment Program**

DOT Agency Disbursing Funds: **Federal Transit Administration**

Project Name/Number:

Award Recipient **Ozark Regional Transit**

City/Country/State **Springdale, AR**

Place of Performance **Springdale**

State Congressional District **3**

Entitle Amount **\$ 0.00**

Discretionary Amount **\$ 2,900,000.00**

Total Grant Amount **\$ 2,900,000.00**

DOT Regional Office/Telephone Number **Kate Webb, 202-366-5695**

**Description:**

The Buses & Bus Facilities Infrastructure Investment Program (49 U.S.C. 5339) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Ozark Regional Transit will receive funding to replace its administration and operations Center. The new facility will improve safety and accessibility, and accommodate growing demand for transit service in Northwest Arkansas.

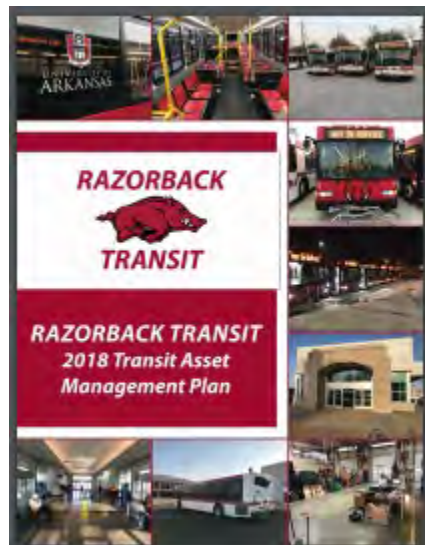
US DOT FFY 2018 Bus and Bus Facilities

ARKANSAS TOTAL: \$2,900,000			
AR	Ozark Regional Transit	Ozark Regional Transit will receive funding to replace its administration and operations Center. The new facility will improve safety and accessibility, and accommodate growing demand for transit service in Northwest Arkansas.	\$2,900,000

## **NARTS FFY 2019-2021 TRANSPORTATION IMPROVEMENT PLAN (TIP)**

### **AMENDMENT #2**

To incorporate and present the ARDOT and MoDOT established performance targets for safety, pavement condition, bridge condition, and travel time reliability as adopted by NWARPC/Policy Committee on September 26, 2018 by Resolution #2018-13 (attached); and incorporate and present the Transit Asset Management Plan (TAM) performance targets as adopted by NWARPC/Policy Committee on September 26, 2018 by Resolution #2018-12 (attached).





**RESOLUTION #2018-13**

**A RESOLUTION TO SUPPORT THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)  
AND THE MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) ESTABLISHED  
PERFORMANCE TARGETS FOR SAFETY, PAVEMENT CONDITION, BRIDGE CONDITION,  
AND TRAVEL TIME RELIABILITY**

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act, continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

**WHEREAS**, Arkansas Department of Transportation (ARDOT) and Missouri Department of Transportation (MoDOT) have established performance targets in coordination with NWARPC for Safety, Pavement Condition, Bridge Condition, and Travel Time Reliability; and,


**WHEREAS**, pursuant to 23 CFR §490.105, the Metropolitan Planning Organization (MPO) shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, and the MPOs have the option of either agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets for each performance measure, setting their own targets for each performance measure, or a mix of both options.

**NOW, THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:**

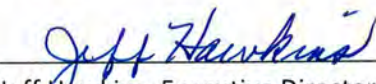
Section 1. That the Northwest Arkansas Regional Planning Commission hereby supports ARDOT's and MoDOT's established performance targets and agrees to plan and program projects in support of these targets as shown in Exhibit A. which is attached hereto.

PASSED AND APPROVED BY THIS 26 DAY OF SEPT., 2018

**NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:**

  
\_\_\_\_\_  
Bill Groom, Chairman

**ATTEST:**

  
\_\_\_\_\_  
Jeff Hawkins, Executive Director

**EXHIBIT A**

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



**RESOLUTION #2018-12**

**A RESOLUTION ADOPTING THE MPO SPONSORED TRANSIT ASSET MANAGEMENT PLAN AND  
ESTABLISHING ONE REGION-WIDE STATE OF GOOD REPAIR PERFORMANCE TARGET FOR EACH  
TRANSIT ASSET TYPE FOR PUBLIC TRANSIT PROVIDERS IN NORTHWEST ARKANSAS**

**WHEREAS**, Transit Asset Management Plan (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep transit networks in a State of Good Repair (SGR); and

**WHEREAS**, On July 26, 2016, the Federal Transit Administration (FTA) published Final Rule 49 CFR 625.25 for requirements on Transit Asset Management (TAM) that became effective October 1, 2016. The rule requires FTA recipients to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure. The implementation deadline for the TAM Plan to become effective is October 1, 2018; and

**WHEREAS**, pursuant to NWARPC responsibilities as the FTA Designated Recipient for FTA grant programs and as the Metropolitan Planning Organization (MPO) for the region, NWARPC MPO is authorized to sponsor a MPO TAM Plan for the NWA region; and

**WHEREAS**, while each agency within the MPO Sponsored TAM Plan will have their own individual plans due to the difference in services provided and replacement needs, the NWARPC will adopt one region-wide SGR performance target for each transit asset type that both agencies will seek to meet or exceed; and

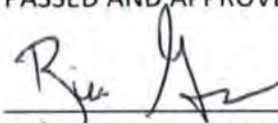
**NOW THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE NORTHWEST  
ARKANSAS REGIONAL PLANNING COMMISSION:**

**SECTION 1.** The NWARPC hereby adopts the MPO Sponsored Transit Asset Management (TAM) Plan for Ozark Regional Transit and Razorback Transit and establishes one region-wide SGR performance target for each transit asset type as shown in Exhibit A which is attached hereto.


**SECTION 2.** In order to determine progress toward achievement of targets, NWARPC MPO will conduct system performance reports with each update of the Metropolitan Transportation Plan (MTP). Additionally, NWARPC MPO will describe how implementation of the Transportation Improvement Program (TIP) is anticipated to make progress toward achievement of targets.

**SECTION 3.** NWARPC MPO will assess progress towards region-wide attainment of the transit SGR performance targets to better determine how funding decisions support regional targets for SGR.

PASSED AND APPROVED THIS 26 DAY OF SEPT., 2018.

  
\_\_\_\_\_  
Bill Groom, Chairman

ATTEST:

  
\_\_\_\_\_  
Jeff Hawkins, Executive Director

**EXHIBIT A**

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

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

## **NARTS FFY 2019-2022 TRANSPORTATION IMPROVEMENT PLAN (TIP)**

### **AMENDMENT #3**

In order to obligate *Open Container Program* penalty funding by the end of the MoDOT state fiscal year, MoDOT has designated penalty funds for wrong-way countermeasures at various freeway interchanges. The interchange at I-49 and Route H in Pineville, Missouri is potentially one of these interchanges. The project, MoDOT Job #7P3108B, calls for engineering and construction of safety signage improvements in the rural Southwest District in 2019.

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	PHASE	TOTAL ESTIMATED COST - FUNDING BREAKDOWN (IN THOUSANDS)	ANNUAL FUNDING	FED	STATE	AGENCY CARRYING OUT THE PROJECT	FFY	MPO	FEDERAL SOURCE
7P3108B	Various	Various	Safety signage improvements in the rural Southwest District. \$806,000 Open Container funds. A portion of the project may be located in NARTS planning area.	-	Safety Signage	Engineering	\$ 935	\$ 129	\$ 116.1	\$ 12.9	MoDOT	2019	All	Safety
						Construction		\$ 806	\$ 725.4	\$ 80.6	MoDOT	2019	All	Safety

In accordance with NWARPC's Public Participation Plan, a Legal Notice was published in the NWA Democrat Gazette on February 14, 2019 announcing a public comment period on Proposed Amendment #3 beginning on February 14 and running through February 27, 2019, and that the TAC and RPC/Policy Committee would vote on the Proposed Amendment #3 by ballot. A notice was also posted on the NWARPC web site, <http://nwarpc.org>. No comments were received.

The TAC and RPC/Policy Committee received ballots on Wednesday, February 28, 2019 and were required to return ballots by 5:00 PM, Wednesday, March 6, 2019. The returned ballots were counted on Thursday, March 7, 2019. Both the TAC and the RPC/Policy Committee voted unanimously to amend FFY 2019 of the NARTS FFY 2019-2022 TIP to include MoDOT Job #7P3108B.





## NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

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### **NARTS FFY 2019-2021 Transportation Improvement Plan (TIP Amendment #4)**

MARCH 28, 2019

#### ***Via Email***

Frank Miller  
District Planning Manager  
MoDOT  
3025 E. Kearney  
Springfield, MO 65803

#### **RE: NARTS FFY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #4**

Dear Mr. Miller:

Proposed Amendment #4 to the NARTS FFY 2019-2022 Transportation Improvement Program (TIP) was necessary in order to: 1) Add the \$25 million BUILD grant award, to be used solely on the I-49 Missouri- Arkansas Connector, to Job #7P0601; and 2) Schedule FFYs for Jobs #CA0903, #CA0905, and #7P0601. The grant will enable MoDOT to construct 5.006 miles of I-49 in McDonald County, MO and will allow ARDOT to complete 14.1 miles in Benton County, AR.

In accordance with NWARPC's Public Participation Plan, a Legal Notice was published in the NWA Democrat Gazette on March 7, 2019 announcing a public comment period on Proposed Amendment #4 beginning on March 7 and running through March 20, 2019. Additionally, Legal Notices were published in the McDonald County Press (Missouri) and the La Prensa (Spanish) papers on March 14, 2019. A notice was also posted on the NWARPC web site, <http://nwarpc.org>. No comments were received.

The TAC met on March 21, 2019 and recommended the RPC/Policy Committee approve Proposed Amendment #4. The RPC/Policy Committee met on March 27, 2019 and unanimously approved NARTS FFY 2019-2022 TIP Amendment #4.

The adopted NARTS FFY 2019-2022 TIP is available at this link <http://nwarpc.org/wp-content/uploads/2018/12/NARTS-TIP-2019-2022.pdf>.

If you require additional information, please contact me.

Sincerely,

Celia Scott-Silkwood, AICP

Regional Planner

[cscott-silkwood@nwarpc.org](mailto:cscott-silkwood@nwarpc.org)

Email Cc:	Amy Heflin, FHWA	Lynn Hayes, FTA
	Eva Voss, MoDOT	Dave Taylor, MoDOT
	Paul Simms, ARDOT	Chris Dillaha, ARDOT
	Jeff Hawkins, NWARPC	Tim Conklin, NWARPC

**NARTS FFY 2019-2022 TIP AMENDMENT #4**

- ADD \$25M BUILD GRANT AWARD TO MODOT JOB #7P0601 ENGINEERING AND CONSTRUCTION PHASES.

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRY OUT THE PROJECT	FFY	MPO
7P0601	McDonald	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection - Engineering	602 - TOTAL 481.6 - NHPP 120.4 - STATE	MoDOT	2019	NARTS
7P0601	McDonald	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection - Engineering	3,904 - TOTAL 3,123.2 - NHPP 780.8 - STATE	MoDOT	2020	NARTS
7P0601	McDonald	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection - Engineering	2 - TOTAL 1.6 - NHPP 0.4 - STATE	MoDOT	2021	NARTS
7P0601	McDonald	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection - Construction	13,666 - TOTAL 5,933.8 - NHPP 7,732.2 - STATE	MoDOT	2020	NARTS
7P0601	McDonald	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection - Construction	25,000 - TOTAL 25,000 - BUILD	MoDOT	2020	NARTS
7P0601	McDonald	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection - Construction	6,226 - TOTAL 4,980.8 - NHPP 1,245.2 - STATE	MoDOT	2021	NARTS

**NOTE:** Funds for this project were previously programmed into the MODOT STIP prior to the portion of McDonald County, Missouri becoming part of the NARTS MPA. The NARTS FFY 2019-2022 TIP does not reflect funds already expended. The total project cost, including previously-programmed STIP funding never programmed in the TIP, is \$64,715,000.

- ARDOT JOB #CA0903 AND JOB #CA0905 ARE MOVING FROM FFY 2022 TO FFY 2019.

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRY OUT THE PROJECT	FFY	MPO
CA0903	Benton	549	Hwy. 71 Interchange (B.V. Bypass) (F)		New Location	51,400 -TOTAL 51,400 - CAP	ARDOT	2019	NARTS
Part of the voter approved 1/2 cent sales tax program									
CA0905	Benton	549	CO. Rd. 34- Missouri State Line (B.V. Bypass) (F)	2.56	New Location	35,200 - TOTAL 35,200 -CAP	ARDOT	2019	NARTS
Part of the voter approved 1/2 cent sales tax program									





## NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

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• <http://nwarpc.org>

SEPTEMBER 13, 2019

### Via Email

Frank Miller  
District Planning Manager  
MoDOT  
3025 E. Kearney  
Springfield, MO 65803

### RE: NARTS FFY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #5

Dear Mr. Miller:

MoDOT requested an amendment to FFY 2020 in the NARTS FFY 2019-2022 TIP to include MoDOT Project #7P3422: To add safety signage for wrong-way countermeasures at various locations in the rural Southwest District.

JOB	COUNTY	TERMINI	TYPE WORK/ PHASE	ESTIMATED COST	CARRYING OUT THE PROJECT	FFY	MPO
7P3422	Various	Add safety signage for wrong-way countermeasures at various locations in the rural SW District	Safety Improvements/ Engineering & Construction	\$442,000 - Total \$397,800 – Fed (Safety Funds) \$44,200 - State	State	2020	ALL

In accordance with NWARPC's Public Participation Plan, a Legal Notice was published in the *NWA Democrat Gazette* on Wednesday, August 14, 2019 announcing that NWARPC would open a two-week public comment period on the proposed amendment that would begin Saturday, August 17 and run through Saturday, August 31, 2019 and that the TAC and RPC/Policy Committee would vote on the Proposed Amendment #5 by ballot. A notice was also posted on the NWARPC web site. NO public comments were received.

The TAC and RPC/Policy Committee received ballots on Monday, September 9, 2019 and were required to return ballots by noon, Friday, September 13, 2019. The returned ballots were counted on Friday afternoon, September 13, 2019. Both the TAC and the RPC/Policy Committee voted unanimously to approve Amendment #5 to FFY 2020 of the NARTS FFY 2019-2022 TIP to include MoDOT Job #7P3422.

If you require additional information, please contact me.

Sincerely,

Celia Scott-Silkwood, AICP  
Regional Planner  
[cscott-silkwood@nwarpc.org](mailto:cscott-silkwood@nwarpc.org)

Email Cc: Amy Heflin, FHWA  
Lynn Hayes, FTA  
Eva Voss, MoDOT  
Dave Taylor, MoDOT  
Chris Dillaha, ARDOT  
Jeff Hawkins, NWARPC  
Tim Conklin, NWARPC  
Cristina Scarlat, NWARPC





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OCTOBER 28, 2019

### Via Email

Frank Miller  
District Planning Manager  
MoDOT  
3025 E. Kearney  
Springfield, MO 65803

### RE: NOTIFICATION OF APPROVAL OF NARTS FFY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #6

Dear Mr. Miller:

The Missouri Department of Transportation (MoDOT), in conjunction with the Northwest Arkansas Regional Planning Commission (NWARPC), determined an amendment to the Northwest Arkansas Regional Transportation Study (NARTS) FFY 2019-2022 Transportation Improvement Program (TIP) was necessary to include two MoDOT FFY 2020 projects in McDonald County, MO:

- Job #0I3006Y, on I-49, calls for contracting for pavement repair from Rte. 59 to 0.7 mile south of Rte. H, a length of 10.7 miles.
- Job #7P0601 calls for constructing new interstate roadway to complete I-49 from Pineville to the Arkansas State line (Bella Vista), a length of 5 miles. Federal BUILD Grant funds, federal NHPP funds, federal STBGP-A funds, and federal Highway Infrastructure funds, plus additional state funds, will be used on this project.

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	TOTAL ESTIMATED COST	PHASE	Annual Funding	Fed	State	FFY	AGENCY	MPO	Federal Source
0I3006Y	McDonald	IS 49	Job Order Contracting for pavement repair from Rte. 59 to 0.7 mile south of Rte. H.	10.74	Pavement Repair	\$ 69	Engineering & Construction	\$ 69	\$ -	\$ 69.0	2020	MoDOT	NARTS	MoDOT-AC
7P0601	McDonald	IS 49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line (Bella Vista). \$25,000,000.00 BUILD funds, \$408.00 STBG-Attributable funds, \$20.00 Highway Infrastructure funds. MoDOT Amendment 3 new major project.	5	New Connection	\$ 63,232	Engineering & Construction	\$ 47,315	\$ 37,851	\$ 9,464	2020	MoDOT	NARTS	NHPP

In accordance with NWARPC's Public Participation Plan, a Legal Notice was published in the *NWA Democrat Gazette*, the *La Prensa Libre*, and the *McDonald County Press* announcing the opening of a two-week public comment period on the Proposed Amendment #6 beginning Thursday, October 3 and running through Wednesday, October 16, 2019. The legal notice also announced that the NWARPC Technical Advisory Committee (TAC) would meet on Thursday, October 17, 2019 at 10:30 am and the RPC/Policy Committee would meet on

Wednesday, October 23, 2019 at 1:30 pm, both at the NWARPC office, to consider the Proposed Amendment #6. The public was encouraged to submit comments in writing, or to attend a meeting. NO PUBLIC COMMENT WAS RECEIVED.

The TAC, at its October 17, 2019 meeting, made a unanimous recommendation to the RPC/Policy Committee to approve Amendment #6 to FFY 2020 of the NARTS FFY 2019-2022 TIP.

The RPC/Policy Committee, at its October 23, 2019 meeting, voted unanimously to approve Amendment #6 to FFY 2020 of the NARTS FFY 2019-2022 TIP.

If you require additional information, please contact me.

Sincerely,



Celia Scott-Silkwood, AICP

Regional Planner

[cscott-silkwood@nwarpc.org](mailto:cscott-silkwood@nwarpc.org)

Email Cc: Amy Heflin, FHWA  
Lynn Hayes, FTA  
Eva Voss, MoDOT  
Dave Taylor, MoDOT  
Chris Dillaha, ARDOT  
Jeff Hawkins, NWARPC  
Tim Conklin, NWARPC  
Cristina Scarlat, NWARPC



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JANUARY 23, 2020

### Via Email

Sunny Farmahan  
Chris Dillaha  
ARDOT  
PO Box 2261  
Little Rock, AR 72203

### RE: NOTIFICATION OF APPROVAL OF NARTS FFY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #7

Dear Sirs:

The Northwest Arkansas Regional Planning Commission has determined, in conjunction with the Arkansas Department of Transportation (ARDOT), that an amendment to the NARTS FFY 2019-2022 TIP is necessary in order to comply with Statewide and MPO Planning Requirements as set forth in the Federal FAST Act. The purpose of Proposed Amendment #7 is to remove Job #BB0410 (I-49 and Hwy 62 Interchange Improvements located in Fayetteville, AR) from the NARTS FFY 2019-2022 TIP. The reason for the removal is that the interchange project will not be ready for construction within the time frame of the Statewide Transportation Improvement Plan (STIP)/TIP.

In order to comply with the Statewide Planning Requirements as set forth in the FAST Act, the following item(s) have been modified in the applicable TIP.

#### Northwest Arkansas Regional Transportation Study

Job (Item) Number	County	Route	Termini / Length	Type / Phase of Work	Estimated Cost Funding Breakdown (x1000)	Agency Carrying Out the Project	Estimated Scheduling (FFY)
BB0410 Remove from STIP	Washington	I-49	Hwy. 62 Intchng. Impvts. (F)	Interchange Improvements	25,400 - Total 22,860 - NHPP 2,540 - State	State	2021

BB0410 will not be ready to let to contract by FFY 2021 and is being removed from the STIP and other projects from around the state are getting increased funding.

In accordance with NWARPC's Public Participation Plan, a Legal Notice was published on January 2, 2020 in the *NWA Democrat Gazette*, the *La Prensa Libre*, and the *McDonald County Press* announcing the opening of a two-week public comment period on the Proposed Amendment #8 beginning Thursday, January 2 and running through Wednesday, January 15, 2020. The legal notice also announced that the NWARPC Technical Advisory Committee (TAC) would meet on Thursday, January 16, 2020 at 10:30 am and the RPC/Policy Committee would meet on Wednesday, January 22, 2020 at 1:30 pm, both at the



NWARPC office, to consider Proposed Amendment #7. The public was encouraged to submit comments in writing, or to attend a meeting. NO PUBLIC COMMENT WAS RECEIVED.

The TAC met on Thursday, January 16, 2020 and recommended approval of Proposed Amendment #7 to the RPC/Policy Committee, with the stipulation that the appropriate funding be put into the future STIP/TIP. The RPC/Policy Committee met on Wednesday, January 22, 2020 and voted unanimously to approve Amendment #7 to the NARTS FFY 2019-2022 TIP, with the stipulation that the appropriate funding be put into the future STIP/TIP.

If you require additional information, please contact me.

Sincerely,

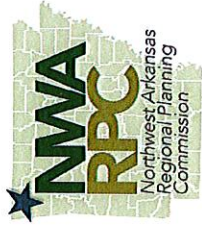


Celia Scott-Silkwood, AICP

Regional Planner

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Email Cc:	Frank Miller, MoDOT	Amy Heflin, FHWA
	Eva Voss, MoDOT	Lynn Hayes, FTA
	Dave Taylor, MoDOT	Jeff Hawkins, NWARPC
	Tim Conklin, NWARPC	Cristina Scarlat, NWARPC



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**Via Email**

**JANUARY 23, 2020**

Frank Miller  
District Planning Manager  
MoDOT  
3025 E. Kearney  
Springfield, MO 65803

**RE: NOTIFICATION OF APPROVAL OF NARTS FFY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #8**

Dear Mr. Miller:

The Northwest Arkansas Regional Planning Commission (NWARPC), in conjunction with the Missouri Department of Transportation (MoDOT), has determined an amendment to the Northwest Arkansas Regional Transportation Study (NARTS) FFY 2019-2022 Transportation Improvement Program (TIP) is necessary to change construction costs in the MoDOT STIP, FFY 2020, Job #7P0601 in McDonald County, MO.

- Job #7P0601 calls for constructing new interstate roadway to complete I-49 from Pineville to the Arkansas State line (Bella Vista), a length of 5 miles. Federal BUILD Grant funds, federal NHPP funds, federal STBGP-A funds, and federal Highway Infrastructure funds, plus additional state funds, will be used on this project.

JOB	COUNTY	RTE	TERMINI	LENGTH	TYPE WORK	TOTAL ESTIMATED COST (1,000)	PHASE	ANNUAL FUNDING	FED	STATE	FFY	AGENCY	MPO	FED SOURCE
7P0601	McDonald	IS 49	Construct new Interstate roadway to complete I-49 from Pineville to the Arkansas State line in Bella Vista.  (MoDOT Amendment 3, new major project)	5 miles	New Construction	\$ 70,252	Engineering and Construction	\$ 54,335	\$ 43,467	\$ 10,868	2020	MoDOT	NARTS	NHPP

In accordance with NWARPC's Public Participation Plan, a Legal Notice was published on January 2, 2020 in the *NWA Democrat Gazette*, the *La Prensa Libre*, and the *McDonald County Press* announcing the opening of a two-week public comment period on the Proposed Amendment #8

beginning Thursday, January 2 and running through Wednesday, January 15, 2020. The legal notice also announced that the NWARPC Technical Advisory Committee (TAC) would meet on Thursday, January 16, 2020 at 10:30 am and the RPC/Policy Committee would meet on Wednesday, January 22, 2020 at 1:30 pm, both at the NWARPC office, to consider the Proposed Amendment #8. The public was encouraged to submit comments in writing, or to attend a meeting. NO PUBLIC COMMENT WAS RECEIVED.

The TAC met on Thursday, January 16, 2020 and recommended approval of Proposed Amendment #8 to the RPC/Policy Committee. The RPC/Policy Committee met on Wednesday, January 22, 2020 and voted unanimously to approve Amendment #8 to the NARTS FFY 2019-2022 TIP.

If you require additional information, please contact me.

Sincerely,



Celia Scott-Silkwood, AICP

Regional Planner

[cscott-silkwood@nwarpc.org](mailto:cscott-silkwood@nwarpc.org)

Email Cc: Amy Heflin, FHWA  
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Dave Taylor, MoDOT  
Chris Dillaha, ARDOT  
Sunny Farmahan, ARDOT  
Jeff Hawkins, NWARPC  
Tim Conklin, NWARPC  
Cristina Scarlat, NWARPC



## **APPENDIX A - SAFETY TARGET SETTING FOR 2019**

6/7/2018

Concur: John D. Bennett  
Date: 6-12-2018

## TARGET SETTING FOR 2019

# SAFETY

## PERFORMANCE MEASURES



In accordance with 23 CFR 490.207, the national performance measures for State Departments of Transportation (DOTs) to use in managing the Highway Safety Improvement Program (HSIP) for all public road are shown below.

Performance Measures
Number of Fatalities
Rate of Fatalities (per 100 million vehicle miles traveled)
Number of Serious Injuries
Rate of Serious Injuries (per 100 million vehicle miles traveled)
Number of Non-Motorized Fatalities and Serious Injuries

## DATA SOURCES

**Fatality Data:** Fatality Analysis Reporting System (FARS).

**Serious Injury Data:** State motor vehicle crash database. Definition for "Suspected Serious Injury (A)" from the *Model Minimum Uniform Crash Criteria* (MMUCC) 4<sup>th</sup> edition must be used by April 15, 2019.

**Number of Non-motorized Fatalities and Non-motorized Serious Injuries:** FARS and State motor vehicle crash database. Fatalities with attribution codes for pedestrian, bicyclist, other cyclist, and person on personal conveyance are included. Serious injuries are associated with pedestrians or pedalcyclists as defined in *American National Standard Manual on Classification of Motor Vehicle Traffic Accidents* (ANSI D16.1-2007).

**Volume Data:** State Vehicle Miles Traveled (VMT) data is derived from the Highway Performance Monitoring System (HPMS).

## TARGET SETTING REQUIREMENTS

### State DOTs:

- Must establish targets for all public roads.
- Must establish statewide annual targets by June 30<sup>th</sup> of each year and report targets by August 31<sup>st</sup> of each year in the HSIP Report.
- State DOTs shall coordinate with the State Highway Safety Office to set identical targets on three common performance measures (Number of Fatalities, Rate of Fatalities, and Number of Serious Injuries).
- State DOTs shall coordinate with MPOs when establishing targets, to the maximum extent practicable.

**Metropolitan Planning Organizations (MPOs):**

- Shall support the relevant State DOT annual 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.

**METHODOLOGY**

Through extensive coordination with the Arkansas Highway Safety Office, FHWA, NHTSA, all MPOs, and other stakeholders, a methodology to determine the targets was developed. This methodology is similar to the previous year's methodology.

The first step in the methodology was to calculate the moving average for the last five years. A moving average "smooths" the variation from year to year, which accounts for variation of the data. The actual data numbers shown in Attachment A. Next, an average of each value was calculated.

Performance – Moving Averages						
	2008- 2012	2009- 2013	2010- 2014	2011- 2015	2012- 2016	Average
Number of Fatalities	576	555	530	526	525*	542
Rate of Fatalities	1.731	1.667	1.583	1.557	1.528	1.613
Number of Serious Injuries	3,392	3,311	3,203	3,115	3,073	3,219
Rate of Serious Injuries	10.200	9.938	9.564	9.231	8.961	9.579
Number of Non-Motorized Fatalities and Serious Injuries	144	141	145	140	141*	142
Note: *The preliminary fatality number in FARS shows 545 for 2016, which is used for the 2012-2016 moving average calculation. The FARS data typically get adjusted prior to being finalized. As a result, the National Safety Council (NSC) data for 2016 is reviewed to determine the level of adjustment to account for potential corrections made to the FARS data later in the year. The NSC fatality number shows 560 for 2016.						

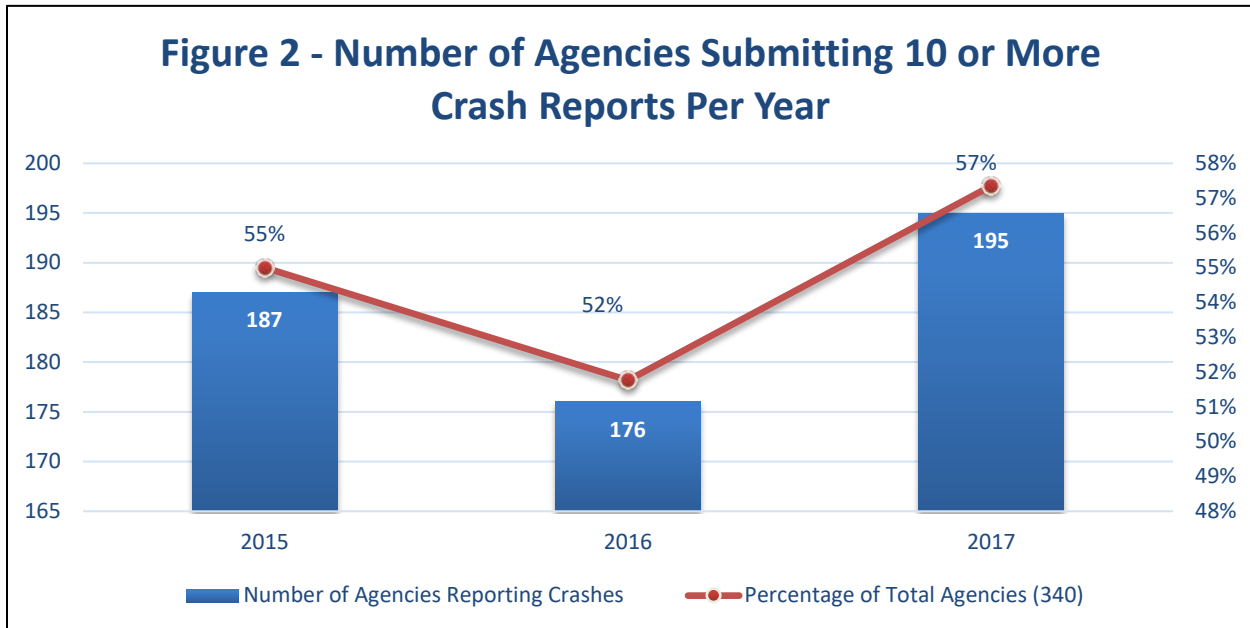
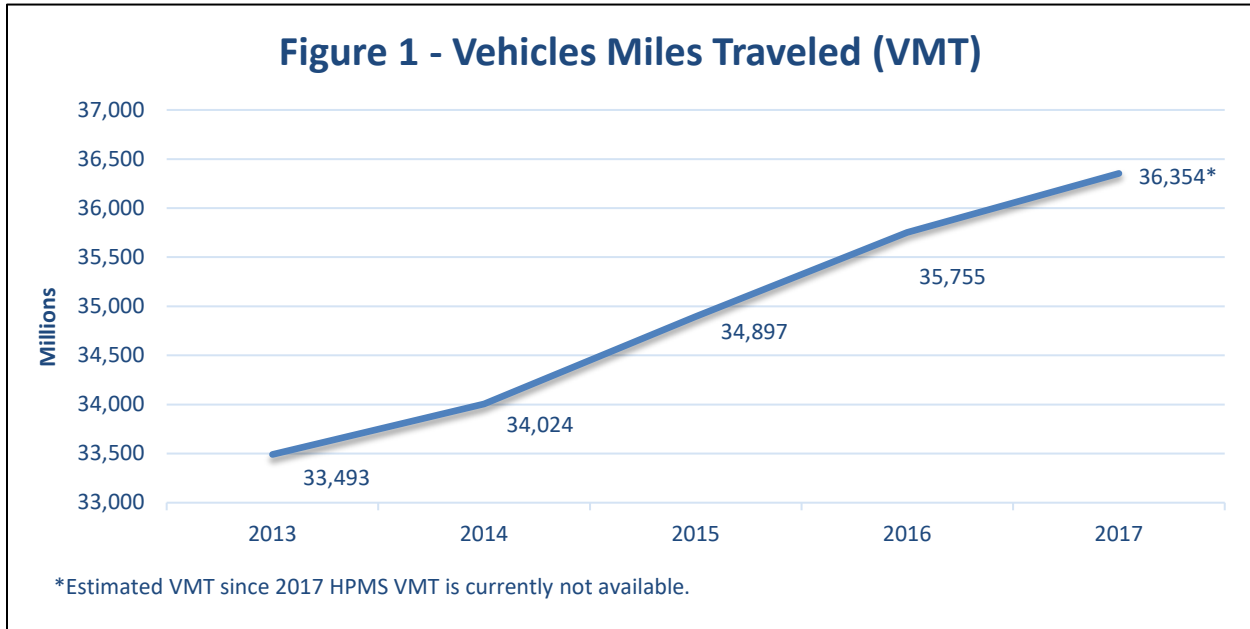
Once the average of the moving averages was calculated for each performance measure, external factors were considered to determine if and how they would impact safety performance. These **external factors** include the following:

- The recent state legalization of medical marijuana.
- The possible increase in speed limit on freeways/expressways.
- Update to the definition of Suspected Serious Injury in 2017.
- Continued increase in vehicle miles traveled (see Figure 1).

In addition to the above external factors, crash reporting is another major consideration. As shown in Figure 2, the number of crashes being captured in the database has been increasing, which impacts serious

injury crash data. Fatal crash data is not as greatly impacted because FARS reporting system. These **crash reporting factors** include the following:

- The phased rollout of the eCrash system statewide.
- Increased emphasis by the Arkansas State Police to ensure crash reporting compliance.



*Note: According to the Arkansas State Police, there should be a total of 340 law enforcement agencies reporting crashes.*



In addition to these identified factors, statistical analysis of the data was conducted. Although using a five-year moving average accounts for data variation, there is a need to consider additional **statistical factors** that account for variability of data. As shown in Attachment B, the variation of the non-motorized fatalities and serious injuries data is greater than the other four performance measures.

## TARGETS

Based on the methodology described above, targets for each of the five performance measures along with the factors considered are shown below.

2019 Performance Targets						
	Avg.	Application of Factors			Adjust.	Target
		External	Crash Reporting	Statistical		
Number of Fatalities	542	YES	NO	NO	+0.13%	<b>543</b>
Rate of Fatalities	1.613	YES	NO	NO	+0.13%	<b>1.615</b>
Number of Serious Injuries	3,219	YES	YES	NO	+13%	<b>3,637</b>
Rate of Serious Injuries	9.579	YES	YES	NO	+13%	<b>10.824</b>
Number of Non-Motorized Fatalities and Serious Injuries	142	YES	YES	YES	+20%	<b>170</b>

A comparison of the averages, adjustments, and targets for 2018 and 2019 is shown below. The 2018 numbers are from last year's report.

Performance Targets – Comparison						
	2018 Average	2018 Adjust.	2018 Target	2019 Average	2019 Adjust.	2019 Target
Number of Fatalities	555	--	<b>555</b>	542	+0.13%	<b>543</b>
Rate of Fatalities	1.662	--	<b>1.662</b>	1.613	+0.13%	<b>1.615</b>
Number of Serious Injuries	3,305	+5.0%	<b>3,470</b>	3,219	+13%	<b>3,637</b>
Rate of Serious Injuries	9.923	+5.0%	<b>10.419</b>	9.579	+13%	<b>10.824</b>
Number of Non-Motorized Fatalities and Serious Injuries	142	+5.0%	<b>149</b>	142	+20%	<b>170</b>

## FHWA ASSESSMENT

FHWA will conduct an assessment to determine whether states have met or made significant progress toward meeting their previous year's targets in December of each year. For 2018, the assessment will be made by comparing the actual 2014-2018 performance to the 2018 targets and the 2012-2016 baseline performance. At least four of the five targets must be either met (i.e., equal to or less than the target) or is better than the baseline performance to make significant progress. As shown in the following table, it is predicted that the Department will meet all of the targets except the number of non-motorized fatalities and serious injuries, and therefore be considered by FHWA as having "made significant progress."

Estimated Performance Assessment						
	2014-2018 Average	2018 Targets	2012-2016 Baseline	Meets Target?	Better than Baseline?	Met or Made Significant Progress?
Number of Fatalities	513.2 <sup>1</sup>	555	528 <sup>3</sup>	Yes	Yes	YES (4 out of 5 targets met or made significant progress)
Rate of Fatalities	1.439 <sup>1</sup>	1.662	1.528 <sup>3</sup>	Yes	Yes	
Number of Serious Injuries	2,943.6 <sup>2</sup>	3,470	3,073	Yes	Yes	
Rate of Serious Injuries	8.310 <sup>2</sup>	10.419	8.961	Yes	Yes	
Number of Non-Motorized Fatalities and Serious Injuries	156.2 <sup>2</sup>	149	141	No	No	
Notes:  <sup>1</sup> Value is based on the actual fatality numbers for 2014 and 2015, the preliminary NSC numbers for 2016 and 2017, and an assumed number for 2018. <i>Example: Number of Fatalities = (470+550+560+493+493)/5=513.2</i>  <sup>2</sup> Value is based on the actual serious injury numbers for 2014-2016, the preliminary number for 2017, and an assumed number for 2018. <i>Example: Number of Serious Injuries = (3,154+2,888+3,032+2,822+2,822)/5=2,943.6</i>  <sup>3</sup> Value is calculated assuming the final 2016 fatality number will resemble the preliminary NSC number, which is 560.						

6/7/2018

For 2019, FHWA will conduct a similar assessment in December 2020 using the five-year average of 2015-2019 and a baseline of 2013-2017. To get an idea of the performance that needs to be achieved in order to meet the 2019 performance targets, the analysis shown below was conducted. These values are also shown in Attachment C.

- Average annual total number of fatalities for 2018 and 2019: **556** or less
- Average total rate of fatalities for 2018 and 2019: **1.810** or less
- Average annual total number of serious injuries for 2018 and 2019: **4,723** or less
- Average total rate of serious injuries for 2018 and 2019: **14.801** or less
- Average annual total non-motorized fatality/serious injuries for 2018 and 2019: **200** or less

## ATTACHMENT A

Year	Number of Fatalities	Rate of Fatalities	Number of Serious Injuries	Rate of Serious Injuries	Number of Non-Motorized Fatalities and Serious Injuries
2008	600	1.809	3,471	10.466	163
2009	596	1.798	3,693	11.139	123
2010	571	1.704	3,331	9.942	138
2011	551	1.672	3,239	9.829	149
2012	560	1.671	3,226	9.624	147
2013	498	1.487	3,066 <sup>4</sup>	9.154 <sup>4</sup>	149
2014	470	1.381	3,154	9.270	141
2015	550	1.576	2,888 <sup>4</sup>	8.276 <sup>4</sup>	112
2016	545 <sup>1</sup>	1.524 <sup>1</sup>	3,032	8.480	154
2017	493 <sup>2</sup>	1.356 <sup>2,3</sup>	2,822 <sup>5</sup>	7.763 <sup>3,5</sup>	187 <sup>5</sup>

## Notes:

<sup>1</sup>Preliminary 2016 FARS number. The NSC fatality number is 560 for 2016.

<sup>2</sup>Preliminary 2017 FARS number is not available as of 6/4/2018. The preliminary NSC fatality number is 493 for 2017.

<sup>3</sup>Calculation is based on the estimated VMT since 2017 HPMS VMT is currently not available.

<sup>4</sup>Value is different than the value shown in last year's safety target setting report due to a correction made to the crash database. The 2013 serious injury number was changed from 3,070 to 3,066; the 2015 serious injury number was changed from 3,594 to 2,888 (as of 6/4/2018).

<sup>5</sup>Value is based on the preliminary 2017 crash database as of 6/4/2018.



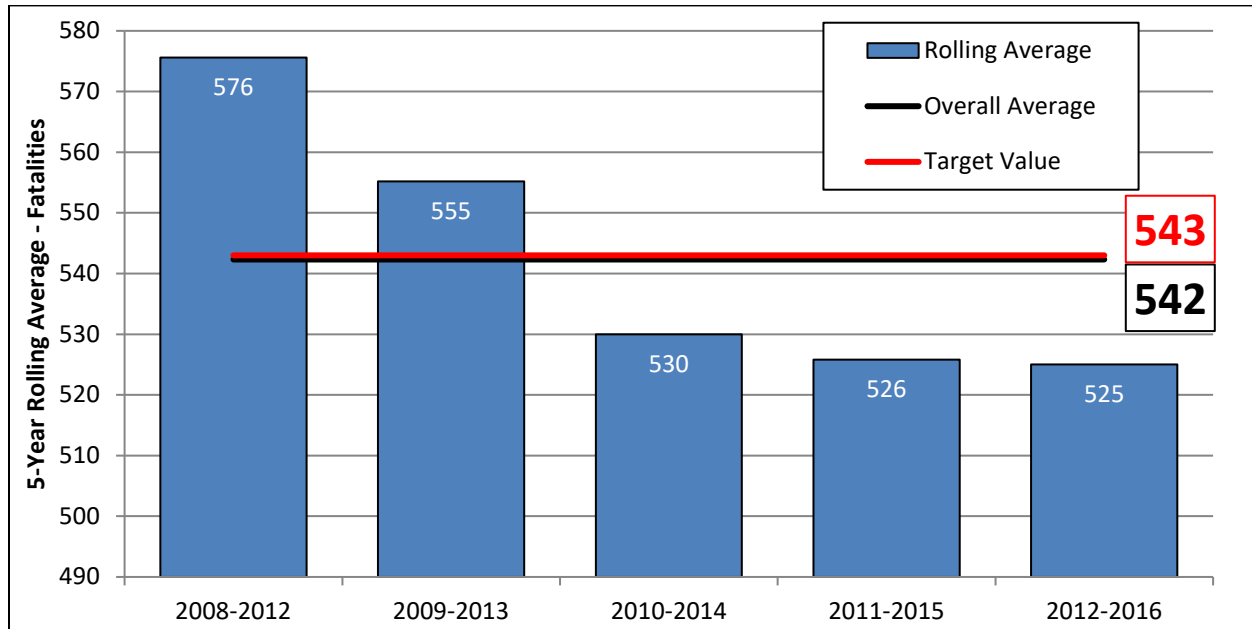
## ATTACHMENT B

## Data Variability Analysis

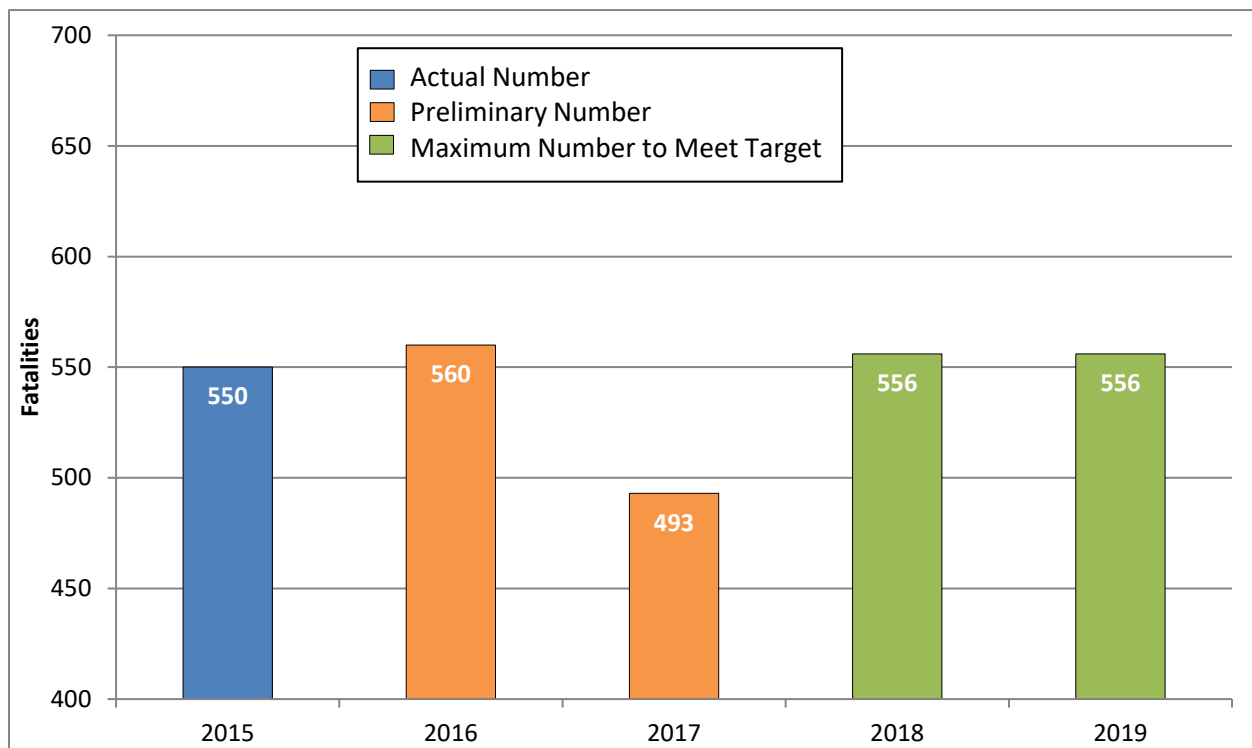
Number of Fatalities			
2012	560	Mean Standard Deviation Coefficient of Variation	525 35 0.07
2013	498		
2014	470		
2015	550		
2016	545		
Rate of Fatalities			
2012	1.671	Mean Standard Deviation Coefficient of Variation	1.528 0.096 0.06
2013	1.487		
2014	1.381		
2015	1.576		
2016	1.524		
Number of Serious Injuries			
2012	3,226	Mean Standard Deviation Coefficient of Variation	3,073 115 0.04
2013	3,066		
2014	3,154		
2015	2,888		
2016	3,032		
Rate of Serious Injuries			
2012	9.624	Mean Standard Deviation Coefficient of Variation	8.961 0.505 0.06
2013	9.154		
2014	9.270		
2015	8.276		
2016	8.480		
Number of Non-Motorized Fatalities and Serious Injuries			
2012	147	Mean Standard Deviation Coefficient of Variation	141 15 0.11
2013	149		
2014	141		
2015	112		
2016	154		

## ATTACHMENT C

### HSIP 2019 Target – Number of Fatalities



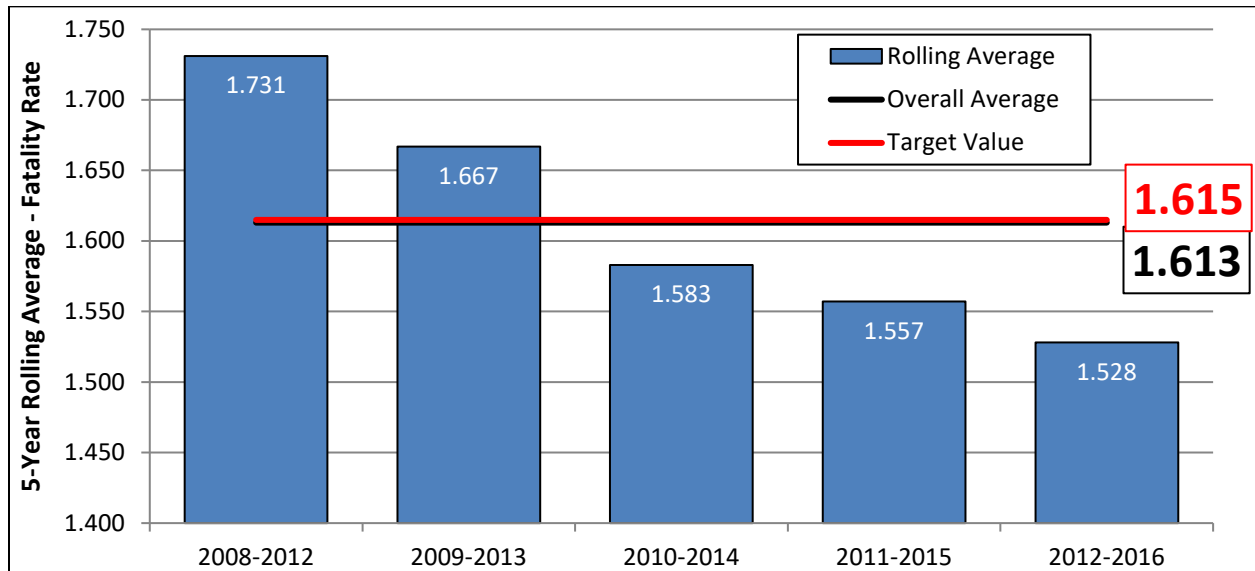
### Maximum Numbers to Meet Target – Number of Fatalities



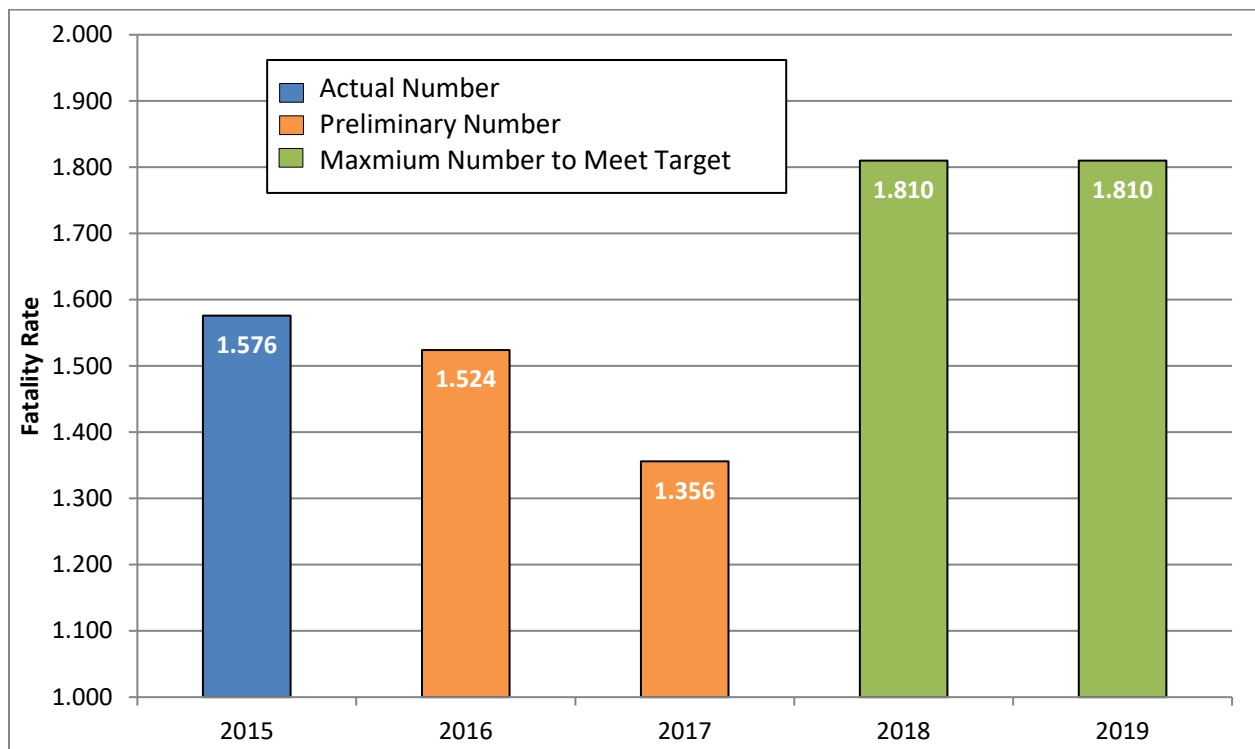
Note:

Maximum numbers are determined based on the actual fatality numbers for 2014 and 2015, and the preliminary NSC numbers for 2016 and 2017.

### HSIP 2019 Target – Fatality Rate



### Maximum Numbers to Meet Target – Fatality Rate

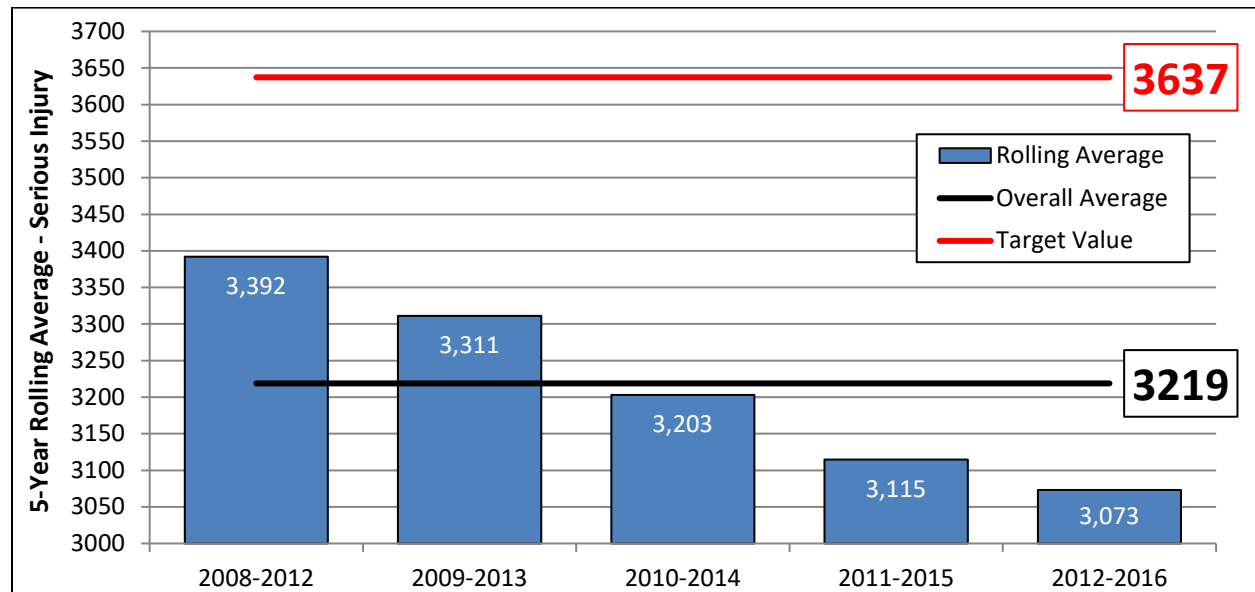


**Notes:**

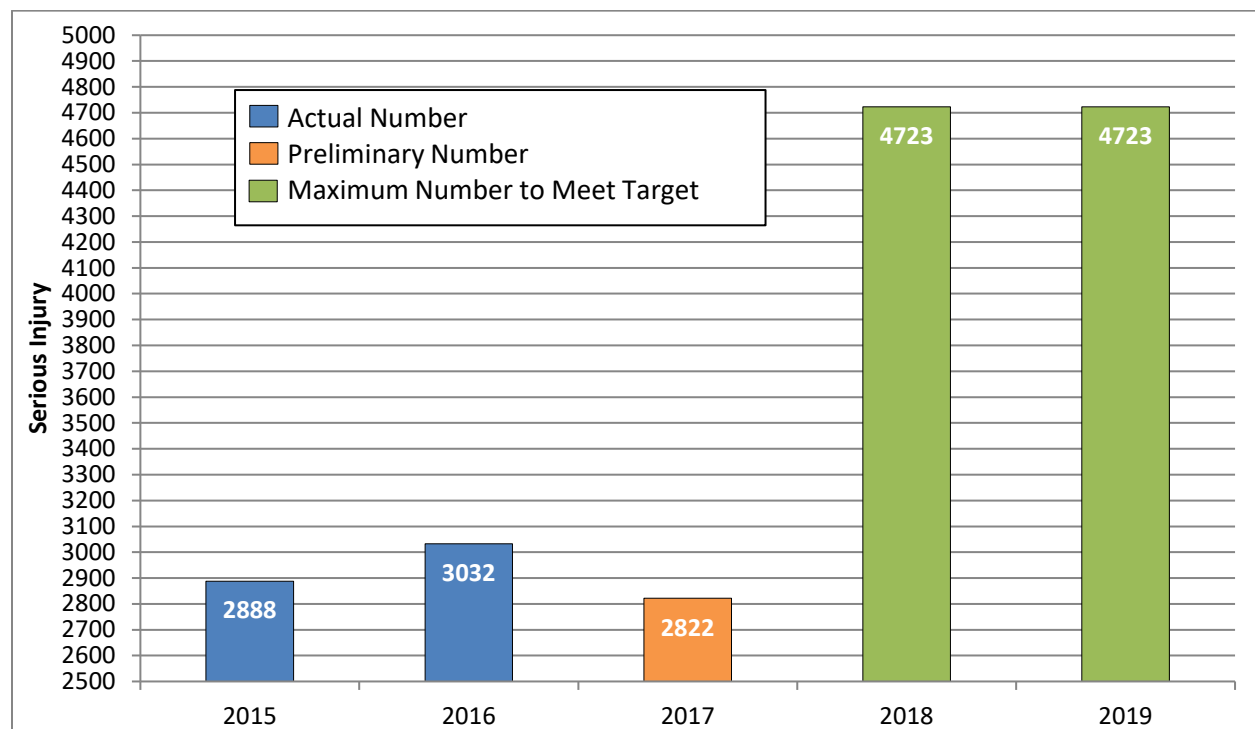
Maximum rates are determined based on:

- The actual fatality numbers for 2014 and 2015, and the preliminary NSC numbers for 2016 and 2017.
- The actual FHWA HPMS VMTs for 2014-2016 and the Department's VMT estimation for 2017.
- VMTs for 2018 and 2019 are assumed the same as 2017.

### HSIP 2019 Target – Number of Serious Injuries



### Maximum Numbers to Meet Target – Number of Serious Injuries

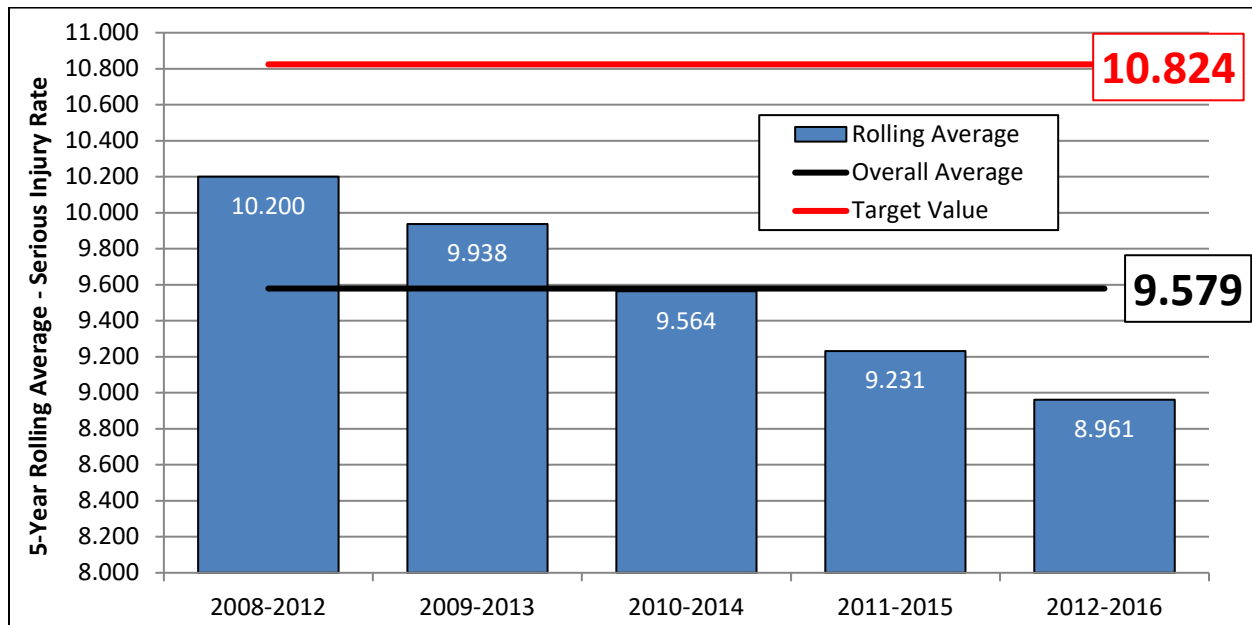


Note:

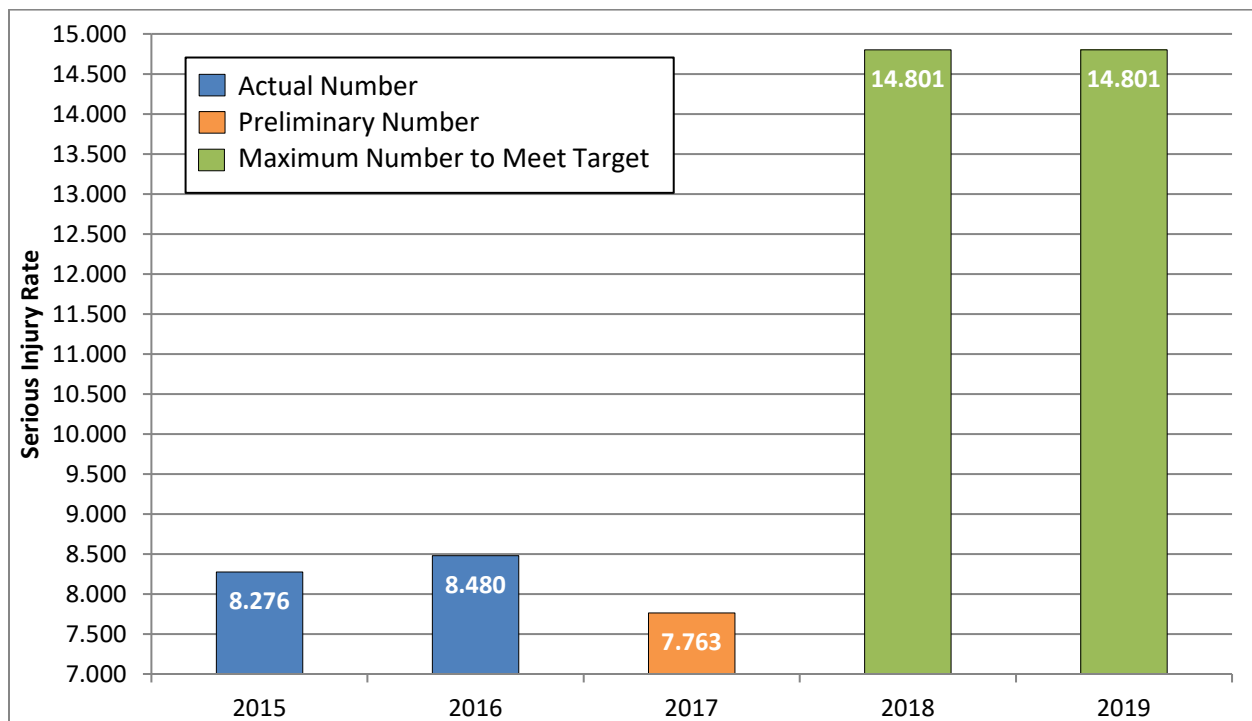
Maximum numbers are determined based on the actual serious injury numbers for 2014-2016, and the preliminary number for 2017.



### HSIP 2019 Target – Serious Injury Rate



### Maximum Numbers to Meet Target – Serious Injury Rate

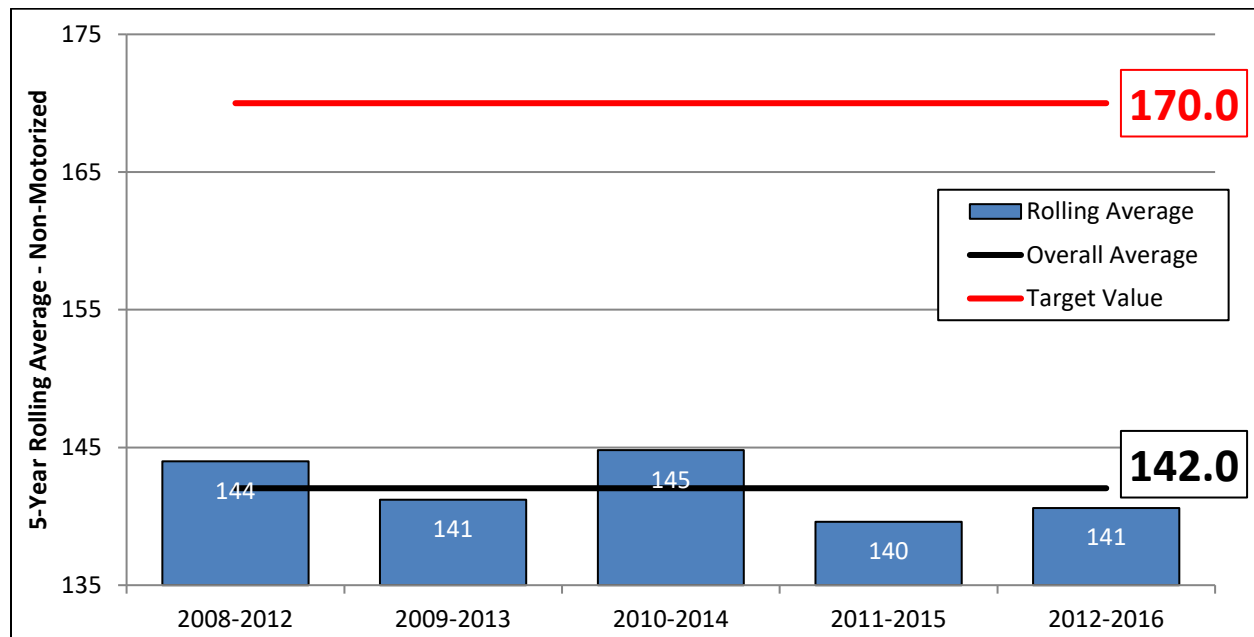


**Notes:**

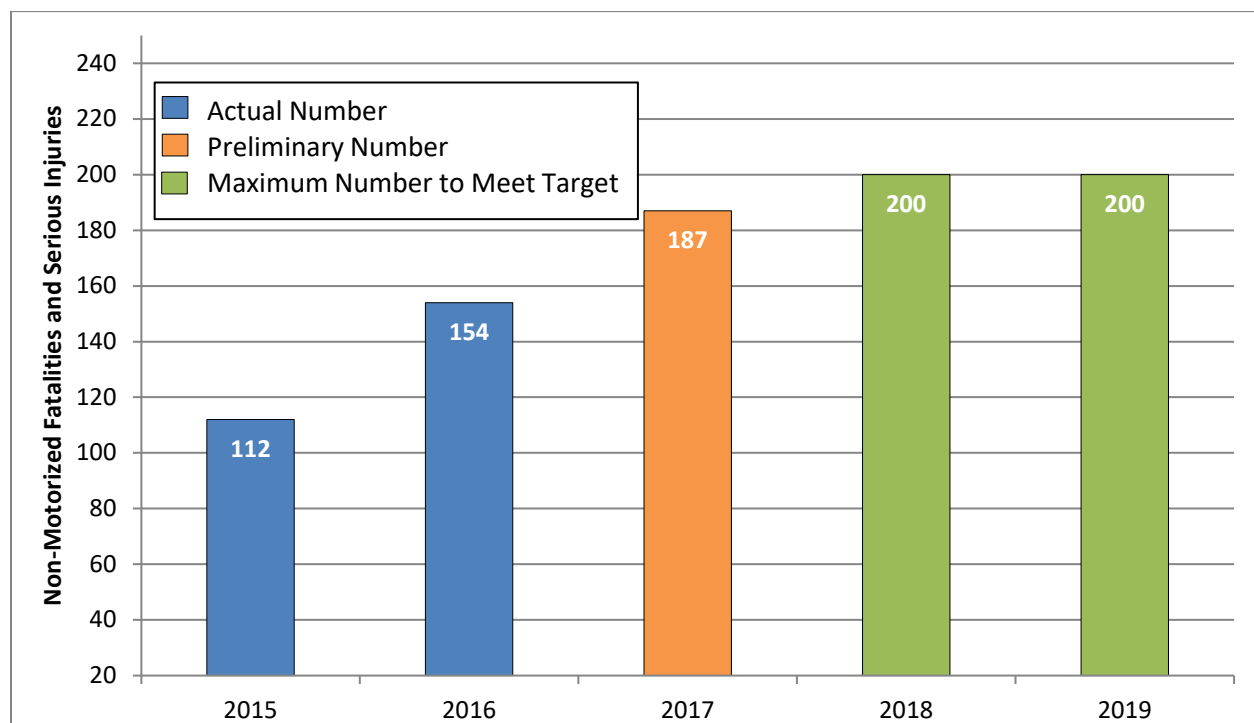
Maximum rates are determined based on:

- The actual serious injury numbers for 2014-2016, and the preliminary number for 2017.
- The actual FHWA HPMS VMTs for 2014-2016 and the Department's VMT estimation for 2017.
- VMTs for 2018 and 2019 are assumed the same as 2017.

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



### Maximum Numbers to Meet Target – Number of Non-Motorized Fatal and Serious Injuries



Note:

Maximum numbers are determined based on the actual serious injury numbers for 2014-2016, and the preliminary number for 2017.

## 2.5 System Performance Report

### 2.5.1 Safety Targets

FAST Act/MAP-21 is the first transportation reauthorization bill requiring target setting coordination between state DOTs, MPOs and transit agencies on national performance measures. As shown in Table 2-4, targets were coordinated by MoDOT with MPOs, FHWA and National Highway Traffic Safety Administration for five safety performance measures using five-year rolling averages for calendar year 2018. The most recent measures and targets for Missouri are identified in the state's Highway Safety Improvement Program (HSIP) report and the Highway Safety Plan (HSP), approved in November 2017.

**TABLE 2-4 – SAFETY PERFORMANCE MEASURES AND TARGETS**

Performance Measure	5-Year Rolling Average (2012-2016)	5-Year Rolling Average Statewide Target for CY2018
Number of Fatalities	834	858
Fatality Rate per 100 Million VMT	1.173	1.163
Number of Serious Injuries	4,877	4,559
Serious Injury Rate per 100 Million VMT	6.884	6.191
Number of Non-Motorized Fatalities and Serious Injuries	431	432

**Source: MoDOT**

Safety is MoDOT's primary goal for Missouri citizens and MoDOT workers so everyone goes home safe every day. MoDOT's 2016-2020 Strategic Highway Safety Plan (SHSP) titled [Missouri's Blueprint – A Partnership Toward Zero Deaths](#) serves as the strategic plan for agencies and organizations working to improve roadway safety and reduce fatalities and serious injuries on Missouri's transportation system. The Blueprint identifies emphasis areas and corresponding strategies safety partners have agreed have the most potential to save lives and reduce injuries. The Blueprint takes a holistic approach to improving safety by considering countermeasures from the four "E's": education, enforcement, engineering, and emergency services. The Missouri Coalition for Roadway Safety (MCRS) leads the implementation of these efforts alongside a number of safety partners including MPOs, RPCs, community leaders, health care providers, legislators, educators, law enforcement, emergency responders, engineers and concerned citizens. The ultimate goal of the Blueprint is to have zero traffic fatalities in Missouri. An interim goal of 700 or fewer fatalities by 2020 has been identified to help evaluate the efforts and strategies implemented. Using the same collaborative approach in developing the new Blueprint goals, MoDOT coordinated with planning partners on these safety targets.

## 2.5.2 Safety Performance Report

Missouri has seen a 25 percent reduction in fatalities from 2005-2016, from 1,257 in 2005 to 947 in 2016. In recent years however, Missouri has seen an increase in fatalities from 826 in 2012 to 947 in 2016. The graphs below depict the safety data on fatalities and serious injuries.

FIGURE 2-5 – NUMBER OF FATALITIES BY CALENDAR YEAR

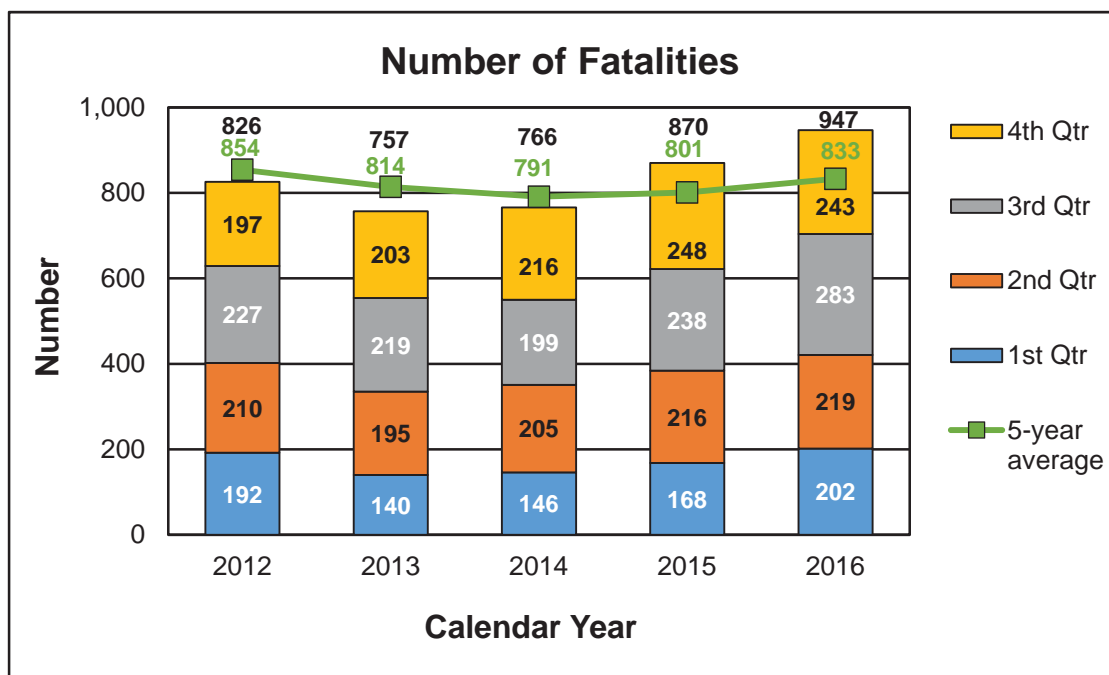
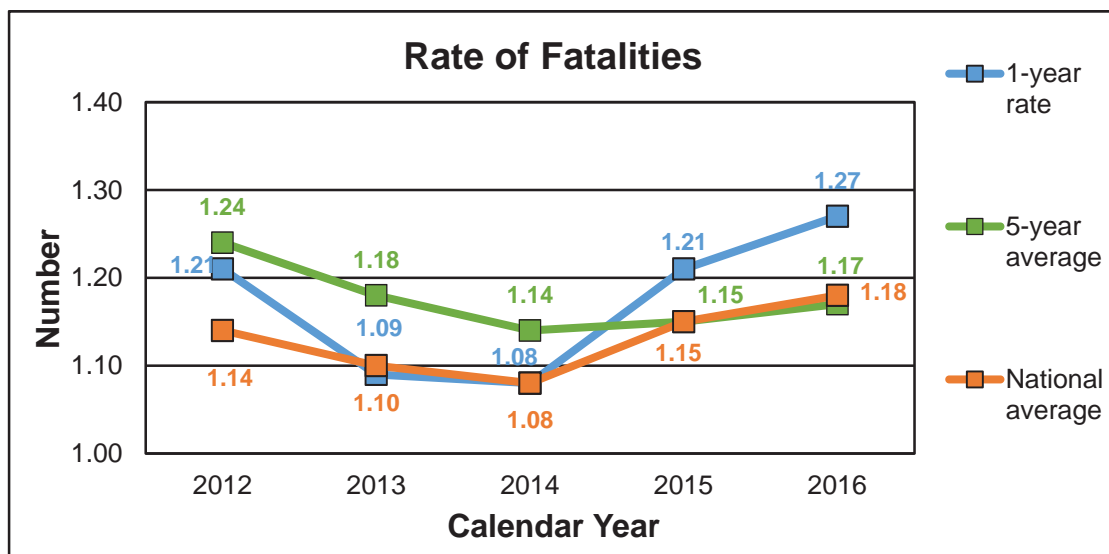
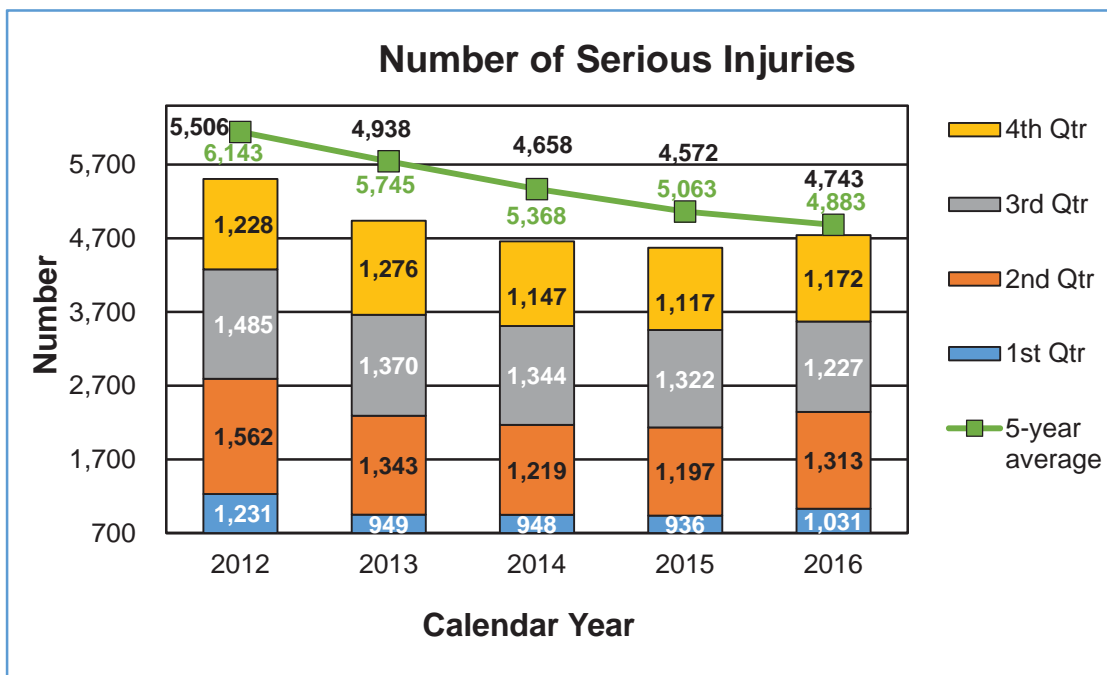


FIGURE 2-6 – RATE OF FATALITIES BY CALENDAR YEAR

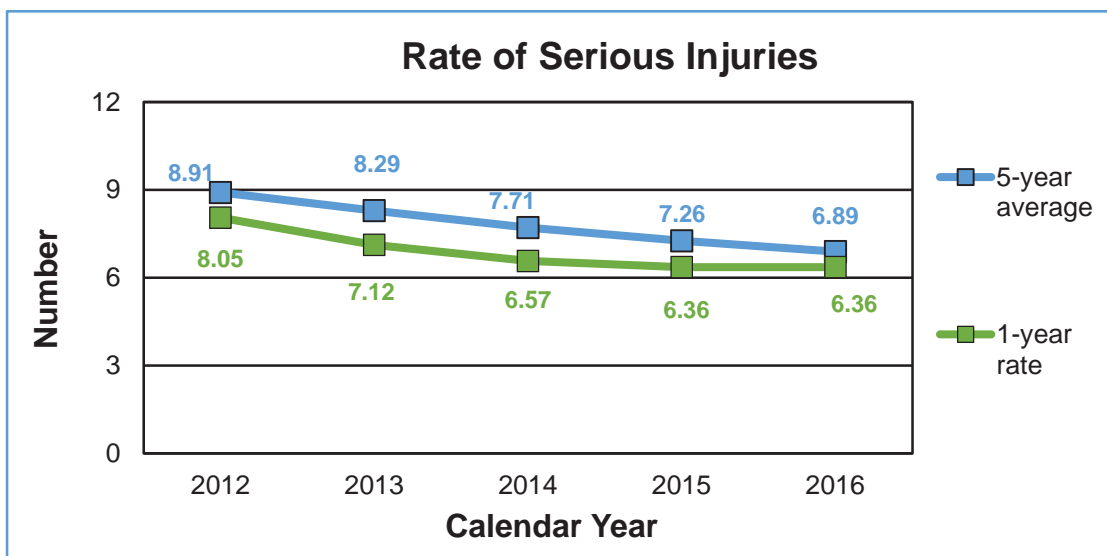




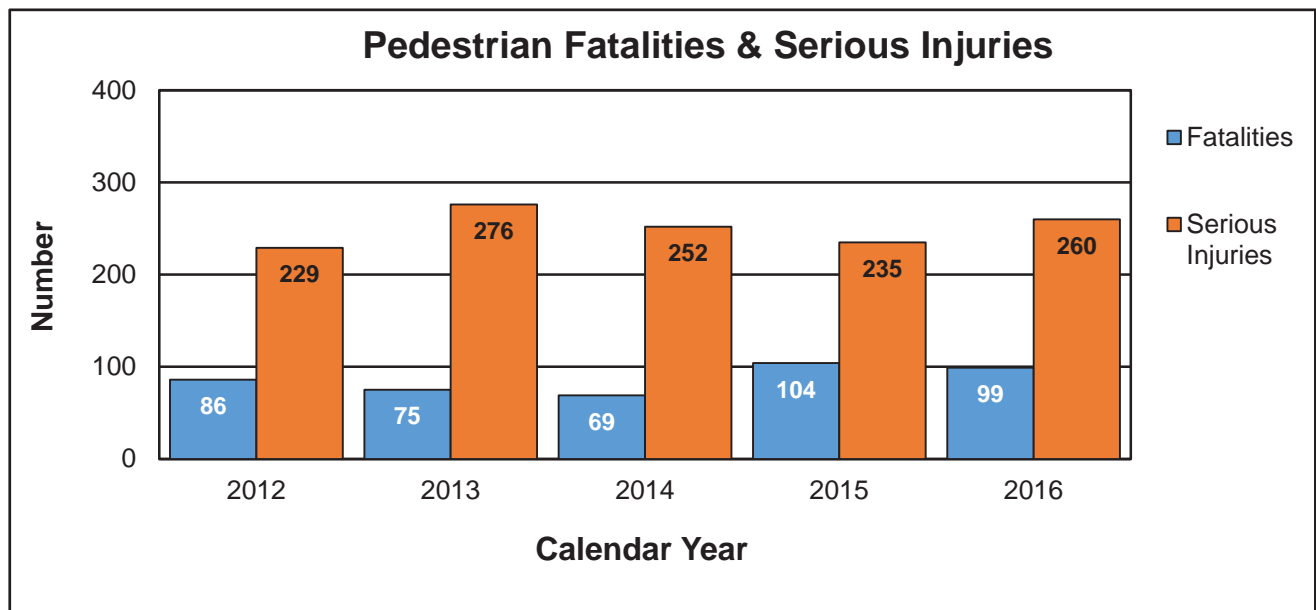
**FIGURE 2-7 – NUMBER OF SERIOUS INJURIES BY CALENDAR YEAR**



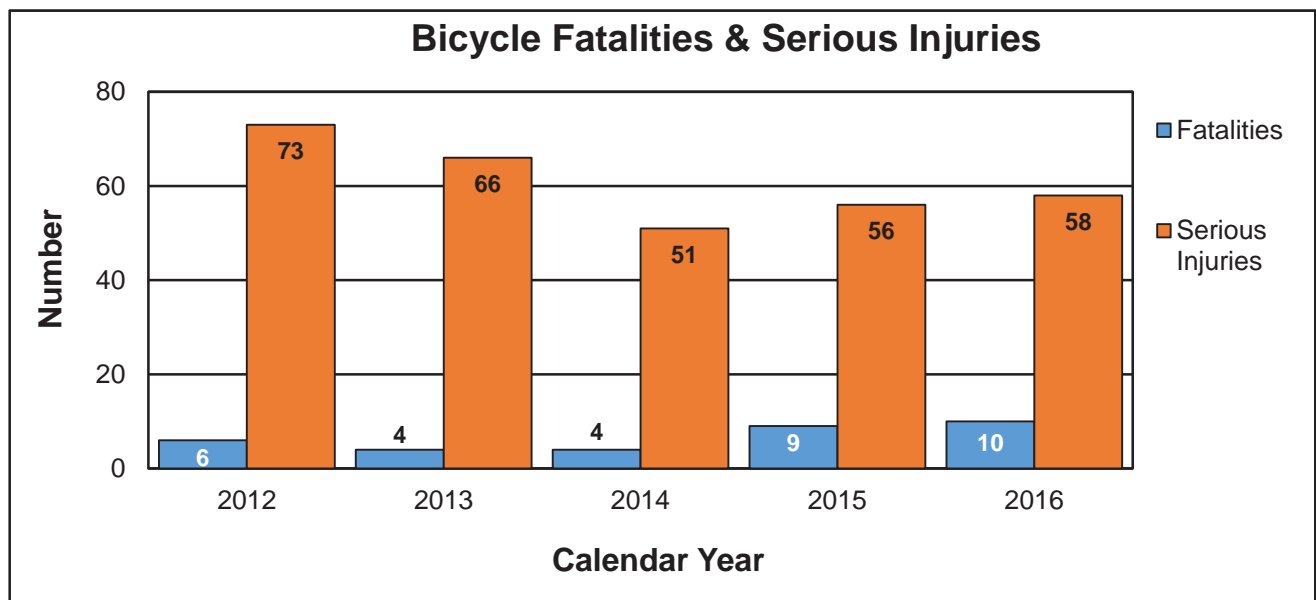
**FIGURE 2-8 – RATE OF SERIOUS INJURIES BY CALENDAR YEAR**



**FIGURE 2-9 – PEDESTRIAN FATALITIES AND SERIOUS INJURIES BY CALENDAR YEAR**



**FIGURE 2-10 – BICYCLE FATALITIES AND SERIOUS INJURIES BY CALENDAR YEAR**



MoDOT looks for systemic safety issues and determines what can be done to mitigate them. MoDOT engages in significant public outreach efforts using four key disciplines of traffic safety: engineering, enforcement, education and emergency response. While these efforts have proven to save lives, the safety of Missouri's roadways continues to decline due to driver behaviors.

Between 2014-2016, 63 percent of drivers and occupants killed in Missouri crashes were unrestrained. Properly wearing a seat belt or using a child restraint is the single most effective way to prevent death and reduce injury in a crash, yet only 84 percent of Missourians use seat belts, which places Missouri 40<sup>th</sup> in the nation.



To reverse the trend, MoDOT launched a campaign in 2017 called [Buckle Up, Phone Down \(BUPD\)](#) to increase the percentage of seat belt usage and minimize the amount of distracted driving. The primary message of this campaign is: use a seat belt each and every time while either driving or riding in a vehicle and hands-free use of the phone, if needed, when driving. MoDOT has challenged the general public, local schools, community leaders, along with businesses and others to take the [Buckle Up, Phone Down](#) challenge by signing a commitment to make Missouri roads safe.

RESOLUTION #2020-01

**A RESOLUTION TO SUPPORT THE ARKANSAS DEPARTMENT OF TRANSPORTATION (ARDOT)  
AND THE MISSOURI DEPARTMENT OF TRANSPORTATION (MoDOT) ESTABLISHED  
PERFORMANCE TARGETS FOR SAFETY**

**WHEREAS**, the Fixing America's Surface Transportation (FAST) Act continues MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals; and

**WHEREAS**, Arkansas Department of Transportation (ARDOT) and Missouri Department of Transportation (MoDOT) have established performance targets in coordination with NWARPC for Safety, Pavement Condition, Bridge Condition, and Travel Time Reliability; and,

**WHEREAS**, Resolution #2018-13 authorized support of the ARDOT and MoDOT established performance targets for Safety, Pavement Condition, Bridge Condition, and Travel Time Reliability, and,

**WHEREAS**, ARDOT and MoDOT have established their respective Safety targets for CY 2020.

**NOW, THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:**

Section 1. That the Northwest Arkansas Regional Planning Commission hereby supports ARDOT's and MoDOT's established CY 2020 Safety targets and agrees to plan and program projects in support of these targets as shown in Exhibit A. which is attached hereto.

PASSED AND APPROVED BY THIS 22 DAY OF JANUARY, 2020

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:

  
\_\_\_\_\_  
Bill Edwards, Chair

ATTEST:

  
\_\_\_\_\_  
Jeff Hawkins, Executive Director

## EXHIBIT A

NWARPC SUPPORTED ARDOT AND MoDOT TARGETS Northwest Arkansas Regional Planning Commission - September 26, 2018 - Res. No.13 Northwest Arkansas Regional Planning Commission - 2020 Safety Targets - January 22, 2020 - Res. No 2020-01 PROPOSED						
SAFETY	MoDOT	MoDOT	MoDOT	ARDOT	ARDOT	ARDOT
	CY 2018	CY 2019	CY 2020	CY 2018	CY 2019	CY 2020
Number of Fatalities	857.7	872.3	859.3	555	543	541.2
Fatality Rate per 100 Million VMT	1.163	1.160	1.130	1.662	1.615	1.595
Number of Serious Injuries	4,559.3	4,433.8	4,505.4	3,470.0	3,637.0	3,201.4
Serious Injury Rate per 100 Million VMT	6.191	6.168	5.953	10.419	10.824	9.441
Number of Non-Motorized Fatalities and Serious Injuries	431.9	445.4	437.4	149	170	300.3
PAVEMENTS	MoDOT	MoDOT		ARDOT	ARDOT	
	2-year	4-year		2-year	4-year	
Percentage of Interstate Pavements in Good Condition		77.5%			79.0%	
Percentage of Interstate Pavements in Poor Condition		0.0%			5.0%	
Percentage of non-Interstate NHS Pavements in Good Condition	61.1%	61.1%		48.0%	44.0%	
Percentage of non-Interstate NHS Pavements in Poor Condition	1.0%	1.0%		10.0%	12.0%	
BRIDGE	MoDOT	MoDOT		ARDOT	ARDOT	
	2-year	4-year		2-year	4-year	
Percent of NHS bridges by deck area classified as Good condition	30.9%	30.9%		50.0%	50.0%	
Percent of NHS bridges by deck area classified as Poor condition	7.1%	7.1%		4.0%	6.0%	
TRAVEL TIME RELIABILITY	MoDOT	MoDOT		ARDOT	ARDOT	
	2-year	4-year		2-year	4-year	
Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate	88.9%	87.1%		91.0%	89.0%	
Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS		87.8%			90.0%	
Freight Reliability Measure: Truck Travel Time Reliability Index	1.28	1.30		1.45	1.52	



## **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:**

	<b>Good</b>	<b>Fair</b>	<b>Poor</b>
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.

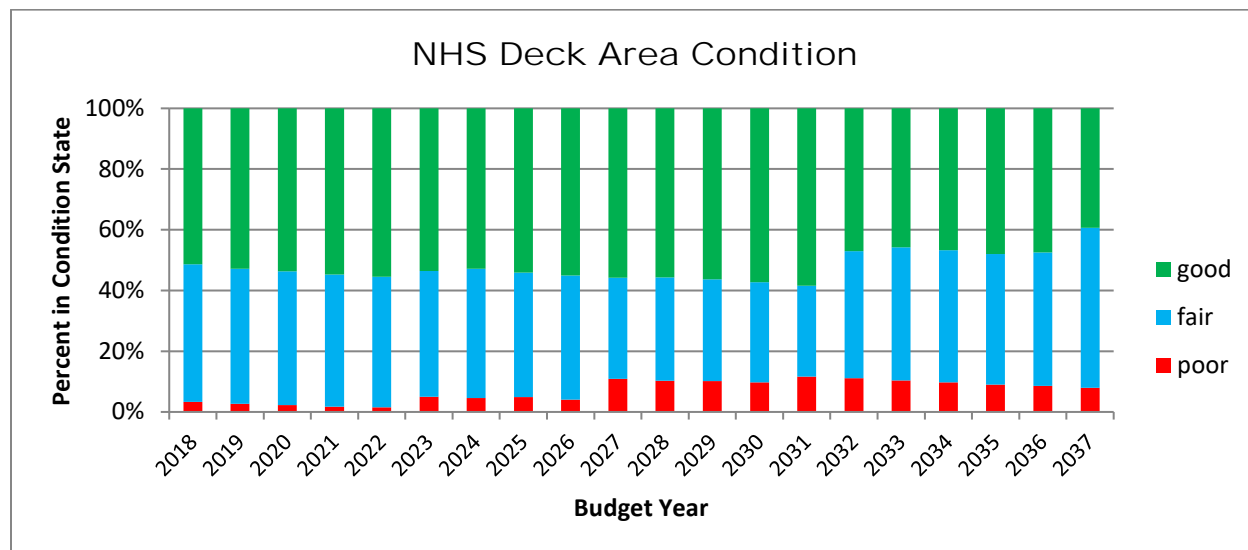
### Other Information:

- 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 platform<sup>1</sup>.

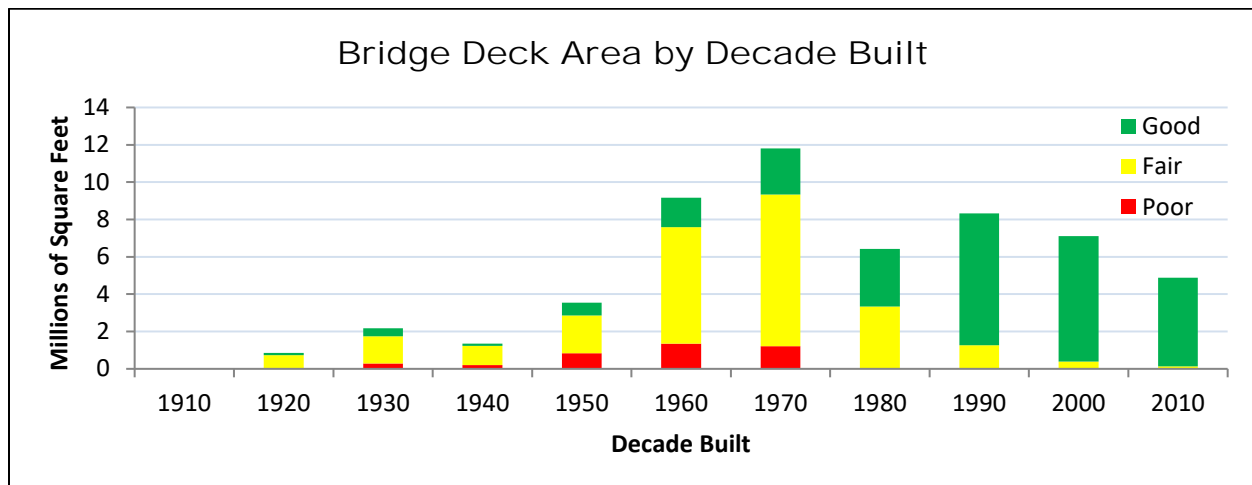
Based on a \$90-million budget for all state-owned bridges, the model provides a 20-year condition forecast<sup>2</sup> for NHS bridges as shown below:



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

<sup>2</sup> 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 21<sup>st</sup> 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

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

### Other Specifics

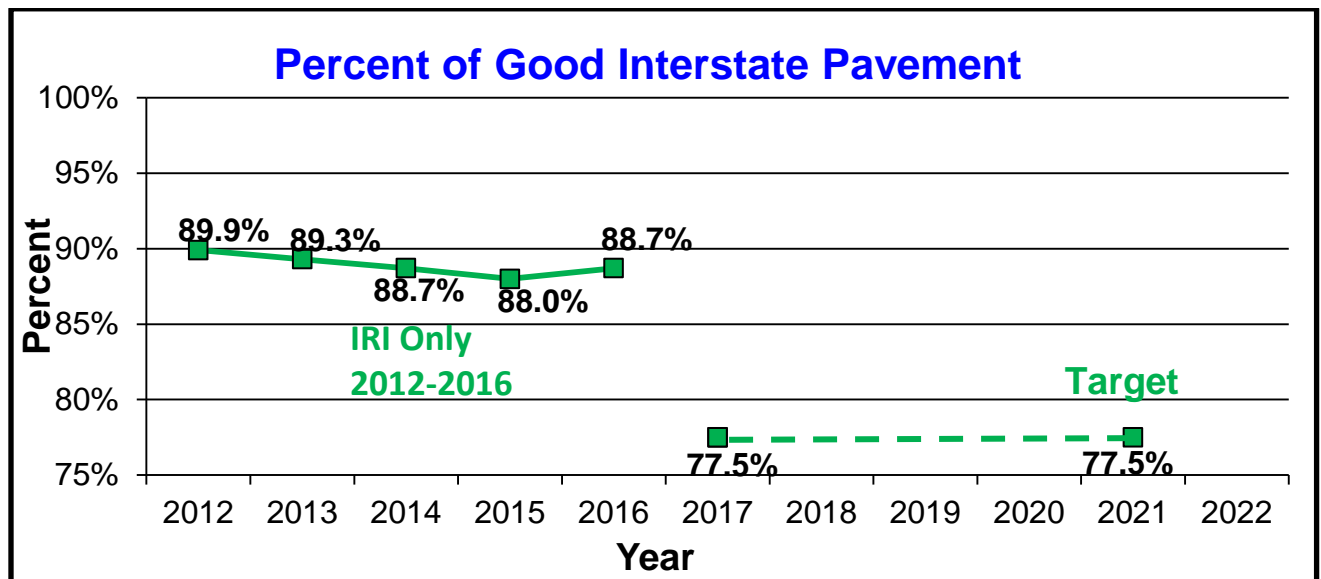
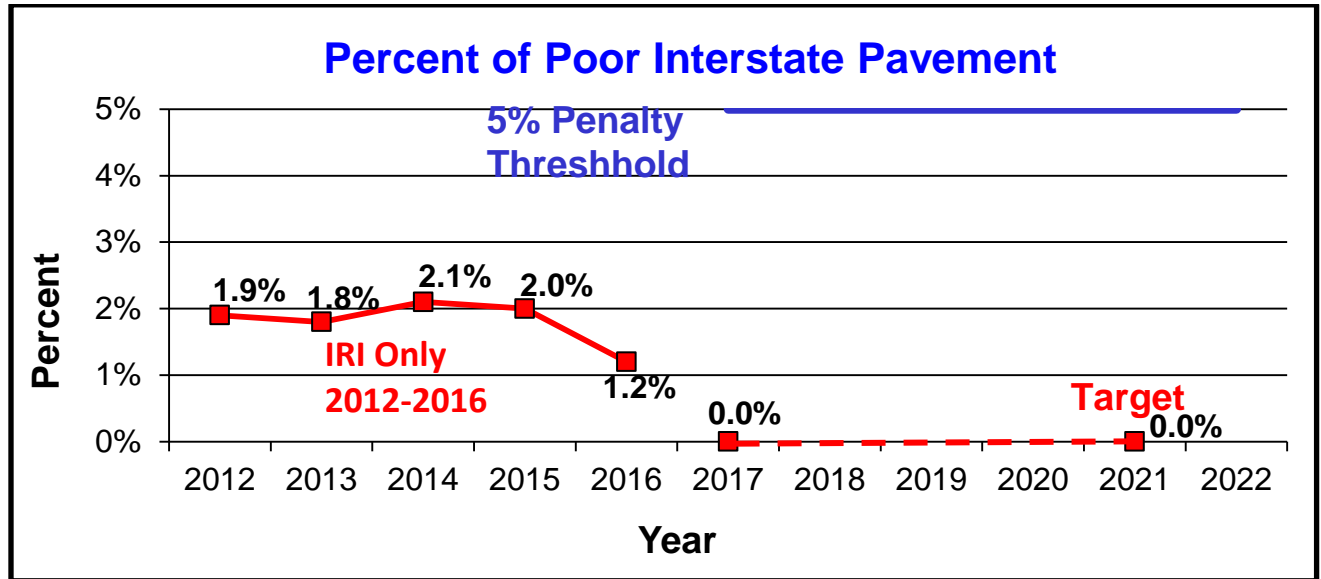
- State DOT targets should be determined from asset management analyses and procedures and reflect investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. State DOTs may establish additional measures and targets that reflect asset 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/](http://www.fhwa.dot.gov/tpm/) to learn about training, guidance, and other implementation-related information.



## MoDOT PM2 Targets

May 20, 2018

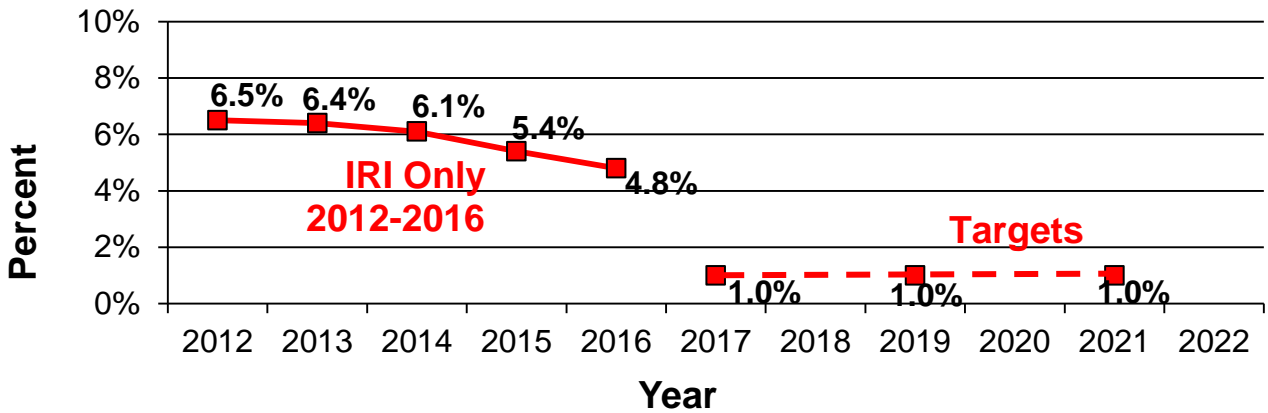




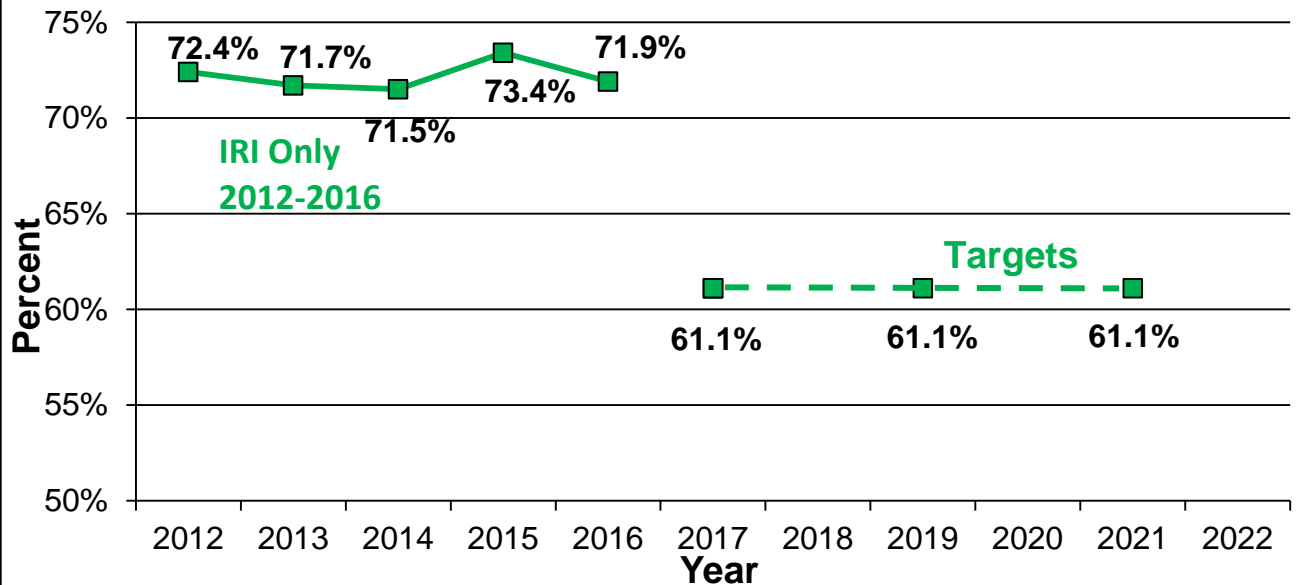
## MoDOT PM2 Targets

May 20, 2018

### Percent of Poor non-interstate NHS Pavement

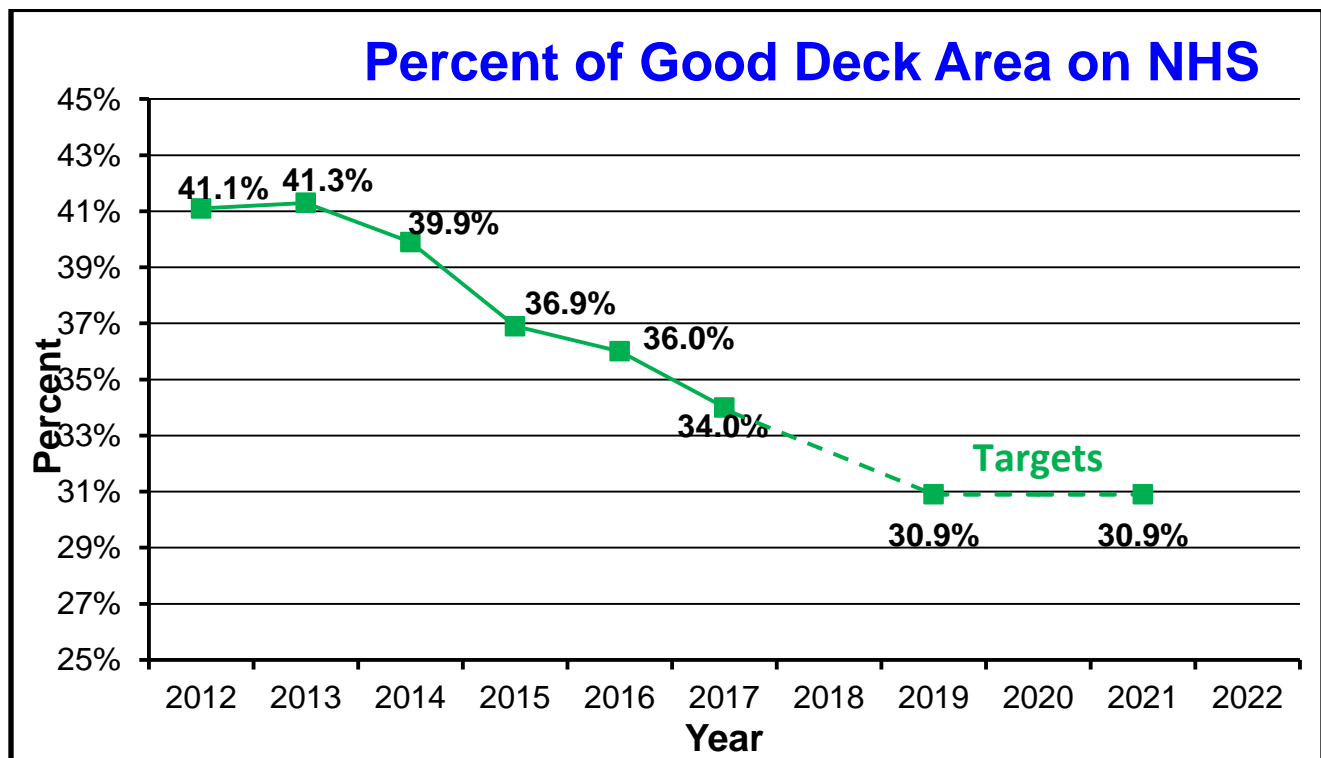
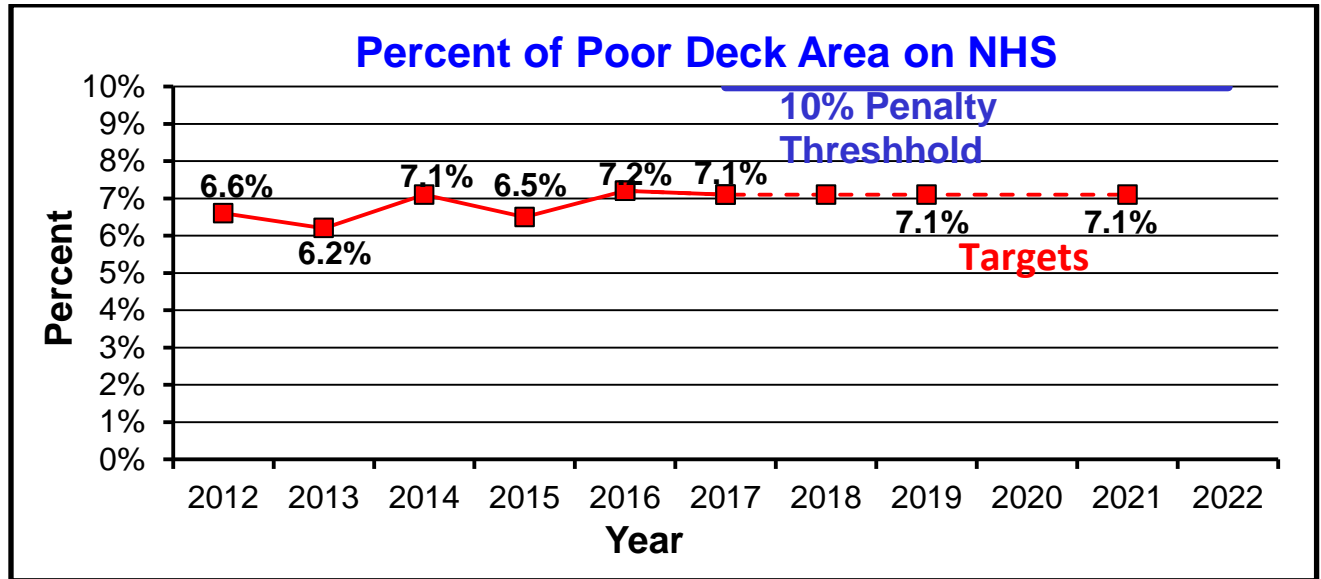


### Percent of Good non-interstate NHS Pavement



## MoDOT PM2 Targets

May 20, 2018



## **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 (80<sup>th</sup> percentile) to a “normal” travel time (50<sup>th</sup> 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**

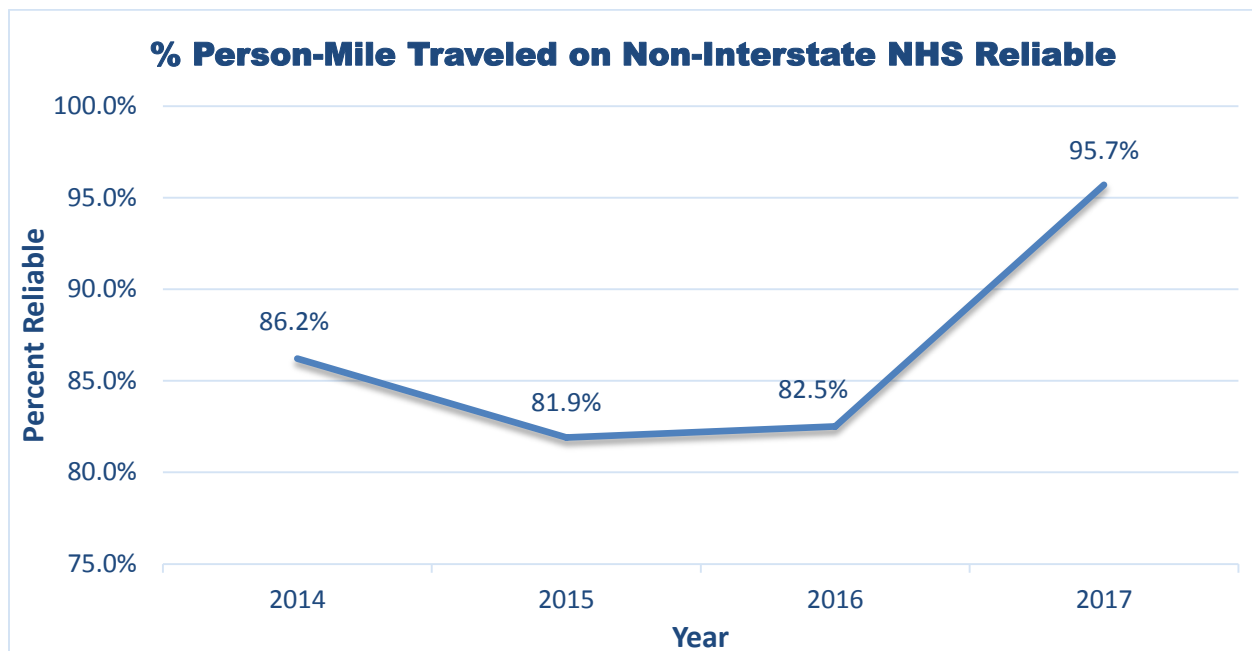
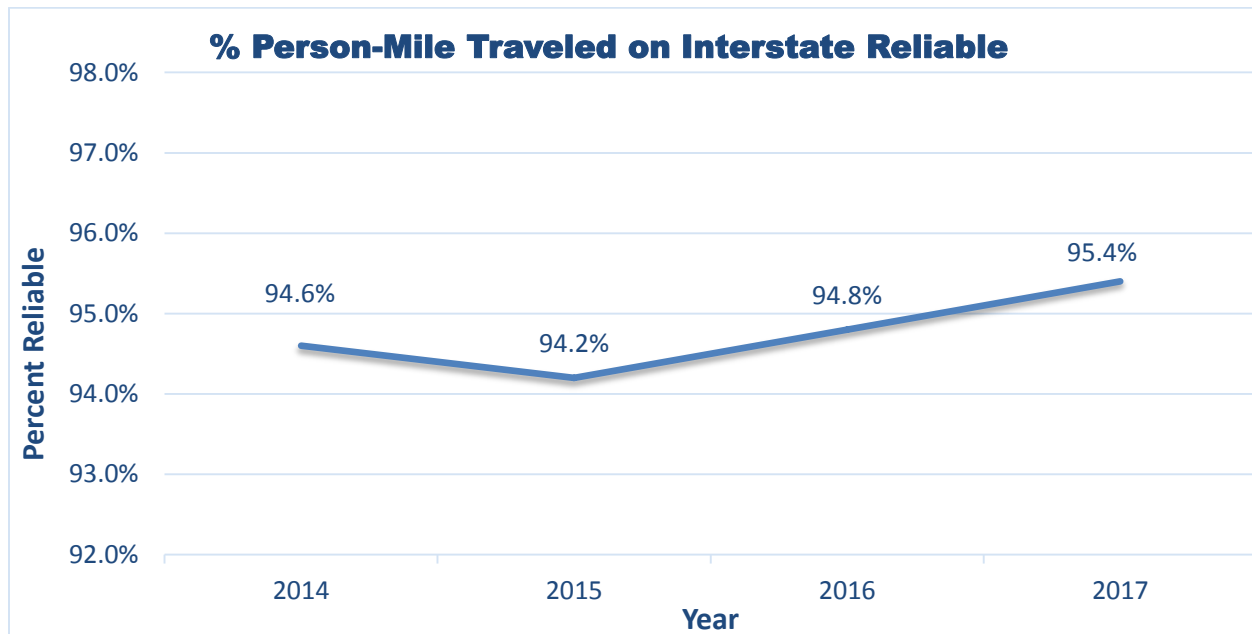
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. Due to different data processing approaches by the vendors, there are inconsistencies in the NPMRDS.
- State 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 95<sup>th</sup> percentile truck travel time divided by the 50<sup>th</sup> 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:**

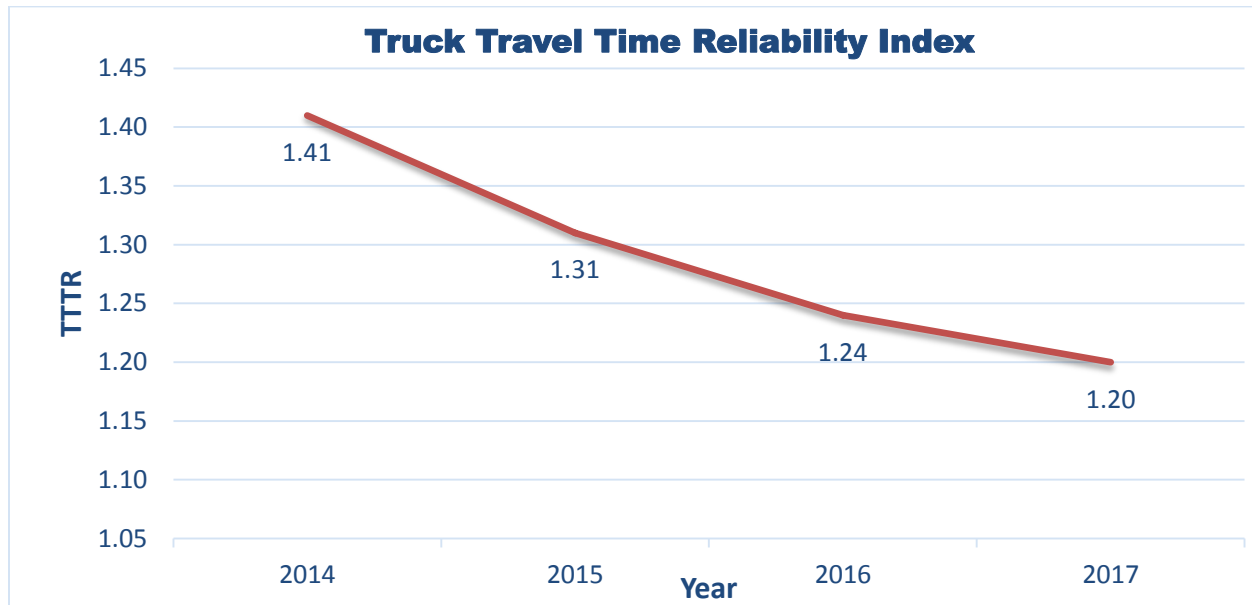
- FHWA began introducing the NPMRDS provided by HERE in August 2013. The data was considered largely as raw probe data.
- In February 2017, FHWA switched the NPMRDS vendor from HERE to INRIX. The change in vendor resulted in inconsistencies due to the different approaches in data processing.
- As of 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.

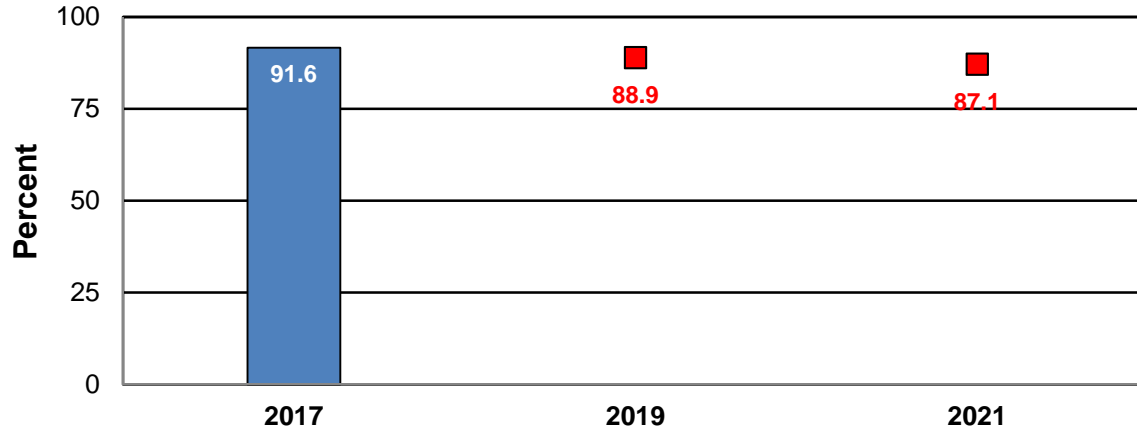
The proposed targets reflect a best estimate to account for major construction projects, anticipated freight growth, data quality and availability, and other uncertainties.

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

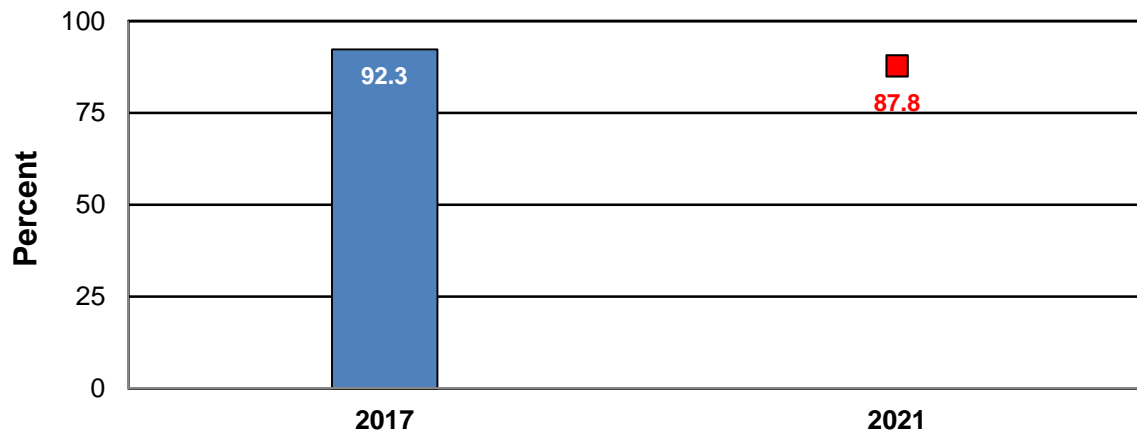


**MoDOT PM3 Targets**  
May 20, 2018

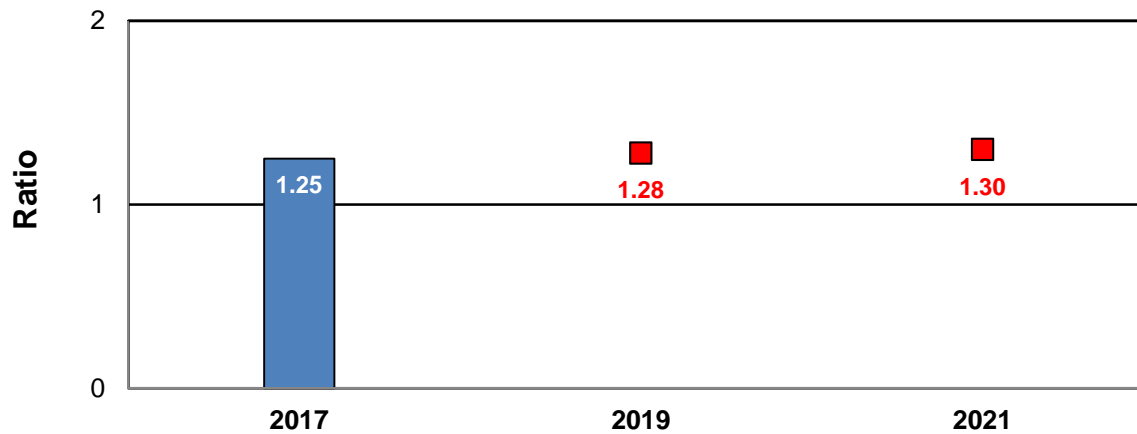
**Interstate Travel Time Reliability**



**Non-Interstate NHS Travel Time Reliability**



**Truck Travel Time Reliability**



## **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	FFOS:	0	0	0	0	0	0
Fund Cat:	Amendment 3					Fed: 18,335	State: 4,582	Local: 0	Payments:	0	0	0	0
Sec Cat:	System Expansion	Awd Date:	2022	Anticipated Fed Cat:	NHPP								
TIP #:	7P0601	Let With:		Future Cost:	25,001 - 50,000	Estimate Total:	38,232						

## 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 - Hiwassee	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										25,700			\$ 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:

<b>JOB</b> _____	Project number assigned by ARDOT or MODOT
<b>COUNTY</b> _____	Project location by county
<b>ROUTE</b> _____	Route number where the project is scheduled
<b>TERMINI</b> _____	Project route and description
<b>LENGTH</b> _____	Length of the project in miles
<b>TYPE WORK</b> _____	Type of work
<b>ESTIMATED COST</b> _____	Costs and funding breakdown (in thousands)
<b>AGENCY CARRYING OUT THE PROJECT</b> _____	Agency responsible for carrying out the project
<b>FFY</b> _____	Year of construction contract
<b>MPO</b> _____	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
See Amendment #7 in the Amendments chapter.									
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	2019	NARTS
Amendment #3 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	2019	NARTS
Amendment #3 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	-	4R/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	-	4R/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	-	4R/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	-	4R/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	4,454 - TOTAL 3,775 - FTA-5339 679 - 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		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
7P3108B Amendment #3	Various		Safety signage improvements in the rural Southwest District.	-	Safety Signage Phase of Work: Engineering	129 TOTAL 116.1 - Safety 12.9 - State	MODOT	2019	All
7P3108B Amendment #3	Various		Safety signage improvements in the rural Southwest District.	-	Safety Improvements Phase of Work: Constructon	806 TOTAL 725.4 - Safety 80.6 - 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	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 Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
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 2411.2 - 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
7P0601	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
7P0601	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
7P0601	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
7P0601	Various	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection Phase of Work: Engineering	602 TOTAL 481.6- NHPP 120.4 State	MODOT	2019	NARTS
7P0601	Various	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection Phase of Work: Engineering	3,904 - TOTAL 3,123.2- NHPP 780.8- State	MODOT	2020	NARTS
7P0601	Various	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection Phase of Work: Engineering	2 - TOTAL 1.6 - NHPP 0.4 - State	MODOT	2021	NARTS
7P0601	Various	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection Phase of Work: Construction	13,666 - TOTAL 5,933.8- NHPP 7,732.2 State	MODOT	2020	NARTS
7P0601	Various	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection Phase of Work: Construction	25,000- TOTAL 25,000 - BUILD	MODOT	2020	NARTS
7P0601	Various	Future I-49	Construct new interstate roadway to complete I-49 from Pineville to the Arkansas State line.	5.006	New Connection Phase of Work: Construction	6,226 - TOTAL 4,980.8 NHPP 1,245.2 State	MODOT	2021	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

# 2019-2022 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
713208	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