NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY (NARTS)

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.

October 2020
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 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.
FTA PROGRAMS

49 U.S.C. Chapter Urbanized Area Formula Program Grants
49 U.S.C. Chapter Enhanced Mobility of Seniors and Individuals with Disabilities
49 U.S.C. Chapter Formula Grants for Rural Areas
49 U.S.C. Chapter Grants for Bus and Bus Facilities

GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS

154 Penalty
Federal funds reallocated for safety improvements as penalty due to the lack of a state open container law. (Missouri)

4-R
Resurfacing, Restoration, Rehabilitation and Reconstruction

AC
Advance Construction – one of several Federal-aid fund management tools designed to provide states with greater flexibility in managing Federal-aid highway funds. The primary benefit of AC is that it allows states to accelerate transportation projects using non-Federal funds while maintaining eligibility to be reimbursed with Federal-aid funds at a later date.

ArDOT
Arkansas Department of Transportation

Bond Bond Proceeds

BR Bridge

Bs. & Surf. Base and Surfacing – including, but not limited to, asphalt, and curb and gutter.

CAP Connecting Arkansas Program – in 2012, through a voter-approved constitutional amendment the people of Arkansas passed a 10-year, half-cent sales tax to improve the State’s transportation system, including projects that widen and improve approximately 200 miles of highways and interstates.

Capacity Improvements
Widening of existing facilities or construction of new facilities to increase capacity.

CENG Construction Engineering and Inspection

CMAQ See Information on Federal Funding.

CMAQ AQ See Information on Federal Funding.

CMAQ FLEX See Information on Federal Funding.

CR County Road

CS City Street

DBE See Information on Federal Funding.

Diamond A pavement preservation technique that corrects a variety of surface imperfections on both concrete and asphalt pavements providing a significant improvement in the smoothness of a pavement.

Earmark Federal Funds that are designated for a particular purpose.
EFLHD

Eastern Federal Lands Highway Division of the Federal Highway Administration – a division of the USDOT that promotes administration of federal public roads and bridges; protects and enhances natural resources and provides transportation access for Native Americans.

Eng.

Engineering

Env.

Environmental

FAST Act

Fixing America’s Surface Transportation Act – this act funds the Federal Highway Program from Federal Fiscal Years (FFY) 2016 - 2020.

Federal Lands

Lands owned or administered by the Federal government. Examples are: national parks, national wildlife refuges, military reservations, federal prisons and public domain land.

Ferry Boat

See Information on Federal Funding.

FFY

Federal Fiscal Year – a pre-defined 12-month period from October 1 to September 30.

FHWA

Federal Highway Administration – an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation’s transportation system.

FLAP


FTA

Federal Transit Administration – an agency within the USDOT that provides financial and technical assistance to local public transit systems.

FTA-5304

Federal funding for transit system statewide planning and programming.

FTA-5305

Federal funding for transit system planning programs.

FTA-5307

Urbanized area formula grants – provides competitive Federal funding to public transit systems in urbanized areas.

FTA-5310

Federal funding for enhanced mobility of seniors and individuals with disabilities.

FTA-5311

Federal formula grant funds for transit in rural areas / populations < 50,000.

FTA-5329

Federal funds for transit safety and oversight programs.

FTA-5337

State of good repair grants – Federally funded capital assistance for maintenance, replacement and rehabilitation of motorbus systems. Additionally, funding can be used for Transit Asset Management plans.

FTA-5339

Federal Buses and Bus Facilities Grants Program – must be “low” or “no” emission transit or equipment.

GARVEE Bonds

Grant Anticipation Revenue Vehicles (GARVEE Bonds) - a tool used by many states to finance highway projects, secured by the Federal Highway Trust Fund, to enable the acceleration of construction timelines and spread the cost of a transportation facility over its useful life.

Gr. & Strs.

Grading and Structures – includes dirt work and bridge building.

HIP

Highway Infrastructure Program. See Information on Federal Funding.

HIP>200K

Highway Infrastructure Program. See Information on Federal Funding.

HSIP

See Information on Federal Funding.
<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td><strong>Improve Air Quality</strong></td>
<td>Improve air quality in nonattainment areas.</td>
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<tr>
<td><strong>Intchng. Impvts.</strong></td>
<td>Interchange Improvements – improvements to the junction between two or more roadways, typically including a grade separation and ramp.</td>
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<tr>
<td><strong>Inters. Impvts.</strong></td>
<td>Intersection Improvements – improvements to the junction between two or more roadways that meet at grade.</td>
</tr>
<tr>
<td><strong>IRP</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Local</strong></td>
<td>Local Funds / City or County</td>
</tr>
<tr>
<td><strong>LRMTP or MTP</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Major Widening</strong></td>
<td>Widening of an existing roadway to improve capacity or enhance safety.</td>
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<tr>
<td><strong>Metropolitan Planning Organization</strong></td>
<td>A federally mandated and funded transportation policy-making organization that is made up of representative from local government and government transportation authorities.</td>
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<tr>
<td><strong>Miscellaneous</strong></td>
<td>Any number of improvements.</td>
</tr>
<tr>
<td><strong>MODOT</strong></td>
<td>Missouri Department of Transportation</td>
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<tr>
<td><strong>MPO</strong></td>
<td>See Metropolitan Planning Organizations.</td>
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<tr>
<td><strong>NARTS</strong></td>
<td>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.)</td>
</tr>
<tr>
<td><strong>NEPA</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>New Location</strong></td>
<td>Construction of a roadway on a location not previously developed for vehicular transportation.</td>
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<tr>
<td><strong>NHFP</strong></td>
<td>See Information on Federal Funding.</td>
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<tr>
<td><strong>NHPP</strong></td>
<td>See Information on Federal Funding.</td>
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<tr>
<td><strong>NHS</strong></td>
<td>National Highway System – includes the Interstate Highway System and other roads important to the nation’s economy, defense and mobility.</td>
</tr>
<tr>
<td><strong>Noise Abatement</strong></td>
<td>Improvements to reduce noise pollution to a specific area.</td>
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<tr>
<td><strong>Off System Bridge</strong></td>
<td>See Information on Federal Funding.</td>
</tr>
<tr>
<td><strong>OJT</strong></td>
<td>See Information on Federal Funding.</td>
</tr>
<tr>
<td><strong>Operational Improvements</strong></td>
<td>Improves traffic operations on existing roadways.</td>
</tr>
<tr>
<td><strong>P.E. or PE</strong></td>
<td>Preliminary Engineering – includes surveys, environmental analysis, and design.</td>
</tr>
<tr>
<td><strong>Partnering Projects</strong></td>
<td>A project that has a partnering arrangement between ARDOT and local governments and other state agencies that results in project acceleration.</td>
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<tr>
<td><strong>Passing Lane(s)</strong></td>
<td>Construction of an additional lane or lanes intended for passing on a two-lane roadway.</td>
</tr>
<tr>
<td><strong>Planning</strong></td>
<td>Determination of existing or future needs.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>--------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Project</td>
<td>Combination of preliminary engineering, environmental analysis, design, right of way acquisition, and utility relocation activities.</td>
</tr>
<tr>
<td>Development</td>
<td></td>
</tr>
<tr>
<td>Pwmt.</td>
<td>Pavement</td>
</tr>
<tr>
<td>Rail Hwy.</td>
<td>See Information on Federal Funding.</td>
</tr>
<tr>
<td>Reconstruction</td>
<td>Rebuilding of an existing roadway.</td>
</tr>
<tr>
<td>Rehabilitation</td>
<td>Pavement restoration, patching, heat scarifying, etc., of an existing roadway.</td>
</tr>
<tr>
<td>ROW</td>
<td>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.</td>
</tr>
<tr>
<td>RR</td>
<td>Railroad</td>
</tr>
<tr>
<td>RR Grade Separation</td>
<td>Construction of a bridge over or under a railroad track(s) at an at-grade crossing.</td>
</tr>
<tr>
<td>RTP</td>
<td>See Information on Federal Funding.</td>
</tr>
<tr>
<td>Safety &amp; Traf. Eng.</td>
<td>Various improvements to enhance and/or improve traffic flow.</td>
</tr>
<tr>
<td>Sealing</td>
<td>Application of an asphalt seal coat to an existing roadway.</td>
</tr>
<tr>
<td>Sel. Secs.</td>
<td>Selected Sections</td>
</tr>
<tr>
<td>SHSP</td>
<td>Strategic Highway Safety Plan – a Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.</td>
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<tr>
<td>State</td>
<td>State Funds</td>
</tr>
<tr>
<td>State Local</td>
<td>State funds, Local funds or a combination of the two.</td>
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<tr>
<td>STBGP</td>
<td>See Information on Federal Funding.</td>
</tr>
<tr>
<td>STBGP &gt; 200K</td>
<td>Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population. See Information on Federal Funding.</td>
</tr>
<tr>
<td>STIP</td>
<td>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.</td>
</tr>
<tr>
<td>Str. &amp; Apprs.</td>
<td>Structure(s) and Approaches – including, but not limited to, bridge replacement, grade separation, etc.</td>
</tr>
<tr>
<td>System Preservation</td>
<td>Various projects to preserve, rehabilitate, or reconstruct an existing roadway.</td>
</tr>
<tr>
<td>TAP</td>
<td>See Information on Federal Funding.</td>
</tr>
<tr>
<td>TAP &gt;200K</td>
<td>Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population. See Information on Federal Funding.</td>
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<tr>
<td>TIP</td>
<td>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).</td>
</tr>
<tr>
<td>TMA</td>
<td>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.</td>
</tr>
</tbody>
</table>
Transit  Projects that provide operation assistance or capital assistance such as improving or expanding local public transit systems, including buses, subways, light rail, commuter rail, or trolleys.

U of A  University of Arkansas

Utility  Adjustment and/or relocation of utilities.

Widening  Widening an existing roadway – one or more lanes.

INTRODUCTION

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

The FFY 2021 - 2024 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 2021-2024 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 2021 - 2024 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 2021-2024 TIP, the various improvement projects with associated project information will be placed on the NWARPC website at http://nwarpc.org. The projects will also be identified on an interactive map with the associated information presented in drop-down attribute boxes linked to the data on the map.
INFORMATION ON FEDERAL FUNDING

Federal funding for projects includes:

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

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

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

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

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

• Sub-allocation
  A percentage of a State’s STBG apportionment (after set-asides) is to be obligated in the following areas in proportion to their relative shares of the State’s population:
  - Urbanized areas with population greater than 200,000
  - Areas with population greater than 5,000 but no more than 200,000 (STBGP)
  - Areas with population of 5,000 or less (STBGP)

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

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

HIGHWAY INFRASTRUCTURE PROGRAM (HIP)
The HIP funds are eligible for construction of highways, bridges, and tunnels. The funds may also be obligated for the elimination of hazards and the installation of protective devices at railway-highway crossings. These funds cannot be used on roads functionally classified as minor collectors.

• Sub-allocation
  A percentage of a State’s HIP apportionment 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 (HIP>200K)
Areas with population greater than 5,000 but no more than 200,000 (HIP 5K<200K))
Areas with population of 5,000 or less (HIP,5K)

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

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

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

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

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

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

ON THE JOB TRAINING PROGRAM (OJT)
The OJT Program is funded by the Workforce Innovation and Opportunity Act and allows States to hire and train skilled workers and get reimbursed for these efforts.

INFORMATION ON GENERIC PROJECTS

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

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

VARIOUS OFF-SYSTEM BRIDGE REHABILITATION AND REPLACEMENT ON CITY STREETS
Replacement or rehabilitation of eligible bridges on city streets.

BRIDGE INSPECTION / INSPECTION EQUIPMENT
Routine inspection of bridges and purchase of bridge inspection equipment.

RAILROAD CROSSING PROTECTIVE DEVICES / SURFACING / HAZARD ELIMINATION
Safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

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

VARIOUS RESURFACING / RESTORATION / REHABILITATION / RECONSTRUCTION / BRIDGE REPLACEMENT / BRIDGE REHABILITATION ON COUNTY ROADS
Federal funds dedicated for pavement and bridge improvement projects on the County Road System.

VARIOUS BRIDGE REPLACEMENT / BRIDGE REHABILITATION ON COUNTY ROADS
Federal funds dedicated for bridge improvement projects for Off System Bridges on the County Road System.

PE / RIGHT-OF-WAY / UTILITIES / CONSTRUCTION ENGINEERING
Project development and construction management activities including surveys, environmental analysis, design, right-of-way acquisition, relocating utilities and providing construction inspection once a project is let to contract.

VARIOUS WILDFLOWER PROGRAMS
Funds to support ArDOT’s beautification program of planting wildflowers along the State Highway System.

MOTOR FUEL ENFORCEMENT ACTIVITIES
Funding for ArDOT’s Internal Audit Motor Fuel Tax Section to offset the cost of International Fuel Tax Agreement audits and Motor Fuel Tax audits.

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

STATEWIDE PAVEMENT MARKINGS & SIGNING PROJECTS
Upgrading pavement markings and signs to meet desired levels of retro reflectivity for driver safety.

WORKFORCE TRAINING AND DEVELOPMENT
Various courses and training for workforce development and educational activities for ArDOT employees.

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

VARIOUS SIGNALS AND INTERSECTION IMPROVEMENTS
Signalization, signal upgrades, signal coordination, and the addition of turn lanes to improve the flow of traffic through intersections.

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

VARIOUS FEDERAL LANDS ACCESS PROGRAM (FLAP) PROJECTS
Improves transportation facilities that are located on or adjacent to, or that provide access to Federal lands. This is a competitive grant program.

DISADVANTAGED BUSINESS ENTERPRISES (DBE) SUPPORTIVE SERVICES
Provides training, assistance, and services to minority, disadvantaged, and women business enterprises to facilitate the firms’ development into viable, self-sufficient organizations capable of competing for, and performing on federally assisted highway projects.

ON-THE-JOB TRAINING (OJT) SUPPORTIVE SERVICES
Hire and train workers in various highway construction skills.

APPLICABLE GUIDANCE
Eligible activities for all programs can be found in the “FAST Act” guidance at the following website:
http://www.fhwa.dot.gov/fastact/factsheets/
FFY 2021-2024 TIP ADOPTION

TIME PERIOD: This TIP identifies the projects planned and projected from Federal Fiscal Year 2021 through Federal Fiscal Year 2024 (October 1, 2021 to September 30, 2024). 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 2021-2024 TIP ADOPTION PER THE NWARPC 2020 PUBLIC PARTICIPATION PLAN

This Transportation Improvement Program for Federal Fiscal Years 2021-2024 was prepared as a part of the Northwest Arkansas Regional Transportation Study (NARTS). Adoption of this Program followed the process outlined in the NWARPC 2020 Public Participation Plan (PPP). Tentative Schedule for Public Notice and Participation: Public notice of NWARPC TAC and RPC/Policy Committee meetings; TIP Public Forum and 2-week Public Comment Period; and TIP Consideration was published in the NWA Democrat Gazette on October 4 and 11, 2020. The same information was published in the McDonald County, MO and the Spanish-language La Prensa Libra on October 8 and 15, 2020. An additional public notice will be published in the NWA Democrat Gazette on October 25, 2020 containing information on the TIP Public Forum; the 2-week Public Comment Period; and draft TIP Consideration. The TAC will consider the draft TIP at its October 15, 2020 meeting. A Public Forum will be held during the October 28, 2020 RPC/Policy Committee meeting. The Public Comment Period will begin on Thursday, November 5, 2020 and run through Wednesday November 18, 2020. The TAC will meet on Thursday, November 19, 2020 and the RPC/Policy Committee will meet on Wednesday, December 2, 2020 to consider adoption of the draft TIP. All public forums, public meetings, TAC and RPC/Policy Committee meetings will be held virtually due to the COVID-19 public health emergency.
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


(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;


(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


(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.
NATIONAL, STATE DOT AND NWARPC MPO GOALS

<table>
<thead>
<tr>
<th>National Goal Area</th>
<th>National Goals</th>
<th>ARDOT Goals</th>
<th>MODOT Goals</th>
<th>NWARPC 2040 MTP Goals</th>
<th>Actual and Potential 2040 MTP System Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety and Security</td>
<td>To achieve a significant reduction in traffic, fatalities and serious injuries on all public roads.</td>
<td>Improve statewide safety funding projects reducing fatal and serious injury crashes, reducing vulnerability in 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).</td>
<td>Keep all travelers safe, no matter the mode of transportation.</td>
<td>Improve Safety</td>
<td>Increase transportation safety for all modes of travel.</td>
</tr>
<tr>
<td>Infrastructure Condition</td>
<td>To maintain the highway infrastructure asset system in a state of good repair.</td>
<td>Invest in the existing highway and bridges to maintain and preserve the existing system.</td>
<td>Take care of the transportation system and service enjoyed today.</td>
<td>Maintain the existing and planned transportation system through ongoing maintenance, rehabilitation, reconstruction, and/or preservation.</td>
<td>Bridge Condition on NHS Pavement Condition on NHS Transit Asset Management Plan (TAMP Plan)</td>
</tr>
<tr>
<td>Congestion Reduction and System Reliability</td>
<td>To achieve a significant reduction in congestion on the National Highway System. To improve the efficiency of the transportation system.</td>
<td>Invest in the multimodal transportation system to improve mobility, connectivity, accessibility, and reliability for people and goods.</td>
<td>Improve reliability and reduce congestion on Missouri’s transportation system.</td>
<td>Reduce Congestion Improve Reliability</td>
<td>Maximize the capacity and reliability of existing facilities on regionally significant routes and minimize the need for new roadways.</td>
</tr>
<tr>
<td>Freight Movement and Economic Vitality</td>
<td>To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.</td>
<td>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.</td>
<td>Economic Competitiveness: Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness</td>
<td>Invest in projects that spur economic growth and create jobs.</td>
<td>Improve Regional Mobility</td>
</tr>
<tr>
<td>Environmental Sustainability</td>
<td>To enhance the performance of the transportation system while protecting and enhancing the natural environment.</td>
<td>Enhance the performance of the transportation system while avoiding, minimizing, and/or mitigating impacts to natural and cultural resources.</td>
<td>Give Missourians better transportation choices.</td>
<td>Protect the Environment</td>
<td>To enhance the performance of the transportation system while protecting and enhancing the natural environment.</td>
</tr>
</tbody>
</table>

MAP-21/FAST Act established national performance goals. The MPO Goals 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.

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

Source: Arkansas Long Range Intermodal Transportation Plan Executive Summary July 2017 MODOT Long Range Plan Update Executive Summary – Chapter 2 Goals and Objectives
PERFORMANCE MANAGEMENT

PERFORMANCE-BASED APPROACH – METROPOLITAN TRANSPORTATION PLANNING: The FAST Act includes requirements for the MPO to establish and use a “performance-based approach to transportation decision making” that supports FAST Act National Goals. The NARTS MPO continues to coordinate with ArDOT and MoDOT on the establishment of a “performance-based approach” to transportation planning and the establishment of MPO “performance measures and performance targets” that support state DOT performance measures and targets.

ARDOT and MoDOT, in accordance with 23 CFR 450.218, have each developed a statewide Transportation Improvement Program (STIP) that includes, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving identified performance targets. These targets are identified in statewide long-range transportation plans, or other state performance-based plan(s) that link investment priorities to those performance targets.

NWARPC passed Resolution No. 2018-13 and Resolution No. 2020-01 supporting both ARDOT’s and MoDOT’s established performance targets. NWARPC has agreed to plan and program projects in support of the performance targets for Safety, Pavement Condition, Bridge Condition, and Travel Time Reliability.

Anticipated effect of the ARDOT STIP/NARTS TIP toward achieving the performance targets:

1) Safety

Since 2013, Arkansas has adopted an ultimate vision of Toward Zero Deaths (TZD). The Strategic Highway Safety Plan (SHSP) was developed with the TZD vision, and integrated the four “E’s” – engineering, education, enforcement, and emergency services. The SHSP is a performance-based, data-driven, comprehensive plan that established statewide goals, objectives, and strategies to address safety in Arkansas. The vision and strategy included in the SHSP is consistent with the TZD National Strategy on Highway Safety sponsored by the FHWA, AASHTO, the National Highway Traffic Safety Administration (NHTSA), and the Governor’s Highway Safety Association (GHSA).

ARDOT 2017 State Highway Safety Plan:

The 2017 SHSP identified five critical emphasis areas including Driver Behavior; Infrastructure Improvement; Special Road Users; Vulnerable Road Users; and Operational Improvements. Performance goals can be found in the SHSP for the following federally mandated performance measures:

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

Additionally, ARDOT 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, MPOs, and other stakeholders. The targets are submitted to FHWA in the Highway Safety Improvement Program (HSIP) report by August 31 each year.

The 2017 SHSP relevant primary emphasis areas under the critical emphasis areas of 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/TIP were identified to address the critical and primary emphasis areas in support of the SHSP performance goals. These projects were identified through a data-driven process, and are in conformance with the HSIP requirements. The 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 versus costs

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

2) Transit
The NARTS MPO is required, through Transit Asset Management Plans (TAMs), to coordinate with transit providers (ORT and Razorback Transit), set performance targets, and integrate those performance targets and performance plans into its planning document(s).

FTA grant recipients are required to utilize performance-driven, outcome-based programs. As part of this approach, recipients are required to link investment priorities from the STIP/TIP to achieve performance targets based upon the grant recipient’s TAM plan.

3) Infrastructure Condition
In order to manage the State Highway System, ARDOT 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 a risk-based document and describes the inventory and condition of Arkansas highways and bridges located on the National Highway System (NHS). It also describes how ARDOT is managing these assets using transportation asset management principles. Using lifecycle information contained in the TAMP assists ARDOT in identifying the correct projects at the correct times to reduce the overall cost of State assets, while maintaining a safe and efficient system.

Federally mandated performance measures are:
• Percent of Interstate pavements in Good condition
• Percent of Interstate pavements in Poor condition
• Percent of non-Interstate NHS pavements in Good condition
• Percent of non-Interstate NHS pavements in Poor condition
• Percent of NHS bridges by deck area classified as Good condition
• Percent of NHS bridges by deck area classified as Poor condition

A number of jobs in the STIP/TIP, in accordance with the TAMP, will implement system preservation, reconstruction, or structures and approaches (bridge replacement) type of work. These projects are intended to maintain highway assets in the state-of-good-repair and achieve performance targets.

Preservation projects are implemented expeditiously as needs are identified, and are aided by additional funding made available through various state initiatives. The condition of the State highway system is reported annually to FHWA in the Highway Performance Monitoring System (HPMS).

4) System Reliability and CMAQ (Note: the NARTS MPA does not fall under CMAQ guidelines.)
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
• Other measures are not applicable in the NARTS MPA

The Connecting Arkansas Program (CAP) has been the primary vehicle to increase the reliability of the State highway system. Many of the unreliable segments across the State will be addressed with the completion of CAP. The State highways are monitored continuously to ensure a safe and efficient transportation system is provided. As needs arise, projects are identified and implemented. System performance is reported annually to FHWA through the Highway Performance Monitoring System (HPMS). Arkansas State Freight Plan Executive Summary: https://www.arkansashighways.com/Trans_Plan_Policy/freight_plan/ArkStateFreightPlan_ExecSum%20with%20state%20map.pdf Source: ARDOT FFY 2021-2024 STIP

Anticipated effect of the MoDOT STIP/NARTS TIP toward achieving the performance targets:

1) Safety
While maintaining the existing transportation system remains a priority, MoDOT is also committed to making safety improvements to the system in order to reduce the number of fatalities and serious injuries on Missouri roadways. From 2013-2017, Missouri averaged 854 fatalities and 4,760 serious injuries each year from traffic crashes. MoDOT, in conjunction with safety partners across the state, has developed a strategic highway safety plan that identifies emphasis areas and corresponding strategies for reducing fatalities and serious injuries. Missouri’s Blueprint, A Partnership Toward Zero Deaths, takes a holistic approach to address safety by considering efforts across four primary disciplines: education, enforcement, engineering, and emergency services. In addition, the Blueprint establishes Missouri’s ultimate goal of 0 fatalities on Missouri’s transportation system. An interim goal of 700 or fewer fatalities by the end of 2020 has also been established. Reducing fatalities and serious injuries requires efforts from partners throughout the state across multiple disciplines. MoDOT is committed to improving safety through both transportation projects and outreach efforts alongside its safety partners.

In the 2020-2024 STIP, MoDOT has programmed approximately $170.6 million in the first three years to help move MoDOT towards the federal safety performance targets. Missourians expect to get to their destinations on time, without delay regardless of their choice of travel mode. MoDOT coordinates and collaborates with its transportation partners throughout the state to keep people and goods moving freely and efficiently. Missouri’s 2019 Highway Safety Plan (HSP): https://www.modot.org/sites/default/files/documents/2019%20HSP_1.pdf

2) Infrastructure Condition
MoDOT has adopted a statewide transportation asset management approach to make the best decisions with transportation investments. MoDOT’s Asset Management Plan (AMP) is a crucial element in achieving MoDOT’s strategic goal of keeping roads and bridges in good condition. The AMP is a rolling 10-year strategic framework for making cost-effective decisions about allocating resources and managing road and bridge system infrastructure. It is based on a process of monitoring the physical condition of assets and predicting deterioration over time and providing information on how to invest in order to meet asset management goals.

The AMP objective is to keep the state’s transportation assets in good condition over the life cycle of those assets at the most practical cost. Based on current funding constraints, the goal of the AMP is to maintain existing pavement and bridge conditions. In the 2020-2024 STIP, MoDOT has programmed approximately $2.7 billion in the first three years to move MoDOT towards the federal bridge and pavement performance targets. MoDOT AMP Summary: http://epg.modot.org/files/7/7a/121.5.1.1.1_current.pdf

3) System Reliability
System performance on the Interstate and non-Interstate National Highway System (NHS) is measured and assessed using a combination of Federal Highway Administration’s (FHWA) National Performance Management Research Data Set (NPMRDS) and other traffic data made available to the department. These
data sets allow MoDOT to assess congestion, travel time reliability, and freight movement along the state’s most heavily traveled roadways. Unreliable roadways are generally the result of variable events that adversely impact travel. Specifically, a high frequency of crashes or ongoing construction that block travel lanes can have significant impacts on the reliability of a roadway. Likewise, adverse weather and spikes in traffic volumes and for large events (concerts, sporting events, festivals) can also lead to unreliable conditions. The majority of STIP projects are designated for preserving the condition of the state’s road and bridge conditions. However, where funding allows, MoDOT programs projects aimed at improving reliability and reducing congestion on the busiest corridors in the state. In some cases, this can mean individual construction projects aimed at improving the safety, capacity, and efficiency of a roadway. In addition, MoDOT funds system management and operations functions to help improve reliability. These functions include services such as Transportation Management Centers in St. Louis, Kansas City, and Springfield, emergency response crews on the state’s major highways, and intelligent transportation systems to provide customers with real-time information to increase the likelihood of a reliable trip. In the 2020-2024 STIP, MoDOT has programmed projects and services to move MoDOT towards the federal system reliability and congestion performance targets.

MoDOT has also developed a statewide freight plan to help the department make smarter decisions and investments to optimize Missouri’s ability to move products throughout the state. The freight plan, updated in 2017, will help the state better prepare for necessary improvements to facilitate a reliable movement of goods well into the future. In the 2020-2024 STIP, MoDOT has programmed projects to move MoDOT towards the federal freight performance target.

2017 Missouri State Freight Plan: https://www.modot.org/freight-plan
Source: MoDOT 2020-2024 STIP

ANTICIPATED EFFECT OF THE NARTS 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 17,000 vehicles per day (vpd) south of Drake Street and 23,000 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, with a complete street cross-section, improve geometry, and provide access management based on FHWA Proven Safety Countermeasures: https://safety.fhwa.dot.gov/provencountermeasures/corridor_access_mgmt/ and https://safety.fhwa.dot.gov/provencountermeasures/roundabouts/. 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:

- 040720 2021 Poplar St. - Drake St. (Fayetteville) (S)
- 040746 2022 Truckers Dr. – Howard Nickell Rd. (Fayetteville) (S)
- 012305 2023 Hwy. 412 - Springdale Bypass (S)
- 04X050 TBD Fayetteville - Hwy. 412 (S)
- 04X296 2023 Don Tyson Pkwy. - Hwy. 412 (Springdale & Tontitown)
- 09X322 2023 Pleasant Grove Rd. - Hwy. 12 (Bentonville & Cave Springs)

**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:

- 040846 2023 Hwy. 62 Intchng. Impvts. (Fayetteville)

**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 612 (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 reliving traffic congestion and improving safety on the existing US 412 through Springdale.

US 412 Projects programmed in the TIP include:
012326 2023 Hwy. 412 – Hwy.112 (Springdale Bypass) (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.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – ATTRIBUTABLE
In 2012, the FTA and 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. NWARP 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 NWARP 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, NWARP 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**

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

NWARP 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. NWARP 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., NWARP jurisdictions, ArDOT, transit providers) and based on its best available information, which includes consultation with NWARP.

<table>
<thead>
<tr>
<th>Federal Fiscal Year</th>
<th>Sum of NHPP</th>
<th>Sum of NHFP</th>
<th>Sum of Earmark</th>
<th>Sum of STBGP</th>
<th>Sum of STBGP_GT_200K</th>
<th>Sum of HIP</th>
<th>Sum of HIP_GT_200K</th>
<th>Sum of CMAQ_FLEX</th>
<th>Sum of TAP_GT_200K</th>
<th>Sum of State</th>
<th>Sum of Act_416</th>
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<td>Grand Total</td>
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<td>$49,056</td>
<td>$16,874</td>
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*Summary of Federal, State and Local Funds Metropolitan Planning Area - Benton and Washington County, AR*

Amounts shown x$1,000
Arkansas receives an annual apportionment for the Sections 5307, 5310, 5311, and 5339 programs (listed as Statewide Projects in the TIP). ARDOT solicits a Statewide annual application process from transit providers in both urbanized and rural areas. Based on submitted applications, applicant’s eligibility, project’s eligibility, rating system and available funds, the ARDOT approves projects for funding. The ARDOT approved projects are submitted to the FTA for their approval. Once approved by the FTA, agencies throughout the State are informed of grant awards and contracts are executed.

**URBANIZED AREA FORMULA PROGRAM (49 U.S.C. §5307) (FAST ACT)**
FTA apportions Urbanized Area Formula Program funds to designated recipients within urbanized areas with populations of 200,000 or more. NWARPC is the designated recipient for the Fayetteville-Springdale-Rogers AR-MO Urbanized Area.

The Urbanized Area Formula Program Section 5307 provides operating and capital funds to local public transit operators Razorback Transit and Ozark Regional Transit. MAP-21 expanded the use of these funds for operating expenses and the FAST Act continued the operating expense eligibility. Expanded eligibility included operating expenses for transit systems in Urbanized Areas over 200,000 if they operate no more than 100 buses.

**BUS AND BUS FACILITIES PROGRAM (49 U.S.C. §5339) (FAST ACT)**
Map-21 created a new formula grant program for bus and bus facilities that replaced the 5309 discretionary program and the FAST Act continues this program. The program provides funding for replacing, rehabilitating, and purchasing new buses and bus-related equipment and facilities. Funding is utilized by both Razorback Transit and Ozark Regional Transit for replacing buses.

**ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM (49 U.S.C. §5310) (FAST ACT)**
Enhanced Mobility of Seniors and Individuals with Disabilities Program is a formula assistance program to improve mobility for seniors and individuals with disabilities. Public transportation projects may be implemented in areas where public transportation is insufficient, inappropriate, or unavailable; public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA); projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and alternatives to public transportation projects that assist seniors and individuals with disabilities.

**RURAL AREA FORMULA PROGRAM (49 U.S.C. §5311) (FAST ACT)**
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.
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.

A Transit Management Plan (TAMP) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit agencies in order to keep transit systems in a State of Good Repair (SGR). On April 4, 2018, the Northwest Arkansas Regional Planning Commission (NWARPC) passed a resolution to sponsor the TAM plan for the region, which includes both Ozark Regional Transit and Razorback Transit. While each agency within the NWARPC will have their own individual plan due to the difference in services provided and replacement needs, the NWARPC has adopted performance measures that both agencies will seek to meet or exceed. The Ozark Regional Transit Asset Management Plan and Razorback Transit Asset Management Plan were completed in the summer 2018.
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 requested 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.

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 2021-2024 TIP projects in relation to the minority populations distributions in the MPA. (These maps will be updated.)
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 2020 through 2024 (July 1, 2019 through June 30, 2024). 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. NWARP is Missouri’s newest MPO. It is an expansion of the NWARP 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 NWARP’s Metropolitan Planning Area (MPA) and consequently transportation projects in this area are part of the NARTS FFY 2021-2024 TIP.

The 2020-2024 STIP summary for the Southwest Rural region of Missouri is as follows: Total Funds Programmed (millions)

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tbody>
<tr>
<td>Funds Programmed</td>
<td>$149.4m</td>
<td>$106.6m</td>
<td>$106.8m</td>
<td>$49.5m</td>
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Lane Miles of Resurfacing and Pavement Treatments 2020-2022:

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<tr>
<th></th>
<th>Interstates</th>
<th>Other Major Routes</th>
<th>Minor Routes</th>
<th>Total</th>
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</thead>
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<tr>
<td>Southwest Rural</td>
<td>165</td>
<td>687</td>
<td>1,638</td>
<td>2,490</td>
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</table>

Square Footage of Bridges Preserved or Replaced 2020-2022:

<table>
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<tr>
<th></th>
<th>Replacements</th>
<th>Redecks</th>
<th>Rehab and Repair</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southwest Rural</td>
<td>181,742</td>
<td>219,888</td>
<td>978,467</td>
<td>1,380,097</td>
</tr>
</tbody>
</table>
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 1.5% annually.

Calculations are $398,294,000 / 77,541 lane miles.

This makes MoDOT’s cost, $5,137 per lane mile

Assumptions:

Maintenance Operations $503,302,000 *
Fleet Investments $ 26,452,000 *
Total $529,754,000
Minus Maintenance Fringe Benefits $131,460,000 *
Total $398,294,000
Lane miles 77,541 **

*Source: FY 2020 Budget approved 6/5/2019
** Source: Official 2018 State System Mileage
## Northwest Arkansas Regional Transportation Study
### 2021-2024 TIP

<table>
<thead>
<tr>
<th>Job Number</th>
<th>Job Name</th>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>Section</th>
<th>Length</th>
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Pavement preservation projects are shown for informational purposes. Actual locations are subject to change as schedules and priorities warrant.
## 2021-2024 NARTS TIP

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**Specific improvement locations to be determined upon completion of planning study.**

**Partnering project. Per Agreement, ARDOT max contribution is $2.0M. $593K of ARDOT contribution already obligated. Local contribution is from EFLHD.**

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**ALL PROJECTS IN NARTS AREA**
### 2021-2024 NARTS TIP

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<th>COUNTY</th>
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**ALL PROJECTS IN NARTS AREA**
### 2021-2024 NARTS TIP

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<td>Partnering project. Total reflects overall project costs. The Department has committed $848K in federal funding and the City will provide the balance of funds to complete the project.</td>
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**ALL PROJECTS IN NARTS AREA**
## 2021-2024 NARTS TIP

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- NHPP
- State

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**All Projects in NARTS Area**
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Funding in this category may be used for the development of any project within the 2021-2024 STIP.
State funding includes $14M for Fayetteville Shale severance tax projects.

Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.

Funding amount is approximate.

Funding amount is approximate.

2021-2024 NARTS TIP

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Funding in this category may be used for the development of any project within the 2021-2024 STIP.
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- Funding amount is approximate.
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Funding amount is approximate.

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Funding amount is approximate.

**ALL PROJECTS IN NARTS AREA**
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**ALL PROJECTS IN NARTS AREA**
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ALL PROJECTS IN NARTS AREA

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**Scoping Projects**

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