

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FEDERAL FISCAL YEARS 2021-2024



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.

Approved December 2, 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.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION NOTICE OF NONDISCRIMINATION

The Northwest Arkansas Regional Planning Commission (NWARPC) complies with all civil rights provisions of federal statutes and related authorities that prohibit discrimination in programs and activities receiving federal financial assistance. Therefore, the NWARPC does not discriminate on the basis of race, sex, color, age, national origin, religion or disability, in the admission, access to and treatment in NWARPC's programs and activities, as well as the NWARPC's hiring or employment practices. Complaints of alleged discrimination and inquiries regarding the NWARPC's nondiscrimination policies may be directed to Celia Scott-Silkwood, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 7-1-1 or 1-800-285-1131) or the following email address: cscott-silkwood@nwarpc.org. This notice is available from the ADA/504/Title VI Coordinator in large print, on audiotape and in Braille. If information is needed in another language, contact Celia Scott-Silkwood. Si necesita informacion en otro idioma, comuniquese Celia Scott-Silkwood, cscott-silkwood@nwarpc.org.

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

The NARTS regional transportation goal is to provide a comprehensive multi-modal 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

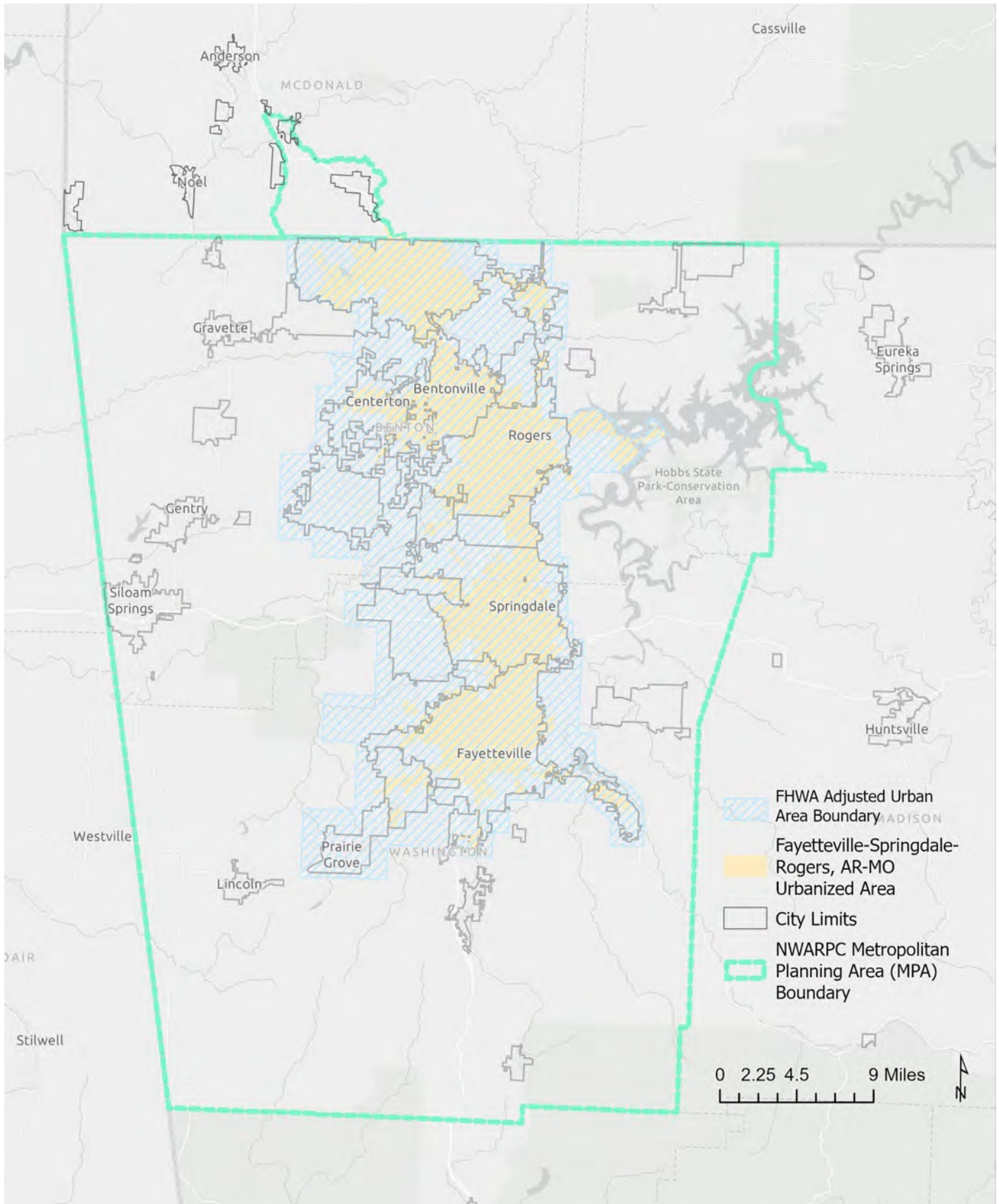
COUNTIES:

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.

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NARTS METROPOLITAN PLANNING AREA BOUNDARY

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 Grinding	A pavement preservation technique that corrects a variety of surface imperfections on both concrete and asphalt pavements providing a significant improvement in the smoothness of a pavement.
Earmark	Federal Funds that are designated for a particular purpose.

EFLHD	Eastern Federal Lands Highway Division of the Federal Highway Administration – a division of the USDOT that promotes administration of federal public roads and bridges; protects and enhances natural resources and provides transportation access for Native Americans.
Eng.	Engineering
Env.	Environmental
FAST Act	Fixing America’s Surface Transportation Act – this act funds the Federal Highway Program from Federal Fiscal Years (FFY) 2016 - 2020.
Federal Lands	Lands owned or administered by the Federal government. Examples are: national parks, national wildlife refuges, military reservations, federal prisons and public domain land.
Ferry Boat	See Information on Federal Funding.
FFY	Federal Fiscal Year – a pre-defined 12-month period from October 1 to September 30.
FHWA	Federal Highway Administration – an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the Nation’s transportation system.
FLAP	Federal Lands Access Program. See Information on Federal Funding.
FTA	Federal Transit Administration – an agency within the USDOT that provides financial and technical assistance to local public transit systems.
FTA-5304	Federal funding for transit system statewide planning and programming.
FTA-5305	Federal funding for transit system planning programs.
FTA-5307	Urbanized area formula grants – provides competitive Federal funding to public transit systems in urbanized areas.
FTA-5310	Federal funding for enhanced mobility of seniors and individuals with disabilities.
FTA-5311	Federal formula grant funds for transit in rural areas / populations < 50,000.
FTA-5329	Federal funds for transit safety and oversight programs.
FTA-5337	State of good repair grants – Federally funded capital assistance for maintenance, replacement and rehabilitation of motorbus systems. Additionally, 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.

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

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

Transit	Projects that provide operation assistance or capital assistance such as improving or expanding local public transit systems, including buses, subways, light rail, commuter rail, or trolleys.
U of A	University of Arkansas
Utility	Adjustment and/or relocation of utilities.
Widening	Widening an existing roadway – one or more lanes.

INTRODUCTION

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

The FFY 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 Libre 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

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

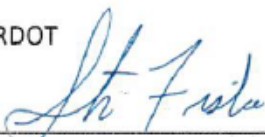
- (a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements 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.

ARDOT



Steve Frisbee
ARDOT Division Engineer
Transportation Planning & Policy

MoDOT




Steve Campbell
MoDOT District Engineer
MoDOT Southwest District

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Steve Campbell
Date: 2021.01.08

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NARTS NWARPC MPO



Mayor Bill Edwards
NWARPC Chairperson

COMPLETED AND UNDER-CONSTRUCTION PROJECTS FROM THE FFY 2021-2022 TIP TABLE

2021 Status	Let Date	Award Amount	Job No.	Federal Fiscal Year	Job Name	County Name	Route No.	Job Type
Programmed 2022-2024			12270	2022	Hwy. 112 Corridor Impvts.	Benton & Washington	112	Major Widening
Under Construction	Jun-20	\$ 6,097,916.49	40579	2020	College Ave. - Huntsville Rd. (Sel. Secs.) (Fayetteville) (S)	Washington	16	Major Widening
Programmed/Scheduled 2021			40683	2019	Hwy. 62 - Clyde Carnes Rd. (Hwy. 170) (Farmington) (S)	Washington	170	Major Widening
Programmed/Scheduled 2021			40720	2020	Poplar St. - Drake St. (Fayetteville) (S)	Washington	112	Major Widening
Programmed/Scheduled 2022			04X056(Now 040785)	2022	Stone Bridge Rd. - East Roberts Rd. (Fayetteville)	Washington	16	Major Widening
Removed - Now a Preservation Project			04X097	2022	Cincinnati Creek Str. & Apprs.	Washington	244	Str. & Apprs.
Programmed (Now 012305) 2023			04X173	2022	Hwy. 412/Hwy. 112 Intersection Improvements (Tontitown)	Washington	412 & 112	Intersection Improvements
Programmed/Scheduled 2023			90069	2020	Northwest Arkansas Regional Airport Access (F)	Benton	New	New Location
Programmed/Scheduled 2023			90238	2022	Hwy. 279 South - Hwy. 102B (Centerton)	Benton	102	Major Widening
Programmed/Scheduled 2021			90338	2019	Dixieland Rd. - 8th St. (Rogers) (S)	Benton	71B	Major Widening
Scheduled 2021			90377	2019	SW "I" - Moberly Lane (8th Street Widening) (Bentonville) (S)	Benton	CS	Major Widening
Complete	Nov-20	\$ 4,205,302.49	90384	2021	Pea Ridge National Military Park Mitigation (S)	Benton	62	Mitigation
Under Construction	Jan-19	\$ 3,193,594.39	90402	2019	Little Osage Creek Str. & Apprs. (S)	Benton	264	Str. & Apprs.
Programmed/Scheduled 2021			90433	2019	Hwy. 264/Bellview St./Spring Creek Rd. Inters. Impvts. (Lowell) (S)	Benton	264	Intersection Improvements
Under Construction	Sep-20	\$ 2,785,230.14	90434	2019	Wolf Creek & Decatur Branch Strs. & Apprs. (S)	Benton	59	Strs. & Apprs.
Under Construction	Nov-19	\$ 1,418,263.77	90445	2019	Hwy. 12/Hwy. 43 Inters. Safety Impvts. (S)	Benton	12 & 43	Intersection Improvements
Under Construction	Aug-20	\$ 9,283,678.51	90472	2019	Little Sugar & Tanyard Creeks Strs. & Apprs (S)	Benton	340	Str. & Apprs.
Under Construction	Aug-20	\$ 2,628,841.15	90502	2021	Dry Fork, Little Sugar & Piney Creeks Strs. & Apprs. (S)	Benton & Carroll	21 & 94	Strs. & Apprs.
Programmed/Scheduled 2021			90506	2021	Illinois River Str. & Apprs. (Hwy. 59) (S)	Benton	59	Str. & Apprs.
Programmed			09X114	2021	Gravette - Gentry (Passing Lanes, Resurface & Shoulders)	Benton	59	Passing Lanes & System Preservation
On-going			11X013	2021	Hwy. 412 - XNA Connector (Springdale Bypass) (Western Leg) (ROW)	Benton & Washington	612	Project Development
Programmed/Scheduled 2022			BB0410(Now 040846)	2021	Hwy. 62 Intchg. Impvts.	Washington	I-49	Interchange Improvements
Under Construction	Jan-21	\$ 37,640,417.00	BB0411(Now 040847)	2020	Hwy. 16/112 Spur Intchg. Impvts. (S)	Washington	I-49	Interchange Improvements
Under Construction	Jul-19	\$ 66,593,069.36	CA0903	2022	Hwy. 71 Interchange (B. V. Bypass) (S)	Benton	549	New Location
Under Construction	Jul-19	\$ 35,516,446.50	CA0905	2022	Co. Rd. 34 - Missouri State Line (B. V. Bypass) (S)	Benton	549	New Location
Complete	Jan-20	\$ 2,900,000.00	ORT	2019	Ozark Regional Transit (ORT) to replace its administration and operations center	Washington		New Facility
Under Construction	Mar-20	\$58,509,919.00	#7P0601	2020	I-49 from Pineville, MO to the Arkansas State line (Bella Vista)	McDonald	I-49	New Facility
Complete	Apr-20	\$927,303.45	#7P3108B	2020	Wrong-way countermeasures at interchange I-49 and Route H*	McDonald	I-49	Wrong-way Countermeasures
Under Construction	20-Feb	\$85,140.00	#0I3006Y	2021	On-call repairs	McDonald		On-call repair project

*also included other locations not in NARTS

NATIONAL, STATE DOT AND NWARPC MPO GOALS

National Goal Area	National Goals	ARDOT Goals	MODOT Goals	NWARPC 2040 MTP Goals		Actual and Potential 2040 MTP System Measures
Safety and Security	To achieve a significant reduction in traffic, fatalities and serious injuries on all public roads.	Improve statewide safety funding 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).	Keep all travelers safe, no matter the mode of transportation.	Improve Safety	Increase transportation safety for all modes of travel.	Number of fatalities Rate of fatalities per 100M VMT Number of serious injuries Numbers of serious injuries per 100M VMT Number of non-motorized fatalities and serious injuries
Infrastructure Condition - State of Good Repair	To maintain the highway infrastructure asset system in a state of good repair.	Invest in the existing highway and bridges to maintain and preserve the existing system.	Take care of the transportation system and service enjoyed today.	Preserve and Maintain Infrastructure	Maintain the existing and planned transportation system through ongoing maintenance, rehabilitation, reconstruction, and/or preservation.	Bridge Condition on NHS Pavement Condition on NHS Transit Asset Management Plan (TAM Plan)
Congestion Reduction and System Reliability	To achieve a significant reduction in congestion on the National Highway System. To improve the efficiency of the surface transportation system.	Invest in the multimodal transportation system to improve mobility, connectivity, accessibility, and reliability for people and goods.	Improve reliability and reduce congestion on Missouri's transportation system.	Reduce Congestion Improve Reliability	Maximize the capacity and reliability of existing facilities on regionally significant routes and minimize the need for new roadways.	Volume Delay per Mile on CMP Congestion Index on CMP Travel Time Index on CMP
Freight Movement and Economic Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.	Multimodal Transportation System Partner with responsible modal agencies, local jurisdictions, and planning organizations working to improve safety, accessibility, and connectivity for the movement of people and goods. Economic Competitiveness Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness	Invest in projects that spur economic growth and create jobs.	Improve Regional Mobility	Increase transportation mobility and accessibility for both persons and freight, thus promoting economic vitality in the region.	Miles of Complete Streets Miles of roadways with Access Management Number of Bike and Pedestrian Catalyst Projects Miles of Improved Arterial Network Percent Population served by public transit within 1/4 mile Unlinked Trips per Passenger Mile Transit, NTD) Unlinked Trips per Passenger Hour Transit, NTD)
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Enhance the performance of the transportation system while avoiding, minimizing, and/or mitigating impacts to natural and cultural resources.	Give Missourians better transportation choices.	Protect the Environment	To enhance the performance of the transportation system while protecting and enhancing the natural environment.	Number of jurisdictions with drainage criteria manuals Number of jurisdictions with Karst BMPs Cave Springs Recharge Area

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:

https://www.arkansashighways.com/Trans_Plan_Policy/traffic_safety/2017_SHSP_Final.pdf

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 life-cycle 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. In 2019 there were 880 traffic fatalities and the 10-year fatality total for the state was 8,506. MoDOT, in conjunction with the Missouri Coalition for Roadway Safety, has developed a **strategic highway safety plan**, *Show-Me ZERO – Driving Missouri Toward Safer Roads*, that identifies emphasis areas and corresponding strategies for reducing fatalities and serious injuries. While *Show-Me Zero* continues a multi-disciplined approach to safer roads through education, public policy, enforcement, engineering and emergency response, a focus on addressing four key behaviors during the next five years has been added: occupant protection, distracted driving, speed and aggressive driving, and impaired driving. Additionally, the plan focuses on three roadway user groups: teen drivers, older drivers, pedestrians and other non-motorized users. *Show-Me Zero* continues the ultimate goal of achieving zero traffic fatalities. Interim goals for 2020 of 838 fatalities and for 2021 789 fatalities, or fewer, have also been established. Reducing fatalities and serious injuries requires effort 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.

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: https://epg.modot.org/index.php/121.5_Asset_Management

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

https://www.modot.org/sites/default/files/documents/Sec02Introduction_3.pdf

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 Intchn. Impvts. (Fayetteville)
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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 relieving 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 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 forward 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.

FFY	Sum of NHPP	Sum of NHFP	Sum of EARMARK	Sum of STBGP	Sum of STBGP (GT 200K)	Sum of HIP	Sum of HIP (GT 200K)	Sum of TAP (GT 200K)	Sum of CAP	Sum of STATE	Sum of LOCAL
2021	\$2,480		\$900	\$4,868	\$10,722		\$1,312	\$500		\$1,855	\$16,991
2022	\$13,755	\$23,000	\$65	\$16,415	\$8,766	\$14,715	\$1,312	\$500	\$15,650	\$10,750	\$4,345
2023	\$2,240		\$8,800	\$19,200	\$8,612		\$1,312	\$500	\$56,000	\$5,360	\$4,806
2024	\$2,640			\$23,110	\$8,740		\$1,312	\$500	\$20,000	\$6,500	\$2,888
Grand Total	\$21,115	\$23,000	\$9,765	\$63,593	\$36,840	\$14,715	\$5,248	\$2,000	\$91,650	\$24,465	\$29,030

Summary of Federal, State and Local Funds Metropolitan Planning Area - Benton and Washington County, AR

Amounts shown x\$1,000 - This table was updated on March 23, 2021 as part of Administrative Modification #3

FFY 2021-2024 TIP

SUMMARY OF TRANSIT FUNDS

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

URBANIZED AREA FORMULA PROGRAM (49 U.S.C. §5307) (FAST ACT)

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.

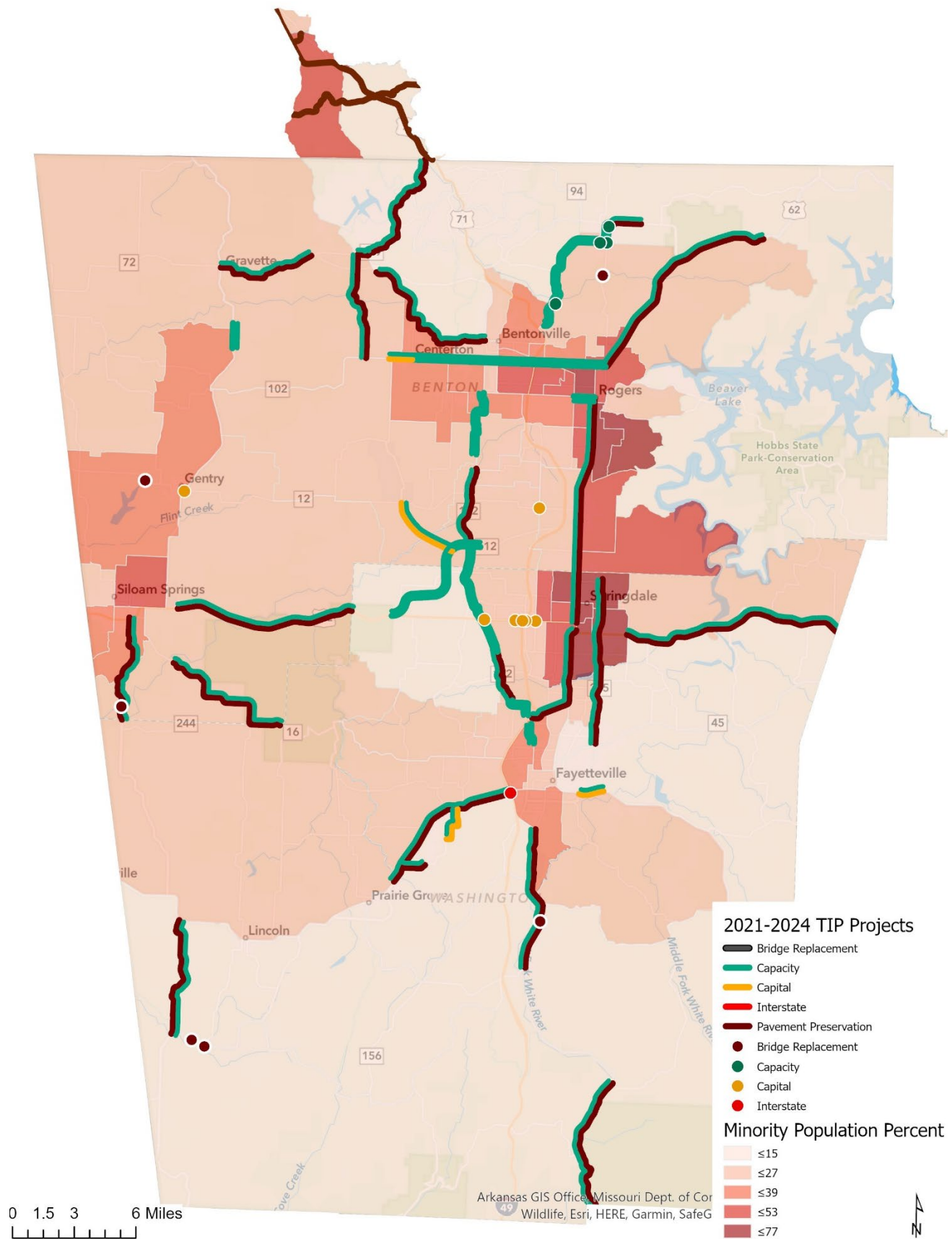
ENVIRONMENTAL JUSTICE

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.

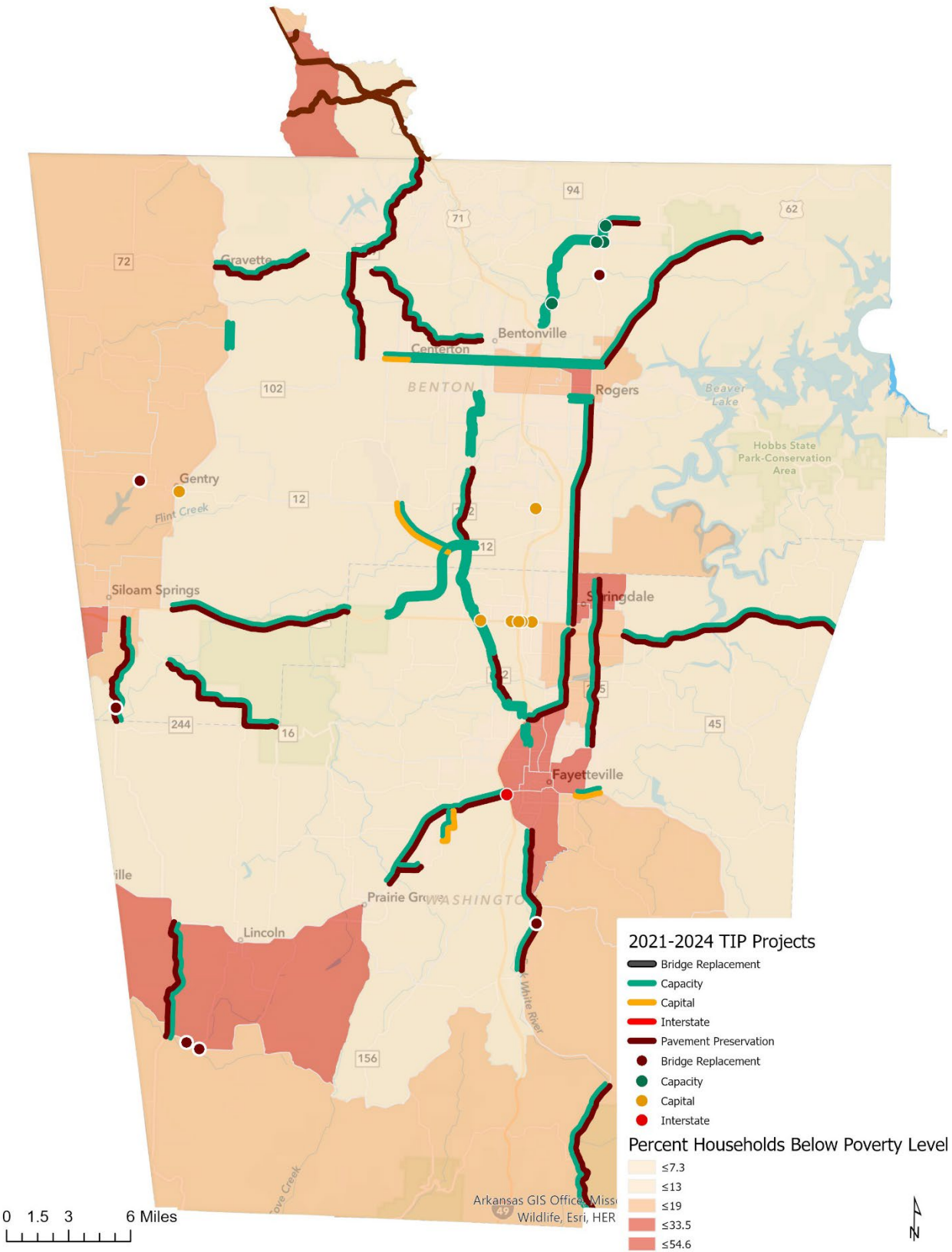
The framework for the approach to environmental justice is found in Title VI of the 1964 Civil Rights Act. The Executive Order 12898, ‘Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations’ was signed on February 11, 1994. The Presidential memorandum accompanying 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.



Draft 2021-2024 Transportation Improvement Projects (TIP) and Minority Population Percent (2014-2018 ACS Data) by Census Tracts



Draft 2021-2024 Transportation Improvement Projects (TIP) and Percent of Households Under Poverty Level (2014-2018 ACS Data) by Census Tracts

MISSOURI DEPARTMENT OF TRANSPORTATION
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
STATE FISCAL YEARS 2020-2024

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 high-ways 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. 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 2021-2024 TIP.

The 2020-2024 STIP summary for the Southwest Rural region

of Missouri is as follows: Total Funds Programmed (millions)

	2020	2021	2022	2023
Funds Programmed	\$149.4m	\$106.6m	\$106.8m	\$49.5m

Lane Miles of Resurfacing and Pavement Treatments 2020-2022:

	Interstates	Other Major Routes	Minor Routes	Total
Southwest Rural	165	687	1,638	2,490

Square Footage of Bridges Preserved or Replaced 2020-2022:

	Replacements	Redecks	Rehab and Repair	Total
Southwest Rural	181,742	219,888	978,467	1,380,097

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 **

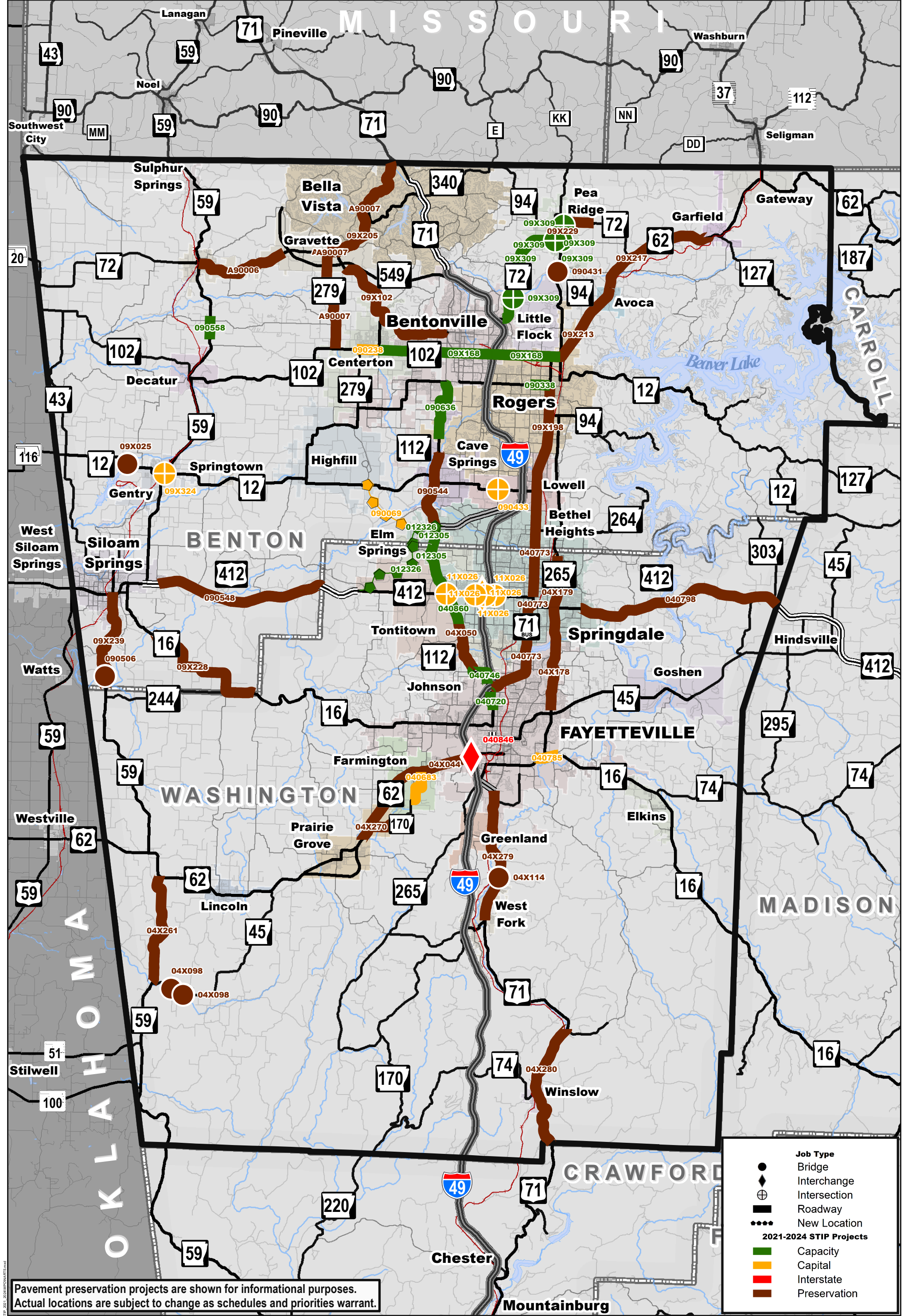
*Source: FY 2020 Budget approved 6/5/2019

** Source: Official 2018 State System Mileage

NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY

2021-2024 TIP LIST

Federal Fiscal Year	Job No	Job Name	County	Route No	Length	Job Type	TIP Estimate x 1,000	Carrying Out
2021	040683	Hwy. 62 – Clyde Carnes Rd. (Hwy. 170) (Farmington) (S)	Washington	170	1.97	Major Widening	\$9,905	Local
2021	090377	SW "I" - Moberly Lane (8th Street Widening) (Bentonville) (S)	Benton	CS	1.399	Major Widening	\$14,400	Local
2021	090431	Little Sugar Creek Str. & Apprs. (Little Flock)	Benton	94	0	Strs. & Apprs.	\$3,100	State
2021	090433	Hwy. 264/Bellview St./Spring Creek Rd. Inters. Impvts. (Lowell) (S)	Benton	264	0	Intersection Improvements	\$2,185	State
2021	NARTS35	Various NARTS TAP Attrib Projects	Benton & Washington			Miscellaneous	\$625	Local
2021	NARTS36	Various NARTS Attrib Projects	Benton & Washington			Miscellaneous	\$9,163	Local
2021	NARTS37	NARTS Planning	Benton & Washington			Planning	\$250	Local
2022	040720	Poplar St. – Drake St. (Fayetteville) (S)	Washington	112	1.57	Major Widening	\$7,800	Local
2022	040746	Truckers Dr. – Howard Nickell Rd. (Fayetteville) (S)	Washington	112	1.417	Major Widening	\$16,000	State
2022	040846	Hwy. 62 Intchg. Impvts. (Fayetteville) (S)	Washington	I-49	0	Interchange Improvements	\$49,800	State
2022	090338	Dixieland Rd. – 8th St. (Rogers) (S)	Benton	71B	1.01	Major Widening	\$9,900	State
2022	090506	Illinois River Str. & Apprs. (Hwy. 59)	Benton	59	0	Str. & Apprs.	\$10,000	State
2022	090558	Sulphur Springs – Decatur (Passing Lane) (S)	Benton	59	2.426	Passing Lanes	\$2,900	State
2022	NARTS35	Various NARTS TAP Attrib Projects	Benton & Washington			Miscellaneous	\$625	Local
2022	NARTS36	Various NARTS Attrib Projects	Benton & Washington			Miscellaneous	\$11,998	Local
2022	NARTS37	NARTS Planning	Benton & Washington			Planning	\$250	Local
2023	012305	Hwy. 412 – Springdale Bypass (S)	Benton & Washington	112	4	Major Widening	\$29,000	State
2023	012326	Hwy. 412 – Hwy.112 (Springdale Bypass) (S)	Benton & Washington	612	6.194	Project Development	\$14,400	State
2023	040785	Stone Bridge Rd. – East Roberts Rd. (Fayetteville) (S)	Washington	16	1.21	Major Widening	\$4,300	State
2023	090069	Northwest Arkansas National Airport Access (P.E.)	Benton	New	3.598	Project Development	\$11,000	Local
2023	090238	Hwy. 279 South – Hwy. 102B (Centerton) (S)	Benton	102	1.11	Major Widening	\$5,300	State
2023	090636	Pleasant Grove Rd. – Hwy. 12 (S)	Benton	112	3.432	Major Widening	\$27,000	State
2023	04X114	Rock Creek Str. & Apprs. (West Fork) (S)	Washington	71	0	Str. & Apprs.	\$1,700	State
2023	09X025	Little Flint Creek Str. & Apprs. (S)	Benton	12	0	Str. & Apprs.	\$1,100	State
2023	NARTS35	Various NARTS TAP Attrib Projects	Benton & Washington			Miscellaneous	\$625	Local
2023	NARTS36	Various NARTS Attrib Projects	Benton & Washington			Miscellaneous	\$12,155	Local
2023	NARTS37	NARTS Planning	Benton & Washington			Planning	\$250	Local
2024	040860	Don Tyson Pkwy. Extension – Hwy. 412 (S)	Washington	112	1.696	Major Widening	\$11,000	State
2024	04X098	Baron Fork & Fly Creek Strs. & Apprs. (S)	Washington	45	0	Strs. & Apprs.	\$3,300	State
2024	09X168	Hwys. 62 & 102 Inters. Impvts. (Bentonville, Centerton, & Rogers) (S)	Benton	62 & 102	9.399	Intersection Improvements	\$10,000	State
2024	09X309	Hwy. 72 Interim Impvts. (Bentonville & Pea Ridge)	Benton	72	10.122	Various Improvements	\$7,200	State
2024	09X324	Hwy. 12/Hwy. 59 Signal & Inters. Impvts. (Gentry)	Benton	12 & 59	0	Intersection Improvements	\$1,000	State
2024	11X026	Hwy. 412 Corridor Impvts. (Sel. Secs.)	Boone, Lawrence, & Washington	Various	5.113	Widening & Intersection Improvements	\$20,000	State
2024	NARTS35	Various NARTS TAP Attrib Projects	Benton & Washington			Miscellaneous	\$625	Local
2024	NARTS36	Various NARTS Attrib Projects	Benton & Washington			Miscellaneous	\$12,315	Local
2024	NARTS37	NARTS Planning	Benton & Washington			Planning	\$250	Local



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

Job Type

- Bridge
- ◆ Interchange
- ⊕ Intersection
- Roadway
- New Location

2021-2024 STIP Projects

- Capacity
- Capital
- Interstate
- Preservation

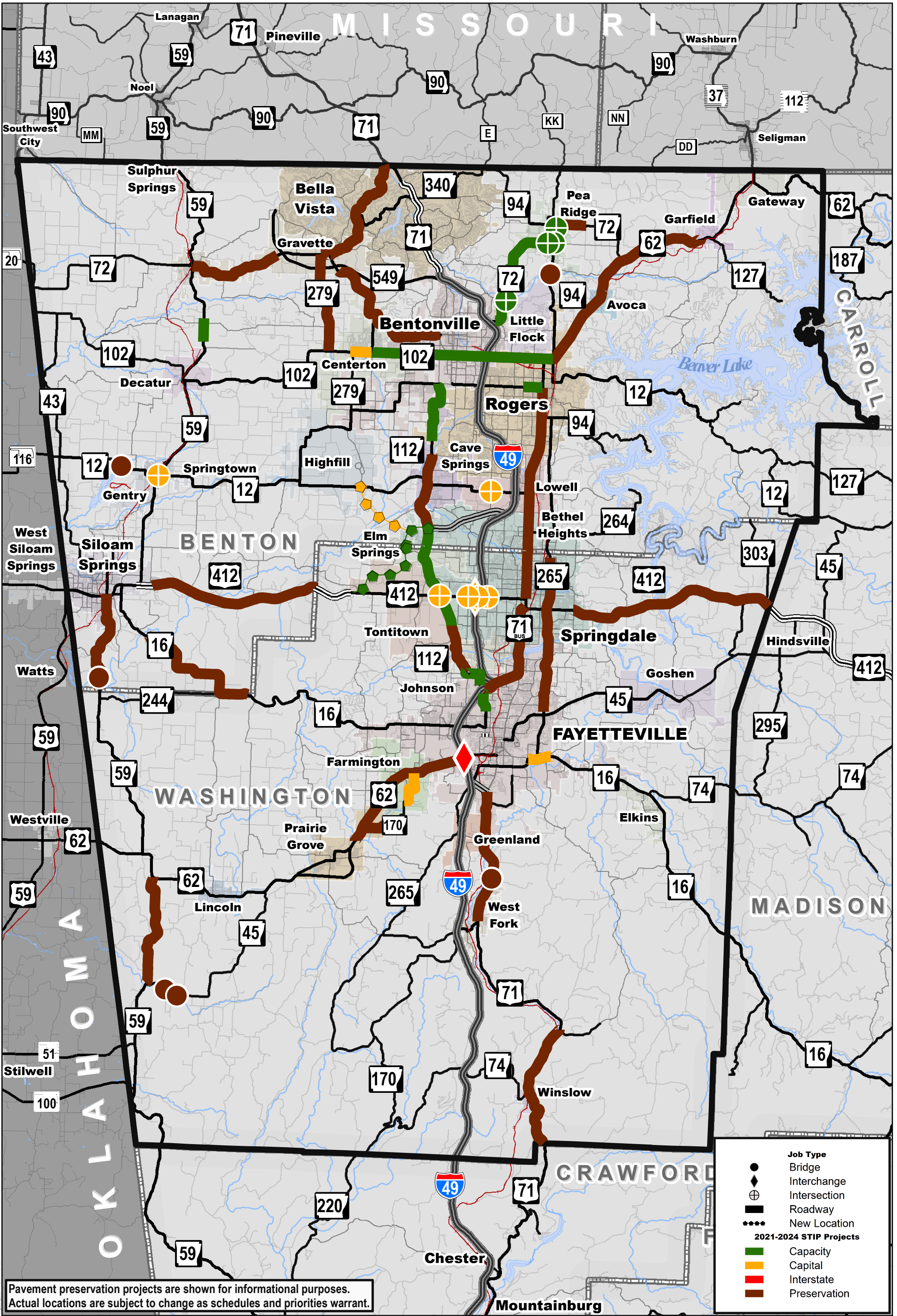
2021-2024 Statewide Transportation Improvement Program

Northwest Arkansas Regional Transportation Study

0 1.5 3 Miles

AR DOT
 ARKANSAS DEPARTMENT OF TRANSPORTATION

PM: PS: JL40961; 1/27/2021



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

2021-2024 Statewide Transportation Improvement Program Northwest Arkansas Regional Transportation Study

NARTS TIP FFY 2021-2024



PM: PS: JL40961; 1/27/2021

RESOLUTION #2020-09

A RESOLUTION APPROVING THE NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY (NARTS) FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, 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 Counties in Arkansas and a portion of McDonald County in Missouri; and

WHEREAS, the NARTS 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; and

WHEREAS, the projects that are contained in the NARTS FFY 2021-2024 TIP have been selected by and coordinated with local units of government and transit agencies within the Metropolitan Planning Area (MPA) and with ARDOT and MoDOT and have been reviewed for consistency with the NWA 2040 Metropolitan Transportation Plan; and

WHEREAS, the NARTS Technical Advisory Committee (TAC) has recommended approval of the NARTS FFY 2021-2024 TIP.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION:

That the NARTS FFY 2021-2024 Transportation Improvement Program is hereby approved.

PASSED AND APPROVED THIS 2ND DAY OF December, 2020.



Chairman

ATTEST:



Director



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 2021-2024 TRANSPORTATION IMPROVEMENT PLAN (TIP)

ADMINISTRATIVE MODIFICATION # 1

ADMINISTRATIVE MODIFICATION REQUEST:

MoDOT has requested Administrative Modification #1 to the NARTS FFY 2021-2024 TIP to include the following table showing the federal, state, and local funds for MoDOT projects.

Summary (\$1,000s)	Total	Fed	State
2021	\$ 8,242	\$ 2,102	\$ 6,140
2022	\$ 1,138	\$ 152	\$ 986
2023	\$ 6,088	\$ 3,025	\$ 3,063
Total	\$ 15,468	\$ 5,279	\$ 10,189

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 error – Inadvertent omission of table with funding breakdown.

ADMINISTRATIVE MODIFICATION #1 AUTHORIZED BY: [Signature] DATE: 12-18-20

- TO: Britni O'Connor, Zeke Hall and Frank Miller, MoDOT
- Cc: Sunny Farmahan and Chris Dillaha, ARDOT
- Amy Heflin, FHWA
- Lynn Hayes, FTA
- Jeff Hawkins, NWARPC
- Celia Scott-Silkwood, NWARPC
- Cristina Scarlat, NWARPC



NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

1311 Clayton St., Springdale, Arkansas, 72762

• (479) 751 7125

• Fax: (479) 751 7150

• <http://nwarpc.org>

Via Email

FEBRUARY 1, 2021

NARTS FFY 2021-2024 TRANSPORTATION IMPROVEMENT PLAN (TIP)

ADMINISTRATIVE MODIFICATION #2

ADMINISTRATIVE MODIFICATION REQUEST:

MoDOT has requested Administrative Modification #2 to the NARTS FFY 2021-2024 TIP to change FFY 2023, in the Construction phase, **to FFY 2021 for Job #7P3469**. This change is needed in order to show both the Engineering and Construction phases in FFY 2021.

County:	Various	Description:		
Route:	Various	Job Order Contracting for guard cable and guardrail repair in the rural Southwest District.		
Job No.:	7P3469			
Length:	0.00			
Type of Work:	Guardrail Repair			
Agency:	MoDOT	Total Estimated Cost:	\$	2,557
MPO:	NARTS	Total Federal Share:	\$	-
Federal Source:	MoDOT-AC	Total State Share:	\$	2,557
FFY	Phase	Funding	Federal	State
2021	Engineering	\$ 246	\$ -	\$ 246
2021	Construction	\$ 2,311	\$ -	\$ 2,311

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.

1. *Change in schedule within the STIP period (CFR 450.216(c)).*

ADMINISTRATIVE MODIFICATION #2 AUTHORIZED BY: [Celia Scott-Silkwood](#) **DATE:** [2.1.2021](#)

TO: Britni O'Connor, Zeke Hall and Frank Miller, MoDOT
Cc: Sunny Farmahan and Chris Dillaha, ARDOT
 Jeff Hawkins, NWARPC
 Tim Conklin, NWARPC
 Cristina Scarlat, NWARPC



NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

1311 Clayton St., Springdale, Arkansas, 72762

• (479) 751 7125

• Fax: (479) 751 7150

• <http://nwarpc.org>

MARCH 4, 2021

Via email

Chris Dillaha and Sunny Farmahan, ARDOT
Frank Miller, Dave Taylor, Britni O'Connor, MoDOT
Jeff Hawkins, Tim Conklin, AICP, Cristina Scarlet, NWARPC

RE: NARTS FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #1 APPROVAL

All:

NWARPC, in conjunction with ARDOT, determined an amendment to the Northwest Arkansas Regional Transportation Study (NARTS) FFY 2021-2024 Transportation Improvement Program (TIP) was necessary to reconcile the NARTS FFY 2021-2024 TIP with the FFY 2021-2024 Arkansas State Transportation Improvement Program (STIP).

Arkansas STIP and NARTS TIP:

- The Arkansas State Highway Commission released the FFY 2021-2024 STIP for public comment through March 9, 2021, see: <http://www.ardot.gov/STIP>.
- The NARTS FFY 2021-2024 TIP was approved by the RPC/Policy Committee on December 2, 2020, with Resolution #2020-09, see: <https://www.nwarpc.org/transportation/transportation-improvement-program/>.
- Note: Funding from the Transportation Sales Tax Continuation Amendment of 2020 is not included in the documents.

Both the NARTS TIP, and the Arkansas STIP, list projects for roadway, bridge, safety, intersection improvement and transit projects. The NARTS TIP is consistent with the NWA 2040 Metropolitan Transportation Plan (MTP) and the Arkansas STIP is consistent with the state's Long-Range Plan.

The purpose of Proposed Amendment #1 was to reconcile the NARTS TIP with the Arkansas STIP. The NARTS TIP is a component of the STIP, and as such, must match the STIP. Additionally, several tables must be updated to incorporate changes coming from the STIP.

Proposed Amendment #1 had three elements:

- A. Differences between the Current TIP and the New ARDOT STIP/TIP.
- B. Financial Report Table – Summary of Federal, State and local funds in the MPA.
- C. Completed and Under-Construction Projects from FFY 2019-2022 TIP Table – Lists the projects in ARDOT Districts 4 and 9 that are in the NARTS area that are completed, under-construction, removed, or reprogrammed by 2021.

These elements have been incorporated into the body of the NARTS FFY 2021-2024 TIP.

PUBLIC NOTIFICATION: In accordance with NWARPC’s Public Participation Plan, notification was published in the Democrat Gazette on Sunday, February 7, 2021 and in the La Prensa and McDonald County Press on Thursday, February 11, 2021. A public comment period for the proposed TIP Amendment #1 began on Friday, February 12, 2021 and ran until 5:00 pm, Thursday, February 25, 2021. Written comments were encouraged via email using the comment tab on the NWARPC website. No public comment was received. A ballot was mailed via email to TAC and RPC/Policy Committee members on Friday, February 26, 2021. The ballots were returned by noon, Thursday, March 4, 2021. After a tally of the votes submitted, it was determined that both the TAC and the RPC/Policy Committee members voted unanimously to approve the Proposed Amendment #1 to the NARTS FFY 2021-2024 TIP.

Please go to <https://www.nwarpc.org/transportation/transportation-improvement-program/> to view the complete NARTS FFY 2021-2024 TIP.

Thank you for your assistance in this endeavor. If you require additional information, please contact me.

Sincerely,

Celia Scott-Silkwood

Celia Scott-Silkwood, AICP
Regional Planner, NWARPC

PROJECTS FROM THE NARTS FFY 2021-2022 TIP TABLE

COMPLETED AND UNDER-CONSTRUCTION PROJECTS FROM THE FFY 2021-2022 TIP TABLE

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 table below lists the projects in ARDOT Districts 4 and 9 and in MoDOT Southwest District that are in the NARTS area that are completed, under-construction, removed, or reprogrammed by 2021.

Proposed Amendment #1 will add this table to the NARTS FFY 2021-2024 TIP.

2021 Status	Let Date	Award Amount	Job No.	Federal Fiscal Year	Job Name	County Name	Route No.	Job Type
Programmed 2022-2024			12270	2022	Hwy. 112 Corridor Impvts.	Benton & Washington	112	Major Widening
Under Construction	Jun-20	\$ 6,097,916.49	40579	2020	College Ave. - Huntsville Rd. (Sel. Secs.) (Fayetteville) (S)	Washington	16	Major Widening
Programmed/Scheduled 2021			40683	2019	Hwy. 62 - Clyde Carnes Rd. (Hwy. 170) (Farmington) (S)	Washington	170	Major Widening
Programmed/Scheduled 2021			40720	2020	Poplar St. - Drake St. (Fayetteville) (S)	Washington	112	Major Widening
Programmed/Scheduled 2022			04X056(Now 040785)	2022	Stone Bridge Rd. - East Roberts Rd. (Fayetteville)	Washington	16	Major Widening
Removed - Now a Preservation Project			04X097	2022	Cincinnati Creek Str. & Apprs.	Washington	244	Str. & Apprs.
Programmed (Now 012305) 2023			04X173	2022	Hwy. 412/Hwy. 112 Intersection Improvements (Tontitown)	Washington	412 & 112	Intersection Improvements
Programmed/Scheduled 2023			90069	2020	Northwest Arkansas Regional Airport Access (F)	Benton	New	New Location
Programmed/Scheduled 2023			90238	2022	Hwy. 279 South - Hwy. 102B (Centeron)	Benton	102	Major Widening
Programmed/Scheduled 2021			90338	2019	Dixieland Rd. - 8th St. (Rogers) (S)	Benton	71B	Major Widening
Scheduled 2021			90377	2019	SW "I" - Moberly Lane (8th Street Widening) (Bentonville) (S)	Benton	CS	Major Widening
Complete	Nov-20	\$ 4,205,302.49	90384	2021	Pea Ridge National Military Park Mitigation (S)	Benton	62	Mitigation
Under Construction	Jan-19	\$ 3,193,594.39	90402	2019	Little Osage Creek Str. & Apprs. (S)	Benton	264	Str. & Apprs.
Programmed/Scheduled 2021			90433	2019	Hwy. 264/Bellview St./Spring Creek Rd. Inters. Impvts. (Lowell) (S)	Benton	264	Intersection Improvements
Under Construction	Sep-20	\$ 2,785,230.14	90434	2019	Wolf Creek & Decatur Branch Strs. & Apprs. (S)	Benton	59	Strs. & Apprs.

Under Construction	Nov-19	\$ 1,418,263.77	90445	2019	Hwy. 12/Hwy. 43 Inters. Safety Impvts. (S)	Benton	12 & 43	Intersection Improvements
Under Construction	Aug-20	\$ 9,283,678.51	90472	2019	Little Sugar & Tanyard Creeks Strs. & Apprs (S)	Benton	340	Str. & Apprs.
Under Construction	Aug-20	\$ 2,628,841.15	90502	2021	Dry Fork, Little Sugar & Piney Creeks Strs. & Apprs. (S)	Benton & Carroll	21 & 94	Strs. & Apprs.
Programmed/Scheduled 2021			90506	2021	Illinois River Str. & Apprs. (Hwy. 59) (S)	Benton	59	Str. & Apprs.
Programmed			09X114	2021	Gravette - Gentry (Passing Lanes, Resurface & Shoulders)	Benton	59	Passing Lanes & System Preservation
On-going			11X013	2021	Hwy. 412 - XNA Connector (Springdale Bypass) (Western Leg) (ROW)	Benton & Washington	612	Project Development
Programmed/Scheduled 2022			BB0410(Now 040846)	2021	Hwy. 62 Intchg. Impvts.	Washington	I-49	Interchange Improvements
Under Construction	Jan-21	\$ 37,640,417.00	BB0411(Now 040847)	2020	Hwy. 16/112 Spur Intchg. Impvts. (S)	Washington	I-49	Interchange Improvements
Under Construction	Jul-19	\$ 66,593,069.36	CA0903	2022	Hwy. 71 Interchange (B. V. Bypass) (S)	Benton	549	New Location
Under Construction	Jul-19	\$ 35,516,446.50	CA0905	2022	Co. Rd. 34 - Missouri State Line (B. V. Bypass) (S)	Benton	549	New Location
Complete	Jan-20	\$ 2,900,000.00	ORT	2019	Ozark Regional Transit (ORT) to replace its administration and operations center	Washington		New Facility
Under Construction	Mar-20	\$58,509,919.00	#7P0601	2020	I-49 from Pineville, MO to the Arkansas State line (Bella Vista)	McDonald	I-49	New Facility
Complete	Apr-20	\$927,303.45	#7P3108B	2020	Wrong-way countermeasures at interchange I-49 and Route H*	McDonald	I-49	Wrong-way Countermeasures
Under Construction	20-Feb	\$85,140.00	#0I3006Y	2021	On-call repairs	McDonald		On-call repair project

*also included other locations not in NARTS

NARTS FFY 2021-2024 TIP (12.2.2020) PROPOSED AMENDMENT #1_FINANCIAL REPORT TABLE

The following Financial Report Table is a summary of Federal, State and local funds in the Metropolitan Planning Area (MPA) of Benton and Washington Counties, AR. This table reflects totals for each funding category, using updated figures provided in the new ARDOT STIP/TIP.

FFY	Sum of NHPP	Sum of NHFP	Sum of Earmark	Sum of STBGP	Sum of STBGP GT 200K	Sum of HIP	Sum of HIP_GT_200K	Sum of TAP GT 200K	Sum of CAP	Sum of State	Sum of Act 416	Sum of Local
2021	\$ 2,480		\$ 900	\$ 4,868	\$ 10,722		\$ 1,312	\$ 500		\$ 1,855	\$ 3,100	\$ 16,991
2022	\$ 16,715	\$ 23,000	\$ 65	\$ 21,855	\$ 8,766	\$ 14,715	\$ 1,312	\$ 500	\$15,650	\$ 12,850		\$ 4,345
2023	\$ 12,560		\$ 8,800	\$ 25,520	\$ 8,612		\$ 1,312	\$ 500	\$56,000	\$ 9,520		\$ 4,806
2024	\$ 3,680			\$ 32,150	\$ 8,740		\$ 1,312	\$ 500	\$20,000	\$ 9,020		\$ 2,888
Total	\$ 35,435	\$ 23,000	\$ 9,765	\$ 84,393	\$ 36,840	\$ 14,715	\$ 5,248	\$ 2,000	\$91,650	\$ 33,245	\$ 3,100	\$ 29,030

Proposed Amendment #1 will replace the current TIP table with this table, and will be shown on the FINANCIAL REPORT page in the NARTS FFY 2021-2024 TIP.



NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION

1311 Clayton St., Springdale, Arkansas, 72762

• (479) 751 7125

• Fax: (479) 751 7150

• <http://nwarpc.org>

Via Email

MARCH 23, 2021

NARTS FFY 2021-2024 TRANSPORTATION IMPROVEMENT PLAN (TIP)

ADMINISTRATIVE MODIFICATION #3

ADMINISTRATIVE MODIFICATION REQUEST:

The Arkansas Highway Commission adopted the FY 2021-2024 State Transportation Improvement Program (STIP) on March 17, 2021. NWARPC has determined that an administrative modification is needed to reconcile the STIP with the NARTS FY 2021-2024 Transportation Improvement Program (TIP).

The following items are included in the Administrative Modification #3:

2021-2024 NARTS TIP

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

NARTS36	Benton & Washington		Various NARTS Attrib Projects	-	Miscellaneous	12,065 - TOTAL 8,290 - STBGP >200K 1,312 - HIP > 200K 2,463 - Local	Local	2024	NARTS
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CHANGED TO:

NARTS36	Benton & Washington		Various NARTS Attrib Projects	-	Miscellaneous	12,315 - TOTAL 8,540 - STBGP >200K 1,312 - HIP > 200K 2,463 - Local	Local	2024	NARTS
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WAS:

XX2021-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	111,300 - TOTAL 42,850 - NHPP 1,000 - HSIP 1,000 - STBGP 66,450 - Act 416	State	2021	All
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State funding includes \$14M for Fayetteville Shale severance tax projects.

CHANGED TO:

XX2021-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	101,750 - TOTAL 33,600 - NHPP 1,000 - HSIP 1,000 - STBGP 66,150 - Act 416	State	2021	All
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State funding includes \$14M for Fayetteville Shale severance tax projects.

WAS:

XX2022-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	148,400 - TOTAL 26,100 - NHPP 3,000 - HSIP 42,700 - STBGP 76,600 - Act 416	State	2022	All
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CHANGED TO:

XX2022-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	152,100 - TOTAL 29,000 - NHPP 3,000 - HSIP 42,700 - STBGP 77,400 - Act 416	State	2022	All
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WAS:

XX2023-16	Statewide	Various Pavement Preservation Projects	-	System Preservation	186,000 - TOTAL 73,200 - NHPP 1,000 - HSIP 29,700 - STBGP 82,100 - Act 416	State	2023	All
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CHANGED TO:

XX2023-16	Statewide	Various Pavement Preservation Projects	-	System Preservation	185,900 - TOTAL 73,400 - NHPP 1,000 - HSIP 29,400 - STBGP 82,100 - Act 416	State	2023	All
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WAS:

XX2024-16	Statewide	Various Pavement Preservation Projects	-	System Preservation	233,800 - TOTAL 61,000 - NHPP 1,000 - HSIP 55,700 - STBGP 28,800 - State 87,300 - Act 416	State	2024	All
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CHANGED TO:

XX2024-16	Statewide	Various Pavement Preservation Projects	-	System Preservation	233,800 - TOTAL 63,400 - NHPP 1,000 - HSIP 53,100 - STBGP 29,000 - State 87,300 - Act 416	State	2024	All
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WAS:

09X228	Benton	16	Illinois River - Washington Co. Line (S)	7.34	System Preservation	1,800 - TOTAL 1,440 - STBGP 360 - State	TBD	NARTS
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CHANGED TO:

09X228	Benton	16	Illinois River - Washington Co. Line (S)	7.34	System Preservation	1,800 - TOTAL 1,440 - STBGP 360 - State	State	TBD	NARTS
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WAS:

09X239	Benton	59	Hwy. 412 - Washington Co. Line (S)	5.58	System Preservation	1,300 - TOTAL 1,040 - STBGP 260 - State	TBD	NARTS
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CHANGED TO:

09X239	Benton	59	Hwy. 412 - Washington Co. Line (S)	5.58	System Preservation	1,300 - TOTAL 1,040 - STBGP 260 - State	State	TBD	NARTS
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WAS:

04X044	Washington	62	Illinois River - I-49 (S)	7.66	System Preservation	2,500 - TOTAL 2,000 - STBGP 500 - State	TBD	NARTS
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CHANGED TO:

04X044	Washington	62	Illinois River - I-49 (S)	7.66	System Preservation	2,500 - TOTAL 2,000 - STBGP 500 - State	State	TBD	NARTS
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WAS:

09X213	Benton	62	I-49 - Avoca (S)	8.00	System Preservation	2,600 - TOTAL 2,080 - NHPP 520 - State	TBD	NARTS
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CHANGED TO:

09X213	Benton	62	I-49 - Avoca (S)	8.00	System Preservation	2,600 - TOTAL 2,080 - NHPP 520 - State	State	TBD	NARTS
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WAS:

09X217	Benton	62	Avoca - North Garfield (S)	6.39	System Preservation	1,300 - TOTAL 1,040 - NHPP 260 - State	TBD	NARTS
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CHANGED TO:

09X217	Benton	62	Avoca - North Garfield (S)	6.39	System Preservation	1,300 - TOTAL 1,040 - NHPP 260 - State	State	TBD	NARTS
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WAS:

09X198	Benton	71B	Washington Co. Line - Hwy. 94 (Rogers) (S)	8.56	System Preservation	6,200 - TOTAL 4,960 - NHPP 1,240 - State	TBD	NARTS
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CHANGED TO:

09X198	Benton	71B	Washington Co. Line - Hwy. 94 (Rogers) (S)	8.56	System Preservation	6,200 - TOTAL 4,960 - NHPP 1,240 - State	State	TBD	NARTS
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WAS:

09X102	Benton	72	Hwy. 549 - Hwy. 71B (S)	7.84	System Preservation	2,000 - TOTAL 1,600 - STBGP 400 - State	TBD	NARTS
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CHANGED TO:

09X102	Benton	72	Hwy. 549 - Hwy. 71B (S)	7.84	System Preservation	2,000 - TOTAL 1,600 - STBGP 400 - State	State	TBD	NARTS
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WAS:

09X229	Benton	72	It'll Do Rd. - Guthrie Rd. (Pea Ridge) (S)	3.79	System Preservation	1,300 - TOTAL 1,040 - STBGP 260 - State	TBD	NARTS
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CHANGED TO:

09X229	Benton	72	It'll Do Rd. - Guthrie Rd. (Pea Ridge) (S)	1.61	System Preservation	600 - TOTAL 480 - STBGP 120 - State	State	TBD	NARTS
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WAS:

04X050	Washington	112	Fayetteville - Hwy. 412 (S)	4.31	System Preservation	1,500 - TOTAL 1,200 - STBGP 300 - State	TBD	NARTS
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CHANGED TO:

04X050	Washington	112	Fayetteville - Hwy. 412 (S)	4.31	System Preservation	1,500 - TOTAL 1,200 - STBGP 300 - State	State	TBD	NARTS
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WAS:

04X178	Washington	265	Citizens Dr. - Hwy. 412 (Fayetteville & Springdale) (S)	5.46	System Preservation	900 - TOTAL 720 - NHPP 180 - State	TBD	NARTS
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CHANGED TO:

04X178	Washington	265	Citizens Dr. - Hwy. 412 (Fayetteville & Springdale) (S)	5.46	System Preservation	900 - TOTAL 720 - NHPP 180 - State	State	TBD	NARTS
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WAS:

04X179	Washington	265	Hwy. 412 - Dodd Ave. (Springdale) (S)	2.69	System Preservation	1,600 - TOTAL 1,280 - STBGP 320 - State	TBD	NARTS
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CHANGED TO:

04X179	Washington	265	Hwy. 412 - Dodd Ave. (Springdale) (S)	2.69	System Preservation	1,600 - TOTAL 1,280 - STBGP 320 - State	State	TBD	NARTS
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WAS:

040798	Washington	412	Butterfield Coach Rd. - Madison Co. Line (S)	10.93	System Preservation	3,200 - TOTAL 2,560 - NHPP 640 - State	TBD	NARTS
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CHANGED TO:

040798	Washington	412	Butterfield Coach Rd. - Madison Co. Line (S)	10.93	System Preservation	3,200 - TOTAL 2,560 - NHPP 640 - State	State	TBD	NARTS
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WAS:

09X205	Benton	279	Hwy. 72 - Hwy. 340 (S)	3.07	System Preservation	700 - TOTAL 560 - STBGP 140 - State	TBD	NARTS
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CHANGED TO: JOB 09X205 WAS REMOVED AS IT WAS A DUPLICATE OF JOB A90007

A90007	Benton	72 & 279	Hwy. 102 - Missouri State Line (S)	12.42	System Preservation	2,400 - TOTAL 2,400 - Act 416	State	TBD	NARTS
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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.

ADMINISTRATIVE MODIFICATION #3 AUTHORIZED BY: *Celia Scott-Silkwood* **DATE:** 3.23.2021

These changes have been incorporated into the NARTS FFY 2021-2024 TIP which can be found on the NWARPC web site at: <https://www.nwarpc.org/transportation/transportation-improvement-program/>.

TO: Travis Brooks, Sunny Farmahan and Chris Dillaha, ARDOT

Cc: Jeff Hawkins, NWARPC

Tim Conklin, NWARPC

Cristina Scarlat, NWARPC

Britni O'Connor and Frank Miller, MoDOT

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
040846	Washington	I-49	Hwy. 62 Intchn. Impvts. (Fayetteville) (S)	-	Interchange Improvements	49,800 - TOTAL 5,755 - NHPP 23,000 - NHFP 14,715 - HIP 4,830 - State 1,500 - Local	State	2022	NARTS
09X025	Benton	12	Little Flint Creek Str. & Apprs. (S)	-	Str. & Apprs.	1,100 - TOTAL 880 - NHPP 220 - State	State	2023	NARTS
09X324	Benton	12 & 59	Hwy. 12/Hwy. 59 Signal & Inters. Impvts. (Gentry)	-	Intersection Improvements	1,000 - TOTAL 550 - STBGP 200 - State 250 - Local	State	2024	NARTS
040785	Washington	16	Stone Bridge Rd. – East Roberts Rd. (Fayetteville) (S)	1.21	Major Widening	4,300 - TOTAL 3,440 - STBGP 860 - State	State	2023	NARTS
04X098	Washington	45	Baron Fork & Fly Creek Strs. & Apprs. (S)	-	Strs. & Apprs.	3,300 - TOTAL 2,640 - NHPP 660 - State	State	2024	NARTS
090558	Benton	59	Sulphur Springs – Decatur (Passing Lane) (S)	2.43	Passing Lanes	2,900 - TOTAL 2,320 - STBGP 580 - State	State	2022	NARTS
One southbound passing lane.									
090506	Benton	59	Illinois River Str. & Apprs. (Hwy. 59) (S)	-	Str. & Apprs.	10,000 - TOTAL 8,000 - NHPP 2,000 - State	State	2022	NARTS
09X168	Benton	62 & 102	Hwys. 62 & 102 Inters. Impvts. (Bentonville, Centerton, & Rogers) (S)	9.40	Intersection Improvements	10,000 - TOTAL 8,000 - STBGP 2,000 - State	State	2024	NARTS
Specific improvement locations to be determined upon completion of planning study.									

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
04X114	Washington	71	Rock Creek Str. & Apprs. (West Fork) (S)	-	Str. & Apprs.	1,700 - TOTAL 1,360 - NHPP 340 - State	State	2023	NARTS
090338	Benton	71B	Dixieland Rd. – 8th St. (Rogers) (S)	1.01	Major Widening	9,900 - TOTAL 65 - Earmark 7,855 - STBGP 1,780 - State 200 - Local	State	2022	NARTS
Partnering project. City to provide 50% of project costs up to \$5.0M plus an additional \$200K for 6' sidewalks.									
09X309	Benton	72	Hwy. 72 Interim Impvts. (Bentonville & Pea Ridge)	10.12	Various Improvements	7,200 - TOTAL 5,760 - STBGP 1,440 - State	State	2024	NARTS
090431	Benton	94	Little Sugar Creek Str. & Apprs. (Little Flock)	-	Strs. & Apprs.	3,100 - TOTAL 2,480 - NHPP 620 - State	State	2021	NARTS
090238	Benton	102	Hwy. 279 South – Hwy. 102B (Centerton) (S)	1.11	Major Widening	5,300 - TOTAL 4,240 - STBGP 1,060 - State	State	2023	NARTS
040720	Washington	112	Poplar St. – Drake St. (Fayetteville) (S)	1.57	Major Widening	7,800 - TOTAL 6,240 - STBGP 1,560 - State	Local	2022	NARTS
Partnering project. City to accept ownership of a segment of Highway 112 upon completion of project.									
040746	Washington	112	Truckers Dr. – Howard Nickell Rd. (Fayetteville) (S)	1.42	Major Widening	16,000 - TOTAL 280 - STBGP >200K 15,650 - CAP 70 - Local	State	2022	NARTS
Partnering Project. City to contribute \$350,000 towards project costs and take ownership of a portion of Highway 71B.									
040860	Washington	112	Don Tyson Pkwy. Extension – Hwy. 412 (S)	1.70	Major Widening	11,000 - TOTAL 8,800 - STBGP 2,200 - State	State	2024	NARTS

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
012305	Benton & Washington	112	Hwy. 412 – Springdale Bypass (S)	4.00	Major Widening	29,000 - TOTAL 29,000 - CAP	State	2023	NARTS

This project includes intersection improvements at Hwy. 112/Hwy. 412.

090636	Benton	112	Pleasant Grove Rd. – Hwy. 12 (S)	3.43	Major Widening	27,000 - TOTAL 27,000 - CAP	State	2023	NARTS
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040683	Washington	170	Hwy. 62 – Clyde Carnes Rd. (Hwy. 170) (Farmington) (S)	1.97	Major Widening	9,905 - TOTAL 4,020 - STBGP 4,290 - STBGP >200K 1,235 - State 360 - Local	Local	2021	NARTS
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Partnering project. City to contribute 50% of construction costs, up to \$4.0M. Total reflects overall project costs minus funds already obligated.

090433	Benton	264	Hwy. 264/Bellview St./Spring Creek Rd. Inters. Impvts. (Lowell) (S)	-	Intersection Improvements	2,185 - TOTAL 848 - STBGP 750 - STBGP >200K 587 - Local	State	2021	NARTS
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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.

012326	Benton & Washington	612	Hwy. 412 – Hwy.112 (Springdale Bypass) (S)	6.19	Project Development	14,400 - TOTAL 11,520 - STBGP 2,880 - State	State	2023	NARTS
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Right of way acquisition.

11X026	Boone, Lawrence, & Washington	Various	Hwy. 412 Corridor Impvts. (Sel. Secs.)	5.11	Widening & Intersection Improvements	20,000 - TOTAL 20,000 - CAP	State	2024	NARTS
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Specific improvement locations to be determined.

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
090069	Benton	New	Northwest Arkansas National Airport Access (P.E.)	3.60	Project Development	11,000 - TOTAL 8,800 - Earmark 2,200 - Local	Local	2023	NARTS
Project Development funded in the 2021-2024 STIP.									
090377	Benton	CS	SW "I" - Moberly Lane (8th Street Widening) (Bentonville) (S)	1.40	Major Widening	14,400 - TOTAL 900 - Earmark 13,500 - Local	Local	2021	NARTS
NARTS35	Benton & Washington		Various NARTS TAP Attrib Projects	-	Miscellaneous	625 - TOTAL 500 - TAP >200K 125 - Local	Local	2021	NARTS
NARTS35	Benton & Washington		Various NARTS TAP Attrib Projects	-	Miscellaneous	625 - TOTAL 500 - TAP >200K 125 - Local	Local	2022	NARTS
NARTS35	Benton & Washington		Various NARTS TAP Attrib Projects	-	Miscellaneous	625 - TOTAL 500 - TAP >200K 125 - Local	Local	2023	NARTS
NARTS35	Benton & Washington		Various NARTS TAP Attrib Projects	-	Miscellaneous	625 - TOTAL 500 - TAP >200K 125 - Local	Local	2024	NARTS
NARTS36	Benton & Washington		Various NARTS Attrib Projects	-	Miscellaneous	9,163 - TOTAL 5,482 - STBGP >200K 1,312 - HIP > 200K 2,369 - Local	Local	2021	NARTS
NARTS36	Benton & Washington		Various NARTS Attrib Projects	-	Miscellaneous	11,998 - TOTAL 8,286 - STBGP >200K 1,312 - HIP > 200K 2,400 - Local	Local	2022	NARTS
NARTS36	Benton & Washington		Various NARTS Attrib Projects	-	Miscellaneous	12,155 - TOTAL 8,412 - STBGP >200K 1,312 - HIP > 200K 2,431 - Local	Local	2023	NARTS
NARTS36	Benton & Washington		Various NARTS Attrib Projects	-	Miscellaneous	12,315 - TOTAL 8,540 - STBGP >200K 1,312 - HIP > 200K 2,463 - Local	Local	2024	NARTS

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS37	Benton & Washington		NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2021	NARTS
NARTS37	Benton & Washington		NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2022	NARTS
NARTS37	Benton & Washington		NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2023	NARTS
NARTS37	Benton & Washington		NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2024	NARTS
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.	200 - TOTAL 160 - NHPP 40 - 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
XX2021-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	300 - TOTAL 270 - Rail Hwy 30 - State	State/RR	2021	All
XX2021-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2021	All
XX2021-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2021	All
XX2021-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2021	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
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	20,000 - TOTAL 7,726 - NHPP 1,047 - NHFP 2,000 - HSIP 147 - Rail Hwy 3,930 - STBGP 1,150 - CMAQ Flex 4,000 - State/Local	State	2021	All
Funding in this category may be used for the development of any project within the 2021-2024 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	15,000 - TOTAL 13,500 - HSIP 1,500 - State	State	2021	All
XX2021-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 7,410 - NHPP 2,190 - STBGP 2,400 - State	State	2021	All
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	101,750 - TOTAL 33,600 - NHPP 1,000 - HSIP 1,000 - STBGP 66,150 - Act 416	State	2021	All
State funding includes \$14M for Fayetteville Shale severance tax projects.									
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.									

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2021-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	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.	200 - TOTAL 160 - NHPP 40 - Local	State	2022	All
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	4,600 - TOTAL 4,140 - Rail Hwy 460 - State	State/RR	2022	All
XX2022-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2022	All
XX2022-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2022	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2022-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R 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	20,000 - TOTAL 8,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2022	All
Funding in this category may be used for the development of any project within the 2021-2024 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	30,700 - TOTAL 27,630 - HSIP 3,070 - State	State	2022	All
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	152,100 - TOTAL 29,000 - NHPP 3,000 - HSIP 42,700 - STBGP 77,400 - Act 416	State	2022	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
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 9,000 - Act 416	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.									
XX2023-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2023	All
XX2023-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2023	All
XX2023-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2023	All
XX2023-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2023	All
XX2023-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,700 - TOTAL 3,230 - Rail Hwy 1,470 - State	State/RR	2023	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2023	All
XX2023-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2023	All
XX2023-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2023	All
XX2023-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	State	2023	All
XX2023-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 8,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 4,607 - STBGP 643 - CMAQ Flex 4,000 - State/Local	State	2023	All
Funding in this category may be used for the development of any project within the 2021-2024 STIP.									
XX2023-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2023	All
XX2023-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2023	All
XX2023-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	33,600 - TOTAL 30,240 - HSIP 3,360 - State	State	2023	All
XX2023-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State	State	2023	All
XX2023-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off-System Bridge	State	2023	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	185,900 - TOTAL 73,400 - NHPP 1,000 - HSIP 29,400 - STBGP 82,100 - Act 416	State	2023	All
XX2023-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2023	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2023-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2023	All
XX2023-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2023	All
XX2023-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2023	All
XX2023-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2023	All
Funding amount is approximate.									
XX2023-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2023	All
Funding amount is approximate.									
XX2024-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2024	All
XX2024-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2024	All
XX2024-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2024	All
XX2024-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2024	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,800 - TOTAL 3,320 - Rail Hwy 1,480 - State	State/RR	2024	All
XX2024-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2024	All
XX2024-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2024	All
XX2024-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2024	All
XX2024-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	State	2024	All
XX2024-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,020 - NHPP 600 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	State	2024	All
Funding in this category may be used for the development of any project within the 2021-2024 STIP.									
XX2024-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2024	All
XX2024-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2024	All
XX2024-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	34,200 - TOTAL 30,780 - HSIP 3,420 - State	State	2024	All
XX2024-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State	State	2024	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off-System Bridge	State	2024	All
XX2024-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	233,800 - TOTAL 63,400 - NHPP 1,000 - HSIP 53,100 - STBGP 29,000 - State 87,300 - Act 416	State	2024	All
XX2024-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2024	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2024-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2024	All
XX2024-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2024	All
XX2024-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2024	All
XX2024-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2024	All
Funding amount is approximate.									
XX2024-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2024	All
Funding amount is approximate.									
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - 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	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2021	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2021	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	279 - TOTAL 279 - FTA-5310	Local	2021	All
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	5,000 - TOTAL 5,000 - 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

2021-2024 NARTS TIP

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

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS15	Benton & Washington		Consolidated Planning Grant (MPO)	-	Transit	748 - TOTAL 598 - FTA-5305 150 - Local	Local-MPO	2021	NARTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2022	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	2022	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2022	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - 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

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
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	5,000 - TOTAL 5,000 - State	Local	2022	All
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

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
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
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-5305 153 - Local	Local-MPO	2022	NARTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2023	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	2023	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2023	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2023	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	290 - TOTAL 290 - FTA-5310	Local	2023	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,300 - TOTAL 2,640 - FTA-5310 660 - Local	Local	2023	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,395 - TOTAL 1,395 - FTA-5311	Local	2023	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,730 - TOTAL 2,984 - FTA-5311 746 - Local	Local	2023	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	283 - TOTAL 226 - FTA-5311 57 - Local	Local	2023	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	718 - TOTAL 574 - FTA-5311 144 - Local	Local	2023	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	15,096 - TOTAL 7,548 - FTA-5311 7,548 - Local	Local	2023	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,390 - TOTAL 1,195 - FTA-5311 1,195 - Local	Local	2023	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	235 - TOTAL 235 - FTA-5311	Local	2023	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2023	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2023	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2023	All
NARTS01	Benton & Washington		Operating Assistance	-	Transit	1,800 - TOTAL 900 - FTA-5307 900 - Local	Local-ORT	2023	NARTS
NARTS02	Benton & Washington		Capital - Preventive Maintenance	-	Transit	490 - TOTAL 392 - FTA-5307 98 - Local	Local-ORT	2023	NARTS
NARTS03	Benton & Washington		Capital - Paratransit Service	-	Transit	400 - TOTAL 320 - FTA-5307 80 - Local	Local-ORT	2023	NARTS
NARTS04	Benton & Washington		Bus and Bus Facilities	-	Transit	232 - TOTAL 185 - FTA-5339 47 - Local	Local-ORT	2023	NARTS

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS05	Benton & Washington		Transit Operations	-	Transit	1,055 - TOTAL 1,055 - Local	Local-ORT	2023	NARTS
NARTS06	Benton & Washington		Operating Assistance	-	Transit	606 - TOTAL 303 - FTA-5307 303 - Local	Local-UofA	2023	NARTS
NARTS07	Benton & Washington		Capital - Preventive Maintenance	-	Transit	280 - TOTAL 224 - FTA-5307 56 - Local	Local-UofA	2023	NARTS
NARTS08	Benton & Washington		Capital - Paratransit Service	-	Transit	164 - TOTAL 131 - FTA-5307 33 - Local	Local-UofA	2023	NARTS
NARTS09	Benton & Washington		Capital - Rolling Stock/Support Equipment	-	Transit	765 - TOTAL 650 - FTA-5307 115 - Local	Local-UofA	2023	NARTS
NARTS10	Benton & Washington		Bus and Bus Facilities	-	Transit	220 - TOTAL 187 - FTA-5339 33 - Local	Local-UofA	2023	NARTS
NARTS11	Benton & Washington		Capital - Planning	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	2023	NARTS
NARTS12	Benton & Washington		Transit Operations	-	Transit	1,940 - TOTAL 1,940 - Local	Local-UofA	2023	NARTS
NARTS15	Benton & Washington		Consolidated Planning Grant (MPO)	-	Transit	765 - TOTAL 612 - FTA-5305 153 - Local	Local-MPO	2023	NARTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2024	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	2024	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2024	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2024	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	292 - TOTAL 292 - FTA-5310	Local	2024	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,350 - TOTAL 2,680 - FTA-5310 670 - Local	Local	2024	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2024	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2024	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	287 - TOTAL 230 - FTA-5311 57 - Local	Local	2024	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	720 - TOTAL 576 - FTA-5311 144 - Local	Local	2024	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2024	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2024	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	237 - TOTAL 237 - FTA-5311	Local	2024	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2024	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2024	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2024	All

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS01	Benton & Washington		Operating Assistance	-	Transit	1,920 - TOTAL 960 - FTA-5307 960 - Local	Local-ORT	2024	NARTS
NARTS02	Benton & Washington		Capital - Preventive Maintenance	-	Transit	494 - TOTAL 395 - FTA-5307 99 - Local	Local-ORT	2024	NARTS
NARTS03	Benton & Washington		Capital - Paratransit Service	-	Transit	405 - TOTAL 324 - FTA-5307 81 - Local	Local-ORT	2024	NARTS
NARTS04	Benton & Washington		Bus and Bus Facilities	-	Transit	235 - TOTAL 188 - FTA-5339 47 - Local	Local-ORT	2024	NARTS
NARTS05	Benton & Washington		Transit Operations	-	Transit	1,075 - TOTAL 1,075 - Local	Local-ORT	2024	NARTS
NARTS06	Benton & Washington		Operating Assistance	-	Transit	610 - TOTAL 305 - FTA-5307 305 - Local	Local-UofA	2024	NARTS
NARTS07	Benton & Washington		Capital - Preventive Maintenance	-	Transit	282 - TOTAL 225 - FTA-5307 57 - Local	Local-UofA	2024	NARTS
NARTS08	Benton & Washington		Capital - Paratransit Service	-	Transit	167 - TOTAL 133 - FTA-5307 34 - Local	Local-UofA	2024	NARTS
NARTS09	Benton & Washington		Capital - Rolling Stock/Support Equipment	-	Transit	775 - TOTAL 659 - FTA-5307 116 - Local	Local-UofA	2024	NARTS
NARTS10	Benton & Washington		Bus and Bus Facilities	-	Transit	222 - TOTAL 189 - FTA-5339 33 - Local	Local-UofA	2024	NARTS
NARTS11	Benton & Washington		Capital - Planning	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	2024	NARTS
NARTS12	Benton & Washington		Transit Operations	-	Transit	1,970 - TOTAL 1,970 - Local	Local-UofA	2024	NARTS

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS15	Benton & Washington		Consolidated Planning Grant (MPO)	-	Transit	770 - TOTAL 616 - FTA-5305 154 - Local	Local-MPO	2024	NARTS
09X228	Benton	16	Illinois River – Washington Co. Line (S)	7.34	System Preservation	1,800 - TOTAL 1,440 - STBGP 360 - State	State	TBD	NARTS
09X239	Benton	59	Hwy. 412 – Washington Co. Line (S)	5.58	System Preservation	1,300 - TOTAL 1,040 - STBGP 260 - State	State	TBD	NARTS
04X261	Washington	59	Hwy. 62 – Hwy. 45	6.04	System Preservation	800 - TOTAL 640 - STBGP 160 - State	State	TBD	NARTS
04X044	Washington	62	Illinois River – I-49 (S)	7.66	System Preservation	2,500 - TOTAL 2,000 - STBGP 500 - State	State	TBD	NARTS
09X213	Benton	62	I-49 – Avoca (S)	8.00	System Preservation	2,600 - TOTAL 2,080 - NHPP 520 - State	State	TBD	NARTS
09X217	Benton	62	Avoca – North Garfield (S)	6.39	System Preservation	1,300 - TOTAL 1,040 - NHPP 260 - State	State	TBD	NARTS
04X280	Washington	71	Crawford Co. Line – Hwy. 74 (Winslow)	6.88	System Preservation	2,100 - TOTAL 1,680 - STBGP 420 - State	State	TBD	NARTS
04X279	Washington	71	Hwy. 170 – Hwy. 71B (Fayetteville, Greenland, & West Fork)	7.11	System Preservation	3,400 - TOTAL 2,720 - STBGP 680 - State	State	TBD	NARTS
040773	Washington	71B	I-49 – Benton Co. Line (Sel. Secs.) (S)	8.06	System Preservation	6,000 - TOTAL 4,800 - STBGP 1,200 - State	State	TBD	NARTS
09X198	Benton	71B	Washington Co. Line – Hwy. 94 (Rogers) (S)	8.56	System Preservation	6,200 - TOTAL 4,960 - NHPP 1,240 - State	State	TBD	NARTS

2021-2024 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
A90006	Benton	72	Hwy. 59 – Hwy. 549 (Gravette) (S)	4.99	System Preservation	700 - TOTAL 700 - Act 416	State	TBD	NARTS
A90007	Benton	72 & 279	Hwy. 102 – Missouri State Line (S)	12.42	System Preservation	2,400 - TOTAL 2,400 - Act 416	State	TBD	NARTS
09X102	Benton	72	Hwy. 549 – Hwy. 71B (S)	7.84	System Preservation	2,000 - TOTAL 1,600 - STBGP 400 - State	State	TBD	NARTS
09X229	Benton	72	It'll Do Rd. – Guthrie Rd. (Pea Ridge) (S)	1.61	System Preservation	600 - TOTAL 480 - STBGP 120 - State	State	TBD	NARTS
04X050	Washington	112	Fayetteville – Hwy. 412 (S)	4.31	System Preservation	1,500 - TOTAL 1,200 - STBGP 300 - State	State	TBD	NARTS
090544	Benton	112	Hwy. 612 – Osage Creek (S)	4.09	System Preservation	800 - TOTAL 640 - STBGP 160 - State	State	TBD	NARTS
04X270	Washington	170	Hwy. 62 – East (Prairie Grove)	1.15	System Preservation	200 - TOTAL 160 - STBGP 40 - State	State	TBD	NARTS
04X178	Washington	265	Citizens Dr. – Hwy. 412 (Fayetteville & Springdale) (S)	5.46	System Preservation	900 - TOTAL 720 - NHPP 180 - State	State	TBD	NARTS
04X179	Washington	265	Hwy. 412 – Dodd Ave. (Springdale) (S)	2.69	System Preservation	1,600 - TOTAL 1,280 - STBGP 320 - State	State	TBD	NARTS
090548	Benton	412	Siloam Springs – Washington Co. Line (S)	8.84	System Preservation	3,700 - TOTAL 2,960 - NHPP 740 - State	State	TBD	NARTS
040798	Washington	412	Butterfield Coach Rd. – Madison Co. Line (S)	10.93	System Preservation	3,200 - TOTAL 2,560 - NHPP 640 - State	State	TBD	NARTS

2021-2024 NARTS TIP

Job	County	Route	Description	Length	Type of Work	Total Estimated Cost	Total Federal Share	Total State Share	FFY	Phase	Funding	Fed	State	Agency	MPO	Federal Source
0D3007Y	McDonald	IS 49	Job Order Contracting for pavement repair from Rte. 59 to 0.7 mile south of Rte. H.	10.74	Pavement Repair	\$ 71	\$ -	\$ 71	2021	Engineering	\$ 9	\$ -	\$ 9	MoDOT	NARTS	McDOT-AC
									2021	Construction	\$ 62	\$ -	\$ 62			
7B3358	McDonald	IS 49	Pavement resurfacing from 1.5 miles north of Rte. EE to Goodin Hollow Road.	4.09	Pavement Resurfacing	\$ 2,202	\$ 1,982	\$ 220	Previously Programmed	Engineering	\$ 36	\$ 32	\$ 4	MoDOT	NARTS	NHPP
									2021	Engineering	\$ 190	\$ 171	\$ 19			
									2021	Construction	\$ 1,976	\$ 1,778	\$ 198			
7S3292	McDonald	MO 90	Pavement resurfacing and add shoulders and rumblestrips at various locations from Rte. 43 in Southwest City to Rte. 37 near Washburn. \$551,000 Open Container funds.	46.55	Pavement Resurfacing	\$ 5,570	\$ -	\$ 5,570	Previously Programmed	Engineering	\$ 294	\$ -	\$ 294	MoDOT	NARTS	McDOT-AC
									2021	Engineering	\$ 485	\$ -	\$ 485			
									2021	Construction	\$ 4,791	\$ -	\$ 4,791			
7P3373	Various	Various	On-call work zone enforcement at various locations in the rural Southwest District.	0.00	Work Zone Enforcement	\$ 72	\$ 65	\$ 7	2021	Engineering	\$ 1	\$ 0.9	\$ 0.1	MoDOT	NARTS	Safety
									2021	Payment	\$ 71	\$ 64	\$ 7			
7Q3365	Various	Various	Operations and management of Ozarks Traffic ITS in the rural Southwest District.	0.00	Operations and Management	\$ 279	\$ -	\$ 279	2021	Payment	\$ 279	\$ -	\$ 279	MoDOT	NARTS	McDOT-AC
7S3307	McDonald	RT H	Pavement resurfacing from Rte. 90 to Bus. 71 in Pineville.	7.07	Pavement Resurfacing	\$ 706	\$ -	\$ 706	Previously Programmed	Engineering	\$ 2	\$ -	\$ 2	MoDOT	NARTS	McDOT-AC
									2021	Engineering	\$ 24	\$ -	\$ 24			
									2022	Engineering	\$ 60	\$ -	\$ 60			
									2022	Construction	\$ 620	\$ -	\$ 620			
7B418	Various	Various	On-call work zone enforcement at various locations in the rural Southwest District.	0.00	Work Zone Enforcement	\$ 75	\$ 68	\$ 7	Previously Programmed	Engineering	\$ 1	\$ 0.9	\$ 0.1	MoDOT	NARTS	Safety
									2021	Engineering	\$ 1	\$ 0.9	\$ 0.1			
									2022	Engineering	\$ 2	\$ 1.8	\$ 0.2			
									2022	Payment	\$ 71	\$ 64	\$ 7			
7Q3414	Various	Various	Operations and management of Ozarks Traffic ITS in the rural Southwest District.	0.00	Operations and Management	\$ 280	\$ -	\$ 280	2022	Engineering	\$ 1	\$ -	\$ 1	MoDOT	NARTS	McDOT-AC
									2022	Payment	\$ 279	\$ -	\$ 279			
7P3260	McDonald	US 71	Pavement resurfacing from south of Goodin Hollow Road to the Arkansas State line.	8.99	Pavement Resurfacing	\$ 4,231	\$ 3,385	\$ 846	Previously Programmed	Engineering	\$ 234	\$ 187	\$ 47	MoDOT	NARTS	NHPP
									2021	Engineering	\$ 2	\$ 1.6	\$ 0.4			
									2022	Engineering	\$ 2	\$ 1.6	\$ 0.4			
									2023	Engineering	\$ 318	\$ 254	\$ 64			
									2023	Construction	\$ 3,675	\$ 2,940	\$ 735			
7P3469	Various	Various	Job Order Contracting for guard cable and guardrail repair in the rural Southwest District.	0.00	Guardrail Repair	\$ 2,557	\$ -	\$ 2,557	2021	Engineering	\$ 246	\$ -	\$ 246	MoDOT	NARTS	McDOT-AC
									2023	Construction	\$ 2,311	\$ -	\$ 2,311			

Scoping Projects

Job	County	Route	Description	Length	Type of Work	Total Estimated Cost	Total Federal Share	Total State Share	FFY	Phase	Funding	Fed	State	Agency	MPO	Federal Source
7P3372B	McDonald	US 71	Scoping for streambank stabilization and repairs at Little Sugar Creek 2.5 miles south of Jane.		Scoping	\$ 10	\$ 8	\$ 2	2021	Engineering	\$ 5	\$ 4	\$ 1	MoDOT	NARTS	McDOT-AC
									2022	Engineering	\$ 3	\$ 2.4	\$ 0.6			
									2023	Engineering	\$ 2	\$ 1.6	\$ 0.4			
7P3101	Various	Various	Scoping for ADA Transition Plan improvements at various locations in the rural Southwest District.		Scoping	\$ 312	\$ 250	\$ 62	Previously Programmed	Engineering	\$ 162	\$ 130	\$ 32	MoDOT	NARTS	STBG
									2021	Engineering	\$ 50	\$ 40	\$ 10			
									2022	Engineering	\$ 50	\$ 40	\$ 10			
									2023	Engineering	\$ 50	\$ 40	\$ 10			
7P3108	Various	Various	Scoping for safety improvements at various locations in the rural Southwest District.		Scoping	\$ 788	\$ 709	\$ 79	Previously Programmed	Engineering	\$ 638	\$ 574	\$ 64	MoDOT	NARTS	Safety
									2021	Engineering	\$ 50	\$ 45	\$ 5			
									2022	Engineering	\$ 50	\$ 45	\$ 5			
									2023	Engineering	\$ 50	\$ 45	\$ 5			

Summary of the MODOT Funding

Summary (\$1,000s)	Total	Fed	State
2021	\$ 8,242	\$ 2,102	\$ 6,140
2022	\$ 1,138	\$ 152	\$ 986
2023	\$ 6,088	\$ 3,025	\$ 3,063
Total	\$ 15,468	\$ 5,279	\$ 10,189