



Prepared by the Northwest Arkansas Regional Planning Commission (NWARPC) in cooperation with the Arkansas Department of Transportation (ARDOT), Missouri Department of Transportation (MoDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

Transportation Improvement Program (TIP) FFYs 2023-2026

Approved December 7, 2022

NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY (NARTS)

TABLE OF CONTENTS

INTRODUCTION	8
GLOSSARY OF TERMS, ABBREVIATIONS AND ACRONYMS	9
INFORMATION ON FEDERAL FUNDING.....	16
FFY 2023-2026 TIP ADOPTION	21
STATEMENT OF SELF-CERTIFICATION	23
NATIONAL, STATE DOT, AND NWARPC MPO GOALS	25
STATUS OF PRIOR YEAR PROJECTS	26
PERFORMANCE MANAGEMENT	28
ANNUAL LISTING OF OBLIGATED PROJECTS	38
ENVIRONMENTAL JUSTICE	38
FINANCIAL REPORT	41
MODOT STIP FFY 2023-2027.....	44
2023-2026 TIP MAPS.....	46
APPENDIX A: 2023-2026 TIP PROJECT LISTS	49

RESOLUTION #2022-16

A RESOLUTION APPROVING THE NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY (NARTS) FFY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 2023-2026 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 2023-2026 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 NWARPC 2045 Metropolitan Transportation Plan; and


WHEREAS, the NARTS Technical Advisory Committee (TAC) has recommended approval of the NARTS FFY 2023-2026 TIP.

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

That the NARTS FFY 2023-2026 Transportation Improvement Program is hereby approved.

PASSED AND APPROVED THIS 7TH DAY OF DECEMBER, 2022.

ATTEST: 


Mayor Chris Keeney, Chairman

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION DISCLAIMER:

This notice is in accordance with the NWARPC 2045 Metropolitan Transportation Plan, the Infrastructure Investment and Jobs Act (IIJA) in cooperation with local agencies, the Arkansas Department of Transportation (ARDOT), the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Documents are funded in part through grant(s) from the FHWA, FTA, and/or the U.S. Department of Transportation. The views and opinions of the NWARPC expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PUBLIC PARTICIPATION PROCESS FOR PROGRAM OF PROJECTS (POP):

The public participation procedures outlined in the NWARPC Public Participation Plan (PPP) with respect to TIP development serve as the public participation process required for the development of transit projects as per FTA Circular 9030.1E. 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. The NARTS and any and all public transit operators will address the POP requirements as per FTA Circular 9030.1E. Additionally, any and all public transit operator's capital projects and operational costs are included in the NARTS TIP which is developed through a cooperative and collaborative process with interested parties and other private and public transportation providers.

NORTHWEST ARKANSAS REGIONAL PLANNING COMMISSION NOTICE OF NONDISCRIMINATION:

The 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 Nicole Gibbs, AICP, Regional Planner – EEO/DBE (ADA/504/Title VI Coordinator), 1311 Clayton, Springdale, AR 72762, (479) 751-7125, (Voice/TTY 711 or 1-800-285-1131) or ngibbs@nwarpc.org; Para llamadas en español, marque el 866-656-1842; para llamadas en inglés, marque el 711 o directamente al 800-285-1131 o ngibbs@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 NWARPC. Si necesita información en otro idioma, comuníquese con NWARPC.

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 INCLUDES:

- 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 Transportation Improvement Program (TIP) for Federal Fiscal Years 2023 through 2026 has been prepared by the Northwest Arkansas Transportation Study (NARTS) in response to 23 U.S.C. 134 – Metropolitan Transportation Planning, as continued by the Infrastructure Investment and Jobs Act (IIJA).

Authorization for the listed projects may be requested for any phase of development (i.e., preliminary engineering, right of way, utilities, or construction) during Fiscal Years 2023 through 2026. Authorization for pre-construction phases may be requested in advance of the year a project is scheduled for construction to assure the project can be advertised and let to contract as scheduled in this TIP.

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

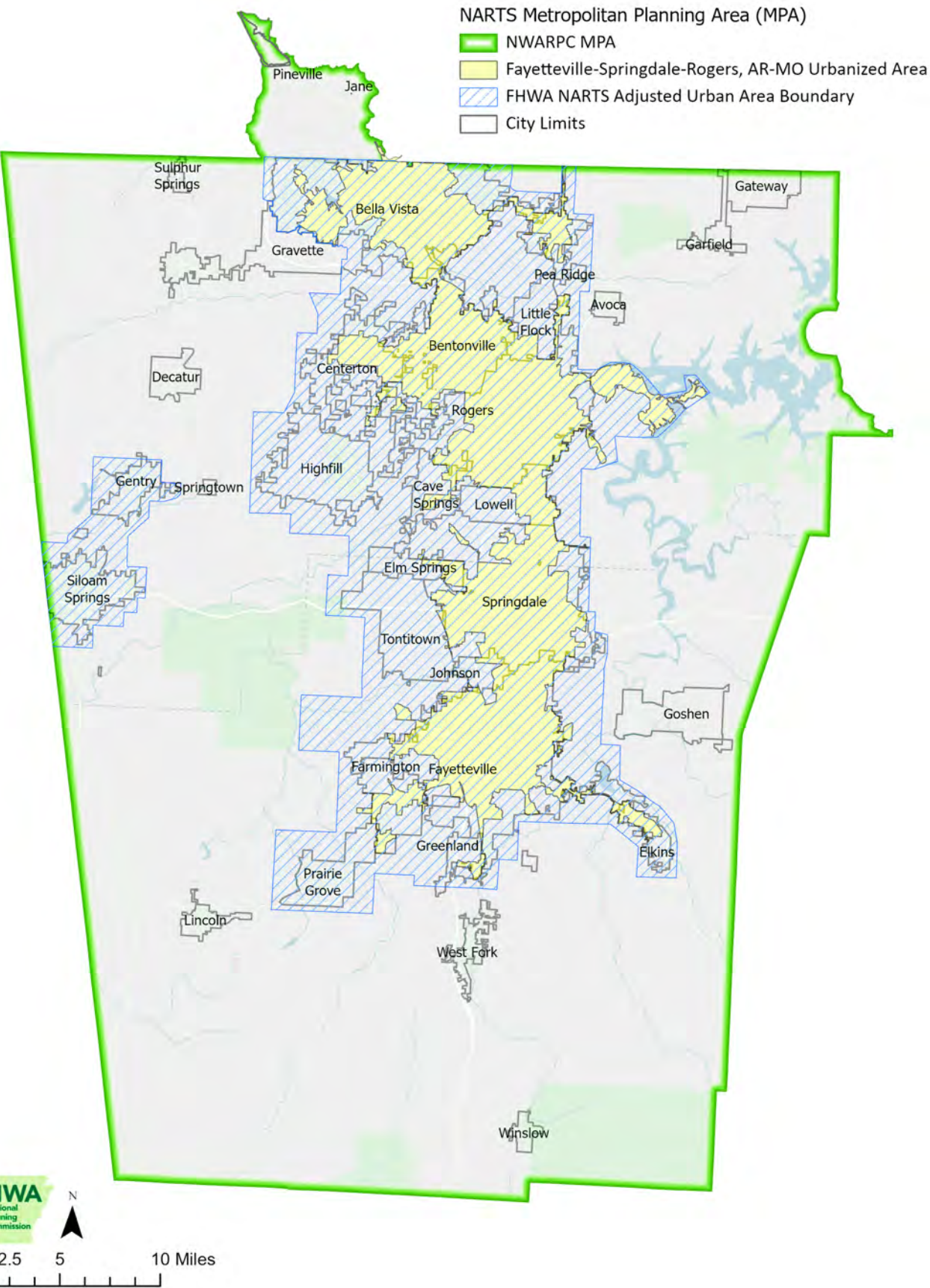
COUNTIES:

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

OTHER AGENCIES:

Arkansas Department of Transportation (ARDOT)
Missouri Department of Transportation (MODOT)
Ozark Regional Transit Inc.
Razorback Transit
University of Arkansas
Northwest Arkansas National Airport Authority (XNA)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)

NARTS METROPOLITAN PLANNING AREA (MPA) BOUNDARY



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 2023 - 2026 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 2023-2026 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 2045 Northwest Arkansas Metropolitan Transportation Plan (2045 MTP) adopted on March 24, 2021.

The projects that are included in the FFY 2023-2026 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 2045 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 2023-2026 TIP, the various improvement projects with associated project information will be placed on the NWARPC website at www.nwarpc.org. The projects are also identified on an interactive map with the associated information presented in drop-down attribute boxes linked to the data on the map [at this link](#).

GLOSSARY OF TERMS, ABBREVIATIONS & ACRONYMS

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.
ADA	Americans with Disabilities Act
ARDOT	Arkansas Department of Transportation
BFP	Bridge Formula Program. See Information on Federal Funding.
BFP (Off)	Bridge Formula Program - set-aside funds for off-system bridges. See Information on Federal Funding.
BR	Bridge
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
CHBP	Competitive Highway Bridge Program. Federal-aid grant from FHWA to provide funding that will go toward highway bridge replacement or rehabilitation projects on public roads that demonstrate cost savings by bundling at least two highway bridge projects into a single contract.
CMAQ	Congestion Mitigation and Air Quality Improvement Program. See Information on Federal Funding.
CMAQ AQ	Congestion Mitigation and Air Quality Improvement Program - air quality use only. See Information on Federal Funding.
CMAQ FLEX	Congestion Mitigation and Air Quality Improvement Program - flexible use. See Information on Federal Funding.
COVID	Coronavirus Response and Relief Supplemental Appropriations Act. See Information on Federal Funding.
CR	County Road
CRP	Carbon Reduction Program. See Information on Federal Funding.
CRP>200K	Carbon Reduction Program - set-aside funds for areas with greater than 200,000 population. See Information on Federal Funding.
CS	City Street
DBE	Disadvantaged Business Enterprises. See Information on Federal Funding.
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.
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.

Emergency Relief	Emergency Relief Program – This program provides funding to federal, state, and local highway agencies for repairs to damaged federal-aid highways and roads on federal lands resulting from natural disasters or catastrophic failures from an external cause.
Eng.	Engineering
Engineering	This is the work required to develop a project’s scope and detailed design, as well as the inspection of a construction project.
Env.	Environmental
ERFO	Emergency Relief for Federally Owned Roads. See Information on Federal Funding.
Every Day Counts (EDC)	A federal program administered by FHWA.
Expansion Project	A transportation improvement that increases the capacity of the transportation system, such as new lanes, interchanges or bridges.
Expressway	This is a multilane, divided highway where access is allowed at public roads via at-grade intersections.
FAST Act	On December 4, 2015, Congress enacted the five-year Fixing America’s Surface Transportation Act, which authorizes federal surface transportation funding for highways, highway safety, transit freight port and rail. In the 116th Congress, the FAST Act was extended by the Continuing Appropriations Act, 2021 and other Extensions Act (P.L. 116-159) for an additional year until September 30, 2021.
Federal-Aid Highways	Those roads which are eligible for federal funding under Title 23 of the United States Code, except roads classified as local or rural minor collector. Other exceptions apply to this general rule.
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.
Fiscal Constraint	This is the demonstration that sufficient funds are reasonably expected to be available to cover the anticipated project costs within the five-year window of the STIP.
FLAP	Federal Lands Access Program. See Information on Federal Funding.
FLTP	Federal Lands Transportation Program. See Information on Federal Funding.
Freeway	This is a multilane, divided highway where access is provided only at grade-separated interchanges.
Funding From Other Sources (FFOS)	These are funds applied to a project that are from sources other than the funding distribution categories available for district use.
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. This program allocated funding for road, bridge and other transportation improvements during the FAST Act.
HIP >200K	Highway Infrastructure Program - set-aside funds for areas with greater than 200,000 population. See Information on Federal Funding.
HSIP	Highway Safety Improvement Program. See Information on Federal Funding.
Improve Air Quality	Improve air quality in nonattainment areas.
INFRA	Infrastructure for Rebuilding America. Federal-aid grant from the U.S. Department of Transportation to help fund infrastructure improvements using innovative approaches to improve the processes for building significant projects, and increasing accountability for the projects that are built.
Infrastructure for Rebuilding America (INFRA) Grant Program	This program provides dedicated, discretionary federal funding for projects that address critical issues facing our nation’s highways and bridges.
Infrastructure Investment and Job Act (IIJA)	On November 15, 2021, the President signed into law the Infrastructure Investment and Jobs Act (IIJA), also referred to as the Bipartisan Infrastructure Law (BIL). IIJA authorizes federal surface transportation funding for highways, highway safety, transit and rail for the five-year period from October 1, 2021 to September 30, 2026.
Interchange	This is where two or more roadways meet. An interchange has two or more roadways that provide for the movement of traffic on different levels (grade separated).
Intchng. Impvts.	Interchange Improvements – improvements to the junction between two or more roadways, typically including a grade separation and ramp.
Intersection	This is where two or more roadways meet. An at-grade intersection has two or more roadways that provide for traffic movement on the same level.
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.

Lane	This is the travel path of one vehicle on a roadway and usually delineated by a dashed or solid stripe.
Let	This means to advertise projects and take bids from contractors to perform the work.
Local	Local Funds / City or County.
Long-Range Transportation Plan (LRTP) or MTP	This is a multimodal transportation plan covering a period of at least 20 years developed through the statewide transportation planning process.
Major Bridge	A major bridge is any bridge with a total length of at least 1,000 feet. There are about 200 major bridges in Missouri, located mainly over larger lakes, rivers and interchanges.
Major Bridge Funds	A STIP funding category focused on improving the condition of bridges longer than 1,000 feet.
Major Widening	Widening of an existing roadway to improve capacity or enhance safety.
MAP-21	On July 6, 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act of 2012, which authorized the federal surface transportation programs for highways, highway safety and transit for the two-year period from 2013 through 2014. MAP-21 was extended through most of 2015.
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.
Metropolitan Transportation Plan (MTP)	This is a multimodal transportation plan covering a period of at least 20 years developed through the MPO transportation planning process.
Miscellaneous	Any number of improvements.
MODOT	Missouri Department of Transportation
MPO	See Metropolitan Planning Organization.
National Highway System (NHS)	This is a system of major highway networks established by the federal government that includes interstate routes, most urban and rural principal arterials, the defense strategic highway network and strategic highway connectors.
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.)
National Highway Freight Program (NHFP)	This program was created with the FAST Act, and provides funding for projects included in the State Freight Plan.
National Highway Performance Program (NHPP)	This is one of several categories of federal transportation funds and can be used for road, bridge, or other improvements. This category was created in MAP-21 and incorporates the former federal categories of National Highway System, Bridge and Interstate Maintenance.
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.
NEVI	National Electric Vehicle Infrastructure Program. See Information on Federal Funding.
NHFP	National Highway Freight Program. See Information on Federal Funding.

NHPP	National Highway Performance Program. 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.
Obligation	The federal government’s legal commitment (promise) to pay or reimburse a state or other entity for the federal share of a project’s eligible costs.
Obligation Limitation	A restriction or “ceiling” on the amount of federal assistance that may be promised (obligated) during a specified time period. This is a statutory budgetary control that does not affect the apportionment or allocation of funds. Rather, it controls the rate at which the funds may be used.
Off System Bridge	See Information on Federal Funding.
OJT	On-the-Job Training. See Information on Federal Funding.
ONEDOT	The Federal Highway Administration and Federal Transit Administration are referred to collectively as ONEDOT.
Operational Improvements	Improves traffic operations on existing roadways.
Partnering Projects	A project that has a partnering arrangement between ARDOT and local governments and other state agencies that results in project acceleration.
Passing Lane(s)	Construction of an additional lane or lanes intended for passing on a two-lane roadway.
P.E. or PE	Preliminary Engineering – includes surveys, environmental analysis, and design.
Performance-Based Planning and Programming (PBPP)	Refers to the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. This includes a range of activities and products undertaken by a transportation agency together with other agencies, stakeholders and the public as part of a 3C (cooperative, continuing and comprehensive) process.
Planning	Determination of existing or future needs.
Planning Framework	Since 2004, this is MoDOT’s process of involving the general public and planning partners, which represent regions of the state, and local areas, in the identification and prioritization of transportation needs and projects.
Primary Funding Category	Primary Funding Categories include Taking Care of the System, Statewide Interstate & Major Bridge, Safety, Statewide Safety and Flexible & Other. These are MoDOT categories, not federal categories, and indicate the type of MoDOT funds that are used for the project.
Programmed	This means a project has right of way and/or construction funds committed for expenditure within the five state fiscal years of the Statewide Transportation Improvement Program.
Project Development	Combination of preliminary engineering, environmental analysis, design, right of way acquisition, and utility relocation activities.
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program. See Information on Federal Funding.
Pvmt.	Pavement
Rail Hwy.	Railway-Highway Crossing Program. See Information on Federal Funding.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	A federal discretionary grant program administered by the Federal Highway administration which helps communities around the country carry out projects with significant regional impacts.
Reconstruction	Rebuilding of an existing roadway.
Rehabilitation	Pavement restoration, patching, heat scarifying, etc., of an existing roadway.
Regionally Significant Project	This is a transportation project on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel.
Regional Planning Commission (RPC)	A local body of governments that provide coordinated planning efforts in developing various regional and local transportation plans.
Resurfacing	This type of improvement installs a new layer of material over an existing pavement.
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 Funds	A federal and STIP funding category for eligible safety related activities, with a goal of reducing traffic crashes.
Safety & Traf. Eng.	Various improvements to enhance and/or improve traffic flow.
Scoping and Design	The early stages of a potential construction project. See Section 3 of the STIP for more information, and for scoping and design project lists.
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	Surface Transportation Block Grant Program. This is one of several categories of federal transportation funds and can be used for road, bridge or other improvements. Prior to the FAST Act, this program was known as the Surface Transportation Program. 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.
System Improvement	This is a STIP funding category which may be used for any type of system improvement, including safety, condition, or operational improvements. This funding category may also be used for capacity and expansion projects if a district has sufficient other funds to meet their asset management goals.
TAP	Transportation Alternatives Program. 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, three- 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.
Work Zone	This is a designated area where highway construction or maintenance is taking place.

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

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 the following:

- 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 storm water and habitat connectivity.
 - Bridges not on Federal-aid highways (Off System Bridge)
- 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 (STBGP>200K)
 - Areas with population greater than 5,000 but no more than 200,000 (STBGP)
 - Areas with population of 5,000 or less (STBGP)

BRIDGE FORMULA PROGRAM (BFP)

The BFP provides funding for projects such as bridge replacement, rehabilitation, preservation,

protection, and construction of new bridges on public roads. Funding is distributed based on a formula that compares replacing all poor bridges in a State and rehabilitating all fair bridges in a State. A portion of these funds are set aside as follows:

- Set-aside:
 - A percentage of a State's BFP is required to be set-aside to address off-system bridge needs.

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

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)

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

- Sub-allocation:
 - CMAQ Program funds dedicated to West Memphis, AR (CMAQ AQ) for projects to the attainment or maintenance of a national ambient air quality standard.
 - CMAQ Program flexible funds (CMAQ Flex) that may be used by States for projects to preserve and improve the conditions and performance on any State highway or bridge.

CARBON REDUCTION PROGRAM (CRP)

The CRP funds are eligible for projects that address traffic management, bicycle and pedestrian facilities, congestion management technologies, public transportation, and alternative fuel vehicle deployment support. As part of this program, the state must develop a carbon reduction strategy within two years and update it every four years. A portion of these funds are sub-allocated as follows:

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

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 overseen by EFLHD for Arkansas.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION GRANT PROGRAM (PROTECT)

The PROTECT Grant Program provides funds for improvements to system resiliency. Funds will be distributed by formula and through competitive grants.

NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (NEVI)

The NEVI Program provides funds for projects that are directly related to the charging of a vehicle and only for electric vehicle (EV) charging infrastructure.

DISADVANTAGED BUSINESS ENTERPRISE SUPPORTIVE SERVICES PROGRAM (DBE)

The DBE Program's primary purpose is to provide training, assistance, and services to minority, disadvantaged, and women-owned business enterprises 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.

VARIOUS ELECTRIC VEHICLE INFRASTRUCTURE PROJECTS

Projects to improve/install various electric vehicle charging infrastructure. This includes traffic control devices or signs directing vehicles to charging infrastructure as well as operating assistance for associated operation and maintenance costs.

VARIOUS INTELLIGENT TRANSPORTATION SYSTEM (ITS) PROJECTS

Projects to improve the efficiency and safety of transportation through advanced technologies such as variable message signs, traffic signal control systems, traffic cameras, and vehicle detection systems.

VARIOUS INTELLIGENT RESILIENCY PROJECTS

Projects to improve the resiliency of the transportation system throughout the state. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.

VARIOUS ADA FACILITY UPGRADES

Projects to improve existing Americans with Disabilities Act (ADA) facilities throughout the state. This will ensure all ADA facilities are in compliance with regulations.

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.

Applicable Guidance

On November 15, 2021, President Biden signed the [Infrastructure Investment and Jobs Act \(IIJA\) \(Public Law 117-58, also known as the “Bipartisan Infrastructure Law”\)](#) into law. The law provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

Eligible activities for all programs can be found in the “IIJA” guidance at the following website: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/fact_sheets.cfm

Information about the Bipartisan Infrastructure Law (BIL), eligible activities and funding opportunities are available at the <https://www.transportation.gov/bipartisan-infrastructure-law>

FFY 2023-2026 TIP ADOPTION

TIME PERIOD

This TIP identifies the projects planned and projected from Federal Fiscal Year 2023 through Federal Fiscal Year 2026 (October 1, 2022 to September 30, 2026). 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 2045 Metropolitan Transportation Plan (MTP) and was submitted to the Northwest Arkansas Regional Planning Commission (NWARPC) 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 2023-2026 TIP ADOPTION PER NWARPC PUBLIC PARTICIPATION PLAN

This Transportation Improvement Program (TIP) for Federal Fiscal Years 2023-2026 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).

Public Notice and Approval Process:

In accordance with NWARPC's Public Participation Plan (PPP), notification was published in the Democrat Gazette on Sunday, October 9, 2022 and in the McDonald County Press and Spanish-language La Prensa Libre on Thursday, October 13, 2022, and online at www.nwarpc.org/public-notifications/, including information pertaining to the public forum and 2-week public comment period, and the TIP approval process. Additional outreach included the following:

- a display ad was published in the Democrat Gazette on Sunday, October 16, 2022;
- notices were sent to appropriate federal, state, and local agencies, interested citizens and the press;
- information was posted on the NWARPC website and made available at the NWARPC office;
- letters were mailed in English and Spanish to area human service agencies and Spanish-speaking churches;

- a flyer was prepared in English and Spanish and distributed to Ozark Regional Transit (ORT) and Razorback Transit to post on buses;
- copies of the draft TIP, maps, and flyers were provided at the ORT Transit Education Festival on Saturday, October 22, 2022.

The Public Forum was held on Thursday, October 20, 2022, immediately following the TAC meeting and the Public Comment Period began on Thursday, October 20, 2022 and ran through Friday, November 4, 2022. Written comments were encouraged via email using the comment tab on the NWARPC website, www.nwarpc.org/contact/.

Notification was published in the Democrat Gazette on Sunday, November 6, 2022 and in the McDonald County Press and the Spanish-language La Prensa Libre on Thursday, November 10, 2022, and online at www.nwarpc.org/public-notifications/, including information pertaining to the TIP approval process.

The TAC voted to recommend the draft NARTS FFY 2023-2026 TIP to the RPC/Policy Committee on Thursday, November 17, 2022. The RPC/Policy Committee voted to approve the NARTS FFY 2023-2026 TIP on Wednesday, December 7, 2022. ***The TAC and RPC/Policy Committee meetings were hybrid, in-person and virtual, meetings.***

Public Participation:

During the public review period, the TIP is made available on NWARPC's website at www.nwarpc.org/transportation/transportation-improvement-program/. Citizens have the opportunity to provide comments by mail, e-mail, telephone, or in-person during this time period. NWARPC responds to the comments received through an acknowledgement or by providing additional information, depending on the nature of the comment. Comments are summarized and presented to the Technical Advisory Committee (TAC) with changes being made, as appropriate, before the final TIP is recommended by TAC to the RPC/Policy Committee for approval. The TIP becomes effective when approved by the NWARPC/NARTS Policy Committee as well as ARDOT, MoDOT, FHWA and FTA.

PROGRAM AMENDMENTS

After the TIP has been approved, project changes may occur. Projects may need to be added or revised because of unforeseen circumstances. These changes are referred to as administrative modifications and amendments. The public involvement process for TIP revisions is in accordance with the NWARPC Public Participation Plan (PPP) and occurs prior to incorporating the changes in the program. Administrative modifications do not require a public comment period.

The approved TIP, and all TIP changes, are made available for viewing on the NWARPC website at www.nwarpc.org/transportation/transportation-improvement-program/.

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

(IIJA Section 5340), Section 5310 (IIJA Division J), Section 5311 (IIJA Section 30006) and Section 5339 (IIJA Section 30018, IIJA Division J). 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 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



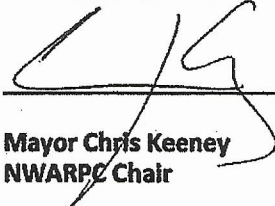
Brad McCaleb
ARDOT Division Engineer
Transportation Planning & Policy

MODOT



Steve Campbell
MoDOT District Engineer
MoDOT Southwest District

NARTS NWARPC MPO



Mayor Chris Keeney
NWARPC Chair

NATIONAL, STATE DOT, AND NWARPC MPO GOALS

2045 Metropolitan Transportation Plan - Framework - National, State, and Region						
National Goal Area	National Goals	ARDOT Goals	MoDOT Goals	NWARPC 2045 MTP Goals		2045 MTP System Performance Measures
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 services we enjoy today	Preserve and Maintain Infrastructure	Maintain the existing and planned transportation system through ongoing maintenance, rehabilitation, reconstruction, and/or preservation.	Percentage of interstate pavements in good condition Percentage of interstate pavements in poor condition Percentage of non-interstate NHS pavements in good condition Percentage of non-interstate NHS pavements in poor condition Percent of NHS bridges by deck area are classified as Good condition Percent of NHS bridges by deck area are classified as Poor condition Pavement Condition on NHS Transit (PTASP) mean distance between major mechanical failure Transit (TAM) Plan transit bus/fleet age/condition
Safety and Security	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Improve statewide safety for all modes and all users and reduce system vulnerability and improve system resiliency to maintain essential travel during extreme events.	Keep all travelers safe, no matter the mode of transportation	Improve Safety	Increase transportation safety for all modes of travel	Number of fatalities Fatality rate per 100 million VMT Number of serious injuries Serious injury rate per 100 million VMT Number of non-motorized fatalities and serious injuries Transit (PTASP) Number of fatalities and injuries and rate per revenue miles traveled
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.	Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Interstate Non-Interstate Travel Time Reliability Measure: Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS Freight Reliability Measure: Truck Travel Time Reliability Index
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	Improve intermodal transportation system connectivity, efficiency, and mobility to support existing industries and strengthen national and regional economic competitiveness. Partner with Metropolitan Planning Organizations, Planning and Development Districts, local governments, and other responsible modal agencies to improve intermodal transportation system safety, accessibility, and connectivity.	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 % population served by trails within 1/4 mile % population served by public transit within 1/4 mile Unlinked Trips per revenue mile (Transit, NTD) Unlinked Trips per Revenue hour (Transit, NTD)
Environmental Sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Enhance the performance of the transportation system while avoiding, minimizing, and/or mitigating impacts to natural and cultural resources.	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 BMP's Cave Springs Recharge Area

IJIA Act continues FAST Act's highway program transition to a performance- and outcome-based program. The MPO Goals and Objectives strive to align with the national performance goals specified in 23 USC §150(b) 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

The NWA MTP Framework was developed around national goals and state DOT goals to guide decision making and comply with the federal regulations.

The table above illustrates how national and state DOT transportation goals align with the Northwest Arkansas 2045 MTP goals. The 2045 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.

STATUS OF PRIOR YEAR PROJECTS

The table below shows the status of projects that appeared in the prior Transportation Improvement Program (TIP), but do not appear in the current, FY 2023-2026 TIP.

2022 Status	Let Date	Award Amount	Job. No.	Federal Fiscal Year	Route No.	Job Name	County Name	Job Type
Programmed 2023-2026			12270	2022	112	Hwy. 112 Corridor Impvts.	Benton & Washington	Major Widening
Complete	06/2020	\$ 6,097,016.49	40579	2020	16	College Ave.-Huntsville Rd. (Sel.Secs.) (Fayetteville) (S)	Washington	Major Widening
Programmed/ Scheduled 2022			40683	2019	170	Hwy. 62-Clyde Carnes Rd. (Hwy 170) (Farmington) (S)	Washington	Major Widening
Programmed/ Scheduled 2022			40720	2020	112	Poplar St. - Drake St. (Fayetteville) (S)	Washington	Major Widening
Programmed/ Scheduled 2023			04S056 (Now 040785)	2022	16	Stone Bridge Rd. - East Roberts Rd. (Fayetteville)	Washington	Major Widening
Programmed 2022			04X173 (Now 012305)	2022	412 & 112	Hwy. 112/Hwy 112 Intersection Improvements (Tontitown)	Washington	Intersection Improvements
Programmed/ Scheduled 2024			90069	2020	New	Northwest Arkansas Regional Airport Access (F)	Benton	New Location
Programmed/ Scheduled 2023			90238	2022	102	Hwy 279 South - Hwy. 102B (Centerton)	Benton	Major Widening
Programmed/ Scheduled 2022			90338	2019	71B	Dixieland Rd. - 8th St. (Rogers) (S)	Benton	Major Widening
Under Construction			90377	2019	CS	SW "I" - Moberly Lane (8th Street Widening) (Bentonville) (S)	Benton	Major Widening
Complete	11/2020	\$ 4,205,302.49	90384	2021	62	Pea Ridge National Military Park Mitigation (S)	Benton	Mitigation
Complete	01/2019	\$ 3,193,594.39	90402	2019	264	Little Osage Creek Str. & Apprs. (S)	Benton	Str. & Apprs.
Programmed/ Scheduled 2024			90433	2019	264	Hwy. 264/Bellview St./Spring Creek Rd. Inters. Impvts. (Lowell) (S)	Benton	Intersection Improvements
Under Construction	09/2020	\$ 2,785,230.14	90434	2019	59	Wolf Creek & Decatur Branch Strs.& Apprs. (S)	Benton	Str. & Apprs.
Complete	11/2019	\$1,418,263.77	90445	2019	12 & 43	Hwy. 12/Hwy. 43 Inters. Safety Impvts. (S)	Benton	Intersection Improvements
Under Construction	08/2020	\$ 9,283,678.51	90472	2019	340	Little Sugar & Tanyard Creeks Strs. & Apprs (S)	Benton	Str. & Apprs.
Under Construction	08/2021	\$ 2,628,841.15	90502	2021	21 & 94	Dry Fork, Little Sugar & Piney Creeks Strs. & Apprs. (S)	Benton & Carroll	Strs. & Apprs.
Programmed/ Scheduled 2022			90506	2021	59	Illinois River Str. & Apprs. (Hwy. 59) (S)	Benton	Strs. & Apprs.
Programmed			09X114	2021	59	Gravette - Gentry (Passing Lanes, Resurface & Shoulders)	Benton	Passing Lanes & System Preservation
Programmed 2025			11X013 (now 012326)	2021	612	Hwy. 412 - XNA Connector (Springdale Bypass) (Western Leg) (ROW)	Benton & Washington	Project Development
Programmed/ Scheduled 2024			BB0410 (Now 040846)	2021	I-49	Hwy. 62 Intchg. Impvts.	Washington	Intersection Improvements
Under Construction	01/2021	\$ 37,640,417.00	BB0411 (Now 040847)	2020	549	Hwy. 16/112 Spur Intchg. Impvts. (S)	Benton	New Location
Complete	07/2019	\$ 66,593,069.36	CA0903	2022	549	Hwy.71 Interchange (B.V. Bypass) (S)	Benton	New Location
Complete	07/2019	\$ 35,516,446.50	CA0905	2022	549	Co. Rd. 34 - Missouri State Line (B.V. Bypass) (S)	Benton	New Location
Complete	01/2020	\$ 2,900,000.00	ORT	2019		Ozark Regional Transit (ORT) to replace its administration and operations center	Washington	New Facility
Complete	03/2020	\$ 58,509,919.00	#7P0601	2020	I-49	I-49 from Pineville, MO to the Arkansas State line (Bella Vista)	McDonald	New Facility
Complete	04/2020	\$ 927,303.45	#7P3108B	2020	I-50	Wrong-way countermeasures at interchange I-49 and Route H*	McDonald	Wrong-way Countermeasures
Complete	02/2020	\$ 85,140.00	#0I3006Y	2021		On-call repairs	McDonald	On-call repair project
Programmed 2023			090558	2022	59	Sulphur Springs – Decatur (Passing Lanes)	Benton	Major Widening
Programmed 2024			090636	2023	112	Pleasant Grove Rd. – Hwy. 12 (S) Benton 112 3.432 Major Widening	Benton	Major Widening
Programmed 2023			040871	2023	71	Rock Creek Str. & Apprs. (West Fork) (S)	Washington	Bridge
Programmed 2023			09X025	2023	12	Little Flint Creek Str. & Apprs. (S)	Benton	Bridge
Programmed 2024			040860	2023	112	Don Tyson Pkwy. Extension to U.S. 412	Washington	Major Widening
Programmed 2024			09X168(now 090646)	2024	62/102	Hwys. 62 & 102 Inters. Impvts.	Benton	Intersection Improvements
Programmed 2024			090648	2024	72	Hwy. 72 Interim Impvts	Benton	Intersection Improvements
Programmed 2024			090651	2024	59	Hwy 12/Hwy59 Signal & Intersection	Benton	Intersection Improvements
Programmed 2024			040866	2024	45	Baron Fork & Fly Creek Strs. & Apprs. (S)	Washington	Bridge
Programmed 2023			090506	2023	59	Illinois River Str. & Apprs. (Hwy. 59) (S)	Benton	Bridge
Programmed 2023			090338	2024	71B	Dixieland Rd. – 8th St. (Rogers) (S)	Benton	Major Widening
Under Construction			90431	2021	94	Little Sugar Creek Str. & Apprs. (Little Flock)	Benton	Bridge
Programmed 2024			090238	2024	102	Hwy. 279 South – Hwy. 102B (Centerton) (S)	Benton	Major Widening
Programmed 2024			040746	2022	112	Truckers Dr. – Howard Nickell Rd. (Fayetteville) (S)	Washington	Major Widening
Programmed 2021			040683	2021	170	Hwy. 62 – Clyde Carnes Rd. (Hwy. 170) (Farmington) (S)	Washington	Major Widening

* also included other locations not in NARTS

PERFORMANCE MANAGEMENT

PERFORMANCE-BASED APPROACH – METROPOLITAN TRANSPORTATION PLANNING

The IIJA Act includes requirements for the MPO to establish and use a “performance-based approach to transportation decision making” that supports 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 U.S.C. 135, 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 Nos. 2018-13, 2020-01, 2020-07, and 2021-12 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

Arkansas has adopted the U.S. Department of Transportation’s National Roadway Safety Strategy, known as the Safe System Approach, to significantly reduce serious injuries and deaths on Arkansas’ highways. With this approach, the state’s Strategic Highway Safety Plan (SHSP) was developed so that it integrates the six principles of the Safe System Approach – Deaths and Serious Injuries Are Unacceptable, Humans Make Mistakes, Humans Are Vulnerable, Responsibility Is Shared, Safety is Proactive, and Redundancy Is Crucial. It is a performance-based, data-driven, comprehensive plan that establishes statewide goals, objectives, and strategies to address safety in Arkansas. This approach is consistent with the Toward Zero Deaths National Strategy on Highway Safety sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the American Association of State Highway and Transportation Officials (AASHTO), and the Governor’s Highway Safety Association (GHSA).

The latest SHSP was developed in 2022 and includes the following five focus areas: Safe Road Users, Safe Vehicles, Safe Speeds, Safe Roads, and Post-Crash Care. The SHSP identifies six core implementation areas to ensure the Safe System Approach is considered. These six core implementation areas are Engineering and Infrastructure, Education and Communication, Enforcement and Legislation, Data Collection and Analysis, Emergency Response and Incident Management, and Funding and Collaboration. Key Performance Measures can be found in the SHSP for the following performance measures. Federally mandated performance measures are:

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

In addition, 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, Metropolitan Planning Organizations (MPOs), and other stakeholders. They are submitted to FHWA in the Highway Safety Improvement Program (HSIP) report by August 31 each year. Relevant SHSP Focus Areas under Engineering and Infrastructure include:

- Older driver visibility
- Rumble strips and stripes for distracted and drowsy drivers
- Infrastructure improvements for non-motorist protection
- Engineering solutions to reduce large CMV crashes
- Motorcycle friendly roadway design
- Installation of proven safety countermeasures to prevent roadway departure crashes
- Improved countermeasures at intersections
- Use of new countermeasure technology and roadway design to decrease speeding related crashes, work zone crashes, and railroad crossing crashes, as well as improving incident management data collection to reduce secondary crashes.

Safety projects included in the STIP were identified to address the focus areas in support of the SHSP performance goals. They were identified through a data-driven process and are in conformance with the HSIP requirements. The data-driven process includes:

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

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

2) TRANSIT

The NARTS MPO is required, through Transit Asset Management Plans (TAMs), to coordinate with transit providers (Ozark Regional Transit 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. The transit asset management plans assist transit agencies in identifying rolling stock, equipment, and facility needs based on the identified performance targets.

Federally mandated performance measure is:

- Useful Life Benchmark (ULB)

With the completion of the Transit Asset Management Plan, the funds in the STIP will be distributed in accordance with the plan and ULB of the assets. The projects are intended to maintain transit assets in the state of good repair. The asset condition is reported annually in the National Transit Database to Federal Transit Administration (FTA).

3) INFRASTRUCTURE CONDITION

ARDOT currently manages the 12th largest State Highway System in the country. In order to maintain the system, the 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 risk-based and it describes the inventory and condition of the highways and bridges located on the National Highway System (NHS) in Arkansas. It also describes how ARDOT is managing these assets using TAM principles. Utilizing the life-cycle planning information, the TAMP assists ARDOT in identifying the right projects at the right times to reduce the overall cost of our assets while maintaining a safe and efficient system. Federally mandated performance measures are:

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

In addition, State DOTs are required to submit a biennial performance report to FHWA in accordance with code 23. U.S.C. 150 and 23 CFR part 490. Two-year and four-year targets are set in recurring four-year performance periods. Table 1 and Table 2 show the current condition and the four-year targets reported in the Baseline Performance Report for the performance period from January 1, 2022 to December 31, 2025. The current condition is based on 2021 data but reported on 2022, the four-year targets are based on 2025 projected year condition but reported on 2026.

2022 Baseline Performance Report		
	Current Condition (2022)	4-year Target (2026)
Percent of Interstate pavements in Good condition	65.2%	48.0%
Percent of Interstate pavements in Poor condition	1.3%	5.0%
Percent of non- Interstate NHS pavements in Good condition	35.0%	45.0%
Percent of non- Interstate NHS pavements in Poor condition	5.3%	4.0%

Table 1 Pavement condition and targets in 2022 Baseline Performance Report

2022 Baseline Performance Report		
	Current Condition (2022)	4-year Target (2026)
Percent of NHS bridges by deck area in Good condition	43.6%	40.0%
Percent of NHS bridges by deck area in Poor condition	3.5%	8.0%

Table 2 Bridge condition and targets in 2022 Baseline Performance Report

In accordance with the TAMP, a number of jobs in the STIP will implement system preservation, reconstruction, or structures and approaches (another name for bridge replacement) type of work. These projects are intended to maintain highway assets in the state of good repair and achieve performance targets. With additional funding made available through various state initiatives, preservation projects are implemented expeditiously as needs are identified. The highway condition is reported annually in the

Highway Performance Monitoring System (HPMS) to FHWA.

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 a 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

Source: 2023-2026 STIP: https://www.ardot.gov/wp-content/uploads/2022/09/2023-2026_STIP_Draft_General_Electronic.pdf

ANTICIPATED EFFECT OF THE MoDOT STIP/NARTS TIP TOWARD ACHIEVING THE PERFORMANCE TARGETS

1) SAFETY

MoDOT is committed to providing a safe transportation system by incorporating safety improvements throughout the STIP in order to reduce the number of fatalities and serious injuries on Missouri roadways. From 2017-2021, Missouri averaged 947 fatalities and 4,827 serious injuries each year from traffic crashes. In 2021, there were 1,015 traffic fatalities in Missouri, the most in Missouri since 2006. MoDOT, in conjunction with the Missouri Coalition for Roadway Safety, has developed a strategic highway safety plan that identifies emphasis areas and corresponding strategies for reducing fatalities and serious injuries. Show-Me Zero takes a holistic approach to addressing safety by considering efforts across multiple disciplines, including education, public policy, enforcement, engineering and emergency services. The plan identifies four key emphasis areas for improving safety on Missouri's roadways: occupant protection, distracted driving, speed and aggressive driving, and impaired driving. While the plan is comprehensive and includes strategies all Missourians can help implement, the STIP is particularly effective in implementing key engineering strategies identified in the plan. In the 2023-2027 STIP, MoDOT has programmed approximately \$125 million in funding in the first three years to help move MoDOT towards the federal safety performance targets. To achieve the ultimate goal of 0 fatalities on Missouri roadways, this collective effort of roadway improvements and improved driver behaviors must remain a priority.

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 following link provides the asset management plan summary and can be found at http://epg.modot.org/files/7/7a/121.5.1.1.1_current.pdf.

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.

3) SYSTEM RELIABILITY

An overwhelming 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 throughout the state and reducing congestion on the busiest corridors. 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 2023-2027 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 2022, will help the state better prepare for necessary improvements to facilitate a reliable movement of goods well into the future. In the 2023-2027 STIP, MoDOT has programmed projects to move MoDOT towards the federal freight performance target.

Source: MoDOT 2023-2027 STIP:

https://www.modot.org/sites/default/files/documents/STIP2023_2027.pdf

ANTICIPATED EFFECT OF THE NARTS TIP TOWARD ACHIEVING 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	2023	Poplar St. - Drake St. (Fayetteville) (S)
040746	2024	Truckers Dr. – Howard Nickell Rd. (Fayetteville) (S)
012305	2023	Hwy. 412 - Springdale Bypass (S)
090366	2024	Pleasant Grove Rd. - Hwy. 12 (Bentonville & Cave Springs)
040752	2026	Howard Nickell Rd. – Greathouse Springs Rd. (S)
040758	2026	Greathouse Springs Rd. – Don Tyson Pkwy. Extension (S)
040860	2024	Don Tyson Pkwy. Extension – Hwy. 412 (S)
090513	2026	Springdale Bypass – W. Wallis Rd. (S)
090514	2026	W. Wallis Rd. – Pleasant Grove Rd. (S)

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

I-49 IMPROVEMENTS

In summer 2002, the NWARPC requested that the ARDOT undertake a study of future capacity needs for the I-49 corridor through Washington and Benton Counties. In September 2003, Parsons Transportation Group was selected to perform the Study and it was completed in April 2006.

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

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

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

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

I-49 Projects programmed in the TIP include:

040846	2024	Hwy. 62 Intchn. Impvts. (Fayetteville) (F)
012413	2023	I-49 Noise Barrier Walls (S)
040883	TBD	Crawford Co. Line – Hwy. 62 (Sel. Secs.) (S) (Pavement preservation)
04X531	TBD	Hwy. 62 – Benton Co. Line (S) (Pavement preservation)
09X484	2026	I-49/J St. Interchange (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.

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 NWARPC 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	2025	Hwy. 412 – Hwy.112 (Springdale Bypass) (S)
012366	2025	Hwy. 265 – Hwy. 412 (Springdale Bypass) (S) (Project development)
090621	2025	I-49 – Hwy. 265 (Springdale Bypass) (S) (Project development)

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 (STBGP-A)

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 2045 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 (TAP)

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 IIJA 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 2045 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 2045 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 into the TIP after project selection and approval is made by the NWARPC Policy Committee.

CARBON REDUCTION PROGRAM

The Infrastructure Investment and Jobs Act (IIJA) authorizes a new Carbon Reduction Program (CRP) codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The CRP provides funds that may be used on a wide range of projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

CRP funds are suballocated to Urbanized Areas with population over 200,000. The Fayetteville-Springdale-Rogers, AR-MO Urbanized Area receives CRP funding as sub-allocated funding based on the relative share of the state's population. Projects are selected through a competitive process and approved by the RPC/Policy Committee. CRP funds can be utilized for eligible transportation projects at the discretion of the NWARPC Policy Committee. Specific CRP projects programmed in the TIP are amended into the TIP after project selection and approval is made by the NWARPC Policy Committee.

CONGESTION MANAGEMENT PROCESS (CMP) AND CONGESTION MANAGEMENT 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 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.

On May 25, 2022 the NWARPC/Policy Committee adopted the updated Congestion Management Process (CMP) for the MPA.

A congestion management process (CMP) is a systematic process for identifying congestion, developing monitoring processes to measure transportation system performance and reliability, and developing congestion management strategies and moving them into the funding and implementation stages. As an MPO, NWARPC provides the framework for joint cooperation and decision-making in the planning and prioritization of transportation system improvements. Consistent with Federal requirements, the updated CMP includes the following:

- Defines congestion management objectives and multimodal performance measures.
- Defines data collection activities and responsibilities and system performance monitoring efforts.
- Identifies causes of recurring and nonrecurring congestion.
- Identifies potential congestion management strategies and potential performance and benefits.
- Defines how the CMP integrates with other planning processes.
- Identifies a schedule and responsibilities for implementing priority actions identified in the plan.

The plan includes an action plan that details activities that NWARPC should undertake collaboratively over the next few years to implement the Congestion Management Plan. Actions were divided into the following groups:

- Data Collection, Evaluation, and Monitoring—Developing better information and data to track the success of efforts to mitigate congestion.
- Planning Activities—Actions to more fully develop congestion management strategies in specific focus areas.
- Implementation Activities—Actions to implement projects to directly reduce congestion.
- Coordination Activities—Ongoing intra and interagency coordination to implement the CMP.

NWARPC would also implement specific congestion management actions already recommended in other planning documents. Implementing congestion-reducing projects listed in the TIP is also a critical action element to implement the CMP.

The updated NWA CMP can be found at this link:

www.nwarpc.org/transportation/congestion-management-process/

NWA TRANSIT ASSET MANAGEMENT PLAN (TAM PLAN) PERFORMANCE TARGETS

A Transit Asset Management (TAM) Plan 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 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 has 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.

After both TAM plans for ORT and Razorback Transit were completed, the RPC/Policy Committee approved Resolution #2018-12 to adopt the MPO sponsored Transit Asset Management Plan and establish one region-wide State of Good Repair performance targets for each transit asset type for public transit providers in Northwest Arkansas.

On March 23, 2022, the RPC/Policy Committee approved Resolution #2018-12 to support Ozark Regional Transit (ORT)'s Updated 2021 Transit Asset Management Plan SGR Performance Targets. An update to the Razorback Transit Asset Management Plan commenced in the summer of 2022 and was completed by October 1, 2022.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE MEASURES & TARGETS

The Federal Transit Agency (FTA) published a final rule on July 19, 2018 for Public Transportation Agency Safety Plans as authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. The final rule requires states and certain operators of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop Public Transportation Agency Safety Plans (PTASP). Each PTASP must:

- Include the documented processes and procedures for the transit agency's Safety Management Systems (SMS), which consists of four main elements:
 - (1) Safety Management Policy (including performance measures and targets),
 - (2) Safety Risk Management,
 - (3) Safety Assurance, and
 - (4) Safety Promotion (49 CFR 673.11(a)(2));
- Include performance targets based on the safety performance criteria established under the National Public Transportation Safety Plan (49 CFR 673.11(a)(3));
- Address all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and National Public Transportation Safety Plan (49 CFR 673(q)(4)); and
- Establish a process and timeline for conducting an annual review and update of the Transportation Agency Safety Plan (49 CFR 673.11(a)(5)).

To improve public transportation safety to the highest practicable level in the State of Arkansas and comply with FTA requirements, ARDOT developed individual Public Transit Agency Safety Plans (PTASP) for Ozark Transit Authority (ORT) and University of Arkansas Razorback Transit (Razorback Transit) in collaboration with NWARPC, the MPO for the region, and both transit agencies. The ORT PTASP was adopted on June 25, 2020, and the Razorback Transit PTSAP was adopted on June 29, 2020. ARDOT certified on July 20, 2020 that both transit agencies' plans are in full compliance with 49 CFR Part 673.

Transit agencies must make their safety performance targets available to States and Metropolitan Planning Organizations (MPO) to aid in the planning process. NWARPC is reflecting the transit agencies' targets in the Metropolitan Transportation Plan (MTP), and supports linking investment priorities from the Transportation Improvement Program (TIP) to achieve transit performance targets.

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 USC or 49 USC 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 www.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

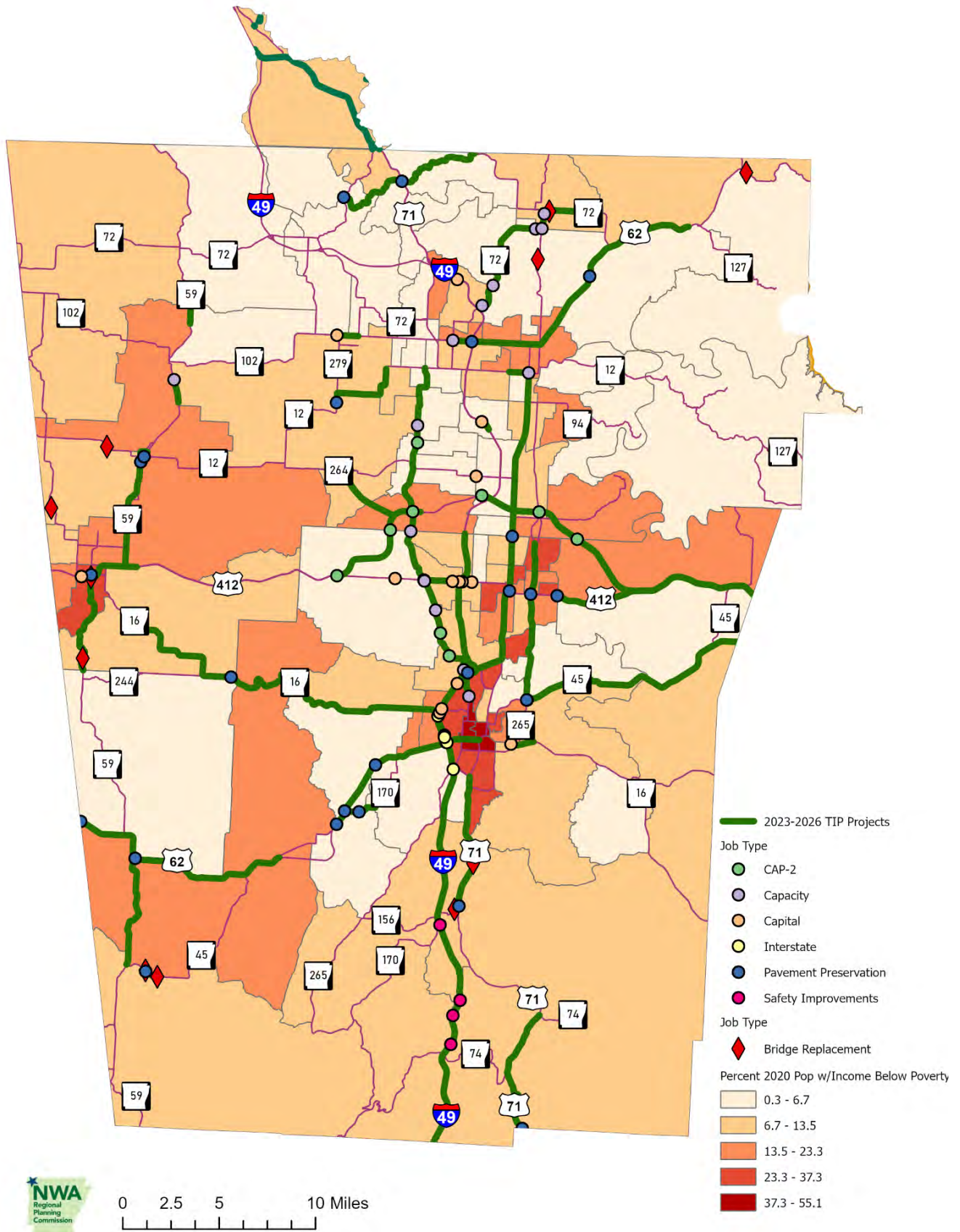
Environmental Justice is a process that ensures that the minority and low-income populations are not excluded from policy-setting or decision-making processes with regards to transportation and are also not negatively impacted by environmental burdens.

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'.

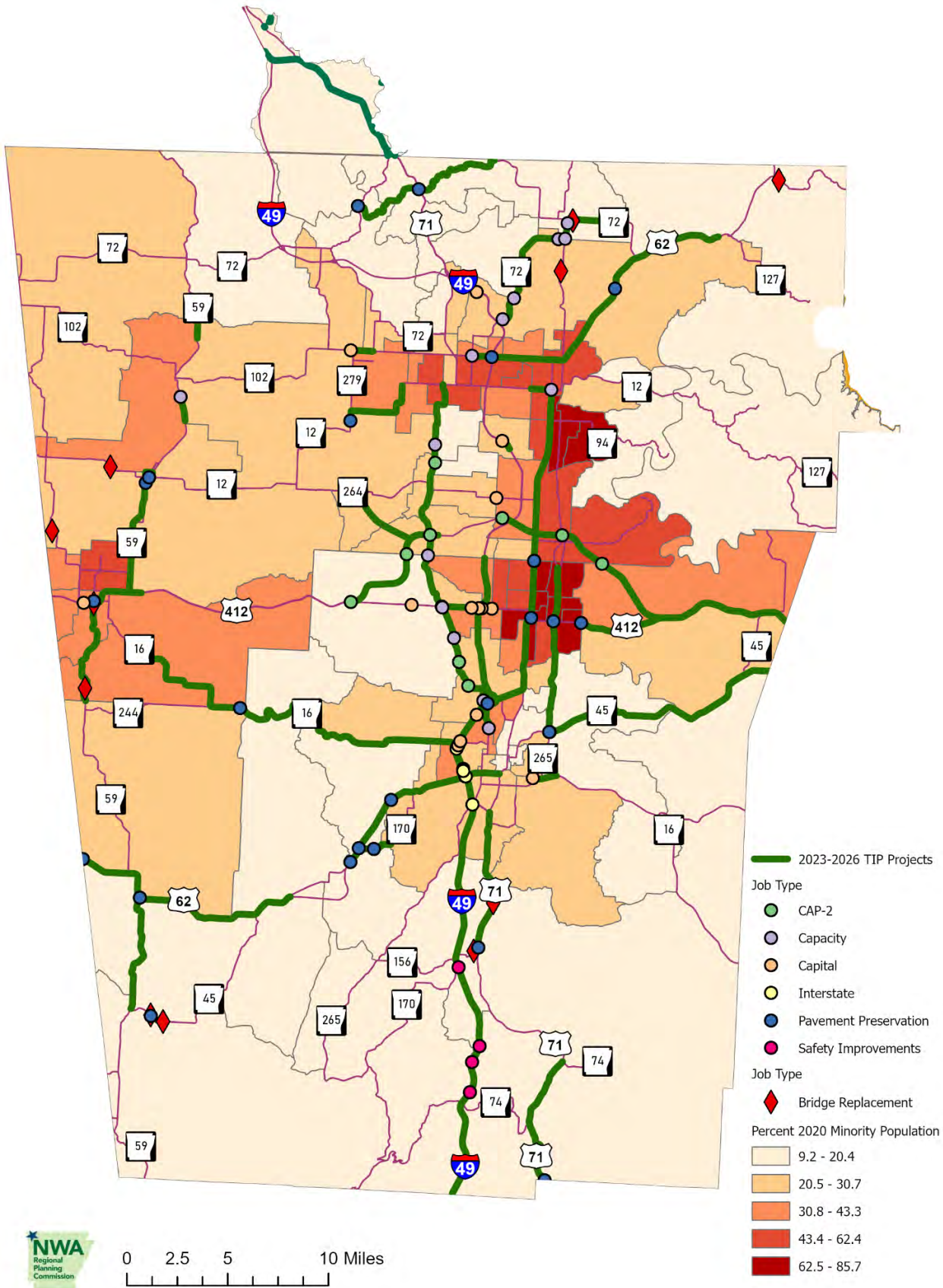
This TIP follows the Northwest Arkansas 2045 MTP Constrained List which follows the Federal Highway Administration guidance regarding compliance with the intent of environmental justice provisions.

The Environmental Justice maps on the following pages of this document illustrate the locations of the FFY 2023-2026 TIP projects in relation to the population below poverty level and minority populations distribution in the MPA.

2023-2026 Transportation Improvement Projects (TIP) and Percent Population Income Under Poverty Level (2020 ACS Data) by Census Tracts



2023-2026 Transportation Improvement Projects (TIP) and Minority Population Percent (2020 Census Data) by Census Tracts



FINANCIAL REPORT

Projects contained in the TIP are derived from the financially constrained project list in the Northwest Arkansas 2045 Metropolitan Transportation Plan (2045 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 2045 MTP, and these estimates are used to determine the financial constraint of the 2045 MTP. Fund marks are an average; therefore, funds that are unallocated in a given year may be carried forwarded to successive years of the 2045 MTP. NWARPC ensures financial constraint of the 2045 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 2045 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 (MPA). The tables below provide information on the available funding and the estimated cost for all of the projects included in this TIP.

Summary of Funding by Federal Funding Type and Job Type

Federal Funding Type	Amount	Job Type	STIP Estimate
NHPP	\$ 147,932,000	Capacity	\$ 171,200,000
NHFP	\$ 2,640,000	CAP-2	\$ 283,300,000
Earmark	\$ 1,207,000	Capital	\$ 70,150,000
STBGP	\$ 141,965,000	Pavement Preservation	\$ 113,000,000
STBGP > 200K	\$ 38,253,000	Interstate	\$ 49,800,000
BFP	\$ 10,508,000	Bridge Replacement	\$ 45,700,000
CRP > 200K	\$ 4,623,000	Safety Improvements	\$ 5,100,000
TAP	\$ 1,000,000	MPO	\$ 47,379,000
TAP > 200K	\$ 4,277,000	Total	\$ 785,629,000
Total	\$ 352,405,000		

Projects totals may vary from the 2045 MTP fund marks based on project priority established by ARDOT, cost adjustments, and project readiness.

STBGP, TAP & CRP > 200,000 FUNDS

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

Financial constraint of these funds is maintained by NWARPC utilizing revenue totals from the IIJA 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 2045 MTP. The development of cost estimates and inflation factors for the TIP is left to the discretion of the sponsoring agency (i.e., NWARPC jurisdictions, ARDOT, transit providers) and based on its best available information, which includes consultation with NWARPC.

Summary of Federal, State and Local Funds in the Metropolitan Planning Area – Benton and Washington County, AR (Amounts shown x\$1,000)

Fiscal Year	STIP Estimate	NHPP	NHFP	Earmark	STBGP	STBGP GT 200K	BFP	CRP GT 200K	TAP	TAP GT 200K	CAP	Amendment 101	State	AC	Act 416	Local
2023	\$66,022	\$17,730		\$65	\$17,655	\$9,378	\$1,280	\$1,122		\$1,038		\$2,000	\$5,780			\$6,604
2024	\$237,098	\$38,740			\$43,030	\$9,566	\$1,200	\$1,144	\$1,000	\$1,058	\$92,745	\$29,580	\$16,050			\$3,778
2025	\$203,505	\$21,604			\$45,600	\$9,757	\$2,496	\$1,167		\$1,080		\$80,500	\$12,300	\$14,000		\$3,051
2026	\$166,004	\$14,308		\$1,142		\$9,952	\$5,532	\$1,190		\$1,101	\$9,958		\$4,960	\$102,300		\$15,611
TBD	\$113,000	\$55,550	\$2,640		\$35,680								\$16,830		\$1,600	
Total	\$785,629	\$147,932	\$2,640	\$1,207	\$141,965	\$38,653	\$10,508	\$4,623	\$1,000	\$4,277	\$102,703	\$112,080	\$55,920	\$116,300	\$1,600	\$29,044

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, 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)

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. IIJA Act continued the use of these funds for operating expenses and 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)

Map-21 created a new formula grant program for bus and bus facilities that replaced the 5309 discretionary program and the IIJA 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)

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)

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.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), which includes \$900 billion in supplemental appropriations for COVID-19 relief, was signed into law. This funding includes \$50 million nationally for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310 formula grants).

Highway Infrastructure Program (HIP)

The HIP Program provides funding for activities eligible under Section 133(b) of Title 23, United States Code (U.S.C.). The Department of Transportation Appropriations Acts of 2018, 2019, 2020 and 2021 have set aside funds for this program, including suballocation to urbanized areas. In 2019, 2020 and 2021, the

appropriation also included funding specifically for the Bridge Replacement and Rehabilitation Program. These specific funds were apportioned to the states based on total deck area of bridges classified as in poor condition in each qualifying state.

Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (HIP-CRRSAA FUNDS)

On December 27, 2020, the CRRSAA was enacted into law. These funds are eligible to be used for activities eligible under 23 U.S.C. 133(b) (Surface Transportation Block Grant Program (STBG)) and costs related to preventive maintenance, routine maintenance, operations, personnel including salaries of employees (including those employees who have been placed on administrative leave) or contractors, debt service payments, availability payments, and coverage for other revenue losses.

YEAR OF EXPENDITURE

Summary of Federal, State and Local Transit Funds in the Metropolitan Planning Area – (Amounts shown x\$1,000)

Fiscal Year	STIP Estimate	FTA 5305	FTA 5307	FTA 5339	Local
2023	8,952	700	3,164	362	4,726
2024	9,155	700	3,247	366	4,842
2025	9,317	700	3,322	369	4,926
2026	9,464	700	3,394	374	4,996
Total	36,888	2,800	13,127	1,471	19,490

MISSOURI DEPARTMENT OF TRANSPORTATION STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FFY 2023-2027

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

MoDOT, in accordance with State and Federal law, prepared the STIP for State Fiscal Years 2023 through 2027 (July 1, 2022 through June 30, 2027). 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 2023-2026 TIP.

YEAR OF EXPENDITURE

Summary of Federal, State and Local Funds in the Metropolitan Planning Area – Portion of McDonald County, MO (Amounts shown x\$1,000)

Fiscal Years	STIP Estimate	NHPP	STBG	Safety	State	AC-STBG	Prior
2023	\$6,617	\$3,034	\$40	\$210	\$984	\$862	\$1,464
2024	\$10,753	\$2,966			\$2,133	\$5,566	\$8
2025	\$4,544	\$3,635			\$909		
Total	\$21,914	\$9,635	\$40	\$210	\$4,026	\$6,428	\$1,472

MODOT OPERATIONS AND MAINTENANCE

Maintenance costs include MoDOT's salaries, materials and equipment needed to deliver the roadway and bridge maintenance programs. This category includes basic maintenance activities like minor surface treatments such as: sealing, small concrete repairs and pothole patching; mowing right of way; snow removal; replacing signs; striping; repairing guardrail; and repairing traffic signals. Performing these activities requires employees; vehicles and other machinery; and materials such as salt, asphalt and fuel. Maintenance operations expenditures are expected to increase 1.8% annually. In fiscal year 2023, MODOT is budgeting for \$412,903,060 in maintenance.

Calculations are \$412,903,060/ 77,563 lane miles of roadway. This makes MoDOT's cost, \$5,323 per lane mile.

Source: FY 2023 Original Budget and 2021 State System Mileage

FY 2023 Budget for Cost Per Lane Mile Calculation

Safety and Operations ^{1,2}	\$ 539,310,830
Less: Motor Carrier Services ²	(4,437,703)
Less: Motor Carrier Refunds	(26,000,000)
Less: Highway Safety ²	(28,226,703)
Less: Low Volume Roads in STIP	(100,000,000)
Less: Ferryboat Operations	(176,000)
Safety and Operations-Maintenance ²	\$ 380,470,424
Plus: Fleet Investments	32,432,636
Cost Per Lane Mile Assumption²	\$ 412,903,060

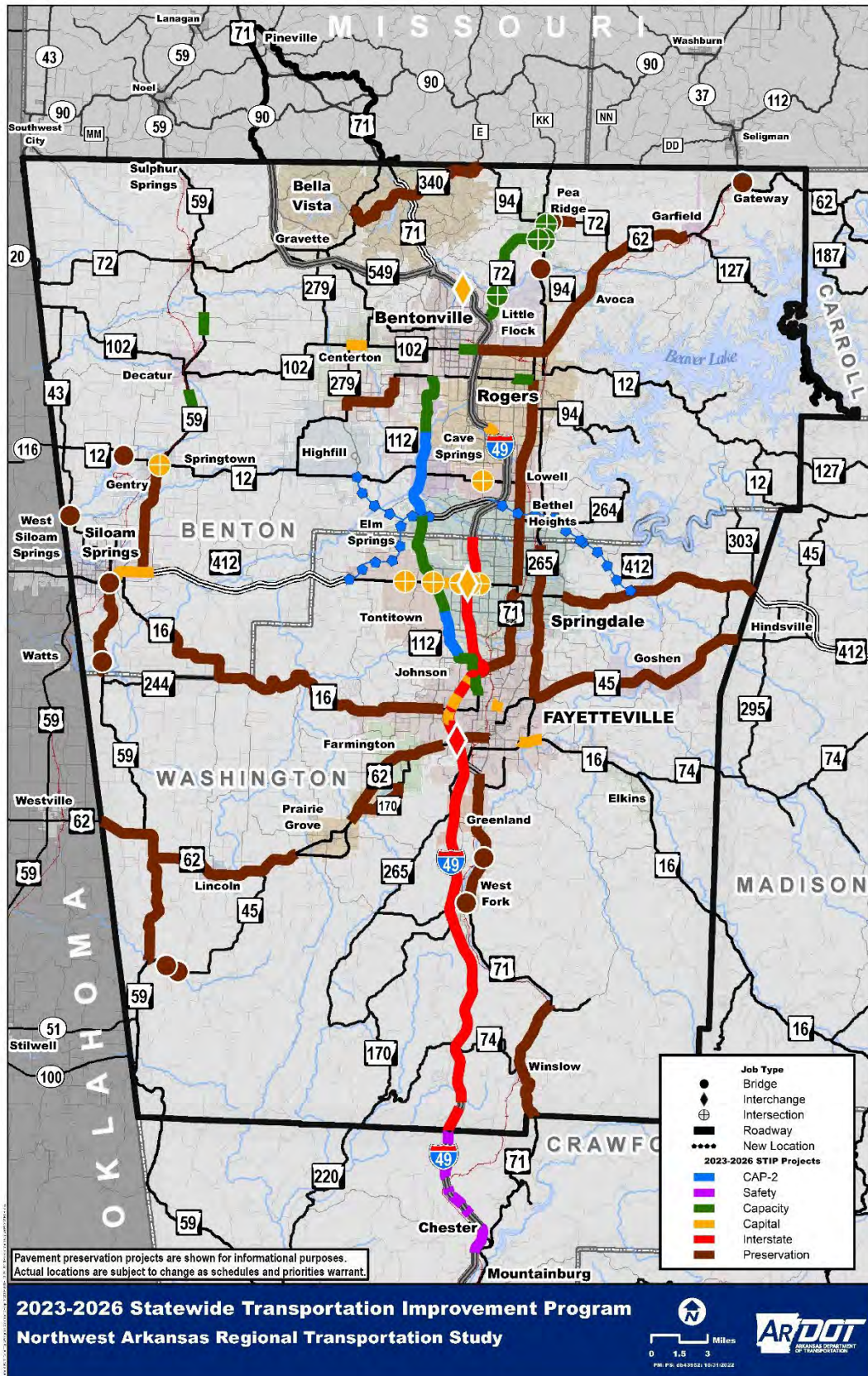
¹ This amount includes personal services, expense and equipment for Maintenance, Motor Carrier Services and Highway Safety, additional funding repairs to low-volume roads performed by the district, ferryboat operations and levee payments.

² This amount does not include fringe benefits.

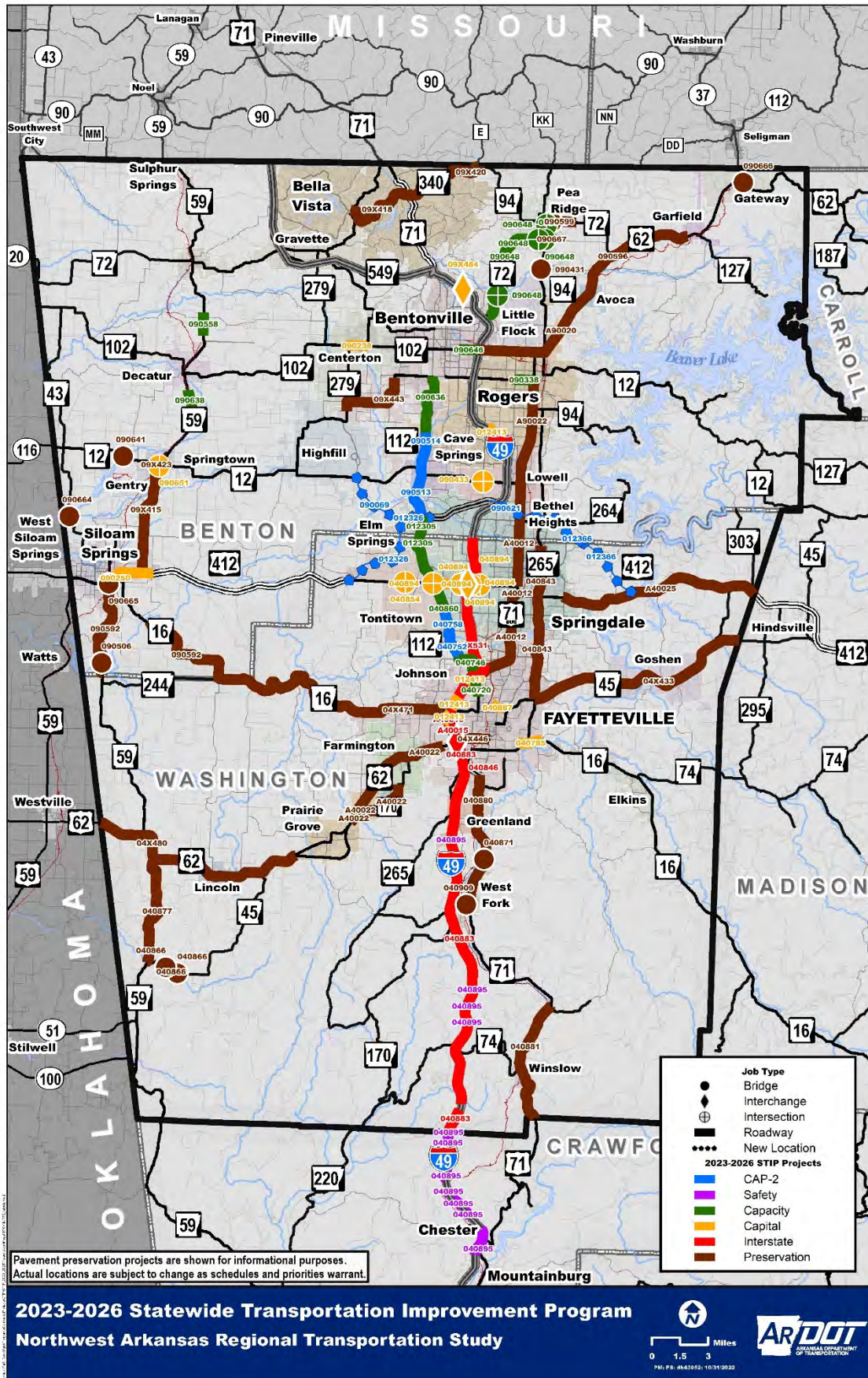
Source: Fiscal Year 2023 Original Budget

NARTS FFY 2023-2026 TIP MAPS

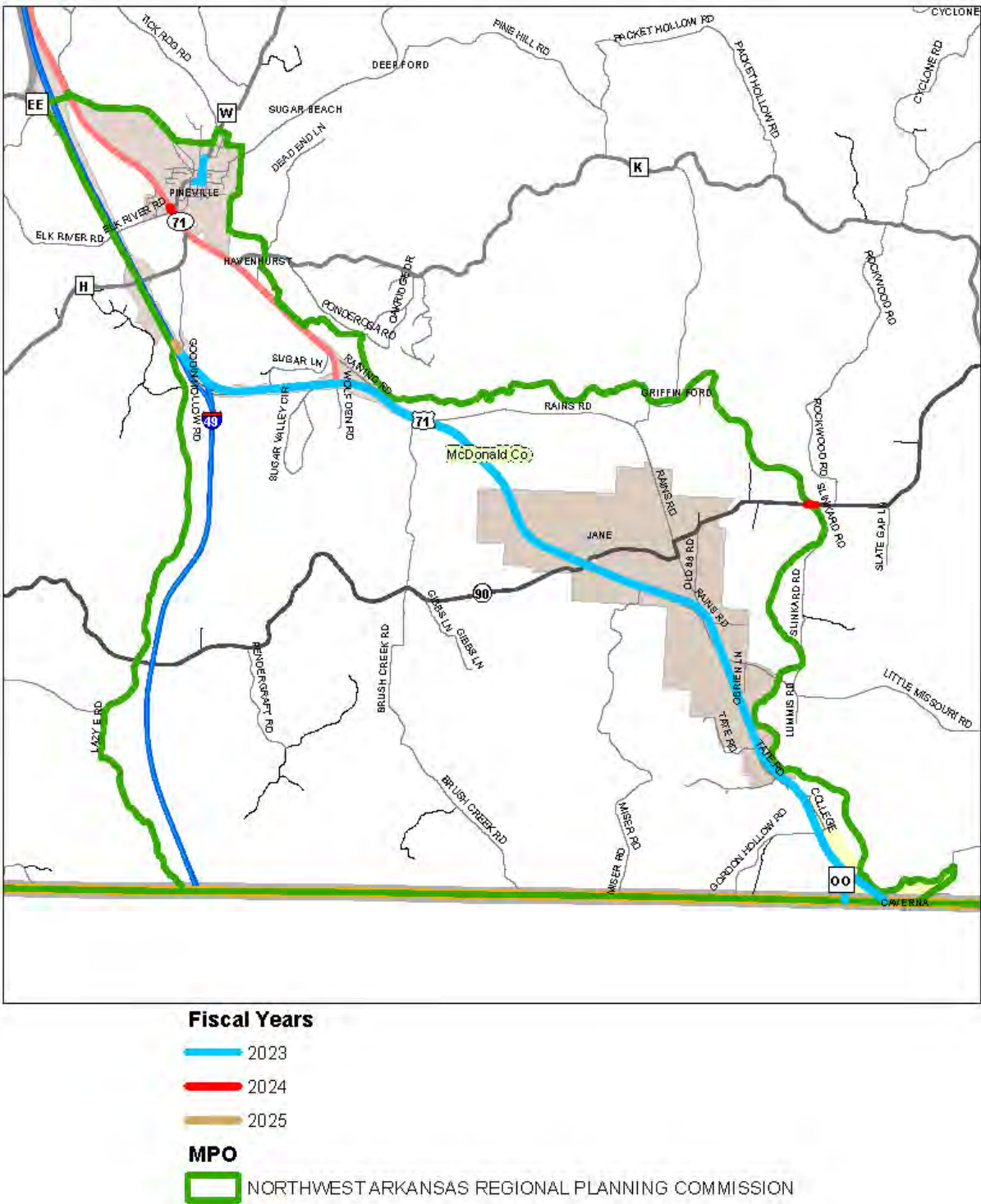
2023-2026 Transportation Improvement Projects (TIP) in the Arkansas portion of NARTS



2023-2026 Transportation Improvement Projects (TIP) in the Arkansas portion of NARTS



2023-2027 Transportation Improvement Projects (TIP) in the Missouri portion of NARTS



APPENDIX A

NARTS FFY 2023-2026 TIP

PROJECT LISTS

SORTED BY ROUTE

A red route number indicates the highway is not part of the
Arkansas Primary Highway Network (APHN)

Northwest Arkansas Regional Transportation Study

2023-2026 STIP

Job Number	Job Name	District	County	Route	Section	Length
012305	Hwy. 412 – Springdale Bypass (S)	4/9	Benton & Washington	112	1/2	4.00
012326	Hwy. 412 – Hwy. 112 (Springdale Bypass) (S)	4/9	Benton & Washington	612	0P	6.56
012366	Hwy. 265 – Hwy. 412 (Springdale Bypass) (S)	4/9	Benton & Washington	612	2/3	6.62
012413	I-49 Noise Barrier Walls (S)	4/9	Benton & Washington	I-49	28/29	2.10
040720	Poplar St. – Drake St. (Fayetteville) (S)	4	Washington	112	1	0.99
040746	Truckers Dr. – Howard Nickell Rd. (Fayetteville) (S)	4	Washington	112	1	1.42
040752	Howard Nickell Rd. – Greathouse Springs Rd. (S)	4	Washington	112	1	1.37
040758	Greathouse Springs Rd. – Don Tyson Pkwy. Extension (S)	4	Washington	112	1	1.31
040785	Stone Bridge Rd. – East Roberts Rd. (Fayetteville) (S)	4	Washington	16	3	1.19
040843	Hwy. 45 – Randall Wobbe Ln. (Fayetteville & Springdale) (S)	4	Washington	265	2	8.29
040846	Hwy. 62 Intchg. Impvts. (Fayetteville) (F)	4	Washington	I-49	28	-
040854	Hwy. 412/Klenc Rd. Inters. Impvts. (Tontitown) (S)	4	Washington	412	2	-
040860	Don Tyson Pkwy. Extension – Hwy. 412 (S)	4	Washington	112	1	1.70
040866	Baron Fork & Fly Creek Strs. & Apprs. (S)	4	Washington	45	3	-
040871	Rock Creek Str. & Apprs. (West Fork) (S)	4	Washington	71	16	-
040877	Hwy. 62 – Hwy. 45 (S)	4	Washington	59	4	6.04
040880	Hwy. 170 – Hwy. 71B (S)	4	Washington	71	16	7.11
040881	Crawford Co. Line – Hwy. 74 (S)	4	Washington	71	16	6.88
040883	Crawford Co. Line – Hwy. 62 (Sel. Secs.) (S)	4	Washington	I-49	28	21.76
040887	North St. – Sycamore St. (College Ave.) (Fayetteville) (S)	4	Washington	NCOLLEGEAVE	1	0.51
040894	Hwy. 412 Impvts. (Springdale) (S)	4	Washington	412	2	2.49
040895	I-49 & I-540 Cable Median Barrier Impvts. (S)	4	Crawford & Washington	I-49 & I-540	2/27/28	23.49
040909	West Fork White River Str. & Apprs. (West Fork) (S)	4	Washington	170	1	-

Northwest Arkansas Regional Transportation Study 2023-2026 STIP

Job Number	Job Name	District	County	Route	Section	Length
04X433	Hwy. 265 – Madison Co. Line (S)	4	Washington	45	5	12.57
04X446	I-49 – School Ave. (Fayetteville) (S)	4	Washington	180	0	1.72
04X471	Benton Co. Line – Salem Rd. (S)	4	Washington	16	2	12.94
04X480	Oklahoma State Line – Prairie Grove (S)	4	Washington	62	1	12.46
04X531	Hwy. 62 – Benton Co. Line (S)	4	Washington	I-49	28	11.84
090069	Northwest Arkansas National Airport Access (F)	9	Benton	New	0P	3.60
090238	Hwy. 279 South – Hwy. 102B (Centerton) (S)	9	Benton	102	2	1.11
090250	Washington St. – East (Hwy. 412) (Siloam Springs) (F)	9	Benton	412	1	3.20
090338	Dixieland Rd. – 8th St. (Rogers) (S)	9	Benton	71B	18B	1.01
090431	Little Sugar Creek Str. & Apprs. (Little Flock) (S)	9	Benton	94	2	-
090433	Hwy. 264/Bellview St./Spring Creek Rd. Inters. Impvts. (Lowell) (S)	9	Benton	264	2	-
090506	Illinois River Str. & Apprs. (Hwy. 59) (S)	9	Benton	59	2	-
090513	Springdale Bypass – W. Wallis Rd. (S)	9	Benton	112	2	3.87
090514	W. Wallis Rd. – Pleasant Grove Rd. (S)	9	Benton	112	2	0.90
090558	Sulphur Springs – Decatur (Passing Lane) (S)	9	Benton	59	1	1.21
090592	Hwys. 16 & 59 (Sel. Secs.) (S)	9	Benton	16 & 59	1/2	12.92
090596	Avoca – Garfield (S)	9	Benton	62	2	6.39
090599	Hwy. 94 – Guthrie Rd. (Pea Ridge) (S)	9	Benton	72	3	1.61
090621	I-49 – Hwy. 265 (Springdale Bypass) (S)	9	Benton	612	2	3.16
090636	Pleasant Grove Rd. – Hwy. 12 (S)	9	Benton	112	2	3.43
090638	Decatur – Gentry (Passing Lane) (S)	9	Benton	59	1	1.20
090641	Little Flint Creek Str. & Apprs. (S)	9	Benton	12	1	-
090646	Hwy. 102 Impvts. (Bentonville) (S)	9	Benton	102	3	0.98

Northwest Arkansas Regional Transportation Study 2023-2026 STIP

Job Number	Job Name	District	County	Route	Section	Length
090648	Hwy. 72 Interim Impvts. (Bentonville & Pea Ridge) (S)	9	Benton	72	3	10.12
090651	Hwys. 12/59 Signal & Inters. Impvts. (Gentry) (S)	9	Benton	12 & 59	1/2	-
090664	Flint Creek Str. & Apprs. (S)	9	Benton	43	0	-
090665	Hwy. 59 Str. & Apprs. (Siloam Springs) (S)	9	Benton	59	2	-
090666	Hwy. 62 Str. & Apprs. (Gateway) (S)	9	Benton	62	2	-
090667	Otter Creek Str. & Apprs. (S)	9	Benton	72	3	-
09X415	Gentry – Siloam Springs (S)	9	Benton	59	1	5.95
09X418	Hwy. 279 – Hwy. 71 (Bella Vista) (S)	9	Benton	340	1	4.29
09X420	Hwy. 71 – Hwy. 94 (Bella Vista) (S)	9	Benton	340	1	4.90
09X423	Hwy. 59B Impvts. (Gentry) (S)	9	Benton	59B	1B	0.88
09X443	Artillery Rd. – Wheatgrass Blvd. (Bentonville) (S)	9	Benton	12	2	4.93
09X484	I-49/J St. Interchange (S)	9	Benton	I-49	29	-
A40012	I-49 – Benton Co. Line (Sel. Secs.) (S)	4	Washington	71B	17B	8.06
A40015	I-49 Frontage Roads Impvts. (Fayetteville) (S)	4	Washington	I-49	268/271	1.95
A40025	Butterfield Coach Rd. – Madison Co. Line (S)	4	Washington	412	2	10.93
A40022	Hwys. 62 & 170 (Sel. Secs.) (S)	4	Washington	62 & 170	1/2	10.00
A90020	I-49 – Avoca (S)	9	Benton	62	2	8.00
A90022	Washington Co. Line – Hwy. 94 (S)	9	Benton	71B	18B	8.56

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
040895	Crawford & Washington	I-49 & I-540	I-49 & I-540 Cable Median Barrier Impvts. (S)	23.49	Safety Improvements	5,100 - TOTAL 4,590 - HSIP 510 - State	State	2023	NARTS FRONTIER
040846	Washington	I-49	Hwy. 62 Intchnng. Impvts. (Fayetteville) (F)	-	Interchange Improvements	49,800 - TOTAL 38,340 - NHPP 1,500 - STBGP >200K 9,960 - State	State	2024	NARTS
Potential Partnering Project with City of Fayetteville.									
012413	Benton & Washington	I-49	I-49 Noise Barrier Walls (S)	2.10	Noise Barrier Walls	7,700 - TOTAL 6,930 - NHPP 770 - State	State	2023	NARTS
Noise barrier walls to be added along Interstate 49 in Benton & Washington Counties.									
09X484	Benton	I-49	I-49/J St. Interchange (S)	-	Interchange & New Location	25,000 - TOTAL 10,000 - NHPP 2,500 - State 12,500 - Local	State	2026	NARTS
Project contingent on partnering agreement. City of Bentonville may contribute 50% of the construction cost toward the project.									
090641	Benton	12	Little Flint Creek Str. & Apprs. (S)	-	Str. & Apprs.	2,000 - TOTAL 320 - NHPP 1,280 - BFP 400 - State	State	2023	NARTS
090651	Benton	12 & 59	Hwys. 12/59 Signal & Inters. Impvts. (Gentry) (S)	-	Intersection Improvements	1,000 - TOTAL 550 - STBGP 250 - STBGP >200K 200 - State	State	2024	NARTS
Partnering Project. City to contribute \$250K from STBGP >200K funds.									
040785	Washington	16	Stone Bridge Rd. – East Roberts Rd. (Fayetteville) (S)	1.19	Major Widening	4,300 - TOTAL 3,440 - STBGP 860 - State	State	2023	NARTS

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
090664	Benton	43	Flint Creek Str. & Apprs. (S)	-	Str. & Apprs.	5,300 - TOTAL 3,188 - NHPP 1,052 - BFP 1,060 - State	State	2026	NARTS
040866	Washington	45	Baron Fork & Fly Creek Strs. & Apprs. (S)	0.72	Strs. & Apprs.	8,000 - TOTAL 400 - NHPP 1,200 - BFP 6,400 - Amendment 101	State	2024	NARTS
090558	Benton	59	Sulphur Springs – Decatur (Passing Lane) (S)	1.21	Passing Lanes	2,900 - TOTAL 2,320 - STBGP 580 - State	State	2023	NARTS
One southbound passing lane.									
090638	Benton	59	Decatur – Gentry (Passing Lane) (S)	1.20	Passing Lane	3,000 - TOTAL 2,400 - STBGP 600 - State	State	2025	NARTS
One northbound passing lane.									
090665	Benton	59	Hwy. 59 Str. & Apprs. (Siloam Springs) (S)	-	Str. & Apprs.	3,500 - TOTAL 560 - NHPP 2,240 - BFP 700 - State	State	2025	NARTS
090506	Benton	59	Illinois River Str. & Apprs. (Hwy. 59) (S)	-	Str. & Apprs.	10,000 - TOTAL 8,000 - NHPP 2,000 - Amendment 101	State	2023	NARTS
090666	Benton	62	Hwy. 62 Str. & Apprs. (Gateway) (S)	-	Str. & Apprs.	500 - TOTAL 400 - NHPP 100 - State	State	2025	NARTS
040871	Washington	71	Rock Creek Str. & Apprs. (West Fork) (S)	-	Str. & Apprs.	5,900 - TOTAL 1,180 - STBGP 4,720 - Amendment 101	State	2024	NARTS

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
090338	Benton	71B	Dixieland Rd. – 8th St. (Rogers) (S)	1.01	Major Widening	9,900 - TOTAL 65 - Earmark 4,155 - STBGP 3,700 - STBGP >200K 480 - State 1,500 - Local	State	2023	NARTS
Partnering project. City to provide 50% of project costs up to \$5.0M plus an additional \$200K for 6' sidewalks.									
090648	Benton	72	Hwy. 72 Interim Impvts. (Bentonville & Pea Ridge) (S)	10.12	Various Improvements	7,200 - TOTAL 5,760 - STBGP 1,440 - State	State	2024	NARTS
090667	Benton	72	Hwy. 72 Str. & Apprs. (Pea Ridge) (S)	-	Str. & Apprs.	400 - TOTAL 64 - NHPP 256 - BFP 80 - State	State	2025	NARTS
090431	Benton	94	Little Sugar Creek Str. & Apprs. (Little Flock) (S)	-	Strs. & Apprs.	3,100 - TOTAL 2,480 - NHPP 620 - State	State	2023	NARTS
090238	Benton	102	Hwy. 279 South – Hwy. 102B (Centerton) (S)	1.11	Major Widening	13,000 - TOTAL 9,800 - STBGP 600 - STBGP >200K 2,450 - State 150 - Local	State	2024	NARTS
090646	Benton	102	Hwy. 102 Impvts. (Bentonville) (S)	0.98	Intersection Improvements	10,000 - TOTAL 8,000 - STBGP 2,000 - State	State	2024	NARTS
040720	Washington	112	Poplar St. – Drake St. (Fayetteville) (S)	0.99	Major Widening	7,800 - TOTAL 6,240 - STBGP 1,560 - State	Local	2023	NARTS
Partnering project. City to assume ownership of a segment of Highway 112 upon completion of project.									

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
040746	Washington	112	Truckers Dr. – Howard Nickell Rd. (Fayetteville) (S)	1.42	Major Widening	16,000 - TOTAL 280 - STBGP >200K 500 - TAP 14,870 - CAP 350 - Local	State	2024	NARTS
Partnering Project. City to contribute \$350,000 towards project costs and take ownership of a portion of Highway 71B.									
040752	Washington	112	Howard Nickell Rd. – Greathouse Springs Rd. (S)	1.37	Major Widening	24,100 - TOTAL 24,100 - AC	State	2026	NARTS
Renew Arkansas Highways Project. Project to be scheduled for construction as funds become available.									
040758	Washington	112	Greathouse Springs Rd. – Don Tyson Pkwy. Extension (S)	1.31	Major Widening	11,100 - TOTAL 11,100 - AC	State	2026	NARTS
Renew Arkansas Highways Project. Project to be scheduled for construction as funds become available.									
040860	Washington	112	Don Tyson Pkwy. Extension – Hwy. 412 (S)	1.70	Major Widening	21,800 - TOTAL 17,440 - STBGP 4,360 - Amendment 101	State	2024	NARTS
012305	Benton & Washington	112	Hwy. 412 – Springdale Bypass (S)	4.00	Major Widening	60,100 - TOTAL 46,000 - CAP 14,100 - Amendment 101	State	2024	NARTS
This project includes intersection improvements at Hwy. 112/Hwy. 412.									
090513	Benton	112	Springdale Bypass – W. Wallis Rd. (S)	3.87	Major Widening	52,300 - TOTAL 52,300 - AC	State	2026	NARTS
Renew Arkansas Highways Project. Project to be scheduled for construction as funds become available.									
090514	Benton	112	W. Wallis Rd. – Pleasant Grove Rd. (S)	0.90	Major Widening	14,800 - TOTAL 14,800 - AC	State	2026	NARTS
Renew Arkansas Highways Project. Project to be scheduled for construction as funds become available.									

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
090636	Benton	112	Pleasant Grove Rd. – Hwy. 12 (S)	3.43	Major Widening	32,500 - TOTAL 500 - TAP 31,875 - CAP 125 - Local	State	2024	NARTS
040909	Washington	170	West Fork White River Str. & Apprs. (West Fork) (S)	-	Str. & Apprs.	7,000 - TOTAL 1,120 - NHPP 4,480 - BFP 1,400 - State	State	2026	NARTS
Potential partnering project with City of West Fork. Project contingent on Department including pedestrian accommodations on new structure and City assuming ownership of a portion of Highway 170.									
090433	Benton	264	Hwy. 264/Bellview St./Spring Creek Rd. Inters. Impvts. (Lowell) (S)	-	Intersection Improvements	2,200 - TOTAL 300 - STBGP 1,460 - STBGP >200K 440 - Local	State	2024	NARTS
Partnering project. The Department has committed \$848K in federal funding for ROW, UTIL and Construction. The City will provide the balance of funds to complete the project.									
090250	Benton	412	Washington St. – East (Hwy. 412) (Siloam Springs) (F)	3.20	Major Widening	100 - TOTAL 80 - NHPP 20 - State	State	2025	NARTS
Funding amount shown for project development.									
040854	Washington	412	Hwy. 412/Klenc Rd. Inters. Impvts. (Tontitown) (S)	-	Intersection Improvements	450 - TOTAL 360 - STBGP >200K 90 - Local	State	2024	NARTS
040894	Washington	412	Hwy. 412 Impvts. (Springdale) (S)	2.49	Interchange & Intersection Improvements	11,100 - TOTAL 1,142 - Earmark 9,958 - CAP	State	2026	NARTS
012326	Benton & Washington	612	Hwy. 412 – Hwy. 112 (Springdale Bypass) (S)	6.56	New Location	100,000 - TOTAL 20,000 - NHPP 80,000 - Amendment 101	State	2025	NARTS
090621	Benton	612	I-49 – Hwy. 265 (Springdale Bypass) (S)	3.16	New Location	500 - TOTAL 100 - NHPP 400 - Amendment 101	State	2025	NARTS
Renew Arkansas Highways Project. Funding amount shown for project development.									

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
012366	Benton & Washington	612	Hwy. 265 – Hwy. 412 (Springdale Bypass) (S)	6.62	New Location	500 - TOTAL 400 - NHPP 100 - Amendment 101	State	2025	NARTS
Renew Arkansas Highways Project. Funding amount shown for project development.									
090069	Benton	New	Northwest Arkansas National Airport Access (F)	3.60	New Location	68,000 - TOTAL 43,200 - STBGP 14,000 - AC 10,800 - State	State	2025	NARTS
Four-lane, controlled access facility. Project to be scheduled for construction as funds become available.									
040887	Washington	CS	North St. – Sycamore St. (College Ave.) (Fayetteville) (S)	0.51	Operational Impvts. & Intersection Impvts.	5,300 - TOTAL 1,500 - STBGP 1,500 - STBGP >200K 2,300 - Local	Local	2023	NARTS
NARTS35			Various NARTS TAP Attrib Projects	-	Miscellaneous	1,297 - TOTAL 1,038 - TAP >200K 259 - Local	Local	2023	NARTS
NARTS35			Various NARTS TAP Attrib Projects	-	Miscellaneous	1,323 - TOTAL 1,058 - TAP >200K 265 - Local	Local	2024	NARTS
NARTS35			Various NARTS TAP Attrib Projects	-	Miscellaneous	1,350 - TOTAL 1,080 - TAP >200K 270 - Local	Local	2025	NARTS
NARTS35			Various NARTS TAP Attrib Projects	-	Miscellaneous	1,376 - TOTAL 1,101 - TAP >200K 275 - Local	Local	2026	NARTS
NARTS36			Various NARTS Attrib Projects	-	Miscellaneous	6,375 - TOTAL 3,978 - STBGP >200K 1,122 - CRP >200K 1,275 - Local	Local	2023	NARTS
NARTS36			Various NARTS Attrib Projects	-	Miscellaneous	7,575 - TOTAL 4,916 - STBGP >200K 1,144 - CRP >200K 1,515 - Local	Local	2024	NARTS

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS36			Various NARTS Attrib Projects	-	Miscellaneous	13,405 - TOTAL 9,557 - STBGP >200K 1,167 - CRP >200K 2,681 - Local	Local	2025	NARTS
NARTS36			Various NARTS Attrib Projects	-	Miscellaneous	13,678 - TOTAL 9,752 - STBGP >200K 1,190 - CRP >200K 2,736 - Local	Local	2026	NARTS
NARTS37			NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2023	NARTS
NARTS37			NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2024	NARTS
NARTS37			NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2025	NARTS
NARTS37			NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2026	NARTS
XX2023-01			IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2023	All
XX2023-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 13,400 - NHPP 1,000 - BFP (Off System) 3,600 - State	State	2023	All
XX2023-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2023	All
XX2023-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,867 - TOTAL 2,867 - Rail Hwy	State/RR	2023	All
XX2023-06			Various Transportation Alternative Projects	-	Miscellaneous	18,356 - TOTAL 14,685 - TAP 3,671 - Local	Local	2023	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-07			Various Trail Projects	-	Miscellaneous	1,718 - TOTAL 1,374 - RTP 344 - Local	Local	2023	All
XX2023-08			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			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Strs. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2023	All
XX2023-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 8,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 4,815 - STBGP 435 - CMAQ Flex 4,000 - State/Local	State	2023	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2023-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2023	All
XX2023-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2023	All
XX2023-13			Various Statewide Safety Improvements	-	Safety Improvements	28,620 - TOTAL 25,758 - HSIP 2,862 - State	State	2023	All
XX2023-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2023	All
XX2023-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2023	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-16			Various Pavement Preservation Projects	-	System Preservation	170,857 - TOTAL 22,761 - NHPP 1,000 - HSIP 25,231 - STBGP 24,380 - Amendment 101 2,285 - State 95,200 - Act 416	State	2023	All
XX2023-17			Various Signal and Intersection Improvements	-	Intersection Improvements	625 - TOTAL 500 - STBGP 125 - State/Local	State	2023	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2023-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2023	All
XX2023-19			Various Federal Lands Projects	-	Miscellaneous	13,611 - TOTAL 3,350 - FLAP 4,819 - FLTP 4,602 - ERFO 840 - State/Local	Federal Lands/State/ Local	2023	All
Funding for the category is detailed in Appendix B.									
XX2023-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2023	All
XX2023-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2023	All
Funding amount is approximate.									
XX2023-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2023	All
Funding amount is approximate.									
XX2023-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2023	All
XX2023-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	8,671 - TOTAL 6,937 - CRP Flex 1,734 - State	State	2023	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2023-25			Various Transportation Resiliency Projects	-	Miscellaneous	13,360 - TOTAL 500 - STBGP 10,188 - PROTECT 2,672 - State	State	2023	All
XX2024-01			IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2024	All
XX2024-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2024	All
XX2024-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2024	All
XX2024-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,883 - TOTAL 2,883 - Rail Hwy	State/RR	2024	All
XX2024-06			Various Transportation Alternative Projects	-	Miscellaneous	16,305 - TOTAL 13,044 - TAP 3,261 - Local	Local	2024	All
XX2024-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2024	All
XX2024-08			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			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Strs. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2024	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-10			PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,007 - NHPP 577 - NHFP 2,000 - HSIP 1,130 - Rail Hwy 5,000 - STBGP 286 - CMAQ Flex 4,000 - State/Local	State	2024	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2024-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2024	All
XX2024-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2024	All
XX2024-13			Various Statewide Safety Improvements	-	Safety Improvements	36,491 - TOTAL 32,842 - HSIP 3,649 - State	State	2024	All
XX2024-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2024	All
XX2024-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2024	All
XX2024-16			Various Pavement Preservation Projects	-	System Preservation	223,533 - TOTAL 554 - NHPP 1,000 - HSIP 6,381 - STBGP 114,039 - Amendment 101 2,679 - State 98,880 - Act 416	State	2024	All
XX2024-17			Various Signal and Intersection Improvements	-	Intersection Improvements	5,000 - TOTAL 4,000 - STBGP 1,000 - State/Local	State	2024	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2024	All
XX2024-19			Various Federal Lands Projects	-	Miscellaneous	9,675 - TOTAL 3,350 - FLAP 5,485 - FLTP 840 - State/Local	Federal Lands/State/ Local	2024	All
Funding for the category is detailed in Appendix B.									
XX2024-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2024	All
XX2024-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2024	All
Funding amount is approximate.									
XX2024-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2024	All
Funding amount is approximate.									
XX2024-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2024	All
XX2024-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	18,025 - TOTAL 14,420 - CRP Flex 3,605 - State	State	2024	All
XX2024-25			Various Transportation Resiliency Projects	-	Miscellaneous	25,345 - TOTAL 500 - STBGP 19,776 - PROTECT 5,069 - State	State	2024	All
XX2025-01			IRP Debt Service	-	Miscellaneous	38,000 - TOTAL 38,000 - NHPP	State	2025	All
XX2025-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2025	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2025	All
XX2025-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	2,883 - TOTAL 2,883 - Rail Hwy	State/RR	2025	All
XX2025-06			Various Transportation Alternative Projects	-	Miscellaneous	19,100 - TOTAL 15,280 - TAP 3,820 - Local	Local	2025	All
XX2025-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2025	All
XX2025-08			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	2025	All
XX2025-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Str. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2025	All
XX2025-10			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	2025	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2025-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2025	All
XX2025-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2025	All
XX2025-13			Various Statewide Safety Improvements	-	Safety Improvements	41,682 - TOTAL 37,514 - HSIP 4,168 - State	State	2025	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2025	All
XX2025-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2025	All
XX2025-16			Various Pavement Preservation Projects	-	System Preservation	151,622 - TOTAL 11,716 - NHPP 1,000 - HSIP 27,589 - STBGP 5,960 - Amendment 101 6,357 - State 99,000 - Act 416	State	2025	All
XX2025-17			Various Signal and Intersection Improvements	-	Intersection Improvements	4,563 - TOTAL 3,650 - STBGP 913 - State/Local	State	2025	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2025-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2025	All
XX2025-19			Various Federal Lands Projects	-	Miscellaneous	7,207 - TOTAL 3,350 - FLAP 3,017 - FLTP 840 - State/Local	Federal Lands/State/Local	2025	All
Funding for the category is detailed in Appendix B.									
XX2025-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2025	All
XX2025-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2025	All
Funding amount is approximate.									
XX2025-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2025	All
Funding amount is approximate.									

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2025	All
XX2025-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	12,260 - TOTAL 9,808 - CRP Flex 2,452 - State	State	2025	All
XX2025-25			Various Transportation Resiliency Projects	-	Miscellaneous	25,839 - TOTAL 500 - STBGP 20,171 - PROTECT 5,168 - State	State	2025	All
XX2025-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2025	All
XX2026-01			IRP Debt Service	-	Miscellaneous	17,000 - TOTAL 17,000 - NHPP	State	2026	All
This is the final repayment of the bond program.									
XX2026-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2026	All
XX2026-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2026	All
XX2026-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	2,883 - TOTAL 2,883 - Rail Hwy	State/RR	2026	All
XX2026-06			Various Transportation Alternative Projects	-	Miscellaneous	19,481 - TOTAL 15,585 - TAP 3,896 - Local	Local	2026	All
XX2026-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2026	All
XX2026-08			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	2026	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-09			Various Off-System Bridge Rehab / Replacement on City Streets / County Roads	-	Str. & Apprs.	4,000 - TOTAL 1,800 - Off-System Bridge 1,800 - BFP (Off System) 400 - Local	State	2026	All
XX2026-10			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	2026	All
Funding in this category may be used for the development of any project within the 2023-2026 STIP.									
XX2026-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2026	All
XX2026-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2026	All
XX2026-13			Various Statewide Safety Improvements	-	Safety Improvements	42,693 - TOTAL 38,424 - HSIP 4,269 - State	State	2026	All
XX2026-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,100 - NHPP 1,000 - HSIP 3,500 - STBGP 2,400 - State	State	2026	All
XX2026-15			Workforce Training and Development	-	Miscellaneous	2,000 - TOTAL 2,000 - Off-System Bridge	State	2026	All
XX2026-16			Various Pavement Preservation Projects	-	System Preservation	245,546 - TOTAL 20,572 - NHPP 1,000 - HSIP 4,821 - STBGP 107,620 - Amendment 101 12,533 - State 99,000 - Act 416	State	2026	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-17			Various Signal and Intersection Improvements	-	Intersection Improvements	5,000 - TOTAL 4,000 - STBGP 1,000 - State/Local	State	2026	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2026-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 4,000 - NHPP 8,000 - STBGP 3,000 - Act 416	State	2026	All
XX2026-19			Various Federal Lands Projects	-	Miscellaneous	4,190 - TOTAL 3,350 - FLAP 840 - State/Local	Federal Lands/State/Local	2026	All
Funding for the category is detailed in Appendix B.									
XX2026-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2026	All
XX2026-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2026	All
Funding amount is approximate.									
XX2026-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2026	All
Funding amount is approximate.									
XX2026-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2026	All
XX2026-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	18,754 - TOTAL 15,003 - CRP Flex 3,751 - State	State	2026	All
XX2026-25			Various Transportation Resiliency Projects	-	Miscellaneous	5,944 - TOTAL 500 - STBGP 4,255 - PROTECT 1,189 - State	State	2026	All
XX2026-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2026	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2023	All
114FTA			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			Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2023	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2023	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	290 - TOTAL 290 - FTA-5310	Local	2023	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,300 - TOTAL 2,640 - FTA-5310 660 - Local	Local	2023	All
119FTA			Rural Transit - State Admin	-	Transit	1,395 - TOTAL 1,395 - FTA-5311	Local	2023	All
120FTA			Rural Transit - Project Admin	-	Transit	3,730 - TOTAL 2,984 - FTA-5311 746 - Local	Local	2023	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	283 - TOTAL 226 - FTA-5311 57 - Local	Local	2023	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	718 - TOTAL 574 - FTA-5311 144 - Local	Local	2023	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,096 - TOTAL 7,548 - FTA-5311 7,548 - Local	Local	2023	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,390 - TOTAL 1,195 - FTA-5311 1,195 - Local	Local	2023	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
125FTA			Rural Transit - RTAP	-	Transit	350 - TOTAL 350 - FTA-5311	Local	2023	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	590 - TOTAL 472 - FTA-5310 118 - Local	Local	2023	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2023	All
201TLS			Translease	-	Transit	775 - TOTAL 775 - Local	Local	2023	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2023	All
NARTS01			Operating Assistance	-	Transit	1,800 - TOTAL 900 - FTA-5307 900 - Local	Local-ORT	2023	NARTS
NARTS02			Capital - Preventive Maintenance	-	Transit	490 - TOTAL 392 - FTA-5307 98 - Local	Local-ORT	2023	NARTS
NARTS03			Capital - Paratransit Service	-	Transit	400 - TOTAL 320 - FTA-5307 80 - Local	Local-ORT	2023	NARTS
NARTS04			Bus and Bus Facilities	-	Transit	232 - TOTAL 186 - FTA-5339 46 - Local	Local-ORT	2023	NARTS
NARTS05			Transit Operations	-	Transit	1,055 - TOTAL 1,055 - Local	Local-ORT	2023	NARTS
NARTS06			Operating Assistance	-	Transit	606 - TOTAL 485 - FTA-5307 121 - Local	Local-UofA	2023	NARTS
NARTS07			Capital - Preventive Maintenance	-	Transit	280 - TOTAL 224 - FTA-5307 56 - Local	Local-UofA	2023	NARTS
NARTS08			Capital - Paratransit Service	-	Transit	164 - TOTAL 131 - FTA-5307 33 - Local	Local-UofA	2023	NARTS

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS09			Capital - Rolling Stock/Support Equipment	-	Transit	765 - TOTAL 612 - FTA-5307 153 - Local	Local-UofA	2023	NARTS
NARTS10			Bus and Bus Facilities	-	Transit	220 - TOTAL 176 - FTA-5339 44 - Local	Local-UofA	2023	NARTS
NARTS11			Capital - Planning	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	2023	NARTS
NARTS12			Transit Operations	-	Transit	1,940 - TOTAL 1,940 - Local	Local-UofA	2023	NARTS
NARTS15			Consolidated Planning Grant (MPO)	-	Transit	875 - TOTAL 700 - FTA-5305 175 - Local	Local-MPO	2023	NARTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2024	All
114FTA			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			Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2024	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2024	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	292 - TOTAL 292 - FTA-5310	Local	2024	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,350 - TOTAL 2,680 - FTA-5310 670 - Local	Local	2024	All
119FTA			Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2024	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
120FTA			Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2024	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	287 - TOTAL 230 - FTA-5311 57 - Local	Local	2024	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	720 - TOTAL 576 - FTA-5311 144 - Local	Local	2024	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2024	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2024	All
125FTA			Rural Transit - RTAP	-	Transit	360 - TOTAL 360 - FTA-5311	Local	2024	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	590 - TOTAL 472 - FTA-5310 118 - Local	Local	2024	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2024	All
201TLS			Translease	-	Transit	775 - TOTAL 775 - Local	Local	2024	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2024	All
NARTS01			Operating Assistance	-	Transit	1,920 - TOTAL 960 - FTA-5307 960 - Local	Local-ORT	2024	NARTS
NARTS02			Capital - Preventive Maintenance	-	Transit	494 - TOTAL 395 - FTA-5307 99 - Local	Local-ORT	2024	NARTS

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS03			Capital - Paratransit Service	-	Transit	405 - TOTAL 324 - FTA-5307 81 - Local	Local-ORT	2024	NARTS
NARTS04			Bus and Bus Facilities	-	Transit	235 - TOTAL 188 - FTA-5339 47 - Local	Local-ORT	2024	NARTS
NARTS05			Transit Operations	-	Transit	1,075 - TOTAL 1,075 - Local	Local-ORT	2024	NARTS
NARTS06			Operating Assistance	-	Transit	610 - TOTAL 488 - FTA-5307 122 - Local	Local-UofA	2024	NARTS
NARTS07			Capital - Preventive Maintenance	-	Transit	282 - TOTAL 226 - FTA-5307 56 - Local	Local-UofA	2024	NARTS
NARTS08			Capital - Paratransit Service	-	Transit	167 - TOTAL 134 - FTA-5307 33 - Local	Local-UofA	2024	NARTS
NARTS09			Capital - Rolling Stock/Support Equipment	-	Transit	775 - TOTAL 620 - FTA-5307 155 - Local	Local-UofA	2024	NARTS
NARTS10			Bus and Bus Facilities	-	Transit	222 - TOTAL 178 - FTA-5339 44 - Local	Local-UofA	2024	NARTS
NARTS11			Capital - Planning	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	2024	NARTS
NARTS12			Transit Operations	-	Transit	1,970 - TOTAL 1,970 - Local	Local-UofA	2024	NARTS
NARTS15			Consolidated Planning Grant (MPO)	-	Transit	875 - TOTAL 700 - FTA-5305 175 - Local	Local-MPO	2024	NARTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2025	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,425 - TOTAL 3,540 - FTA-5339 885 - Local	Local	2025	All
115FTA			Safety Oversight	-	Transit	270 - TOTAL 216 - FTA-5329 54 - Local	Local	2025	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	149 - TOTAL 119 - FTA-5304 30 - Local	Local	2025	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	294 - TOTAL 294 - FTA-5310	Local	2025	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,400 - TOTAL 2,720 - FTA-5310 680 - Local	Local	2025	All
119FTA			Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2025	All
120FTA			Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2025	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	291 - TOTAL 233 - FTA-5311 58 - Local	Local	2025	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	722 - TOTAL 578 - FTA-5311 144 - Local	Local	2025	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2025	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2025	All
125FTA			Rural Transit - RTAP	-	Transit	370 - TOTAL 370 - FTA-5311	Local	2025	All
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2025	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
201TLS			Translease	-	Transit	780 - TOTAL 780 - Local	Local	2025	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2025	All
NARTS01			Operating Assistance	-	Transit	2,020 - TOTAL 1,010 - FTA-5307 1,010 - Local	Local-ORT	2025	NARTS
NARTS02			Capital - Preventive Maintenance	-	Transit	496 - TOTAL 397 - FTA-5307 99 - Local	Local-ORT	2025	NARTS
NARTS03			Capital - Paratransit Service	-	Transit	410 - TOTAL 328 - FTA-5307 82 - Local	Local-ORT	2025	NARTS
NARTS04			Bus and Bus Facilities	-	Transit	238 - TOTAL 190 - FTA-5339 48 - Local	Local-ORT	2025	NARTS
NARTS05			Transit Operations	-	Transit	1,080 - TOTAL 1,080 - Local	Local-ORT	2025	NARTS
NARTS06			Operating Assistance	-	Transit	614 - TOTAL 491 - FTA-5307 123 - Local	Local-UofA	2025	NARTS
NARTS07			Capital - Preventive Maintenance	-	Transit	285 - TOTAL 228 - FTA-5307 57 - Local	Local-UofA	2025	NARTS
NARTS08			Capital - Paratransit Service	-	Transit	170 - TOTAL 136 - FTA-5307 34 - Local	Local-UofA	2025	NARTS
NARTS09			Capital - Rolling Stock/Support Equipment	-	Transit	790 - TOTAL 632 - FTA-5307 158 - Local	Local-UofA	2025	NARTS
NARTS10			Bus and Bus Facilities	-	Transit	224 - TOTAL 179 - FTA-5339 45 - Local	Local-UofA	2025	NARTS

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS11			Capital - Planning	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	2025	NARTS
NARTS12			Transit Operations	-	Transit	1,990 - TOTAL 1,990 - Local	Local-UofA	2025	NARTS
NARTS15			Consolidated Planning Grant (MPO)	-	Transit	875 - TOTAL 700 - FTA-5305 175 - Local	Local-MPO	2025	NARTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2026	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,425 - TOTAL 3,540 - FTA-5339 885 - Local	Local	2026	All
115FTA			Safety Oversight	-	Transit	270 - TOTAL 216 - FTA-5329 54 - Local	Local	2026	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	149 - TOTAL 119 - FTA-5304 30 - Local	Local	2026	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	295 - TOTAL 295 - FTA-5310	Local	2026	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,400 - TOTAL 2,720 - FTA-5310 680 - Local	Local	2026	All
119FTA			Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2026	All
120FTA			Rural Transit - Project Admin	-	Transit	3,900 - TOTAL 3,120 - FTA-5311 780 - Local	Local	2026	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	291 - TOTAL 233 - FTA-5311 58 - Local	Local	2026	All

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
122FTA			Rural Transit - Capital - Intercity	-	Transit	722 - TOTAL 578 - FTA-5311 144 - Local	Local	2026	All
123FTA			Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2026	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2026	All
125FTA			Rural Transit - RTAP	-	Transit	370 - TOTAL 370 - FTA-5311	Local	2026	All
200PTF			Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2026	All
201TLS			Translease	-	Transit	780 - TOTAL 780 - Local	Local	2026	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2026	All
NARTS01			Operating Assistance	-	Transit	2,120 - TOTAL 1,060 - FTA-5307 1,060 - Local	Local-ORT	2026	NARTS
NARTS02			Capital - Preventive Maintenance	-	Transit	498 - TOTAL 398 - FTA-5307 100 - Local	Local-ORT	2026	NARTS
NARTS03			Capital - Paratransit Service	-	Transit	412 - TOTAL 330 - FTA-5307 82 - Local	Local-ORT	2026	NARTS
NARTS04			Bus and Bus Facilities	-	Transit	241 - TOTAL 193 - FTA-5339 48 - Local	Local-ORT	2026	NARTS
NARTS05			Transit Operations	-	Transit	1,085 - TOTAL 1,085 - Local	Local-ORT	2026	NARTS
NARTS06			Operating Assistance	-	Transit	620 - TOTAL 496 - FTA-5307 124 - Local	Local-UofA	2026	NARTS

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS07			Capital - Preventive Maintenance	-	Transit	290 - TOTAL 232 - FTA-5307 58 - Local	Local-UofA	2026	NARTS
NARTS08			Capital - Paratransit Service	-	Transit	172 - TOTAL 138 - FTA-5307 34 - Local	Local-UofA	2026	NARTS
NARTS09			Capital - Rolling Stock/Support Equipment	-	Transit	800 - TOTAL 640 - FTA-5307 160 - Local	Local-UofA	2026	NARTS
NARTS10			Bus and Bus Facilities	-	Transit	226 - TOTAL 181 - FTA-5339 45 - Local	Local-UofA	2026	NARTS
NARTS11			Capital - Planning	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	2026	NARTS
NARTS12			Transit Operations	-	Transit	2,000 - TOTAL 2,000 - Local	Local-UofA	2026	NARTS
NARTS15			Consolidated Planning Grant (MPO)	-	Transit	875 - TOTAL 700 - FTA-5305 175 - Local	Local-MPO	2026	NARTS
040883	Washington	I-49	Crawford Co. Line – Hwy. 62 (Sel. Secs.) (S)	21.76	System Preservation	30,800 - TOTAL 25,080 - NHPP 2,640 - NHFP 3,080 - State	State	TBD	NARTS
04X531	Washington	I-49	Hwy. 62 – Benton Co. Line (S)	11.84	System Preservation	8,700 - TOTAL 7,830 - NHPP 870 - State	State	TBD	NARTS
A40015	Washington	I-49	I-49 Frontage Roads Impvts. (Fayetteville) (S)	1.95	System Preservation	800 - TOTAL 720 - NHPP 80 - State	State	TBD	NARTS
09X443	Benton	12	Artillery Rd. – Wheatgrass Blvd. (Bentonville) (S)	4.93	System Preservation	1,300 - TOTAL 1,040 - STBGP 260 - State	State	TBD	NARTS
090592	Benton	16 & 59	Hwys. 16 & 59 (Sel. Secs.) (S)	12.92	System Preservation	4,600 - TOTAL 3,680 - STBGP 920 - State	State	TBD	NARTS

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
04X471	Washington	16	Benton Co. Line – Salem Rd. (S)	12.94	System Preservation	5,700 - TOTAL 4,560 - NHPP 1,140 - State	State	TBD	NARTS
04X433	Washington	45	Hwy. 265 – Madison Co. Line (S)	12.57	System Preservation	4,500 - TOTAL 3,600 - STBGP 900 - State	State	TBD	NARTS
09X415	Benton	59	Gentry – Siloam Springs (S)	5.95	System Preservation	4,500 - TOTAL 3,600 - STBGP 900 - State	State	TBD	NARTS
09X423	Benton	59B	Hwy. 59B Impvts. (Gentry) (S)	0.88	System Preservation	300 - TOTAL 240 - STBGP 60 - State	State	TBD	NARTS
040877	Washington	59	Hwy. 62 – Hwy. 45 (S)	6.04	System Preservation	2,000 - TOTAL 1,600 - STBGP 400 - State	State	TBD	NARTS
04X480	Washington	62	Oklahoma State Line – Prairie Grove (S)	12.46	System Preservation	4,900 - TOTAL 3,920 - STBGP 980 - State	State	TBD	NARTS
A40022	Washington	62 & 170	Hwys. 62 & 170 (Sel. Secs.) (S)	10.00	System Preservation	6,500 - TOTAL 5,200 - STBGP 1,300 - Act 416	State	TBD	NARTS
Partnering Project. City of Prairie Grove to assume ownership of a portion of Highway 170.									
A90020	Benton	62	I-49 – Avoca (S)	8.00	System Preservation	2,600 - TOTAL 2,080 - NHPP 520 - Act 416	State	TBD	NARTS
090596	Benton	62	Avoca – Garfield (S)	6.39	System Preservation	1,300 - TOTAL 1,040 - NHPP 260 - State	State	TBD	NARTS
040881	Washington	71	Crawford Co. Line – Hwy. 74 (S)	6.88	System Preservation	2,100 - TOTAL 1,680 - STBGP 420 - State	State	TBD	NARTS
040880	Washington	71	Hwy. 170 – Hwy. 71B (S)	7.11	System Preservation	3,400 - TOTAL 2,720 - STBGP 680 - State	State	TBD	NARTS

2023-2026 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
A40012	Washington	71B	I-49 – Benton Co. Line (Sel. Secs.) (S)	8.06	System Preservation	8,000 - TOTAL 1,600 - NHPP 4,800 - STBGP 1,600 - Act 416	State	TBD	NARTS
A90022	Benton	71B	Washington Co. Line – Hwy. 94 (S)	8.56	System Preservation	6,200 - TOTAL 4,960 - NHPP 1,240 - State	State	TBD	NARTS
090599	Benton	72	Hwy. 94 – Guthrie Rd. (Pea Ridge) (S)	1.61	System Preservation	600 - TOTAL 480 - STBGP 120 - State	State	TBD	NARTS
04X446	Washington	180	I-49 – School Ave. (Fayetteville) (S)	1.72	System Preservation	1,500 - TOTAL 1,200 - NHPP 300 - State	State	TBD	NARTS
040843	Washington	265	Hwy. 45 – Randall Wobbe Ln. (Fayetteville & Springdale) (S)	8.29	System Preservation	2,500 - TOTAL 1,000 - NHPP 1,000 - STBGP 500 - State	State	TBD	NARTS
09X418	Benton	340	Hwy. 279 – Hwy. 71 (Bella Vista) (S)	4.29	System Preservation	1,500 - TOTAL 1,200 - STBGP 300 - State	State	TBD	NARTS
09X420	Benton	340	Hwy. 71 – Hwy. 94 (Bella Vista) (S)	4.90	System Preservation	1,500 - TOTAL 1,200 - STBGP 300 - State	State	TBD	NARTS
A40025	Washington	412	Butterfield Coach Rd. – Madison Co. Line (S)	10.93	System Preservation	7,200 - TOTAL 5,760 - NHPP 1,440 - Act 416	State	TBD	NARTS

Northwest Arkansas Regional Transportation Study 2023-2026 STIP

Missouri Project Summary (by Job Number)

Job Number	Job Name	County	Route	Length
7I3467	Job Order Contracting for bridge repairs at various locations in the rural Southwest District.	Various	Various	
7I3517	Job Order Contracting for pavement repair from Rte. 59 to Arkansas State Line.	McDonald	49	15.98
7P3101	Scoping for ADA Transition Plan improvements at various locations in the rural Southwest District.	Various	Various	
7P3108	Scoping for safety improvements at various locations in the rural Southwest District.	Various	Various	
7P3260	Pavement resurfacing from south of Goodin Hollow Road to the Arkansas State Line, construct offset right turn lane at Rains Road and close median opening west of Wolf Den Road.	McDonald	71	9
7P3468	Job Order Contracting for guard cable and guardrail repair in the rural Southwest District.	Various	Various	
7Q3466	ITS Operations and Management in the rural Southwest District.	Various	Various	
7Q3513	ITS Operations and Management in the rural Southwest District.	Various	Various	
7S0532	Bridge improvement over Little Sugar Creek 1.3 miles east of Jane.	McDonald	90	0.08
7S3443	Pavement resurfacing from Rte. 71 to the Arkansas State line.	McDonald	00	0.31
7S3519	Upgrade pedestrian facilities to comply with the ADA Transition Plan I Lanagan and on Rte. 90 in Noel, Rte. W in Pineville and Rte. 76 in Anderson.	McDonald	59	1.23
SR0053	Bridge rehabilitations including I-49 I Jasper and McDonald Cos, Rte. 13 in St Clair Co, Rte. 7 in Henry Co and Rtes. 65, 76 and Bus. 65 in Taney Co.	Dade	160	0.67
SR0153	Striping upgrades from Rte. EE to the Arkansas state line.	McDonald	49	7.81

2023-2026 NARTS TIP

MISSOURI PROJECTS

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
7I3517	MCDONALD	49	Job Order Contracting for pavement repair from Rte. 59 to Arkansas State Line.	15.98	System Preservation	158 - TOTAL 142 - State-AC 16 - State 0	MoDOT	2024	NARTS
SR0153	MCDONALD	49	Striping upgrades from Rte. EE to the Arkansas state line.	7.81	Safety	183 - TOTAL 165 - SAFETY 18 - State - Prior	MoDOT	2023	NARTS
7S3519	MCDONALD	59	Upgrade pedestrian facilities to comply with the ADA Transition Plan I Lanagan and on Rte. 90 in Noel, Rte. W in Pineville and Rte. 76 in Anderson.	1.23	System Preservation	902 - TOTAL 555 - AC-STBG 139 - State 208 - Prior	MoDOT	2023	NARTS
7P3260	MCDONALD	71	Pavement resurfacing from south of Goodin Hollow Road to the Arkansas State line, construct offset right turn lane at Rains Road and close median opening west of Wolf Den Road.	9	Pavement Resurfacing	4,040 - TOTAL 3,034 - NHPP 758 - State 248 - Prior	MoDOT	2023	NARTS
7S0532	MCDONALD	90	Bridge improvement over Little Sugar Creek 1.3 miles east of Jane.	0.08	System Preservation	3,714 - TOTAL 2,966 - NHPP 742 - State 6 - Prior	MoDOT	2024	NARTS
SR0053	DADE	160	Bridge rehabilitations including I-49 in Jasper and McDonald Cos, Rte. 13 in St Clair Co, Rte. 7 in Henry Co and Rtes. 65, 76 and Bus. 65 in Taney Co.	0.67	System Preservation	4544 - TOTAL 3635 - NHPP 909 - State	MoDOT	2025	NARTS
7S3443	MCDONALD	OO	Pavement resurfacing from Rte. 71 to the Arkansas State line.	0.31	System Preservation	121 - TOTAL 90 - AC-STBG 23 - State 8 - Prior	MoDOT	2023	NARTS

2023-2026 NARTS TIP

MISSOURI PROJECTS

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
7I3467	VARIOUS	VARIOUS	Job Order Contracting for bridge repairs at various locations in the rural Southwest District.		System Preservation	2,502 - TOTAL 2,002 - AC-STBG 500 - State - Prior	MoDOT	2022-2024	NARTS
7P3468	VARIOUS	VARIOUS	Job Order Contracing for guard cable and guardrail repair in the rural Southwest District.		System Preservation	4,108 - TOTAL 3,285 - AC-STBG 821 - State 2 - Prior	MoDOT	2022-2023	NARTS
7Q3466	VARIOUS	VARIOUS	ITS Operations and Management in the rural Southwest District.	0	Operations and Management	271 - TOTAL 217 - AC-STBG 54 - State 0 - Prior	MoDOT	2023	NARTS
7Q3513	VARIOUS	VARIOUS	ITS Operations and Management in the rural Southwest District.	0	Operations and Management	271 - TOTAL 217 - State-AC 54 - State 0 - Prior	MoDOT	2024	NARTS
SCOPING PROJECTS:									
7P3101	VARIOUS	VARIOUS	Scoping for ADA Transition Plan improvements at various locations in the rural Southwest District.		Scoping	312 - TOTAL 40 - STBG 10 - State 262 - Prior	MoDOT	2023	NARTS
7P3108	VARIOUS	VARIOUS	Scoping for safety improvements at various locations in the rural Southwest District.		Scoping	788 - TOTAL 45 - Safety 5 - State 738 - Prior	MoDOT	2023	NARTS