



NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY (NARTS)

FEDERAL FISCAL YEARS 2025-2028

Transportation Improvement Program (TIP)

Approved on: August 28, 2024

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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).

RESOLUTION #2024-14

A RESOLUTION APPROVING THE NORTHWEST ARKANSAS REGIONAL TRANSPORTATION STUDY (NARTS) FFY 2025-2028 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 2025-2028 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 2025-2028 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 (MTP); and

WHEREAS, the NARTS Technical Advisory Committee (TAC) has recommended approval of the NARTS FFY 2025-2028 TIP.

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

SECTION 1: That the NARTS FFY 2025-2028 Transportation Improvement Program is hereby approved.

SECTION 2: That the Metropolitan Transportation Plan (MTP) is hereby amended to include the FFY 2025-2028 Transportation Improvement Program (TIP) constrained projects.

PASSED AND APPROVED THIS 28TH DAY OF AUGUST, 2024.

ATTEST:  _____



Judge Barry Moehring, Chair, NWARPC

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 was the threshold for an area to become a TMA. The Urban Area continues to grow significantly to a recorded 373,687 population in the 2020 Census. With the Urban Area boundary extending into Missouri, the Metropolitan Planning Area (MPA) for transportation planning 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 2025 through 2028 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 2025 through 2028. 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
Village 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

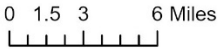
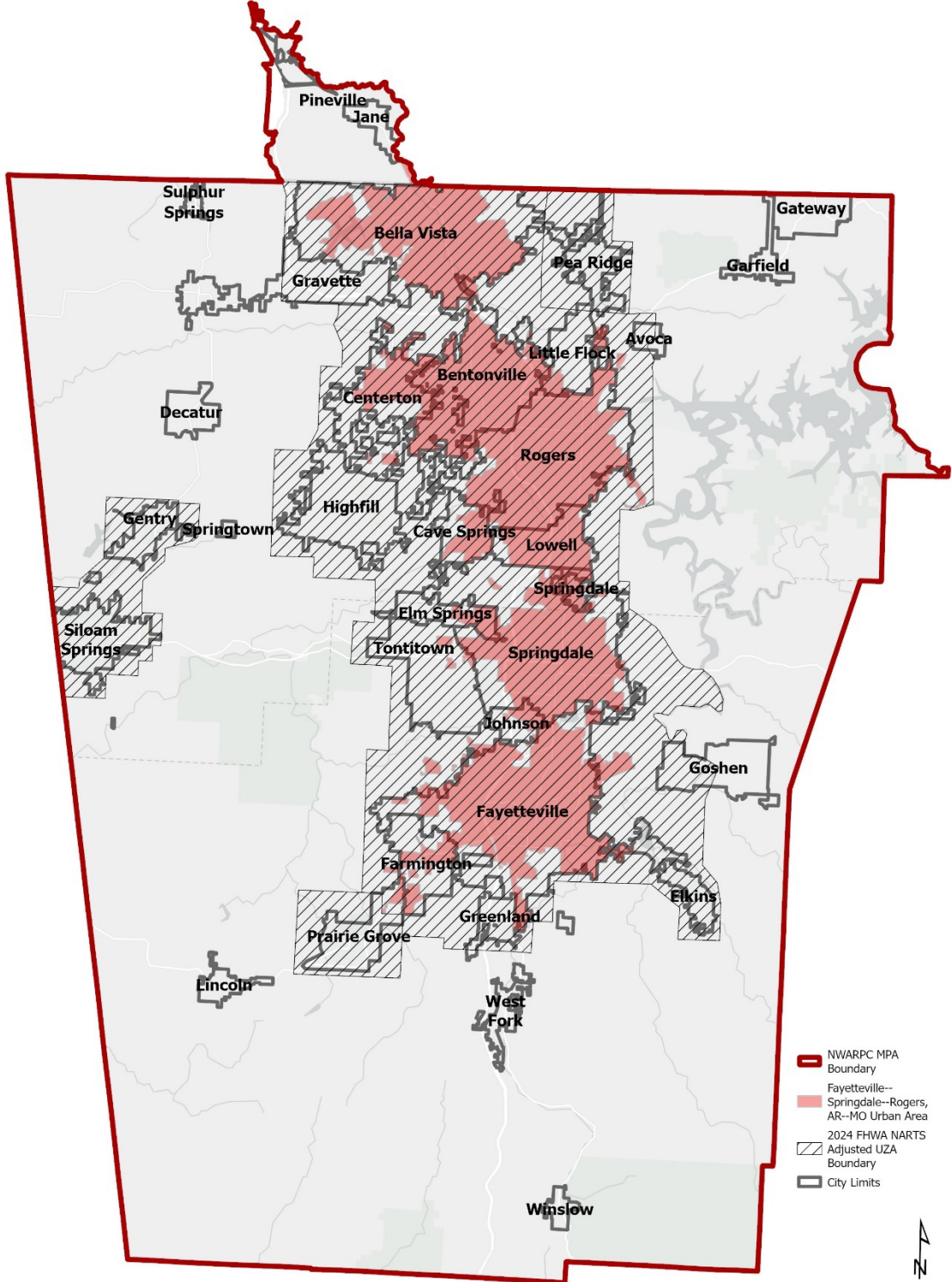
COUNTIES:

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

OTHER AGENCIES:

Arkansas Department of Transportation (ARDOT)
Missouri Department of Transportation (MODOT)
Ozark Regional Transit (ORT) Authority
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



City of Springdale, AR, Arkansas GIS Office, Missouri Dept. of Conservation, Missouri DNR, Texas Parks & Wildlife, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

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 2020 US Census Bureau designated Fayetteville-Springdale-Rogers AR- MO Urban Area, all of Benton and Washington County-AR, and a portion of McDonald County-MO. In 2024, an adjustment to the Missouri portion of the MPA was approved to encompass the 2020 Census designated urban areas and the contiguous areas expected to be urbanized within the twenty-year forecast period.

The Federal Fiscal Years (FFY) 2025 - 2028 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 2025-2028 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 2025-2028 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 2025-2028 TIP, the various improvement projects with associated project information will be placed on the NWARPC website at <https://www.nwarpc.org/transportation/transportation-improvement-program/>. 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](#).

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.
- 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.

INFORMATION ON GENERIC PROJECTS

IRP DEBT SERVICE

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

VARIOUS BRIDGE PRESERVATION

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

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 OFF-SYSTEM BRIDGE REPLACEMENT / BRIDGE REHABILITATION ON CITY STREETS/COUNTY ROADS

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

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

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

VARIOUS WILDFLOWER PROGRAMS

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

MOTOR FUEL ENFORCEMENT ACTIVITIES

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

VARIOUS STATEWIDE SAFETY IMPROVEMENTS

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

STATEWIDE PAVEMENT MARKINGS & SIGNING PROJECTS

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

WORKFORCE TRAINING AND DEVELOPMENT

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

VARIOUS PAVEMENT PRESERVATION PROJECTS

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

VARIOUS SIGNALS AND INTERSECTION IMPROVEMENTS

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

VARIOUS SEALING PROJECTS

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

VARIOUS FEDERAL LANDS PROJECTS

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

DISADVANTAGED BUSINESS ENTERPRISES (DBE) SUPPORTIVE SERVICE

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

ON-THE-JOB TRAINING 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.

VARIOUS CONCRETE PAVEMENT PRESERVATION PROJECTS

Projects to improve ride quality and extend the life of concrete pavements on the State Highway System.

VARIOUS MICROSURFACING PROJECTS

Projects to improve ride quality and extend the life of pavements on the State Highway System.

ECONOMIC DEVELOPMENT

Projects to improve economic competitiveness in various regions throughout the State. Involves partnering with various entities to facilitate the funding/completion of these projects.

APPLICABLE GUIDANCE

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

NARTS FFY 2025-2028 TIP ADOPTION

TIME PERIOD

This TIP identifies the projects planned and projected from Federal Fiscal Year 2025 through Federal Fiscal Year 2028 (October 1, 2024 to September 30, 2028). 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 (ARDOT), the Missouri Department of Transportation (MoDOT), 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 2025-2028 TIP ADOPTION PER NWARPC PUBLIC PARTICIPATION PLAN

This Transportation Improvement Program (TIP) for Federal Fiscal Years 2025-2028 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, July 7, 2024, in the Spanish-language La Prensa Libre on Wednesday, July 10, 2024, and in the McDonald County Press on Thursday, July 11, 2024, 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. Other outreach included the following:

- A display ad was published in the Democrat Gazette on Sunday, July 14, 2024.
- Notices were sent via email 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.

The Public Forum was held on Thursday, July 18, 2024, immediately following the TAC meeting and the Public Comment Period was held from Thursday, July 18, 2022 through Friday, August 2, 2024. 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, August 4, 2024, in the Spanish-language La Prensa Libre on Wednesday, August 7, 2024, and in the McDonald County Press and on Thursday, August 8, 2024, and online at www.nwarpc.org/public-notifications/, including information pertaining to the TIP approval process.

The TAC voted to recommend the NARTS FFY 2025-2028 TIP to the RPC/Policy Committee on Thursday, August 15, 2024. The RPC/Policy Committee voted to approve the NARTS FFY 2025-2028 TIP on Wednesday, August 28, 2024. ***The TAC and RPC/Policy Committee meetings are 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 applicable, 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 NWARPC 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, IJJA 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.

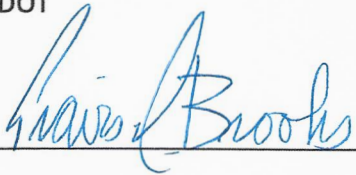
- (a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements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

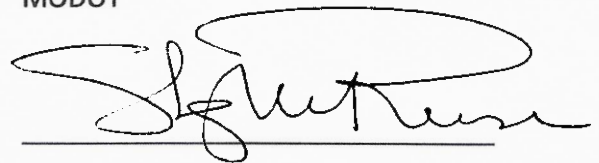
The NARTS NWARPC MPO certifies, in consideration of the requirements listed herein and to the degree appropriate for the size of the area and the complexity of its transportation problems, that the urban transportation process is being carried out in conformance with all the applicable Federal requirements.

ARDOT



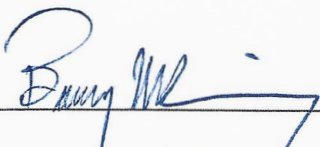
Travis Brooks
ARDOT Division Engineer
Transportation Planning & Policy

MODOT



Stacy Reese
MoDOT District Engineer
MoDOT Southwest District

NARTS NWARPC MPO



Benton County Judge Barry Moehring
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		
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 classified as Good condition Percent of NHS bridges by deck area 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

IJA 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 2025-2028 TIP.

2024 Status	Let Date	Award Amount	Job No.	Federal Fiscal Year	Route No.	Job Name	County Name	Job Type
Under Const.	Nov-23	\$180,787,345	012326	2025	612	Hwy. 412 – Hwy. 112 (Springdale Bypass) (S)	Bent.&Wash.	New Location
Completed	Apr-23	\$10,493,169	040798	TBD	412	Butterfield Coach Rd. – Madison Co. Line (S)	Washington	System Preservation
Sub. Compl't	Apr-23	\$5,309,369	040841	TBD	62 & 170	Hwys. 62 & 170 (Sel. Secs.) (S)	Washington	System Preservation
Under Const.	Nov-23	\$180,787,345	040843	TBD	265	Hwy. 45 – Randall Wobbe Ln. (Fayetteville & Springdale) (S)	Washington	System Preservation
Awarded	May-24	\$99,982,313	040846	2024	I-49	Hwy. 62 Intchn. Impvts. (Fayetteville) (F)	Washington	Interchange Impvts.
Scheduled	Jul-24		040854	2024	412	Hwy. 412/Klenc Rd. Inters. Impvts. (Tontitown) (S)	Washington	Intersection Impvts.
Completed	Jan-24	\$2,605,961	040877	TBD	59	Hwy. 62 – Hwy. 45 (S)	Washington	System Preservation
Under Const.	Feb-24	\$5,286,838	040880	TBD	71	Hwy. 170 – Hwy. 71B (S)	Washington	System Preservation
Under Const.	Jan-24	\$6,281,337	040881	TBD	71	Crawford Co. Line – Hwy. 74 (S)	Washington	System Preservation
Under Const.	Nov-23	\$37,360,894	040883	TBD	I-49	Crawford Co. Line – Hwy. 62 (Sel. Secs.) (S)	Washington	System Preservation
Programmed	TBD		040887	2023	CS	North St. – Sycamore St. (College Ave.) (Fayetteville) (S)	Washington	Op. Impvts. & Inters. Impvts.
Under Const.	Apr-23	\$14,264,544	040895	2023	I-49 & I-540	I-49 & I-540 Cable Median Barrier Impvts. (S)	Craw.&Wash.	Safety Improvements
Under Const.	Jan-24	\$127,674,717	090069	2025	New	Northwest Arkansas National Airport Access (F)	Benton	New Location
Under Const.	Jan-23	\$4,394,239	090431	2023	94	Little Sugar Creek Str. & Apprs. (Little Flock) (S)	Benton	Strs. & Apprs.
Scheduled	Nov-24		090592	TBD	16 & 59	Hwys. 16 & 59 (Sel. Secs.) (S)	Benton	System Preservation
Completed	Nov-22	\$9,098,841	090595	TBD	62	I-49 – Avoca (S)	Benton	System Preservation
Completed	Nov-22	\$9,386,450	090597	TBD	71B	Washington Co. Line – Hwy. 94 (S)	Benton	System Preservation
Sub. Compl't	Jan-24	\$7,380,182	04X433	TBD	45	Hwy. 265 – Madison Co. Line (S)	Washington	System Preservation
Scheduled	2026		04X446	TBD	180	I-49 – School Ave. (Fayetteville) (S)	Washington	System Preservation
Scheduled	2026		04X471	TBD	16	Benton Co. Line – Salem Rd. (S)	Washington	System Preservation
Scheduled	Mar-25		04X480	TBD	62	Oklahoma State Line – Prairie Grove (S)	Washington	System Preservation
Scheduled	2026		04X531	TBD	I-49	Hwy. 62 – Benton Co. Line (S)	Washington	System Preservation
Scheduled	Feb-25		09X415	TBD	59	Gentry – Siloam Springs (S)	Benton	System Preservation
Programmed	2026		09X418	TBD	340	Hwy. 279 – Hwy. 71 (Bella Vista) (S)	Benton	System Preservation
Programmed	2026		09X420	TBD	340	Hwy. 71 – Hwy. 94 (Bella Vista) (S)	Benton	System Preservation
Scheduled	Feb-25		09X423	TBD	59B	Hwy. 59B Impvts. (Gentry) (S)	Benton	System Preservation
Scheduled	2026		09X443	TBD	12	SW Artillery Rd. – SW Wheatgrass Blvd. (Bentonville) (S)	Benton	System Preservation
Programmed	2027		09X484	2026	I-49	I-49/J St. Interchange (S)	Benton	Inter'g & New Location
Completed	Nov-22	\$11,774,699	A40012	TBD	71B	I-49 – Benton Co. Line (Sel. Secs.) (S)	Washington	System Preservation
Completed			7P3101	2023	VARIOUS	Scoping for ADA Transition Plan improvements at various locations in the rural Southwest District.	McDonald	Scoping
Completed			7P3108	2023	VARIOUS	Scoping for safety improvements at various locations in the rural Southwest District.	McDonald	Scoping

PERFORMANCE MANAGEMENT

PERFORMANCE-BASED APPROACH – METROPOLITAN TRANSPORTATION PLANNING

The IJA 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, 2021-12, 2022-14, 2023-02, and 2023-20 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.

ARKANSAS – ANTICIPATED EFFECT OF THE STIP/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, which 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 insure 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) INFRASTRUCTURE CONDITION

ARDOT currently manages the 12th largest State Highway System in the country. In order to maintain the system, the Department has developed the Transportation Asset Management Plan (TAMP) compliant with 23 CFR 515 with the goal of maintaining the system in the best possible condition for the given amount of funding available. The TAMP is risk-based and it describes the inventory and condition of the highways and bridges located on the National Highway System (NHS) in Arkansas. It also describes how the Department is managing these assets using TAMP principles. Utilizing the life-cycle planning information, the TAMP assists the Department in identifying the right projects at the right times to reduce the overall cost of 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 (2028)
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.

3) SYSTEM RELIABILITY

(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*

2022 Baseline Performance Report		
	Current Condition (2022)	4-year Target (2026)
Percent of person-miles traveled on the Interstate that are reliable	98.5%	93%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	95.6%	92%
Truck travel time reliability on the Interstate System	1.24	1.35

Table 3 System reliability and freight condition and targets in 2022 Baseline Performance Report

4) 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).

Source: 2025-2028 STIP: <https://www.ardot.gov/wp-content/uploads/2022/09/2025-2028-STIP-Draft-General-Electronic.pdf>

MISSOURI - ANTICIPATED EFFECT OF THE STIP/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 2019-2023, Missouri averaged 986 fatalities and 4,963 serious injuries each year from traffic crashes. In 2023, there were 992 traffic fatalities in Missouri, a 6% reduction from the previous year. 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 2025-2029 STIP, MoDOT has programmed approximately \$233 million in funding in the first three years to help move the department towards the federal safety performance targets. To achieve the ultimate goal of zero 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 [https://epg.modot.org/index.php/121.5 Asset Management](https://epg.modot.org/index.php/121.5_Asset_Management).

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 2025-2029 STIP, MoDOT has programmed projects and services to move the department 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 2025-2029 STIP, MoDOT has programmed projects to move the department towards the federal freight performance target.

MoDOT's performance dashboard for federal performance targets can be found at this link [State Performance Dashboard - Missouri - State - Reporting - Transportation Performance Management - Federal Highway Administration \(dot.gov\)](#), which includes a link to the Tracker, MoDOT's performance management tool.

Source: MoDOT 2025-2029 STIP:

<https://www.modot.org/statewide-transportation-improvement-program-stip>

MPO – ANTICIPATED EFFECT OF THE 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/

<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.

The NWARPC and the NWA RMA continue to pursue federal funding sources to fund the region’s share of the cost to build the 12-foot sidepath (Heritage Springs Trail) along the 17.5-mile Highway 112 Improvement Projects and to advance these critical projects of regional significance.

Highway 112 Projects programmed in the TIP include:

40720	2025	Poplar St. - Drake St. (Fayetteville) (S)
40746	2025	Truckers Dr. – Howard Nickell Rd. (Fayetteville) (S)
40752	2025	Howard Nickell Rd. – Greathouse Springs Rd. (S)
40758	2025	Greathouse Springs Rd. – Don Tyson Pkwy. Extension (S)
90514	2025	W. Wallis Rd. – Pleasant Grove Rd. (S)
40860	2026	Don Tyson Pkwy. Extension – Hwy. 412 (S)
90513	2026	Springdale Bypass – W. Wallis Rd. (S)
90636	2026	Pleasant Grove Rd. - Hwy. 12 (Bentonville & Cave Springs)
12305	2027	Hwy. 412 - Springdale Bypass (S)

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

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.

I-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:

012413	2025	I-49 Noise Barrier Walls (S)
090676	2027	I-49/NE J St. Intchn. (Bentonville) (S)
040945	TBD	Hwy. 62 – Benton Co. Line (S) (System Preservation)
09X453	TBD	Washington Co. Line – Hwy. 72 (S) (System Preservation)
A40015	TBD	I-49 Frontage Roads Impvts. (Fayetteville) (S) (System Preservation)

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.

The NWARPC and regional partners continue to pursue federal funding sources to advance these critical projects of regional significance.

US 612 Projects programmed in the TIP include:

012366	2025	Hwy. 265 – Hwy. 412 (Springdale Bypass) (S) (Project development)
090621	2028	I-49 – Hwy. 265 (Springdale Bypass) (S)

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM – ATTRIBUTABLE (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 2020 Fayetteville-Springdale-Rogers AR-MO Urban Area population of 373,687 (2020 Census).

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 2020 Census Bureau urbanized area population of 373,687 (2020). 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 (CRP)

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.

NWA VISION ZERO COMPREHENSIVE SAFETY ACTION PLAN (CSAP)

NWARPC developed a **Safe Streets and Roads for All (SS4A) NWA "Vision Zero" Comprehensive Safety Action Plan (CSAP)**, including a goal to eliminate all killed and serious injury (KSI) crashes that occur on the regional roadway network by 2038 using the FHWA's Safe System Approach. The Plan was completed and adopted in June 2023 and funded through a STBGP-A grant and the award of a USDOT SS4A Action Plan Grant, with ongoing supplemental work being developed, including a regional Complete Streets Design Guide.

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 State of Good Repair (SGR) Performance Targets. On October 26 2022, the RPC/Policy Committee approved Resolution #2022-15 to support University of Arkansas Razorback Transit's updated FY 2022-2026 Transit Asset Management (TAM) Plan State of Good Repair (SGR) Performance Targets.

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)).

On April 9, 2024, FTA published the first major update to the [Public Transportation Agency Safety Plans \(PTASP\) regulation](#). These updates are a part of a continuing effort to improve transit safety performance on federally supported transit systems, and PTASP is the first rule finalized by FTA under the Bipartisan Infrastructure Law requirements to make transit safer for both transit workers and passengers.

Public Transportation Agency Safety Plans (PTASP) have been prepared for the area and adopted by area transit providers, in coordination with ARDOT and NWARPC. The Ozark Transit Authority (ORT) PTASP was adopted on June 25, 2020, and the University of Arkansas Razorback Transit (Razorback Transit) PTASP

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

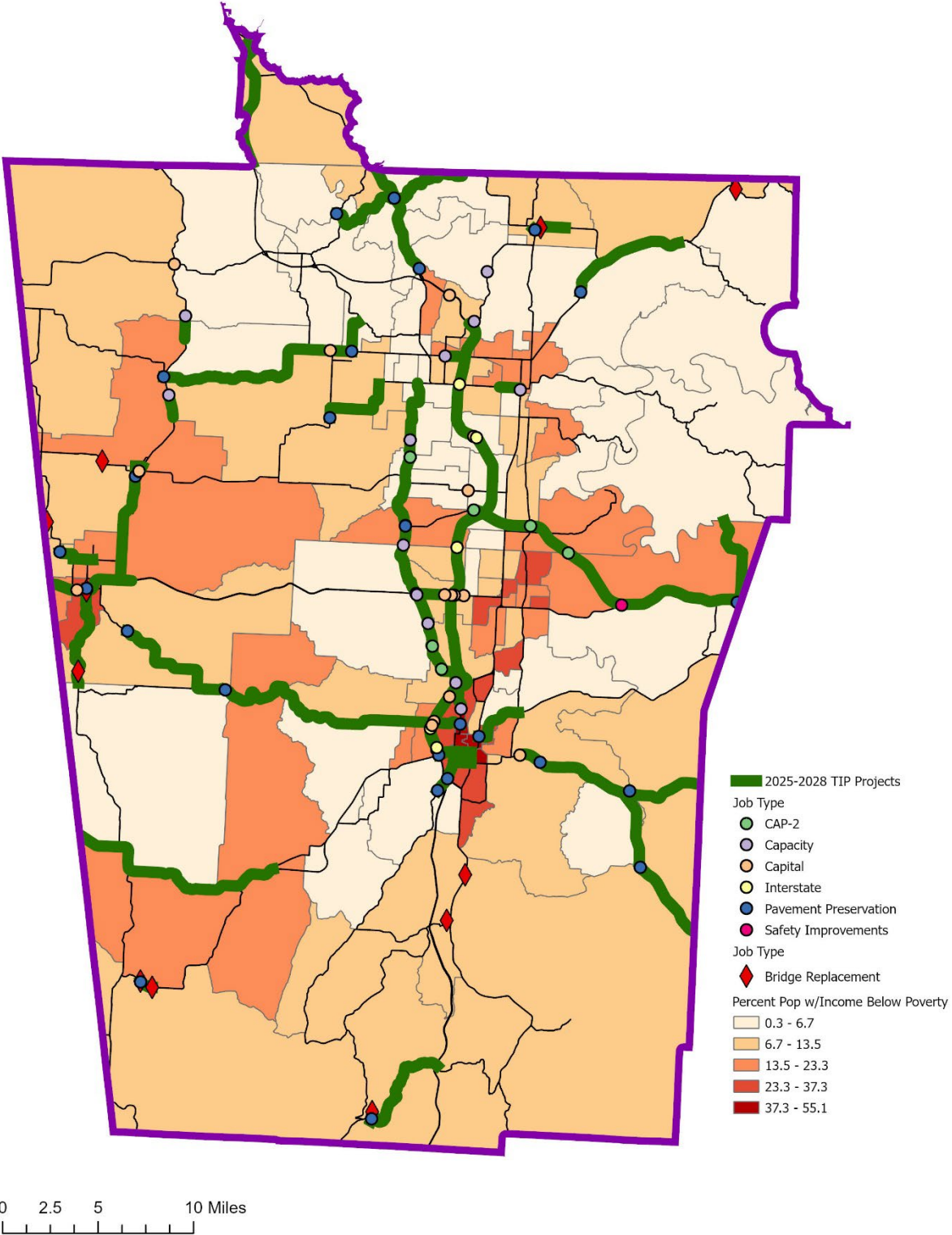
Environmental Justice is a process that ensures that the minority and low-income populations are not excluded from policy-setting or decision-making processes with regards to transportation and are also not negatively impacted by environmental burdens.

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'.

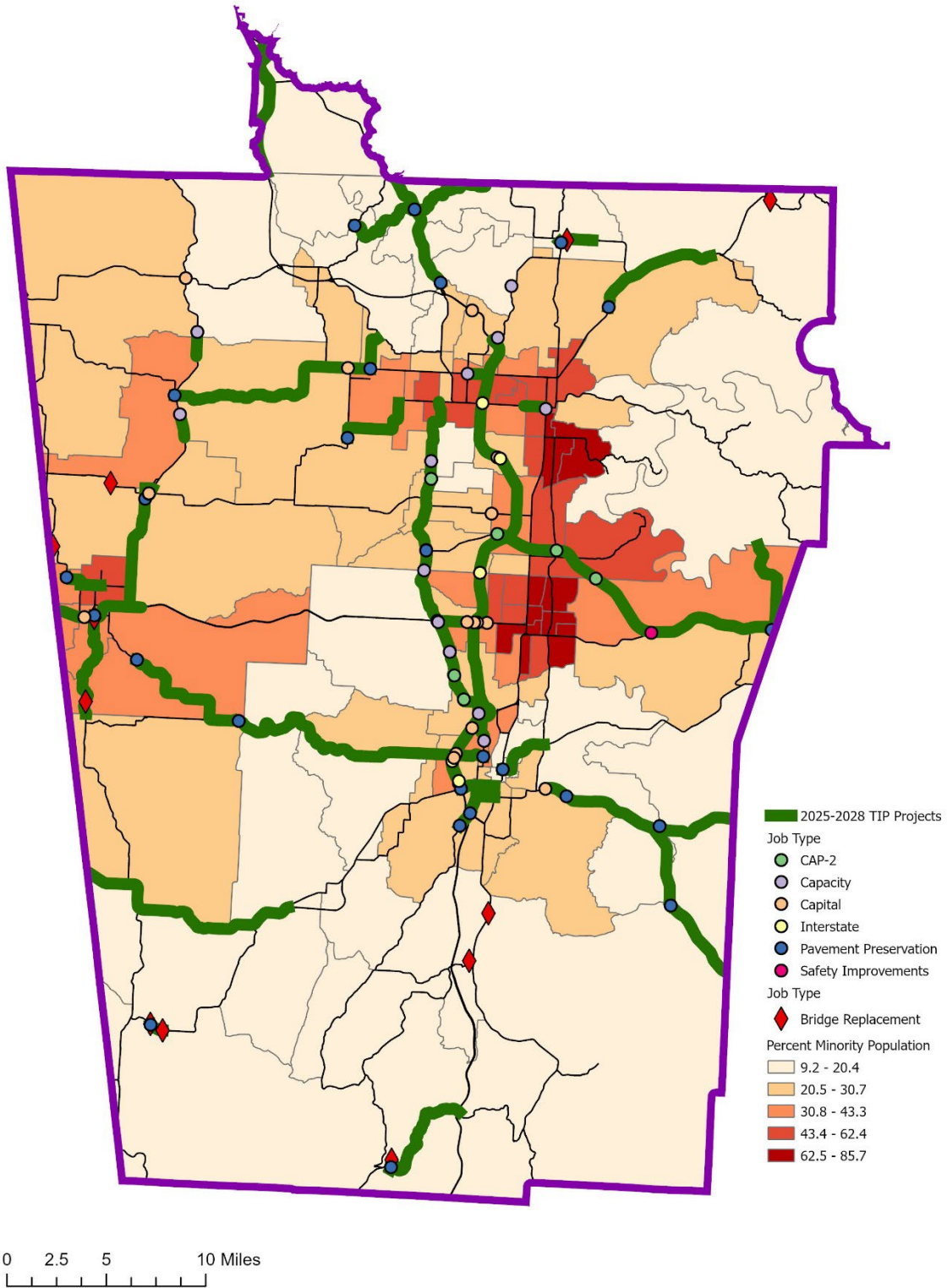
This TIP follows the Northwest Arkansas 2045 MTP Constrained List which follows the Federal Highway Administration guidance regarding compliance with the intent of environmental justice provisions.

The Environmental Justice maps on the following pages of this document illustrate the locations of the FFY 2025-2028 TIP projects in relation to the population below poverty level and minority population distribution in the MPA.

**2025-2028 Transportation Improvement Projects (TIP) and
Percent Population Income Under Poverty Level (2022 ACS Data) by Census Tracts**



2025-2028 Transportation Improvement Projects (TIP) and Minority Population Percent (2022 ACS 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	\$193,624,000	Pavement Preservation	\$88,300,000
NHFP	\$10,000,000	Safety Improvements	\$9,700,000
HSIP	\$8,730,000	Bridge Replacement	\$52,900,000
Earmark	\$6,207,000	Capital	\$80,606,000
STBGP	\$173,773,000	Capacity	\$248,000,000
STBGP > 200K	\$49,506,000	CAP-2	\$339,000,000
BFP	\$13,482,000	MPO	\$66,986,000
CRP > 200K	\$5,897,000	Total	\$885,492,000
TAP	\$1,000,000		
TAP > 200K	\$5,475,000		
Total	\$467,694,000		

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.

The financial constraint of these funds is maintained by NWARPC utilizing revenue totals from the IJJA 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 annual 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 – ARKANSAS (not including Transit)

Revenue and cost estimates for the TIP must include an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles 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 by Fiscal Year – Benton and Washington County, AR
(Amounts shown x\$1,000)

Fiscal Year	STIP Estimate	NHPP	NHFP	HSIP	RAISE	Earmark	STBGP	STBGP GT 200K	BFP	CRP GT 200K	TAP	TAP GT 200K	AC	State	Local
2025	\$193,871	\$17,584		\$8,730	\$11,556		\$24,104	\$11,963	\$256	\$1,431	\$500	\$1,328	\$71,100	\$41,206	\$4,113
2026	\$199,220	\$18,446				\$6,142	\$67,820	\$12,402	\$5,760	\$1,459	\$500	\$1,355	\$58,400	\$23,007	\$3,929
2027	\$146,897	\$1,024	\$10,000				\$31,060	\$12,446	\$4,096	\$1,489		\$1,382		\$68,470	\$16,930
2028	\$257,204	\$120,480				\$65	\$14,149	\$12,695	\$3,370	\$1,518		\$1,410	\$59,000	\$36,336	\$8,181
TBD	\$88,300	\$36,090					\$36,640							\$15,570	
Total	\$885,492	\$193,624	\$10,000	\$8,730	\$11,556	\$6,207	\$173,773	\$49,506	\$13,482	\$5,897	\$1,000	\$5,475	\$188,500	\$184,589	\$33,153

SUMMARY OF TRANSIT FUNDS

Arkansas receives an annual apportionment for the Sections 5307, 5310, 5311, and 5339 programs.

NWARPC, as the FTA designated recipient for the Fayetteville-Springdale-Rogers AR-MO Urban Area, is responsible for project selection of Sections 5307 and 5339 funding and the Policy Committee approves the FTA Program of Projects (POP) Split on an annual basis, in coordination with area transit providers.

ARDOT solicits a Statewide annual application process from transit providers for Sections 5310 and 5311. Based on submitted applications, applicant's eligibility, project's eligibility, rating system and available funds, ARDOT approves projects for funding.

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.

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.

YEAR OF EXPENDITURE - TRANSIT

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

Fiscal Year	STIP Estimate	FTA 5307	FTA 5339	Local
2025	\$11,240	\$4,637	\$354	\$5,383
2026	\$10,468	\$3,817	\$303	\$5,465
2027	\$10,965	\$4,157	\$334	\$5,573
2028	\$11,197	\$4,239	\$341	\$5,697
Total	\$43,870	\$16,850	\$1,332	\$22,118

MISSOURI DEPARTMENT OF TRANSPORTATION FFY 2025-2029 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

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 2025 through 2029 (July 1, 2024 through June 30, 2029). 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 and was adjusted in 2024. 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 2025-2028 TIP.

YEAR OF EXPENDITURE - MISSOURI

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

Fiscal Year	STIP Estimate	AC-NHPP	AC-STBG	NHPP	Safety	STBG	State
Prev. Programmed	\$1,581		\$869	\$337	\$21	\$40	\$314
2025	\$13,237	\$84	\$5,072	\$3,639	\$1,396	\$536	\$2,510
2026	\$15,581	\$205	\$7,535	\$4,525	\$99	\$96	\$3,121
2027	\$1,001	\$80	\$569	\$42		\$104	\$206
2028	\$428	\$80	\$88	\$54		\$104	\$102
2029	\$1,884			\$1,508			\$376
Total	\$33,712	\$449	\$14,133	\$10,104	\$1,516	\$880	\$6,630

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. In fiscal year 2024, MODOT is budgeting for \$464,943,844 in maintenance.

Calculations are \$464,943,844 per 77,532 lane miles of roadway. This makes MoDOT’s cost, \$5,997 per lane mile.

Source: FY 2024 Original Budget and 2022 State System Mileage

FY 2024 Budget for Cost Per Lane Mile Calculation

Safety and Operations ^{1, 2}	\$ 545,648,451
Less: Motor Carrier Services ²	(4,833,911)
Less: Motor Carrier Refunds	(26,000,000)
Less: Highway Safety ²	(28,297,660)
Less: Low Volume Roads in STIP	(63,996,119)
Less: Ferryboat Operations	(176,000)
Safety and Operations-Maintenance²	\$ 422,344,761
Plus: Fleet Investments	42,599,083
Cost Per Lane Mile Assumption²	\$ 464,943,844

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 districts, ferryboat operations and levee payments

² This amount does not include fringe benefits.

Source: Fiscal Year 2024 Original Budget

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 (CRRSAA)	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, 2028.
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).
Intchnng. 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 (MPO)	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.
QACF	Quick Action Closing Funds

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

APPENDIX A

NARTS FFY 2025-2028 TIP

PROJECT LISTS & MAPS

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 2025-2028 STIP

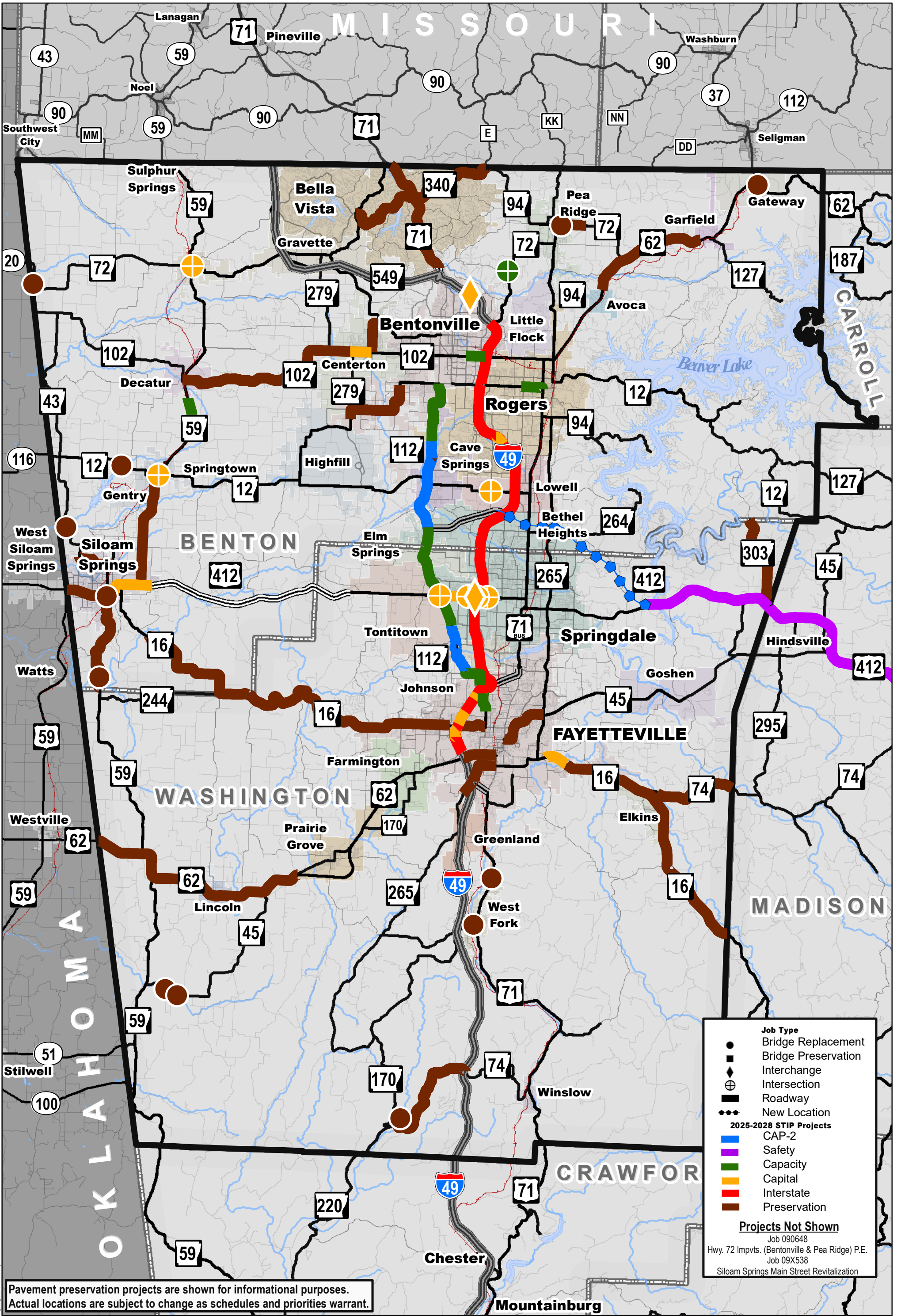
Job Number	Job Name	District	County	Route	Section	Length
012305	Hwy. 412 – Springdale Bypass (S)	4/9	Benton & Washington	112	1/2	4.00
012366	Hwy. 265 – Hwy. 412 (Springdale Bypass) (S)	4/9	Benton & Washington	612	1P	6.62
012413	I-49 Noise Barrier Walls (S)	4/9	Benton & Washington	I-49	28/29	2.10
012480	Hwy. 412 Cable Median Barrier Impvts. (S)	4/9	Madison & Washington	412	2/3	17.01
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	1.20
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	0.72
040871	Rock Creek Str. & Apprs. (West Fork) (S)	4	Washington	71	16	-
040894	Hwy. 412 Impvts. (Springdale) (S)	4	Washington	412	2	2.49
040909	West Fork White River Str. & Apprs. (West Fork) (S)	4	Washington	170	1	-
040927	Benton Co. Line – Fayetteville (S)	4	Washington	16	2	12.94
040942	I-49 – School Ave. (Fayetteville) (S)	4	Washington	180	0	1.72
040945	Hwy. 62 – Benton Co. Line (S)	4	Washington	I-49	28	11.84
04X380	Lee Creek Str. & Apprs. (S)	4	Washington	170	1	-
04X487	E. of Hwy. 16 – Madison Co. Line (S)	4	Washington	74	2	4.32
04X506	Devil's Den State Park – I-49 (S)	4	Washington	74	0	6.41
04X552	Hwy. 112 – I-49 (Fayetteville) (S)	4	Washington	16S	2S	1.30
04X563	W. of I-49 – S. School Ave. (Fayetteville) (S)	4	Washington	16 & 265	1/3	2.65
04X571	Hwy. 412 – Benton Co. Line (S)	4	Washington	303	2	5.03
04X572	S. of Elkins – Madison Co. Line (S)	4	Washington	16	3	4.67

Northwest Arkansas Regional Transportation Study 2025-2028 STIP

Job Number	Job Name	District	County	Route	Section	Length
04X573	N. College Ave. – Hwy. 265 (Fayetteville) (S)	4	Washington	45	5	2.90
04X610	Fayetteville – East (S)	4	Washington	16	3	8.96
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	1.20
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
090596	Avoca – Garfield (S)	9	Benton	62	2	6.39
090599	Hwy. 94 – Guthrie Rd. (Pea Ridge) (S)	9	Benton	72 & 94	3	1.71
090621	I-49 – Hwy. 265 (Springdale Bypass) (S)	9	Benton	612	1P	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
090648	Hwy. 72 Impvts. (Bentonville & Pea Ridge) P.E.	9	Benton	72	3	7.16
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	Hwy. 72 Str. & Apprs. (Pea Ridge) (S)	9	Benton	72	3	-
090676	I-49/NE J St. Intchn. (Bentonville) (S)	9	Benton	I-49	29	-
090686	SW Artillery Rd. – SW Wheatgrass Blvd. (Bentonville) (S)	9	Benton	12	2	4.24

Northwest Arkansas Regional Transportation Study 2025-2028 STIP

Job Number	Job Name	District	County	Route	Section	Length
090698	Hwy. 279 – Hwy. 94 (Bella Vista) (S)	9	Benton	340	1	9.18
090702	Hwy. 72/Plentywood Rd. Inters. Impvts. (S)	9	Benton	72	3	-
090708	Hwys. 59 & 72 Inters. Impvts. (Gravette) (S)	9	Benton	59 & 72	1/2	-
09X410	Hwy. 59 – Hwy. 72 (S)	9	Benton	102 & 102B	2/2B	13.12
09X453	Washington Co. Line – Hwy. 72 (S)	9	Benton	I-49	29	13.67
09X493	Town Creek Str. & Apprs. (S)	9	Benton	43	0	-
09X531	N. Dogwood St. – Hwy. 264 (Siloam Springs) (S)	9	Benton	43	0	1.97
09X532	W. McNelly Rd. – Missouri State Line (Bella Vista) (S)	9	Benton	71	19	6.29
09X534	Oklahoma State Line – East (Siloam Springs) (S)	9	Benton	412	1	1.64
09X538	Siloam Springs Main Street Revitalization	9	Benton	CS	-	0.75
A40015	I-49 Frontage Roads Impvts. (Fayetteville) (S)	4	Washington	I-49	268/271	1.95
A40041	Oklahoma State Line – Prairie Grove (S)	4	Washington	62	1	12.47
A90024	Hwys. 16 & 59 (Sel. Secs.) (S)	9	Benton	16 & 59	1/2	12.92
A90032	Washington Co. Line – Osage Creek (S)	9	Benton	112	2	4.09
A90033	Gentry – Siloam Springs (S)	9	Benton	59 & 59B	1/1B	6.83



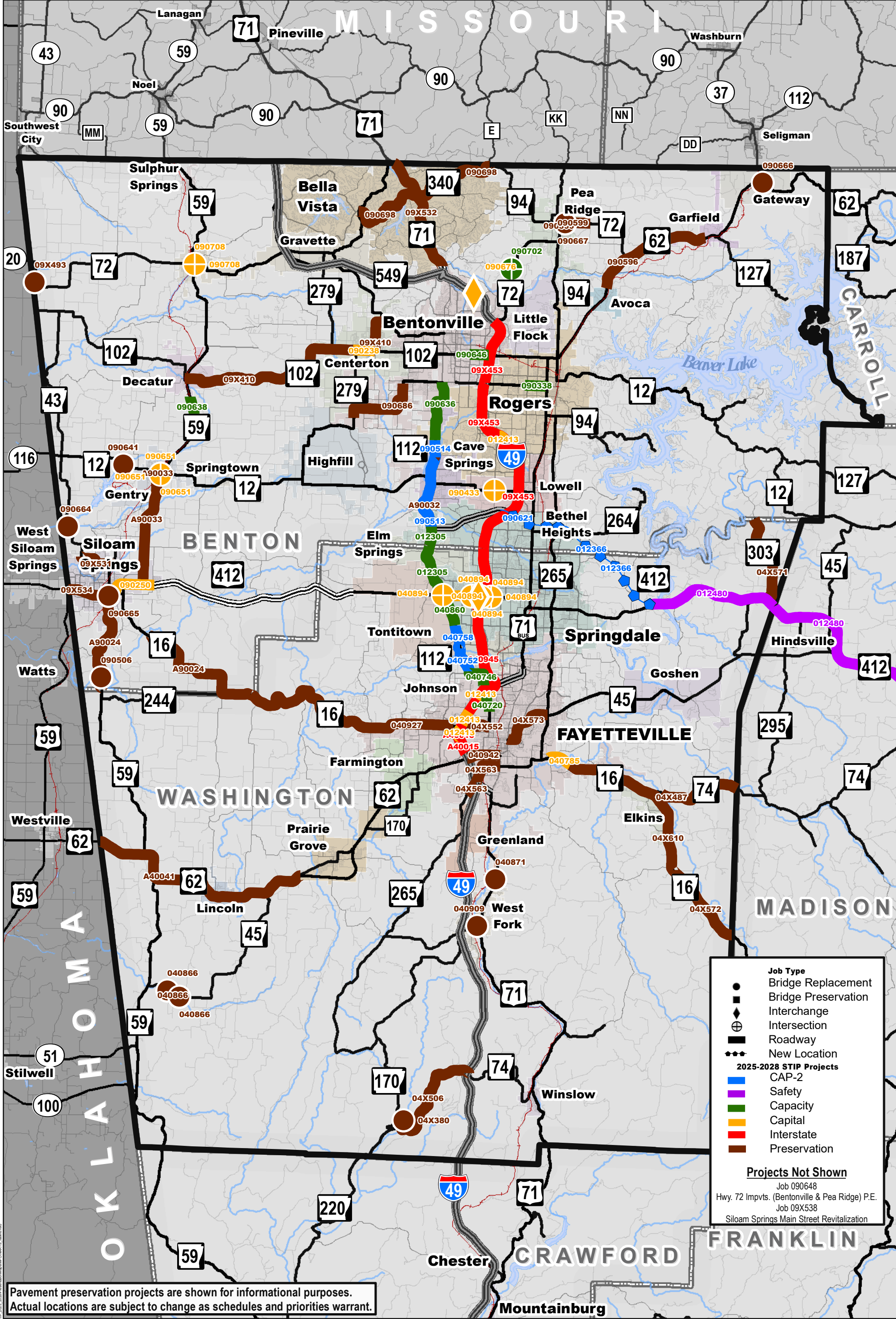
Pavement preservation projects are shown for informational purposes. Actual locations are subject to change as schedules and priorities warrant.

2025-2028 Statewide Transportation Improvement Program

Northwest Arkansas Regional Transportation Study



PM: PS: TM43786: 9/15/2024



Job Type

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

2025-2028 STIP Projects

- CAP-2
- Safety
- Capacity
- Capital
- Interstate
- Preservation

Projects Not Shown

- Job 090648
- Hwy. 72 Impvts. (Bentonville & Pea Ridge) P.E.
- Job 09X538
- Siloam Springs Main Street Revitalization

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

2025-2028 Statewide Transportation Improvement Program

Northwest Arkansas Regional Transportation Study

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
012413	Benton & Washington	I-49	I-49 Noise Barrier Walls (S)	2.10	Noise Barrier Walls	9,600 - TOTAL 8,640 - NHPP 960 - State	State	2025	NARTS
Noise barrier walls to be added along Interstate 49 in Benton & Washington Counties.									
090676	Benton	I-49	I-49/NE J St. Intchn. (Bentonville) (S)	-	Interchange & New Location	25,000 - TOTAL 7,500 - NHFP 2,500 - STBGP >200K 2,500 - State 12,500 - Local	State	2027	NARTS
Partnering Project. ARDOT to provide 50% of project costs up to \$12.5M, handle ROW acquisition, coord util relocation, award & insp. City will handle des, ENV, ROW plans & remaining project cost.									
090641	Benton	12	Little Flint Creek Str. & Apprs. (S)	-	Str. & Apprs.	2,000 - TOTAL 320 - NHPP 1,280 - BFP 400 - State	State	2026	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	2025	NARTS
Partnering Project. City to contribute \$250K from STBGP >200K funds.									
040785	Washington	16	Stone Bridge Rd. – East Roberts Rd. (Fayetteville) (S)	1.20	Major Widening	4,300 - TOTAL 3,440 - STBGP 860 - State	State	2025	NARTS
09X493	Benton	43	Town Creek Str. & Apprs. (S)	-	Str. & Apprs.	2,900 - TOTAL 464 - NHPP 1,856 - BFP 580 - State	State	2027	NARTS
090664	Benton	43	Flint Creek Str. & Apprs. (S)	-	Str. & Apprs.	6,100 - TOTAL 4,880 - NHPP 1,220 - State	State	2026	NARTS
040866	Washington	45	Baron Fork & Fly Creek Strs. & Apprs. (S)	0.72	Strs. & Apprs.	9,800 - TOTAL 7,840 - NHPP 1,960 - State	State	2026	NARTS

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
090708	Benton	59 & 72	Hwys. 59 & 72 Inters. Impvts. (Gravette) (S)	-	Intersection Improvements	2,500 - TOTAL 1,000 - STBGP 1,000 - STBGP >200K 125 - State 375 - Local	State	2026	NARTS
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	2027	NARTS
090506	Benton	59	Illinois River Str. & Apprs. (Hwy. 59) (S)	-	Str. & Apprs.	10,000 - TOTAL 8,000 - NHPP 2,000 - State	State	2025	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 - State	State	2025	NARTS
090338	Benton	71B	Dixieland Rd. – 8th St. (Rogers) (S)	1.20	Major Widening	28,500 - TOTAL 65 - Earmark 14,149 - STBGP 3,700 - STBGP >200K 5,386 - State 5,200 - Local	State	2028	NARTS
Partnering project. City to provide 50% of project costs up to \$5.0M plus any additional cost for widening sidewalk an extra 1' and any betterments.									
090648	Benton	72	Hwy. 72 Impvts. (Bentonville & Pea Ridge) P.E.	7.16	Project Development	7,000 - TOTAL 5,600 - STBGP 1,400 - State	State	2027	NARTS

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
090702	Benton	72	Hwy. 72/Plentywood Rd. Inters. Impvts. (S)	-	Intersection Improvements	200 - TOTAL 160 - STBGP 40 - State	State	2026	NARTS
090667	Benton	72	Hwy. 72 Str. & Apprs. (Pea Ridge) (S)	-	Str. & Apprs.	400 - TOTAL 64 - NHPP 256 - BFP 80 - State	State	2025	NARTS
090238	Benton	102	Hwy. 279 South – Hwy. 102B (Centerton) (S)	1.11	Major Widening	13,400 - TOTAL 10,120 - STBGP 600 - STBGP >200K 1,930 - State 750 - Local	State	2027	NARTS
090646	Benton	102	Hwy. 102 Impvts. (Bentonville) (S)	0.98	Intersection Improvements	19,400 - TOTAL 15,520 - STBGP 3,880 - State	State	2026	NARTS
040720	Washington	112	Poplar St. – Drake St. (Fayetteville) (S)	0.99	Major Widening	7,800 - TOTAL 6,240 - STBGP 1,560 - State	Local	2025	NARTS
Partnering project. City to assume ownership of a segment of Highway 112 upon completion of project.									
040746	Washington	112	Truckers Dr. – Howard Nickell Rd. (Fayetteville) (S)	1.42	Major Widening	36,700 - TOTAL 7,114 - STBGP 280 - STBGP >200K 500 - TAP 28,456 - State 350 - Local	State	2025	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	31,500 - TOTAL 31,500 - AC	State	2025	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	13,400 - TOTAL 13,400 - AC	State	2025	NARTS
Renew Arkansas Highways Project. Project to be scheduled for construction as funds become available.									

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
040860	Washington	112	Don Tyson Pkwy. Extension – Hwy. 412 (S)	1.70	Major Widening	28,200 - TOTAL 22,560 - STBGP 5,640 - State	State	2026	NARTS
012305	Benton & Washington	112	Hwy. 412 – Springdale Bypass (S)	4.00	Major Widening	76,700 - TOTAL 15,340 - STBGP 61,360 - State	State	2027	NARTS
This project includes intersection improvements at Hwy. 112/Hwy. 412.									
090513	Benton	112	Springdale Bypass – W. Wallis Rd. (S)	3.87	Major Widening	58,400 - TOTAL 58,400 - 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	26,200 - TOTAL 26,200 - AC	State	2025	NARTS
Renew Arkansas Highways Project. Project to be scheduled for construction as funds become available.									
090636	Benton	112	Pleasant Grove Rd. – Hwy. 12 (S)	3.43	Major Widening	37,600 - TOTAL 29,580 - STBGP 500 - TAP 7,395 - State 125 - Local	State	2026	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
Partnering Project. Department will include pedestrian accommodations on the new structure and City will assume ownership a segment of Hwy. 170									
04X380	Washington	170	Lee Creek Str. & Apprs. (S)	-	Str. & Apprs.	4,800 - TOTAL 480 - NHPP 3,370 - BFP 950 - State	State	2028	NARTS

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
090433	Benton	264	Hwy. 264/Bellview St./Spring Creek Rd. Inters. Impvts. (Lowell) (S)	-	Intersection Improvements	2,900 - TOTAL 860 - STBGP 1,460 - STBGP >200K 580 - Local	State	2025	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 and handle design. The Department will handle all other phases of 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.									
040894	Washington	412	Hwy. 412 Impvts. (Springdale) (S)	2.49	Interchange & Intersection Improvements	11,500 - TOTAL 3,058 - NHPP 6,142 - Earmark 2,300 - State	State	2026	NARTS
012480	Madison & Washington	412	Hwy. 412 Cable Median Barrier Impvts. (S)	17.01	Safety Improvements	9,700 - TOTAL 8,730 - HSIP 970 - State	State	2025	NARTS
090621	Benton	612	I-49 – Hwy. 265 (Springdale Bypass) (S)	3.16	New Location	209,000 - TOTAL 120,000 - NHPP 59,000 - AC 30,000 - State	State	2028	NARTS
Renew Arkansas Highways Project.									
012366	Benton & Washington	612	Hwy. 265 – Hwy. 412 (Springdale Bypass) (S)	6.62	New Location	500 - TOTAL 400 - NHPP 100 - State	State	2025	NARTS
Renew Arkansas Highways Project. Funding amount shown for project development.									
09X538	Benton	CS	Siloam Springs Main Street Revitalization	0.75	Operational Improvements	14,445 - TOTAL 11,556 - RAISE 2,889 - Local	Local	2025	NARTS
NARTS35			Various NARTS TAP Attrib Projects	-	Miscellaneous	1,660 - TOTAL 1,328 - TAP >200K 332 - Local	Local	2025	NARTS

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS35			Various NARTS TAP Attrib Projects	-	Miscellaneous	1,694 - TOTAL 1,355 - TAP >200K 339 - Local	Local	2026	NARTS
NARTS35			Various NARTS TAP Attrib Projects	-	Miscellaneous	1,728 - TOTAL 1,382 - TAP >200K 346 - Local	Local	2027	NARTS
NARTS35			Various NARTS TAP Attrib Projects	-	Miscellaneous	1,763 - TOTAL 1,410 - TAP >200K 353 - Local	Local	2028	NARTS
NARTS36			Various NARTS Attrib Projects	-	Miscellaneous	14,205 - TOTAL 9,973 - STBGP >200K 1,431 - CRP >200K 2,801 - Local	Local	2025	NARTS
NARTS36			Various NARTS Attrib Projects	-	Miscellaneous	15,626 - TOTAL 11,002 - STBGP >200K 1,459 - CRP >200K 3,165 - Local	Local	2026	NARTS
NARTS36			Various NARTS Attrib Projects	-	Miscellaneous	16,469 - TOTAL 11,646 - STBGP >200K 1,489 - CRP >200K 3,334 - Local	Local	2027	NARTS
NARTS36			Various NARTS Attrib Projects	-	Miscellaneous	12,941 - TOTAL 8,795 - STBGP >200K 1,518 - CRP >200K 2,628 - Local	Local	2028	NARTS
NARTS37			NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2026	NARTS
NARTS37			NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2027	NARTS
NARTS37			NARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2028	NARTS
XX2025-01			IRP Debt Service	-	Miscellaneous	38,000 - TOTAL 38,000 - NHPP	State	2025	All

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2025-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2025	All
XX2025-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,125 - Off-System Bridge 1,125 - BFP (Off System) 250 - Local	State	2025	All
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	2,056 - TOTAL 2,056 - Rail Hwy	State/RR	2025	All
XX2025-06			Various Transportation Alternative Projects	-	Miscellaneous	16,920 - TOTAL 13,536 - TAP 3,384 - 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 Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 3,700 - BFP (Off System) 925 - 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 2025-2028 STIP.

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
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	10,898 - TOTAL 9,808 - HSIP 1,090 - State	State	2025	All
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	950 - TOTAL 950 - Off-System Bridge	State	2025	All
XX2025-16			Various Pavement Preservation Projects	-	System Preservation	131,839 - TOTAL 1,469 - NHPP 1,000 - HSIP 32,576 - STBGP 14,294 - State 82,500 - Act 416	State	2025	All
XX2025-17			Various Signal and Intersection Improvements	-	Intersection Improvements	4,125 - TOTAL 3,300 - STBGP 825 - 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 15,000 - Act 416	State	2025	All
XX2025-19			Various Federal Lands Projects	-	Miscellaneous	34,459 - TOTAL 3,600 - FLAP 1 - FLTP 29,958 - ERFO 900 - 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

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
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.									
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	500 - TOTAL 400 - CRP Flex 100 - State	State	2025	All
XX2025-25			Various Transportation Resiliency Projects	-	Miscellaneous	14,339 - TOTAL 500 - STBGP 10,971 - PROTECT 2,868 - 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	15,000 - TOTAL 15,000 - 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
XX2026-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off System) 500 - 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

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	3,136 - TOTAL 3,136 - Rail Hwy	State/RR	2026	All
XX2026-06			Various Transportation Alternative Projects	-	Miscellaneous	18,545 - TOTAL 14,836 - TAP 3,709 - 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
XX2026-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,163 - BFP (Off System) 462 - 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 2025-2028 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	25,017 - TOTAL 22,515 - HSIP 2,502 - State	State	2026	All
XX2026-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 8,010 - NHPP 1,000 - HSIP 590 - STBGP 2,400 - State	State	2026	All

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2026	All
XX2026-16			Various Pavement Preservation Projects	-	System Preservation	130,609 - TOTAL 1,161 - NHPP 1,000 - HSIP 7,141 - STBGP 39,707 - State 81,600 - Act 416	State	2026	All
XX2026-17			Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - 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 15,000 - Act 416	State	2026	All
XX2026-19			Various Federal Lands Projects	-	Miscellaneous	8,317 - TOTAL 3,600 - FLAP 3,817 - FLTP 900 - 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	18,348 - TOTAL 14,678 - CRP Flex 3,670 - State	State	2026	All

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2026-25			Various Transportation Resiliency Projects	-	Miscellaneous	8,661 - TOTAL 500 - STBGP 6,429 - PROTECT 1,732 - State	State	2026	All
XX2026-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2026	All
XX2027-02			Various Bridge Preservation	-	System Preservation	1,000 - TOTAL 640 - NHPP 160 - BFP (Off System) 200 - State	State	2027	All
Amount reduced to account for funds being utilized on Job 06X546.									
XX2027-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off System) 500 - State	State	2027	All
XX2027-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	7,000 - TOTAL 4,800 - STBGP 800 - Off-System Bridge 1,400 - State/Local	State	2027	All
XX2027-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	3,221 - TOTAL 3,221 - Rail Hwy	State/RR	2027	All
XX2027-06			Various Transportation Alternative Projects	-	Miscellaneous	19,555 - TOTAL 15,644 - TAP 3,911 - Local	Local	2027	All
XX2027-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2027	All
XX2027-08			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	2027	All
XX2027-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,163 - BFP (Off System) 462 - Local	State	2027	All

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2027-10			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	2027	All
Funding in this category may be used for the development of any project within the 2025-2028 STIP.									
XX2027-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2027	All
XX2027-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2027	All
XX2027-13			Various Statewide Safety Improvements	-	Safety Improvements	39,687 - TOTAL 35,718 - HSIP 3,969 - State	State	2027	All
XX2027-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	15,000 - TOTAL 5,100 - NHPP 3,400 - HSIP 3,500 - STBGP 3,000 - State	State	2027	All
XX2027-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2027	All
XX2027-16			Various Pavement Preservation Projects	-	System Preservation	107,523 - TOTAL 8,810 - NHPP 1,000 - HSIP 5,467 - STBGP 9,146 - State 83,100 - Act 416	State	2027	All
XX2027-17			Various Signal and Intersection Improvements	-	Intersection Improvements	5,000 - TOTAL 4,000 - STBGP 1,000 - State/Local	State	2027	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2027-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2027	All

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2027-19			Various Federal Lands Projects	-	Miscellaneous	5,512 - TOTAL 3,600 - FLAP 1,012 - FLTP 900 - State/Local	Federal Lands/State/ Local	2027	All
Funding for the category is detailed in Appendix B.									
XX2027-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2027	All
XX2027-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2027	All
Funding amount is approximate.									
XX2027-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2027	All
Funding amount is approximate.									
XX2027-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2027	All
XX2027-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	500 - TOTAL 400 - CRP Flex 100 - State	State	2027	All
XX2027-25			Various Transportation Resiliency Projects	-	Miscellaneous	26,858 - TOTAL 500 - STBGP 20,986 - PROTECT 5,372 - State	State	2027	All
XX2027-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2027	All
XX2027-27			Economic Development	-	Miscellaneous	5,000 - TOTAL 2,000 - NHPP 2,000 - STBGP 1,000 - State	State	2027	All
XX2028-02			Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 12,400 - NHPP 2,000 - BFP (Off System) 3,600 - State	State	2028	All

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2028-03			Various Off-System Bridge Rehab / Replacement on City Streets	-	Str. & Apprs.	2,500 - TOTAL 1,000 - Off-System Bridge 1,000 - BFP (Off System) 500 - State	State	2028	All
XX2028-04			Bridge Inspection / Inspection Equipment	-	Miscellaneous	7,000 - TOTAL 4,800 - STBGP 800 - Off-System Bridge 1,400 - State/Local	State	2028	All
XX2028-05			RR Xing Protect Devices / Surfacing / Hazard Elim	-	Project Development	3,308 - TOTAL 3,308 - Rail Hwy	State/RR	2028	All
XX2028-06			Various Transportation Alternative Projects	-	Miscellaneous	19,946 - TOTAL 15,957 - TAP 3,989 - Local	Local	2028	All
XX2028-07			Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2028	All
XX2028-08			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	2028	All
XX2028-09			Various Bridge Rehab / Replacement on County Roads	-	Str. & Apprs.	4,625 - TOTAL 4,163 - BFP (Off System) 462 - Local	State	2028	All
XX2028-10			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	2028	All
Funding in this category may be used for the development of any project within the 2025-2028 STIP.									
XX2028-11			Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2028	All
XX2028-12			Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2028	All

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2028-13			Various Statewide Safety Improvements	-	Safety Improvements	41,643 - TOTAL 37,479 - HSIP 4,164 - State	State	2028	All
XX2028-14			Statewide Pavement Markings & Signing Projects	-	System Preservation	15,000 - TOTAL 5,100 - NHPP 3,400 - HSIP 3,500 - STBGP 3,000 - State	State	2028	All
XX2028-15			Workforce Training and Development	-	Miscellaneous	950 - TOTAL 950 - Off-System Bridge	State	2028	All
XX2028-16			Various Pavement Preservation Projects	-	System Preservation	191,203 - TOTAL 22,401 - NHPP 1,000 - HSIP 14,041 - STBGP 70,361 - State 83,400 - Act 416	State	2028	All
XX2028-17			Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2028	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2028-18			Various Sealing Projects	-	System Preservation	15,000 - TOTAL 15,000 - Act 416	State	2028	All
XX2028-19			Various Federal Lands Projects	-	Miscellaneous	4,917 - TOTAL 3,600 - FLAP 417 - FLTP 900 - State/Local	Federal Lands/State/ Local	2028	All
Funding for the category is detailed in Appendix B.									
XX2028-20			Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2028	All
XX2028-21			Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2028	All
Funding amount is approximate.									
XX2028-22			On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2028	All
Funding amount is approximate.									

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2028-23			Various Electric Vehicle Infrastructure Projects	-	Miscellaneous	14,410 - TOTAL 11,528 - NEVFP 2,882 - State	State	2028	All
XX2028-24			Various Intelligent Transportation System (ITS) Projects	-	ITS Improvements	19,089 - TOTAL 15,271 - CRP Flex 3,818 - State	State	2028	All
XX2028-25			Various Transportation Resiliency Projects	-	Miscellaneous	27,383 - TOTAL 500 - STBGP 21,406 - PROTECT 5,477 - State	State	2028	All
XX2028-26			Various ADA Facility Upgrades	-	Miscellaneous	500 - TOTAL 400 - STBGP 100 - State	State	2028	All
XX2028-27			Economic Development	-	Miscellaneous	5,000 - TOTAL 2,000 - NHPP 2,000 - STBGP 1,000 - State	State	2028	All
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	816 - TOTAL 653 - FTA-5339 163 - Local	Local	2025	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	5,000 - TOTAL 4,000 - FTA-5339 1,000 - Local	Local	2025	All
115FTA			Safety Oversight	-	Transit	624 - TOTAL 499 - FTA-5329 624 - Local	Local	2025	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	213 - TOTAL 170 - FTA-5304 43 - Local	Local	2025	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	405 - TOTAL 405 - FTA-5310	Local	2025	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	4,556 - TOTAL 3,645 - FTA-5310 911 - Local	Local	2025	All
119FTA			Rural Transit - State Admin	-	Transit	1,840 - TOTAL 1,840 - FTA-5311	Local	2025	All

2025-2028 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	4,375 - TOTAL 3,500 - FTA-5311 875 - Local	Local	2025	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	338 - TOTAL 270 - FTA-5311 68 - Local	Local	2025	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	1,500 - TOTAL 1,200 - FTA-5311 300 - Local	Local	2025	All
123FTA			Rural Transit - Operating - Rural	-	Transit	20,200 - TOTAL 10,100 - FTA-5311 10,100 - Local	Local	2025	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	3,000 - TOTAL 1,500 - FTA-5311 1,500 - Local	Local	2025	All
125FTA			Rural Transit - RTAP	-	Transit	303 - TOTAL 303 - FTA-5311	Local	2025	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	602 - TOTAL 472 - FTA-5310 130 - Local	Local	2025	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	6,000 - TOTAL 6,000 - State	Local	2025	All
201TLS			Translease	-	Transit	6,000 - TOTAL 6,000 - State	Local	2025	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2025	All
NARTS01			Operating Assistance	-	Transit	2,399 - TOTAL 1,199 - FTA-5307 1,200 - Local	Local-ORT	2025	NARTS
FFY 2023 apportioned funds used in FFY 2025.									
NARTS02			Capital - Preventive Maintenance	-	Transit	577 - TOTAL 462 - FTA-5307 115 - Local	Local-ORT	2025	NARTS
FFY 2023 apportioned funds used in FFY 2025.									

2025-2028 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	231 - TOTAL 185 - FTA-5307 46 - Local	Local-ORT	2025	NARTS
FFY 2023 apportioned funds used in FFY 2025.									
NARTS04			Bus and Bus Facilities	-	Transit	257 - TOTAL 218 - FTA-5339 39 - Local	Local-ORT	2025	NARTS
FFY 2023 and 2024 apportioned funds used in FFY 2025.									
NARTS05			Transit Operations	-	Transit	1,097 - TOTAL 1,097 - Local	Local-ORT	2025	NARTS
NARTS06			Operating Assistance	-	Transit	191 - TOTAL 95 - FTA-5307 96 - Local	Local-UofA	2025	NARTS
FFY 2021 and 2022 apportioned funds used in FFY 2025.									
NARTS07			Capital - Preventive Maintenance	-	Transit	700 - TOTAL 560 - FTA-5307 140 - Local	Local-UofA	2025	NARTS
FFY 2021 and 2022 apportioned funds used in FFY 2025.									
NARTS08			Capital - Paratransit Service	-	Transit	295 - TOTAL 236 - FTA-5307 59 - Local	Local-UofA	2025	NARTS
FFY 2021 and 2022 apportioned funds used in FFY 2025.									
NARTS09			Capital - Rolling Stock/Support Equipment	-	Transit	2,118 - TOTAL 1,800 - FTA-5307 318 - Local	Local-UofA	2025	NARTS
FFY 2021 and 2022 apportioned funds used in FFY 2025.									
NARTS10			Bus and Bus Facilities	-	Transit	160 - TOTAL 136 - FTA-5339 24 - Local	Local-UofA	2025	NARTS
FFY 2022 apportioned funds used in FFY 2025.									
NARTS11			Capital - Planning	-	Transit	250 - TOTAL 200 - FTA-5307 50 - Local	Local-MPO	2025	NARTS
FFY 2022 and 2023 (IIJA) FTA-5307 funds used in FFY 2025.									
NARTS12			Transit Operations	-	Transit	2,009 - TOTAL 2,009 - Local	Local-UofA	2025	NARTS

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS15			Consolidated Planning Grant (MPO)	-	Transit	1,082 - TOTAL 866 - FTA-5305 216 - Local	Local-MPO	2025	NARTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	832 - TOTAL 666 - FTA-5339 166 - Local	Local	2026	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	5,000 - TOTAL 4,000 - FTA-5339 1,000 - Local	Local	2026	All
115FTA			Safety Oversight	-	Transit	636 - TOTAL 509 - FTA-5329 636 - Local	Local	2026	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	216 - TOTAL 173 - FTA-5304 43 - Local	Local	2026	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	413 - TOTAL 413 - FTA-5310	Local	2026	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	4,646 - TOTAL 3,717 - FTA-5310 929 - Local	Local	2026	All
119FTA			Rural Transit - State Admin	-	Transit	1,870 - TOTAL 1,870 - FTA-5311	Local	2026	All
120FTA			Rural Transit - Project Admin	-	Transit	4,500 - TOTAL 3,600 - FTA-5311 900 - Local	Local	2026	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	344 - TOTAL 275 - FTA-5311 69 - Local	Local	2026	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	1,500 - TOTAL 1,200 - FTA-5311 300 - Local	Local	2026	All
123FTA			Rural Transit - Operating - Rural	-	Transit	20,400 - TOTAL 10,200 - FTA-5311 10,200 - Local	Local	2026	All

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
124FTA			Rural Transit - Operating - Intercity	-	Transit	3,200 - TOTAL 1,600 - FTA-5311 1,600 - Local	Local	2026	All
125FTA			Rural Transit - RTAP	-	Transit	309 - TOTAL 309 - FTA-5311	Local	2026	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	614 - TOTAL 472 - FTA-5310 142 - Local	Local	2026	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	6,000 - TOTAL 6,000 - State	Local	2026	All
201TLS			Translease	-	Transit	6,000 - TOTAL 6,000 - State	Local	2026	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2026	All
NARTS01			Operating Assistance	-	Transit	2,912 - TOTAL 1,456 - FTA-5307 1,456 - Local	Local-ORT	2026	NARTS
FFY 2024 apportioned funds used in FFY 2026.									
NARTS02			Capital - Preventive Maintenance	-	Transit	689 - TOTAL 551 - FTA-5307 138 - Local	Local-ORT	2026	NARTS
FFY 2024 apportioned funds used in FFY 2026.									
NARTS03			Capital - Paratransit Service	-	Transit	248 - TOTAL 198 - FTA-5307 50 - Local	Local-ORT	2026	NARTS
FFY 2024 apportioned funds used in FFY 2026.									
NARTS04			Bus and Bus Facilities	-	Transit	197 - TOTAL 167 - FTA-5339 30 - Local	Local-ORT	2026	NARTS
FFY 2025 apportioned funds used in FFY 2026.									
NARTS05			Transit Operations	-	Transit	1,118 - TOTAL 1,118 - Local	Local-ORT	2026	NARTS

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS06			Operating Assistance	-	Transit	120 - TOTAL 60 - FTA-5307 60 - Local	Local-UofA	2026	NARTS
FFY 2023 apportioned funds used in FFY 2026.									
NARTS07			Capital - Preventive Maintenance	-	Transit	438 - TOTAL 350 - FTA-5307 88 - Local	Local-UofA	2026	NARTS
FFY 2023 apportioned funds used in FFY 2026.									
NARTS08			Capital - Paratransit Service	-	Transit	188 - TOTAL 150 - FTA-5307 38 - Local	Local-UofA	2026	NARTS
FFY 2023 apportioned funds used in FFY 2026.									
NARTS09			Capital - Rolling Stock/Support Equipment	-	Transit	1,118 - TOTAL 950 - FTA-5307 168 - Local	Local-UofA	2026	NARTS
FFY 2023 apportioned funds used in FFY 2026.									
NARTS10			Bus and Bus Facilities	-	Transit	160 - TOTAL 136 - FTA-5339 24 - Local	Local-UofA	2026	NARTS
FFY 2023 apportioned funds used in FFY 2026.									
NARTS11			Capital - Planning	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	2026	NARTS
NARTS12			Transit Operations	-	Transit	2,050 - TOTAL 2,050 - Local	Local-UofA	2026	NARTS
NARTS15			Consolidated Planning Grant (MPO)	-	Transit	1,104 - TOTAL 883 - FTA-5305 221 - Local	Local-MPO	2026	NARTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	849 - TOTAL 679 - FTA-5339 170 - Local	Local	2027	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	5,000 - TOTAL 4,000 - FTA-5339 1,000 - Local	Local	2027	All

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
115FTA			Safety Oversight	-	Transit	649 - TOTAL 519 - FTA-5329 649 - Local	Local	2027	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	220 - TOTAL 176 - FTA-5304 44 - Local	Local	2027	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	421 - TOTAL 421 - FTA-5310	Local	2027	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	4,736 - TOTAL 3,789 - FTA-5310 947 - Local	Local	2027	All
119FTA			Rural Transit - State Admin	-	Transit	1,912 - TOTAL 1,912 - FTA-5311	Local	2027	All
120FTA			Rural Transit - Project Admin	-	Transit	4,625 - TOTAL 3,700 - FTA-5311 925 - Local	Local	2027	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	345 - TOTAL 276 - FTA-5311 69 - Local	Local	2027	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	1,625 - TOTAL 1,300 - FTA-5311 325 - Local	Local	2027	All
123FTA			Rural Transit - Operating - Rural	-	Transit	20,800 - TOTAL 10,400 - FTA-5311 10,400 - Local	Local	2027	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	3,200 - TOTAL 1,600 - FTA-5311 1,600 - Local	Local	2027	All
125FTA			Rural Transit - RTAP	-	Transit	315 - TOTAL 315 - FTA-5311	Local	2027	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	626 - TOTAL 472 - FTA-5310 154 - Local	Local	2027	All

Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
200PTF			Public Transit Trust Fund	-	Transit	6,000 - TOTAL 6,000 - State	Local	2027	All
201TLS			Translease	-	Transit	6,000 - TOTAL 6,000 - State	Local	2027	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2027	All
NARTS01			Operating Assistance	-	Transit	2,972 - TOTAL 1,486 - FTA-5307 1,486 - Local	Local-ORT	2027	NARTS
FFY 2025 apportioned funds used in FFY 2027.									
NARTS02			Capital - Preventive Maintenance	-	Transit	704 - TOTAL 563 - FTA-5307 141 - Local	Local-ORT	2027	NARTS
FFY 2025 apportioned funds used in FFY 2027.									
NARTS03			Capital - Paratransit Service	-	Transit	253 - TOTAL 202 - FTA-5307 51 - Local	Local-ORT	2027	NARTS
FFY 2025 apportioned funds used in FFY 2027.									
NARTS04			Bus and Bus Facilities	-	Transit	201 - TOTAL 171 - FTA-5339 30 - Local	Local-ORT	2027	NARTS
FFY 2026 apportioned funds used in FFY 2027.									
NARTS05			Transit Operations	-	Transit	1,141 - TOTAL 1,141 - Local	Local-ORT	2027	NARTS
NARTS06			Operating Assistance	-	Transit	50 - TOTAL 25 - FTA-5307 25 - Local	Local-UofA	2027	NARTS
FFY 2024 apportioned funds used in FFY 2027.									
NARTS07			Capital - Preventive Maintenance	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-UofA	2027	NARTS
FFY 2024 apportioned funds used in FFY 2027.									
NARTS08			Capital - Paratransit Service	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-UofA	2027	NARTS
FFY 2024 apportioned funds used in FFY 2027.									

2025-2028 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	1,859 - TOTAL 1,580 - FTA-5307 279 - Local	Local-UofA	2027	NARTS
FFY 2024 apportioned funds used in FFY 2027.									
NARTS10			Bus and Bus Facilities	-	Transit	193 - TOTAL 164 - FTA-5339 29 - Local	Local-UofA	2027	NARTS
FFY 2024 apportioned funds used in FFY 2027.									
NARTS11			Capital - Planning	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	2027	NARTS
NARTS12			Transit Operations	-	Transit	2,091 - TOTAL 2,091 - Local	Local-UofA	2027	NARTS
NARTS15			Consolidated Planning Grant (MPO)	-	Transit	1,126 - TOTAL 901 - FTA-5305 225 - Local	Local-MPO	2027	NARTS
113FTA			Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	866 - TOTAL 693 - FTA-5339 173 - Local	Local	2028	All
114FTA			Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	5,000 - TOTAL 4,000 - FTA-5339 1,000 - Local	Local	2028	All
115FTA			Safety Oversight	-	Transit	661 - TOTAL 529 - FTA-5329 661 - Local	Local	2028	All
116FTA			Statewide Planning Program - FTA Planning	-	Transit	225 - TOTAL 180 - FTA-5304 45 - Local	Local	2028	All
117FTA			Seniors and Individuals with Disabilities - State Admin	-	Transit	430 - TOTAL 430 - FTA-5310	Local	2028	All
118FTA			Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	4,838 - TOTAL 3,870 - FTA-5310 968 - Local	Local	2028	All
119FTA			Rural Transit - State Admin	-	Transit	1,950 - TOTAL 1,950 - FTA-5311	Local	2028	All

2025-2028 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	4,750 - TOTAL 3,800 - FTA-5311 950 - Local	Local	2028	All
121FTA			Rural Transit - Capital - Support Equipment/PM	-	Transit	346 - TOTAL 277 - FTA-5311 69 - Local	Local	2028	All
122FTA			Rural Transit - Capital - Intercity	-	Transit	1,625 - TOTAL 1,300 - FTA-5311 325 - Local	Local	2028	All
123FTA			Rural Transit - Operating - Rural	-	Transit	21,400 - TOTAL 10,700 - FTA-5311 10,700 - Local	Local	2028	All
124FTA			Rural Transit - Operating - Intercity	-	Transit	3,200 - TOTAL 1,600 - FTA-5311 1,600 - Local	Local	2028	All
125FTA			Rural Transit - RTAP	-	Transit	322 - TOTAL 322 - FTA-5311	Local	2028	All
127FTA			Capital - Rolling Stock CRRSAA	-	Transit	639 - TOTAL 472 - FTA-5310 167 - Local	Local	2028	All
Amended into 2021-2024 STIP after the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Program.									
200PTF			Public Transit Trust Fund	-	Transit	6,000 - TOTAL 6,000 - State	Local	2028	All
201TLS			Translease	-	Transit	6,000 - TOTAL 6,000 - State	Local	2028	All
202HUA			HUA	-	Transit	350 - TOTAL 350 - State	Local	2028	All
NARTS01			Operating Assistance	-	Transit	3,033 - TOTAL 1,517 - FTA-5307 1,516 - Local	Local-ORT	2028	NARTS
FFY 2026 apportioned funds used in FFY 2028.									
NARTS02			Capital - Preventive Maintenance	-	Transit	718 - TOTAL 574 - FTA-5307 144 - Local	Local-ORT	2028	NARTS
FFY 2026 apportioned funds used in FFY 2028.									

2025-2028 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	258 - TOTAL 206 - FTA-5307 52 - Local	Local-ORT	2028	NARTS
FFY 2026 apportioned funds used in FFY 2028.									
NARTS04			Bus and Bus Facilities	-	Transit	205 - TOTAL 174 - FTA-5339 31 - Local	Local-ORT	2028	NARTS
FFY 2027 apportioned funds used in FFY 2028.									
NARTS05			Transit Operations	-	Transit	1,164 - TOTAL 1,164 - Local	Local-ORT	2028	NARTS
NARTS06			Operating Assistance	-	Transit	84 - TOTAL 42 - FTA-5307 42 - Local	Local-UofA	2028	NARTS
FFY 2025 apportioned funds used in FFY 2028.									
NARTS07			Capital - Preventive Maintenance	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-UofA	2028	NARTS
FFY 2025 apportioned funds used in FFY 2028.									
NARTS08			Capital - Paratransit Service	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-UofA	2028	NARTS
FFY 2025 apportioned funds used in FFY 2028.									
NARTS09			Capital - Rolling Stock/Support Equipment	-	Transit	1,882 - TOTAL 1,600 - FTA-5307 282 - Local	Local-UofA	2028	NARTS
FFY 2025 apportioned funds used in FFY 2028.									
NARTS10			Bus and Bus Facilities	-	Transit	197 - TOTAL 167 - FTA-5339 30 - Local	Local-UofA	2028	NARTS
FFY 2025 apportioned funds used in FFY 2028.									
NARTS11			Capital - Planning	-	Transit	125 - TOTAL 100 - FTA-5307 25 - Local	Local-MPO	2028	NARTS
NARTS12			Transit Operations	-	Transit	2,132 - TOTAL 2,132 - Local	Local-UofA	2028	NARTS

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
NARTS15			Consolidated Planning Grant (MPO)	-	Transit	1,148 - TOTAL 918 - FTA-5305 230 - Local	Local-MPO	2028	NARTS
040945	Washington	I-49	Hwy. 62 – Benton Co. Line (S)	11.84	System Preservation	8,700 - TOTAL 7,830 - NHPP 870 - State	State	TBD	NARTS
09X453	Benton	I-49	Washington Co. Line – Hwy. 72 (S)	13.67	System Preservation	11,400 - TOTAL 10,260 - NHPP 1,140 - 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
090686	Benton	12	SW Artillery Rd. – SW Wheatgrass Blvd. (Bentonville) (S)	4.24	System Preservation	1,300 - TOTAL 1,040 - STBGP 260 - State	State	TBD	NARTS
A90024	Benton	16 & 59	Hwys. 16 & 59 (Sel. Secs.) (S)	12.92	System Preservation	5,700 - TOTAL 4,560 - STBGP 1,140 - State	State	TBD	NARTS
040927	Washington	16	Benton Co. Line – Fayetteville (S)	12.94	System Preservation	5,700 - TOTAL 4,560 - NHPP 1,140 - State	State	TBD	NARTS
04X552	Washington	16S	Hwy. 112 – I-49 (Fayetteville) (S)	1.30	System Preservation	1,600 - TOTAL 1,280 - NHPP 320 - State	State	TBD	NARTS
04X563	Washington	16 & 265	W. of I-49 – S. School Ave. (Fayetteville) (S)	2.65	System Preservation	2,900 - TOTAL 2,320 - NHPP 580 - State	State	TBD	NARTS
04X610	Washington	16	Fayetteville – East (S)	8.96	System Preservation	4,000 - TOTAL 3,200 - STBGP 800 - State	State	TBD	NARTS
04X572	Washington	16	S. of Elkins – Madison Co. Line (S)	4.67	System Preservation	2,800 - TOTAL 2,240 - STBGP 560 - State	State	TBD	NARTS
09X531	Benton	43	N. Dogwood St. – Hwy. 264 (Siloam Springs) (S)	1.97	System Preservation	1,500 - TOTAL 1,200 - STBGP 300 - State	State	TBD	NARTS

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
04X573	Washington	45	N. College Ave. – Hwy. 265 (Fayetteville) (S)	2.90	System Preservation	2,500 - TOTAL 2,000 - STBGP 500 - State	State	TBD	NARTS
A90033	Benton	59 & 59B	Gentry – Siloam Springs (S)	6.83	System Preservation	4,800 - TOTAL 3,840 - STBGP 960 - State	State	TBD	NARTS
A40041	Washington	62	Oklahoma State Line – Prairie Grove (S)	12.47	System Preservation	4,900 - TOTAL 3,920 - STBGP 980 - State	State	TBD	NARTS
090596	Benton	62	Avoca – Garfield (S)	6.39	System Preservation	2,000 - TOTAL 1,600 - NHPP 400 - State	State	TBD	NARTS
09X532	Benton	71	W. McNelly Rd. – Missouri State Line (Bella Vista) (S)	6.29	System Preservation	5,100 - TOTAL 4,080 - NHPP 1,020 - State	State	TBD	NARTS
090599	Benton	72 & 94	Hwy. 94 – Guthrie Rd. (Pea Ridge) (S)	1.71	System Preservation	1,100 - TOTAL 880 - STBGP 220 - State	State	TBD	NARTS
04X506	Washington	74	Devil's Den State Park – I-49 (S)	6.41	System Preservation	1,300 - TOTAL 1,040 - STBGP 260 - State	State	TBD	NARTS
04X487	Washington	74	E. of Hwy. 16 – Madison Co. Line (S)	4.32	System Preservation	3,000 - TOTAL 2,400 - STBGP 600 - State	State	TBD	NARTS
09X410	Benton	102 & 102B	Hwy. 59 – Hwy. 72 (S)	13.12	System Preservation	6,000 - TOTAL 4,800 - STBGP 1,200 - State	State	TBD	NARTS
A90032	Benton	112	Washington Co. Line – Osage Creek (S)	4.09	System Preservation	2,000 - TOTAL 1,600 - STBGP 400 - Act 416	State	TBD	NARTS
040942	Washington	180	I-49 – School Ave. (Fayetteville) (S)	1.72	System Preservation	1,500 - TOTAL 1,200 - NHPP 300 - State	State	TBD	NARTS

2025-2028 NARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
04X571	Washington	303	Hwy. 412 – Benton Co. Line (S)	5.03	System Preservation	3,100 - TOTAL 2,480 - STBGP 620 - State	State	TBD	NARTS
090698	Benton	340	Hwy. 279 – Hwy. 94 (Bella Vista) (S)	9.18	System Preservation	3,000 - TOTAL 2,400 - STBGP 600 - State	State	TBD	NARTS
09X534	Benton	412	Oklahoma State Line – East (Siloam Springs) (S)	1.64	System Preservation	2,800 - TOTAL 2,240 - NHPP 560 - State	State	TBD	NARTS

Northwest Arkansas Regional Transportation Study 2025-2028 TIP

Missouri Project Summary (by Job Number)

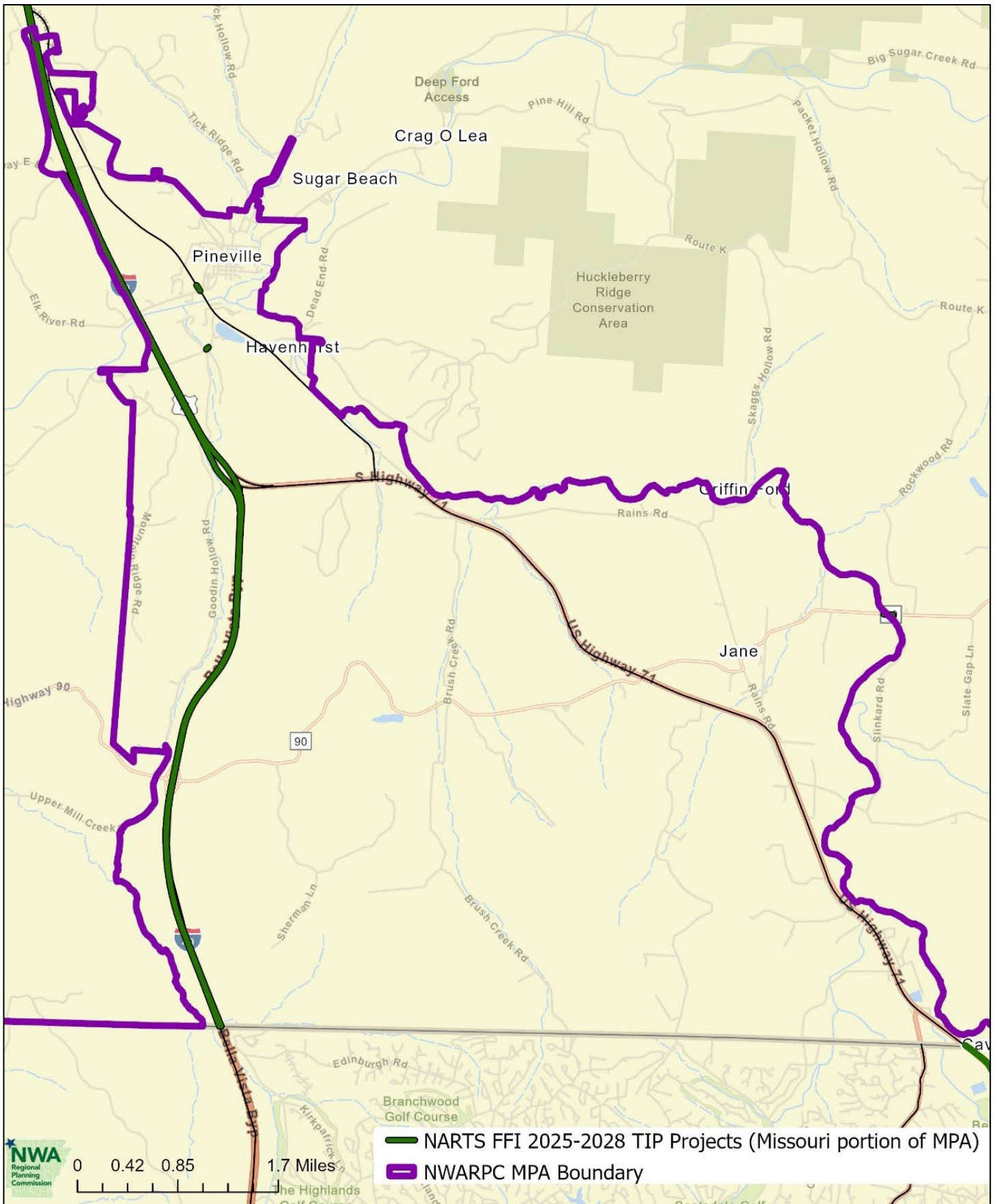
Job Number	Route	Job Name	County	Length
7P3529	BU 71	Replace signals on Bus. 71 in Anderson and Pineville, Rte. 52 in Butler, Rte. 54 in El Dorado Springs, Rte. 65 in Buffalo, Rte. 43 in Joplin, Rte. 60 and Loop 49 in Neosho, Rte. 39 in Aurora and Rte. 59 in Goodman and Anderson.	MCDONALD	0.64
7S0532	90	Bridge replacement over Little Sugar Creek 1.3 miles east of Jane. Project involves bridge P0973.	MCDONALD	0.08
SR0016	IS 49	Pavement resurfacing from Rte. 59 near Goodman to 2.1 miles outh of Rte. 76.	MCDONALD	6.64
SR0053	US 160	Bridge rehabilitations on northbound I-49 in Jasper and McDonald Counties, Rte. 65, Bus. 65 and Branson Landing Boulevard in Taney County. Project involves bridges A2541, A3580, A6926, A7002, A7685 and A6379.	DADE	0.32
SR0053C	IS 49	Bridge rehabilitations over Indian Creek Road in Anderson and northbound over Goodwin Hollow Raod in Pineville. Project involves bridges A5812, A5813 and A6378.	MCDONALD	0.14
SR0057	VARIOUS	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations in the rural Southwest District.	VARIOUS	0
SR0067	VARIOUS	On-call work zone enforcement at various locations in the rural Southwest District.	VARIOUS	0
SR0069	VARIOUS	Operations and management of Ozarks Traffic ITS in the rural Southwest District.	VARIOUS	0
SR0098	IS 49	Add high friction surface treatment on the southbound lanes of I-49 from Rte. EE to 0.2 mile south of Elk River Rd in Pineville, in Taney County on Rte. 76 at Rtes. F and MM and on Rte. 39 south of Rte. P in Lawrence County.	MCDONALD	3.41
SR0143	RT H	Bridge replacement over Goodin Hollow 0.3 mile west of Bus. 71 near Pineville. Project involves bridge R0305.	MCDONALD	0.02
SR0176	VARIOUS	On-call work zone enforcement at various locations in the rural Southwest District.	VARIOUS	0
SR0181	IS 49	Job Order Contracting for pavement repair from Rte. 59 to Arkansas State line.	MCDONALD	16
SR0182	VARIOUS	Operations and management of Ozarks Traffic ITS in the rural Southwest District.	VARIOUS	0
SR0190	VARIOUS	Sign truss inspections on various routes in the rural Southwest District.	VARIOUS	0
SR0193	VARIOUS	Scoping for retaining wall inspections on various routes in the rural Southwest District.	VARIOUS	0
SR0194	VARIOUS	Job Order Contracing for concrete repairs in the rural Southwest District.	VARIOUS	0
SR0195	VARIOUS	Job Order Contracing for bridge repairs at various locations in the rural Southwest District.	VARIOUS	0
SR0208	VARIOUS	Scoping for sign replacements at various locations in the Southwest rural district.	VARIOUS	0
SR0217	VARIOUS	Operations and management of Ozarks Traffic ITS in the rural Southwest District.	VARIOUS	0
SR0219	VARIOUS	On-call work zone enforcement at various locations in the rural Southwest District.	VARIOUS	0

Northwest Arkansas Regional Transportation Study 2025-2028 TIP

Missouri Project Summary (by Job Number)

Job Number	Route	Job Name	County	Length
SR0221	VARIOUS	Scoping for future projects on various routes in the rural Southwest District.	VARIOUS	0
SR0225	VARIOUS	Scoping for ITS improvements at various locations in the rural Southwest District.	VARIOUS	0
SR0226	VARIOUS	Scoping for signal and lighting improvements on various routes in the rural Southwest District.	VARIOUS	0
SR0227	VARIOUS	Scoping for signage improvements on various routes in the rural Southwest District.	VARIOUS	0
SR0229	VARIOUS	Surveying to sell excess right of way in the rural Southwest District.	VARIOUS	0
SR0230	VARIOUS	Scoping for pavement improvements on major routes at various locations in the rural Southwest District.	VARIOUS	0
SR0231	VARIOUS	Scoping for bridge preventive maintenance at various locations in the rural Southwest District.	VARIOUS	0
SR0232	VARIOUS	Scoping for bridge improvements at various locations in the rural Southwest District.	VARIOUS	0
SR0234	VARIOUS	Scoping for slide repair and streambank stabilization at various locations in the rural Southwest District.	VARIOUS	0
SR0235	VARIOUS	Scoping for pavement improvements on minor routes at various locations in the rural Southwest District.	VARIOUS	0
SR0236	VARIOUS	Bridge plan estimates at various locations in the rural Southwest District.	VARIOUS	0
SR0272	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the rural Southwest District.	VARIOUS	0
SR0279	VARIOUS	Scoping for ADA improvements at various locations in the rural Southwest District.	VARIOUS	0

NARTS 2025-2028 TRANSPORTATION IMPROVEMENT PROJECTS (TIP) – MISSOURI



2025-2028 NARTS TIP (MISSOURI PROJECTS)

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
SR0053	DADE	US 160	Bridge rehabilitations on northbound I-49 in Jasper and McDonald Counties, Rte. 65, Bus. 65 and Branson Landing Boulevard in Taney County. Project involves bridges A2541, A3580, A6926, A7002, A7685 and A6379.	0.32	System Preservation	1,556 - TOTAL 1,218 - NHPP 304 - State 34 - Prior	MoDOT	2025	NARTS
SR0053C	MCDONALD	IS 49	Bridge rehabilitations over Indian Creek Road in Anderson and northbound over Goodwin Hollow Road in Pineville. Project involves bridges A5812, A5813 and A6378.	0.14	System Preservation	1,910 - TOTAL 1,717 - NHPP 191 - State 2 - Prior	MoDOT	2029	NARTS
SR0016	MCDONALD	IS 49	Pavement resurfacing from Rte. 59 near Goodman to 2.1 miles outh of Rte. 76.	6.64	System Preservation	4,789 - TOTAL 4,283 - NHPP 476 - State 30 - Prior	MoDOT	2026	NARTS
SR0098	MCDONALD	IS 49	Add high friction surface treatment on the southbound lanes of I-49 from Rte. EE to 0.2 mile south of Elk River Rd in Pineville, in Taney County on Rte. 76 at Rtes. F and MM and on Rte. 39 south of Rte. P in Lawrence County.	3.41	Safety	1,474 - TOTAL 1,306 - Safety 145 - State 23 - Prior	MoDOT	2025	NARTS
SR0181	MCDONALD	IS 49	Job Order Contracting for pavement repair from Rte. 59 to Arkansas State line.	16	System Preservation	161 - TOTAL 145 - AC- 16 - NHPP State	MoDOT	2026	NARTS
7P3529	MCDONALD	BU 71	Replace signals on Bus. 71 in Anderson and Pineville, Rte. 52 in Butler, Rte. 54 in El Dorado Springs, Rte. 65 in Buffalo, Rte. 43 in Joplin, Rte. 60 and Loop 49 in Neosho, Rte. 39 in Aurora and Rte. 59 in Goodman and Anderson.	0.64	System Preservation	6,551 - TOTAL 4,427 - AC-STBG 1,107 - State 1,017 - Prior	MoDOT	2025	NARTS
7S0532	MCDONALD	90	Bridge replacement over Little Sugar Creek 1.3 miles east of Jane. Project involves bridge P0973.	0.08	System Preservation	3,104 - TOTAL 2,199 - NHPP 550 - State 355 - Prior	MoDOT	2025	NARTS
SR0143	MCDONALD	RT H	Bridge replacement over Goodin Hollow 0.3 mile west of Bus. 71 near Pineville. Project involves bridge R0305.	0.02	System Preservation	1,072 - TOTAL 858 - NHPP 214 - State	MoDOT	2026	NARTS

2025-2028 NARTS TIP (MISSOURI PROJECTS)

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
SR0057	VARIOUS	VARIOUS	Upgrade pedestrian facilities to comply with the ADA Transition Plan at various locations in the rural Southwest District.	0	System Preservation	1,007 - TOTAL 790 - AC-STBG 197 - State 20 - Prior	MoDOT	2026	NARTS
SR0067	VARIOUS	VARIOUS	On-call work zone enforcement at various locations in the rural Southwest District.	0	Safety	100 - TOTAL 90 - Safety 10 - State	MoDOT	2025	NARTS
SR0069	VARIOUS	VARIOUS	Operations and management of Ozarks Traffic ITS in the rural Southwest District.	0	System Preservation	454 - TOTAL 363 - AC-STBG 91 - State	MoDOT	2025	NARTS
SR0176	VARIOUS	VARIOUS	On-call work zone enforcement at various locations in the rural Southwest District.	0	Safety	110 - TOTAL 99 - Safety 11 - State	MoDOT	2026	NARTS
SR0182	VARIOUS	VARIOUS	Operations and management of Ozarks Traffic ITS in the rural Southwest District.	0	System Preservation	481 - TOTAL 385 - AC-STBG 96 - State	MoDOT	2026	NARTS
SR0194	VARIOUS	VARIOUS	Job Order Contracting for concrete repairs in the rural Southwest District.	0	System Preservation	1,143 - TOTAL 914 - AC-STBG 229 - State	MoDOT	2026	NARTS
SR0195	VARIOUS	VARIOUS	Job Order Contracting for bridge repairs at various locations in the rural Southwest District.	0	System Preservation	2,490 - TOTAL 1,992 - AC-STBG 498 - State	MoDOT	2026	NARTS
SR0217	VARIOUS	VARIOUS	Operations and management of Ozarks Traffic ITS in the rural Southwest District.	0	System Preservation	489 - TOTAL 391 - AC-STBG 98 - State	MoDOT	2027	NARTS

2025-2028 NARTS TIP (MISSOURI PROJECTS)

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY	FFY	MPO
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT		
SR0219	VARIOUS	VARIOUS	On-call work zone enforcement at various locations in the rural Southwest District.	0	Safety	100 - TOTAL 90 - Safety 10 - State	MoDOT	2027	NARTS
SR0272	VARIOUS	VARIOUS	Job Order Contracting for guard cable and guardrail repair in the rural Southwest District.	0	System Preservation	4,451 - TOTAL 3,561 - AC-STBG 890 - State	MoDOT	2026	NARTS

SCOPING PROJECTS:

SR0190	VARIOUS	VARIOUS	Sign truss inspections on various routes in the rural Southwest District.	0	Scoping	800 - TOTAL 600 - STBG 150 - State 50 - Prior	MoDOT	2025	NARTS
SR0193	VARIOUS	VARIOUS	Scoping for retaining wall inspections on various routes in the rural Southwest District.	0	Scoping	250 - TOTAL 160 - AC-STBG 40 - State 50 - Prior	MoDOT	2025	NARTS
SR0208	VARIOUS	VARIOUS	Scoping for sign replacements at various locations in the Southwest rural district.	0	Scoping	20 - TOTAL 16 - STBG 4 - State	MoDOT	2025	NARTS
SR0221	VARIOUS	VARIOUS	Scoping for future projects on various routes in the rural Southwest District.	0	Scoping	80 - TOTAL 64 - AC-STBG 16 - State	MoDOT	2025	NARTS
SR0225	VARIOUS	VARIOUS	Scoping for ITS improvements at various locations in the rural Southwest District.	0	Scoping	40 - TOTAL 32 - AC-STBG 8 - State	MoDOT	2025	NARTS
SR0226	VARIOUS	VARIOUS	Scoping for signal and lighting improvements on various routes in the rural Southwest District.	0	Scoping	40 - TOTAL 32 - AC-STBG 8 - State	MoDOT	2025	NARTS

2025-2028 NARTS TIP (MISSOURI PROJECTS)

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
SR0227	VARIOUS	VARIOUS	Scoping for signage improvements on various routes in the rural Southwest District.	0	Scoping	40 - TOTAL 32 - AC-STBG 8 - State	MoDOT	2025	NARTS
SR0229	VARIOUS	VARIOUS	Surveying to sell excess right of way in the rural Southwest District.	0	Scoping	100 - TOTAL 100 - State	MoDOT	2025	NARTS
SR0230	VARIOUS	VARIOUS	Scoping for pavement improvements on major routes at various locations in the rural Southwest District.	0	Scoping	120 - TOTAL 96 - STBG 24 - State	MoDOT	2025	NARTS
SR0231	VARIOUS	VARIOUS	Scoping for bridge preventive maintenance at various locations in the rural Southwest District.	0	Scoping	40 - TOTAL 32 - STBG 8 - State	MoDOT	2025	NARTS
SR0232	VARIOUS	VARIOUS	Scoping for bridge improvements at various locations in the rural Southwest District.	0	Scoping	200 - TOTAL 160 - NHPP 40 - State	MoDOT	2025	NARTS
SR0234	VARIOUS	VARIOUS	Scoping for slide repair and streambank stabilization at various locations in the rural Southwest District.	0	Scoping	40 - TOTAL 32 - AC-STBG 8 - State	MoDOT	2025	NARTS
SR0235	VARIOUS	VARIOUS	Scoping for pavement improvements on minor routes at various locations in the rural Southwest District.	0	Scoping	80 - TOTAL 64 - STBG 16 - State	MoDOT	2025	NARTS
SR0236	VARIOUS	VARIOUS	Bridge plan estimates at various locations in the rural Southwest District.	0	Scoping	400 - TOTAL 320 - AC- 80 - NHPP State	MoDOT	2025	NARTS
SR0279	VARIOUS	VARIOUS	Scoping for ADA improvements at various locations in the rural Southwest District.	0	Scoping	40 - TOTAL 32 - STBG 8 - State	MoDOT	2025	NARTS