

TIP

TRANSPORTATION IMPROVEMENT PROGRAM



2021-2024

CARTS
Central Arkansas
Regional Transportation Study

M
METROPLAN
SMART PLANNING MAKES SMART PLACES.

This report was funded in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors (or agency) expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation.

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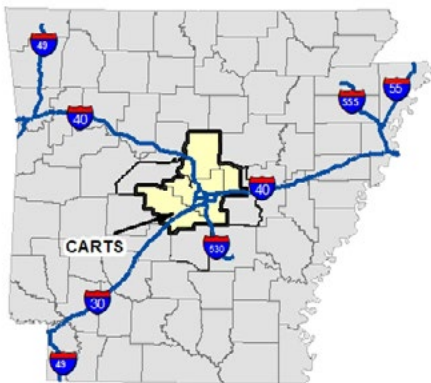
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Introduction

Metroplan is a voluntary association of local governments that has operated by interlocal agreement since 1955. Originally formed as the Metropolitan Planning Commission of Pulaski County, Metroplan now has members in the six county Metropolitan Statistical Area (MSA). Metroplan is the designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock-Conway urbanized areas, serving in that designation since 1972. The Central Arkansas Transportation Study, or CARTS, is the detailed planning study area for which Metroplan develops a long-range plan and the avenue used for the cooperative planning effort.

The FFY 2021 - 2024 Transportation Improvement Program (TIP) has been developed as a part of the continuing, cooperative, and comprehensive (3C) planning program, as well as through a performance-driven, outcome-based approach, as established under planning regulations of the U.S. Department of Transportation. The FFY 2021- 2024 TIP includes all transportation improvements planned or programmed within CARTS 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 Central Arkansas 2050 Metropolitan Transportation Plan (MTP). The intent is a seamless multi-modal transportation system that efficiently serves CARTS. The projects that are contained in the TIP have been selected by and coordinated with local governments, transit agencies, and Arkansas Department of Transportation (ARDOT).

This document, and subsequent amendments, will be available on the Metroplan website at metroplan.org. Copies may also be obtained by calling Metroplan at 501-372-3300 or emailing comments@metroplan.org.



The Central Arkansas Regional Transportation Study, or CARTS, is the cooperative effort by the participating communities, transportation providers and many other interested parties to develop a long-range transportation plan for the metropolitan area.

Note: Grant County, the City of Sheridan and Hot Springs Village are non-voting members. Perry County is part of the six-county MSA, but not a Metroplan member.

CARTS Area Jurisdictions

Municipalities:

City of Alexander
City of Austin
City of Benton
City of Bauxite
City of Bryant
City of Cabot
City of Cammack Village
City of Conway
City of Greenbrier
City of Guy
City of Haskell
City of Jacksonville
City of Little Rock
City of Lonoke
City of Maumelle
City of Mayflower
City of Mount Vernon
City of North Little Rock
City of Shannon Hills
City of Sherwood
City of Traskwood
City of Vilonia
City of Ward
City of Wooster
City of Wrightsville

Counties:

Faulkner County
Lonoke County
Pulaski County
Saline County

Other:

Arkansas Department of Transportation (ArDOT)
Clinton National Airport
Hot Springs Village
Little Rock Port Authority
Rock Region METRO

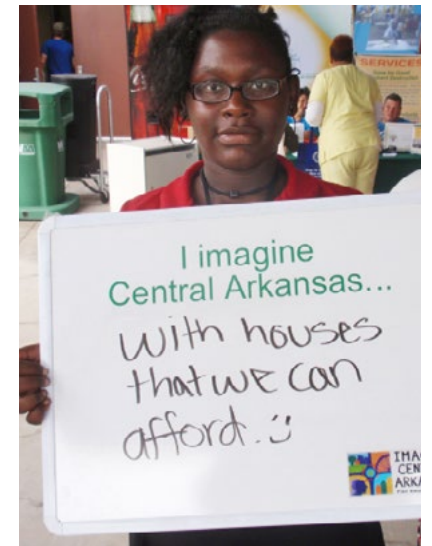
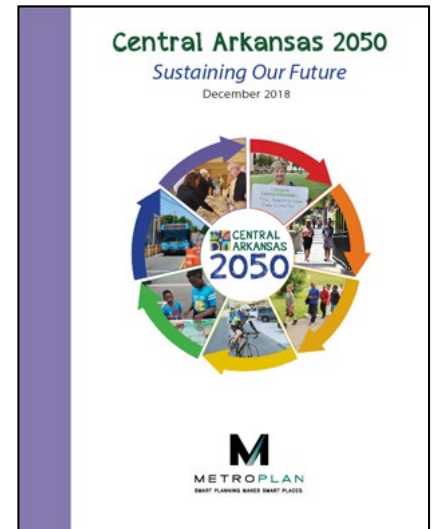
Relationship of MTP and TIP

The principal documents of MPOs are the Long-Range Metropolitan Transportation Plan (LRMTP) and the Transportation Improvement Program (TIP). The MTP comprises policies and implementation strategies for regional transportation investments for a 20 + year time period. The TIP is a specific four-year program from which projects are advanced from the MTP for construction. Projects can not appear on the MTP or the TIP unless funding is identified for their implementation. Projects included in the TIP must be consistent with the LRMTP.

CFR §450.326 Development and content of the transportation improvement program (TIP).

- (i) Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

To ensure the consistency of the MTP and TIP, the 2021-2024 CARTS TIP was developed in concert with Amendment 2 of METRO 2050, the approved Metropolitan Transportation Plan for the Central Arkansas Regional Transportation Study area.



Transportation Improvement Program

FY 2021–2024

Federal regulations for metropolitan planning require that the TIP contain a list of transportation projects for at least four years, and that those projects must be financially constrained. “Financial constraint” in this context means *those projects for which funds have been identified and there is reasonable expectation of being able to pay*.

Project Selection

The processes used for the selection of projects for inclusion in the CARTS TIP varies by the agencies responsible for implementation. Following is a brief description of the processes used:

Metroplan

Metroplan receives sub-allocations of federal funds for expenditure in the Little Rock – North Little Rock – Conway MSA. Projects funded by these sub-allocations are selected by Metroplan in consultation with its member jurisdictions through competitive applications processes. Funding sources selected by Metroplan include the Surface Transportation Block Grant (STBGP > 200K), the Highway Improvement Program (HIP > 200K) and the Transportation Alternatives Program (TAP > 200K). Selected on an annual and biennial basis, these projects are listed on the Metroplan website following their selection.

Arkansas Department of Transportation

The Arkansas Department of Transportation (ARDOT) selects projects for other highway funding categories with input from Metropolitan Planning Organizations, interest groups, and the general public. ARDOT selects projects statewide and therefore central Arkansas projects compete against transportation needs throughout the state.

ARDOT also solicits a statewide annual application process for transit providers for both urban and rural areas. Applications are approved based on eligibility criteria and on availability of funds. Projects approved by the ARDOT are then submitted to the Federal Transit Administration (FTA) for its approval. Once approved by the FTA, agencies throughout the state are informed of grant awards.

Every TIP must include:

- ✓ A list of projects and strategies, including investments in pedestrian walkways and bicycle transportation facilities, as well as roadway and transit.
- ✓ A financial plan
- ✓ Descriptions of each project, including but not necessarily limited to type of work, termini, and length.
- ✓ A “visual” component that helps the reader to better understand the nature of the project.
- ✓ This TIP complies with all applicable requirements of the FAST Act.



Rock Region METRO

Rock Region METRO selects transit projects for funds specifically allocated to the Little Rock - North Little Rock urbanized area - FTA 5307, 5337, 5339 programs – with input from Metroplan and local jurisdictions.

City of Conway

The City of Conway selects transit projects for funds specifically allocated to the Conway urbanized area – FTA 5307.

Public Participation

As the MPO for central Arkansas, Metroplan strongly believes in public participation and reaches out to as many populations as possible in an equitable and timely manner. Metroplan’s public participation is an extensive public outreach program as part of the development of Central Arkansas 2050, from which the TIP is programmed. The outreach efforts are a way to ascertain the interests of a wide variety of residents, including the underserved, the private sector, special-interest groups, and the economically disadvantaged. While today’s circumstances cause for more technical and sophisticated methods, the need for public involvement is inherent to sound decision-making. Therefore, Metroplan strives to provide as many opportunities as possible for central Arkansans to be informed and aware of the decisions that will affect this region’s future. Documentation of this outreach is included in the Long-range Metropolitan Transportation Plan, Central Arkansas 2050.

The TIP’s public comment period was from Sunday, February 14, 2021, through the close of business Monday, March 15, 2021 (30 days). The list of projects and explanatory text were posted on the Metroplan website. A notice of the availability of the document was sent to city halls, county courthouses, and libraries. Metroplan’s public comment procedures, as detailed in the Public Participation Plan (3P), also serve as Rock Region METRO’s process for public input.



Performance Measures

A key feature of MAP-21 was the establishment of a performance- and outcome-based program, the objective of which is to invest resources in projects that collectively will make progress toward national goals.

The FAST Act continues MAP-21's overall performance management approach.

In accordance with 23 CFR 450.326(c), the MPO, in cooperation with State(s) and affected public transit operators, shall develop a transportation improvement program (TIP) for the metropolitan transportation area. A TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance measures. The national goals for which MPOs must set performance targets are (1) Safety, (2) Infrastructure Condition, (3) Congestion Reduction, (4) System Reliability, (5) Freight Movement and Economic Vitality, (6) Environmental Sustainability, and (7) Transit. The MPOs may choose to support the state targets where appropriate.

Below is a description of each of the performance areas and the anticipated effect of the TIP toward achieving the performance targets. In the list of TIP projects for CARTS, the performance area that is addressed by the project is noted, PM1 is safety, PM2 is infrastructure condition and PM3 is reliability.

Safety

The MPO adopted the State targets on December 16, 2020.

Arkansas has adopted an ultimate vision of Toward Zero Deaths (TZD) since 2013. With this vision, the Strategic Highway Safety Plan (SHSP) was developed which integrates the four “E’s” – engineering, education, enforcement, and emergency services. It is a performance-based, data-driven, comprehensive plan that establishes statewide goals, objectives, and strategies to address safety in Arkansas. This vision and strategy is consistent with the TZD National Strategy on Highway Safety sponsored by the Federal Highway Administration (FHWA), the National Highway Traffic Safety Administration (NHTSA), the American Association of State Highway and Transportation Officials (AASHTO), and the Governor’s Highway Safety Association (GHSA).

The latest SHSP was developed in 2017, which identified five critical emphasis areas ranging from driver behavior, special and vulnerable road users to infrastructure and operational improvements.

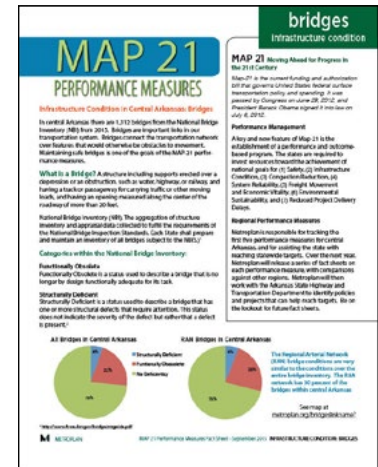


Photo credit: John Barton



Performance goals can be found in the SHSP for the following performance measures:

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

In addition, the Department develops annual performance targets to support the SHSP goals in accordance with 23 U.S.C. 150. The targets are developed in coordination with the Arkansas State Police – Highway Safety Office, Metropolitan Planning Organizations (MPOs), and other stakeholders. They are submitted to FHWA in the Highway Safety Improvement Program (HSIP) report by August 31 each year.

Relevant primary emphasis areas under Infrastructure and Operational Improvements include roadway departure, intersections, work zones, railroad crossings as well as incident management, data collection, and analysis. Safety projects included in the STIP were identified to address the critical and primary emphasis areas in support of the SHSP performance goals. They were identified through a data-driven process and are in conformance with the HSIP requirements. The data-driven process includes:

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

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

Infrastructure Condition (Bridge and Pavement)

The MPO adopted the State targets on December 16, 2020.

In order to manage the State Highway System, ARDOT has developed the Transportation Asset Management Plan (TAMP) compliant with 23 CFR 515 with the goal of maintaining the system in the best possible condition for the given amount of funding available. The TAMP is a risk-based document and describes the inventory and condition of Arkansas highways and bridges located on the National Highway System (NHS). It also describes how ARDOT is managing these assets using transportation asset management principles. Using life-cycle



What is the 3C Planning Process?

The federal 3C requirement dates back to 1962

- Cooperative—cooperation among federal, state and local levels of government and various agencies within each level.
- Continuing—need to periodically reevaluate and update transportation plan
- Comprehensive—refers to 10 elements for which inventories and analyses are required.

information contained in the TAMP assists ARDOT in identifying the correct projects at the correct times to reduce the overall cost of State assets, while maintaining a safe and efficient system.

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



System Reliability

The MPO adopted the State targets on December 16, 2020.

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. Travel time reliability is defined as a ratio of the longer travel time (80th percentile) to the normal travel time (50th percentile). Roadway segments that have a travel time reliability greater than 1.5 are considered unreliable.

- 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



Freight Movement and Economic Vitality

The MPO adopted the State targets on December 16, 2020.

System reliability on the Interstate system is assessed using FHWA's National Performance Management Research Data Set (NPMRDS) for freight reliability. Freight reliability is based on the truck travel time reliability index that is defined as a ratio of the longer truck travel time (95th percentile) to the normal truck travel time (50th percentile).

Federally mandated performance measures are:

- Truck travel time reliability on the Interstate System

Environmental Sustainability (CMAQ)

Not currently required for central Arkansas.

Transit

The MPO adopted the Rock Region TAM on October 3, 2018.



The MPO is required, through the Transit Asset Management Plan (TAM) to coordinate with Rock Region METRO, set performance targets and integrate those performance measures into its planning document(s).

Anticipated Effect of the CARTS TIP Toward Achieving the Performance Targets

Metroplan provides regular reports of existing performance measures within the CARTS area on its website. Appendix C indicates projects that are expected to positively impact safety, infrastructure condition, and/or system reliability/economic vitality.

Environmental Justice

On February 11, 1994, President William Jefferson Clinton signed Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations.

The purpose of the order is to identify and address disproportionately high and adverse health or environmental effects that federal policies, programs and activities may have on minority and low-income populations. Intended for use as an internal management tool, the order is supplementary to existing regulations and is not a basis for judicial review.

In 2011, the heads of numerous federal agencies, including DOT, signed a “Memorandum of Understanding on Environmental Justice and Executive Order 12898”, which clarifies and advances agency responsibilities outlined in EO 12898. The document states that all communities overburdened by pollution—particularly minority, low-income and tribal communities—deserve the same degree of protection from environmental and health hazards, equal access to the Federal decision-making process, and a healthy environment in which to live, learn and work.

This TIP follows the *Central Arkansas 2050* plan, which complies with the intent of the EJ provisions. While *Central Arkansas 2050* considers EJ as part of the overall plan and policies, the impact to minority and low-income areas is often determined by specific project design. The environmental process is used to ensure that individual projects do not have an adverse impact on select populations. Maps showing roadway and transit projects that fall in or near EJ populations are included in Appendix D. Additionally, many projects are selected throughout the year from grouped project categories—for example, the Transportation Alternatives Program— that are often targeted to address lower income or minority communities.



Air Quality Conformity

The CARTS metropolitan area is currently in attainment of federal air quality standards, and is therefore not required to submit a conformity finding with the TIP.

Project Development and Monitoring

Current Fast-Act regulations require that projects placed on the TIP be monitored, or tracked, until completion. In the context of the 3-C mandate for cooperation of the metropolitan partners, Metroplan, ARDOT, Rock Region METRO and local jurisdictions work in concert to develop projects that further the region’s strategic goals for mobility and sustainability and to monitor projects to ensure they are advancing properly. Staff at each agency is responsible for seeing that individual projects are moving to completion.

Major projects from the FY 2019-2022 CARTS TIP

23 CFR §450.326 (n) (2) requires that the TIP *list major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects.*

30 Crossing and I-630

The 2019-2022 and previous CARTS TIPs included construction funding from “Amendment 91”, a ½ cent sales tax dedicated to transportation, towards the construction of 30 Crossing (CA0602) and I-630 (CA0608). In October of 2020 the Arkansas Supreme Court ruled that “Amendment 91” funding could not be spent on these projects. Already substantial complete, funding for I-630 will be reimbursed by the state. The revised financial plan for 30 Crossing Phase I, just beginning construction, is listed below. Additional information on the impact of the Arkansas Supreme Court’s ruling is available from the Arkansas Department of Transportation.



I-630 construction was completed in 2020.

30 Crossing Phase I Funding Plan/Obligation Amounts			
	Federal Funds	State Funds	Federal and State Funding
CAP 1/Amendment 91 Funding*		\$0	\$0
Federal Fiscal Year 2020 and Before	\$17,100,000	\$48,125,000	\$65,225,000
Federal Fiscal Year 2021	\$111,200,000	\$27,800,000	\$139,000,000
Federal Fiscal Year 2022	\$67,200,000	\$16,800,000	\$84,000,000
Federal Fiscal Year 2023	\$68,800,000	\$17,200,000	\$86,000,000
Federal Fiscal Year 2024	\$37,000,000	\$9,200,000	\$46,200,000
Federal Fiscal Year 2025 and Beyond	\$169,020,000	\$42,255,000	\$211,275,000
Total	\$470,320,000	\$161,380,000	\$631,700,000

*CAP1 funding originally proposed for the project was removed in 2020 due to the Arkansas Supreme Court’s ruling regarding its use on 30 Crossing.

Status of 2021-2024 TIP Projects

Job_No	Job_Name	County_Name
CA0601	Hwy. 70 - Sevier St. (Widening) (F)	Saline
BB0619	65th St. - South Terminal (Little Rock) (P.E.)	Pulaski
CA0602	I-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F)	Pulaski
61190	I-40 Interchange (Maumelle)	Pulaski
80496	Siebenmorgen Rd.-Mill St. Noise Barrier Wall (I-40) (Conway) (S)	Faulkner
BB0606	Hwy. 161 - Lonoke Co. Line (P.E.)	Pulaski
BB0607	Pulaski Co. Line - Hwy. 31 (P.E.)	Lonoke
BB0608	Hwy. 31 - Prairie Co. Line (P.E.)	Lonoke
BB0808	Hwy. 65 - West (P.E.)	Conway & Faulkner
BB0605	Hwy. 67 - Hwy. 161 (P.E.)	Pulaski
80508	I-40/Hwy. 65 Intchng. Impvts. (Conway) (S)	Faulkner
61442	Garland Co. Line - Benton (Safety Impvts.) (S)	Saline
61508	I-30 - Alcoa Rd. (Benton) (S)	Saline
61262	Bryant - Pulaski Co. Line (Widening) (P.E.)	Saline
61510	Hwy. 70/Hwy. 5/University Ave. Inters. Impvts. (S)	Pulaski
61454	Gill St. & RR Overpass Strs. & Apprs. (S)	Pulaski
61382	Taylor Loop Rd. - Pleasant Ridge Rd.	Pulaski
61331	Pleasant Ridge Rd. - Pleasant Valley Dr. (L.R.) (F)	Pulaski
06X013	I-40 Str. & Apprs. (L.M. 168.58)	Lonoke
12227	Guy - Heber Springs (Safety Impvts.) (Sel. Secs.) (S)	Cleburne & Faulkner
61613	I-40 Str. & Apprs. (L.M. 174.58)	Lonoke
12290	Hwy. 64 - Hwy. 5 (Safety Impvts.) (Sel. Secs.) (S)	Faulkner & White
61609	Mill Creek Str. & Apprs.	Lonoke
80619	Hwy. 60 - I-40 Inters. Impvts. (Conway) (P.E.)	Faulkner
80364	Hwy. 64 - Bruce St. (Conway) (P.E.)	Faulkner
CA0604	Main St. - Vandenberg Blvd. (Widening) (S)	Pulaski
61371	Hwy. 67 Interchange Improvements (Cabot) (F)	Lonoke
61549	Hwy. 5 - White Co. Line (S)	Lonoke
12328	Cypress Creek Strs. & Apprs.	Lonoke & White
80457	UPRR Overpass & Realign. (Mayflower) (S)	Faulkner
08X105	Beaverdam Creek Str. & Apprs.	Faulkner
61506	Shilcotts Bayou Str. & Apprs. (S)	Pulaski
61166	47th St. - Remount Rd. Safety Impvts. (NLR)	Pulaski
80505	Greenbrier Creek Str. & Apprs. (S)	Faulkner
061509	Hwy. 367 - Hwy. 89 (Cabot) (S)	Lonoke
61507	Palarm Creek Str. & Apprs. (S)	Pulaski
61527	JP Wright Loop Rd. Rail Grade Separation (S)	Pulaski
06x242	I-30 - Hwy 183 (Bryant Parkway)	Saline
06X242	Shackleford Rd. - Gamble Rd. (Kanis Rd)	Pulaski

Status of 2021-2024 TIP Projects continued

Route_No	Let Date	Award Amount	Status
I-30	Feb-19	\$ 187,339,930.00	Under Construction
I-30			Scheduled TBD, Now 061692
I-30 & I-40	Mar-19	\$ 570,000,000.00	Under Construction
I-40	Oct-18	\$ 14,578,035.84	Completed
I-40	Sep-19	\$ 2,854,479.00	Completed
I-40			Scheduled 2021, Now 061685
I-40			Scheduled 2021, Now 061685
I-40			Scheduled 2021, Now 061687
I-40	Aug-20	\$ 8,144,554.39	Now 080662
I-40			Scheduled TBD, Now 061684
I-40 & 65	Nov-19	\$ 5,611,426.25	Completed
5	Nov-20	\$ 8,230,123.74	Under Construction
5			Now 2021
5			TBD
5 & 70			Now 2022
10			Now 2021
10			Now 2024
10 & I-430	Mar-20	\$ 81,049,325.00	Under Construction
15			Scheduled 2021
25			Now 2021
31			Now 2022
36	Aug-20	\$ 7,288,175.96	Under Construction
38			Scheduled 2021
65B			Construction Scheduled 2024
65B			Construction Scheduled 2023
67			Combined with CA0613
67			Combined with CA0613
67			TBD
67			Now 2022
89	Nov-20	\$ 26,296,759.76	Under Construction
89			Now included in 080457
176	Apr-20	\$ 1,235,328.83	Under Construction
176	Jan-20	\$ 813,191.09	Under Construction
225	May-19	\$ 665,342.87	Under Construction
321	Jul-19	\$ 24,171,571.91	Under Construction
365	Jun-20	\$ 3,837,971.03	Under Construction
CS			Now 2021
CS			Now 2021
CS			Under Construction

Relationship of the TIP and STIP

The Arkansas Statewide Transportation Improvement Program (STIP) reflects the schedule of construction projects statewide. Developed in cooperation with MPO's, Metropolitan area TIPs are incorporated into the STIP without change.

CFR §450.328 TIP revisions and relationship to the STIP.

(b) After approval by the MPO and the Governor, the State shall include the TIP without change, directly or by reference, in the STIP required under 23 U.S.C. 135.

CFR §450.218 Development and content of the statewide transportation improvement program (STIP).

(b) For each metropolitan area in the State, the State shall develop the STIP in cooperation with the MPO designated for the metropolitan area. The State shall include each metropolitan TIP without change in the STIP, directly or by reference, after approval of the TIP by the MPO and the Governor.

Financial Constraint

Projects contained in the TIP are derived from the financially constrained project list in the area's Long-Range Metropolitan Transportation Plan (LRMTP). ARDOT provides estimates of Federal and State funds that are expected to be available over the 20-year time period of the LRMTP, and these estimates are used to determine the financial constraint of the LRMTP. Metroplan ensures financial constraint of the MTP by comparing the available revenue forecast with the project-specific cost total by year. As fund marks are "neither limits or guarantees," they have been updated in the MTP to reflect the projects totals from the TIP (see ARDOT Letter appendix E).

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 Metroplan and others, ARDOT develops a list of projects for the entire State based on the available Federal, State and other funds – the STIP. From this constrained statewide list, Metroplan is provided a list of projects within its metropolitan planning area. As the STIP is found to be financially constrained, the TIP, a subset of the STIP, is also deemed to meet the financial plan requirements of federal regulations.



CFR §450.326 Development and content of the transportation improvement program (TIP).

(j) The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included.



Issue 1 – November 2020

The citizens of Arkansas approved “Issue 1” in November 2020, making permanent the ½ cent sales tax dedicated to transportation. At the request of ARDOT, projects proposed to be funded by “Issue 1” are not included in this TIP. Projects are anticipated to be included in future TIPs.

Funding from the Transportation Sales Tax Continuation Amendment of 2020 is not included in this document.

STPGP > 200,000 and TAP > 200,000 Funds

Metroplan receives suballocated funds from the Surface Transportation Program (STP), Highway Improvement Program (HIP) and Transportation Alternatives Program (TAP), for which it has responsibility to program. Financial constraint of these funds is maintained by Metroplan utilizing revenue totals from the FAST Act and project allocations made by Metroplan. To ensure financial constraint, project allocations are not allowed to exceed the programmable balance at the end of each fiscal year. Metroplan will post quarterly 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 a resolution indicating their commitment to the project, including the required financial match, as project allocations are made.



Year of Expenditure

Revenue and cost estimates for the TIP must include an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principals and information. Metroplan has accepted the responsibility for developed year of expenditure estimates for the LRMTIP. The development of cost estimates and inflation factors for the TIP is left to the discretion of the sponsoring agency (i.e., Metroplan jurisdictions, ARDOT, Rock Region METRO) and based on its best available information, which includes consultation with Metroplan.



The table below provides programmed funding amount by year for the CARTS TIP.

2021-2024 CARTS Area Highway Projects - Sum of Federal, State and Local Funds						
Funding Category	2021	2022	2023	2024	TBD (2021-2024)	Total
Sum of NHPP	\$97,130	\$57,092	\$43,775	\$29,500	\$13,410	\$240,907
Sum of NHFP	\$13,680	\$0	\$18,945	\$7,920	\$0	\$40,545
Sum of HSIP	\$11,790	\$0	\$0	\$0	\$0	\$11,790
Sum of Rail Hwy	\$3,800	\$0	\$0	\$0	\$0	\$3,800
Sum of Earmark	\$0	\$144	\$0	\$0	\$0	\$144
Sum of STBGP	\$47,655	\$13,670	\$11,200	\$9,600	\$47,030	\$129,155
Sum of STBGP > 200K	\$18,725	\$13,007	\$12,591	\$12,777	\$0	\$57,100
Sum of HIP	\$13,595	\$3,200	\$22,300	\$7,000	\$0	\$46,095
Sum of HIP > 200K	\$1,918	\$1,918	\$1,918	\$1,918	\$0	\$7,672
Sum of CMAQ Flex	\$9,028	\$8,178	\$12,148	\$12,548	\$0	\$41,902
Sum of TAP > 200K	\$732	\$732	\$732	\$732	\$0	\$2,928
Sum of INFRA	\$40,000	\$0	\$0	\$0	\$0	\$40,000
Sum of BUILD	\$10,000	\$0	\$0	\$0	\$0	\$10,000
Sum of CAP	\$96,069	\$16,656	\$0	\$22,000	\$0	\$134,725
Sum of State	\$87,876	\$20,264	\$27,080	\$15,480	\$14,360	\$165,060
Sum of Act 416	\$0	\$0	\$0	\$0	\$6,500	\$6,500
Sum of State Surplus	\$0	\$0	\$0	\$1,000	\$0	\$1,000
Sum of State/ Local	\$0	\$44	\$0	\$0	\$0	\$44
Sum of Local	\$0	\$11,366	\$5,022	\$10,669	\$0	\$27,057
Grand Total	\$451,998	\$146,271	\$155,711	\$131,144	\$81,300	\$966,424

Amounts shown x1,000 Does not Include Statewide Generic Line Items.

2021-2024 CARTS Area Transit Projects - Sum of Federal, State and Local Funds					
Funding Category	2021	2022	2023	2024	Total
FTA 5305	\$1,007	\$1,027	\$1,040	\$1,040	\$4,114
FTA 5307	\$6,365	\$6,471	\$6,525	\$6,574	\$25,935
FTA 5337	\$384	\$392	\$400	\$408	\$1,584
FTA 5339	\$625	\$638	\$640	\$640	\$2,543
Local	\$17,300	\$17,785	\$18,203	\$18,219	\$71,507
Grand Total	\$25,681	\$26,313	\$26,808	\$26,881	\$105,683

Amounts shown x1,000 Does not Include Statewide Generic Line Items.

Revising and Amending the TIP

Although the TIP process normally follows an annual/biennial cycle, revisions are frequently enacted between approvals. The approved list of projects is really a snapshot of projects, and is therefore subject to modification, addition and deletion.

In keeping with current legislative requirements and the 3-C process, Metroplan, Rock Region METRO and the Arkansas Department of Transportation collaboratively developed procedures for revising the TIP. The full agreement is included in the Appendix.

Individual amendments and administrative modifications can be found on the Metroplan website.



Amendments to the FY 2019–2022 TIP

Resolution	Date	FFY	Project	Amendment Description
18-09	7/29/2018	19-22	CARTS	Adopts 2019-2022 TIP.
19-01	1/30/2019	19	CA0602 - 30 Crossing	Changes start date from 2018 to 2019. Reflects obligation amounts, and consistency between STIP and TIP.
19-03	2/27/2019	19	CARTS TAP	Selection of Group Projects
19-06	6/26/2019	19	Connect Conway	Support for BUILD Grant. Adds as an illustrative project.
19-07	6/26/2019	19	Southwest Trail	Support for BUILD Grant. Adds as an illustrative project.
19-08	6/26/2019	19	Bryant Parkway	Support for BUILD Grant. Adds as an illustrative project.
19-12	8/28/2019	19	061331 - Hwy 10	Reflects new costs resulting from design changes.
19-15	12/18/2019	21	BB0808 - I-40	Reflects new costs, per ArDOT funding.
20-01	3/3/2020	20	Conway Transit & RRM	Authorizes RRM to use Conway Transit funds for short-range transit planning in Conway and RRM service areas.
20-03	2/26/2020	20	CARTS Attrib	Selection of Group Projects
20-04	2/26/2020	20-21	CARTS TAP	Selection of Group Projects
20-09	4/29/2020	20	CA0602 - 30 Crossing	Additional 350 million allocated to the project with sales tax extension for Phase II.
20-15	10/28/2020	21	CARTS Attrib	Selection of Group Projects

Agreed Upon List of Annual Projects

This TIP includes a listing of projects for FY 2021, 2022, 2023 and 2024. The first year of the TIP, FY 2021, represents the CARTS Agreed Upon List of Projects (AULP) and are considered ready for implementation. No additional action by the MPO is required before construction. Metroplan, local jurisdictions, and ARDOT will cooperatively identify projects listed in 2022, 2023, and 2024 that are ready for construction.

Annual List of Obligated Project (ALOP)

An Annual Listing of Obligated Projects (ALOP) is required to be published by the MPO each year. Usually Published in December on the Metroplan Website; ARDOT, Rock Region METRO, and Metroplan cooperate develop a list of project that were obligated during the previous program year.

§450.334 Annual listing of obligated projects.

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under §450.326(g) (1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

List of Projects FY 2021–2024

The tables beginning on page 18 list, by federal year, transportation projects included in the FY 2021–2024 CARTS TIP. Maps of projects can be found in Appendix B.

Pavement preservation projects are shown for informational purposes. Projects have been established but no let year set. Actual locations are subject to change as schedules and priorities warrant.



Self-Certification

Metropolitan Transportation Planning Process Self-Certification

The Arkansas Department of Transportation and Metroplan, the metropolitan planning organization for the Little Rock-North Little Rock-Conway metropolitan area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;
- IV. Section 1101 (b) of the Fixing America's Surface Transportation Act (FAST Act) (Public Law 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. 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;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financing assistance.
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Metroplan

Metropolitan Planning Organization



Casey R. Covington
CARTS Study Director

Date

March 24, 2021

Arkansas Department of Transportation

State Department of Transportation



Steve Frisbee
Division Engineer
ArDOT Transportation Planning and Policy

Date

March 24, 2021

2021-2024 CARTS TIP

2021-2024 CARTS TIP

		ESTIMATED COST		AGENCY CARRYING OUT THE PROJECT			
		Funding Breakdown		(in thousands)			
JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	FFY	MPO
061622	Pulaski & Saline	I-30	Sevier St. – Geyer Springs Rd. (Conc. Pymnt. Pres.) (S)	17.00	System Preservation	2021	CARTS
				35,400 - TOTAL			
				2,250 - NHFP			
				16,015 - STBGP			
				13,595 - HIP			
				3,540 - State			
061708	Saline	I-30	I-30 Ramp & Frontage Rd. Impvts. (Benton) (S)	-	Interchange Improvements	2022	CARTS
				9,000 - TOTAL			
				3,200 - HIP			
				800 - State			
				5,000 - Local			
Project contingent upon a partnering agreement with the City of Benton. City may contribute up to \$5.0M toward the project.							
B60108	Saline	I-30	Alcoa Rd. Interchange (F)	-	Interchange	2021	CARTS
AC conversion for completed project.							
B60120	Pulaski & Saline	I-30	West of Pulaski Co. Line – I-430 (F)	4.11	Major Widening	2021	CARTS
				5,400 - TOTAL			
				4,860 - NHPP			
				540 - State			
AC conversion for completed project.							
CA0602	Pulaski	I-30 & I-40	I-530 – Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F)	7.37	Capacity Improvements & Reconstruction	2021	CARTS
				417,600 - TOTAL			
This entry is to demonstrate the removal of the previously allocated CAP funds for phase I to be replaced with federal and state funds in advance construction.							
CA0602	Pulaski	I-30 & I-40	I-530 – Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F)	7.37	Capacity Improvements & Reconstruction	2021	CARTS
				139,000 - TOTAL			
				78,500 - NHPP			
				27,700 - STBGP			
				5,000 - CMAQ Flex			
				27,800 - State			
This entry is AC conversion for phase I.							

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST		AGENCY	
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT	FFY	MPO
CA0602	Pulaski	I-30 & I-40	I-530 – Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F)	7.37	Capacity Improvements & Reconstruction	84,000 - TOTAL 54,500 - NHPP 8,500 - STBGP 4,200 - CMAQ Flex 16,800 - State	State	2022	CARTS
This entry is AC conversion for phase I.									
CA0602	Pulaski	I-30 & I-40	I-530 – Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F)	7.37	Capacity Improvements & Reconstruction	86,000 - TOTAL 12,700 - NHPP 11,300 - NHFP 10,400 - STBGP 22,300 - HIP 12,100 - CMAQ Flex 17,200 - State	State	2023	CARTS
This entry is AC conversion for phase I.									
CA0602	Pulaski	I-30 & I-40	I-530 – Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F)	7.37	Capacity Improvements & Reconstruction	46,200 - TOTAL 24,500 - NHPP 12,500 - CMAQ Flex 9,200 - State	State	2024	CARTS
This entry is AC conversion for phase I and additional AC conversion forthcoming in subsequent years.									
B80110	Faulkner	I-40	Hwy. 25 – Mayflower (F)	11.28	Rehabilitation	500 - TOTAL 450 - NHPP 50 - State	State	2021	CARTS
AC conversion for completed project.									
11X018	Faulkner & Pulaski	I-40	Conway – North Little Rock (S)	22.35	System Preservation	8,800 - TOTAL 7,920 - NHFP 880 - State	State	2024	CARTS
B60117	Pulaski	I-40	I-430 – I-30 (F)	6.52	Major Widening	2,600 - TOTAL 2,340 - NHPP 260 - State	State	2021	CARTS
AC conversion for completed project.									
061685	Pulaski	I-40	Hwy. 161 – Hwy. 31 (S)	18.60	System Preservation	12,700 - TOTAL 11,430 - NHFP 1,270 - State	State	2021	CARTS

2021-2024 CARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT		
							PROJECT	FFY	MPO
061706	Pulaski	I-440	I-440/Fourche Dam Pike Intchg. Impvts. (Little Rock) (S)	-	Interchange Improvements	1,000 - TOTAL 800 - State Surplus 200 - Local	Local	2024	CARTS
Partnering Project. ARDOT to provide \$1,000,000 toward construction of improvements.									
061442	Saline	5	Garland Co. Line – Benton (Safety Impvts.) (S)	18.01	Safety Improvements	8,200 - TOTAL 7,380 - HSIP 820 - State	State	2021	CARTS
061508	Saline	5	I-30 – Alcoa Rd. (Benton) (S)	1.24	Major Widening	10,500 - TOTAL 4,470 - STBGP 3,930 - CMAQ Flex 2,100 - State	State	2022	CARTS
060906	Lonoke	5	Hwy. 89 – Greystone Blvd. (Cabot) (S)	2.05	Major Widening	12,000 - TOTAL 9,600 - STBGP 2,400 - State	State	2024	CARTS
061382	Pulaski	10	Taylor Loop Rd. – Pleasant Ridge Rd. (Little Rock) (S)	2.31	Major Widening	22,000 - TOTAL 22,000 - CAP	State	2024	CARTS
061454	Pulaski	10	Gill St. & RR Overpass Strs. & Apprs. (Little Rock) (S)	-	Strs. & Apprs.	16,800 - TOTAL 144 - Earmark 16,656 - CAP	State	2022	CARTS
061613	Lonoke	13 & 31	I-40 Strs. & Apprs. (Hwys. 13 & 31) (Carlisle & Lonoke) (S)	-	Strs. & Apprs.	2,600 - TOTAL 2,080 - NHPP 520 - State	State	2022	CARTS
061610	Lonoke	15	I-40 Str. & Apprs. (Hwy. 15) (S)	-	Str. & Apprs.	3,200 - TOTAL 2,560 - NHPP 640 - State	State	2021	CARTS
012227	Cleburne & Faulkner	25	Guy – Heber Springs (Safety Impvts.) (Sel. Secs.) (S)	8.39	Safety Improvements	1,600 - TOTAL 1,440 - HSIP 160 - State	State	2021	CARTS
Partially in CARTS area.									
061609	Lonoke	38	Mill Creek Str. & Apprs. (Ward) (S)	-	Str. & Apprs.	700 - TOTAL 560 - NHPP 140 - State	State	2021	CARTS

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
080634	Faulkner	64	Hwy. 64/Hogan Ln. Roundabout (Conway) (S)	-	Intersection Improvements	1,700 - TOTAL 350 - STBGP 44 - State 1,306 - Local	State	2022	CARTS
Partnering project. City of Conway to provide \$1.0M additional funds to construct a roundabout.									
080364	Faulkner	65B	Hwy. 64 – Bruce St. (Conway) (S)	0.75	Major Widening	3,700 - TOTAL 2,800 - NHPP 700 - State 200 - Local	State	2023	CARTS
Potential partnering project. Contingent upon a Partnering Agreement. City may contribute up to \$7.0M toward project costs for Jobs 080619 & 080364.									
080633	Faulkner	65B	Hwy. 65B/Robins St. Signal (Conway) (S)	-	Intersection Improvements	1,100 - TOTAL 350 - STBGP 44 - State/Local 706 - Local	State	2022	CARTS
080619	Faulkner	65B	Hwy. 60 – I-40 Inters. Impvts. (Conway) (F)	-	Intersection Improvements	11,800 - TOTAL 4,000 - NHPP 1,000 - State 6,800 - Local	State	2024	CARTS
Potential partnering project. Contingent upon a Partnering Agreement. City may contribute up to \$7.0M toward project costs for Jobs 080619 & 080364.									
CA0613	Lonoke & Pulaski	67	Jacksonville – Cabot (Widening & Intchng. Impvts.) (Sel. Secs.) (F)	4.98	Major Widening	194,200 - TOTAL 40,000 - INFRA 10,000 - BUILD 96,069 - CAP 48,131 - State	State	2021	CARTS
061549	Lonoke	67	Hwy. 89 – White Co. Line (S)	6.38	System Preservation	40,900 - TOTAL 25,075 - NHPP 7,645 - NHFP 8,180 - State	State	2023	CARTS
012328	Lonoke	67	Cypress Bayou Strs. & Apprs. (S)	-	Strs. & Apprs.	3,000 - TOTAL 2,400 - NHPP 600 - State	State	2023	CARTS

2021-2024 CARTS TIP

2021-2024 CARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST	AGENCY
						Funding Breakdown (in thousands)	CARRYING OUT THE PROJECT
061510	Pulaski	70	Hwy. 70/Hwy. 5/University Ave. Inters. Impvts. (Little Rock) (S)	-	Intersection Improvements	1,690 - TOTAL 512 - NHPP 600 - STBGP >200K 578 - Local	State 2022
Partnering project. Department has obligated \$88K of the committed \$600K from the 2016-2020 STIP. Additional funds to be provided by the City and Metroplan.							
080457	Faulkner	89	UPRR Overpass & Realign. (Mayflower) (S)	1.73	New Location	26,300 - TOTAL 2,820 - NHPP 3,800 - Rail Hwy 3,940 - STBGP 6,500 - STBGP >200K 3,980 - CMAQ Flex 3,635 - State 1,625 - Local	State 2021
Partnering project. City and County to match Metroplan funding provided for construction of the new location portion of Highway 89. The City will assume ownership of the bypassed portion of existing Highway 89.							

06X080	Pulaski	107	General Samuels Rd. – Arnold Dr. (Sherwood) (S)	1.20	Major Widening	10,000 - TOTAL	1,000 - NHPP 7,000 - HIP 2,000 - State	State	2024		CARTS
06X317	Pulaski	176	Hwy. 176 – Hwy. 67 (Sherwood) (S)	0.40	Minor Widening	2,000 - TOTAL	800 - STBGP 200 - State 1,000 - Local	State	2023		CARTS
Project contingent upon a partnering agreement with the City of Sherwood. City may contribute up to \$1.0M toward the project.											
06X122	Lonoke	381	White Oak Branch Str. & Apprs. (S)	-	Str. & Apprs.	1,000 - TOTAL	800 - NHPP 200 - State	State	2023		CARTS
012384	Various	Various	Statewide Y-Inters. Safety Impvts. (S)	-	Intersection Improvements	3,300 - TOTAL	2,970 - HSIP 330 - State	State	2021		CARTS FRONTIER
CARTS21	Various	Various	Various CARTS Attrib Projects	-	Miscellaneous	17,429 - TOTAL	12,025 - STBGP >200K 1,918 - HIP > 200K 3,486 - Local	Local	2021		CARTS

AGENCY
ESTIMATED COST CARRYING
Funding Breakdown OUT THE

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	(in thousands)	PROJECT	FFY	MPO
CARTS21	Various		Various CARTS Attrib Projects	-	Miscellaneous	17,656 - TOTAL 12,207 - STBGP >200K 1,918 - HIP > 200K 3,531 - Local	Local	2022	CARTS
CARTS21	Various		Various CARTS Attrib Projects	-	Miscellaneous	17,886 - TOTAL 12,391 - STBGP >200K 1,918 - HIP > 200K 3,577 - Local	Local	2023	CARTS
CARTS21	Various		Various CARTS Attrib Projects	-	Miscellaneous	18,119 - TOTAL 12,577 - STBGP >200K 1,918 - HIP > 200K 3,624 - Local	Local	2024	CARTS
CARTS22	Various		Various CARTS TAP Attrib Projects	-	Miscellaneous	915 - TOTAL 732 - TAP >200K 183 - Local	Local	2021	CARTS
CARTS22	Various		Various CARTS TAP Attrib Projects	-	Miscellaneous	915 - TOTAL 732 - TAP >200K 183 - Local	Local	2022	CARTS
CARTS22	Various		Various CARTS TAP Attrib Projects	-	Miscellaneous	915 - TOTAL 732 - TAP >200K 183 - Local	Local	2023	CARTS
CARTS22	Various		Various CARTS TAP Attrib Projects	-	Miscellaneous	915 - TOTAL 732 - TAP >200K 183 - Local	Local	2024	CARTS
CARTS23	Various		CARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2021	CARTS
CARTS23	Various		CARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2022	CARTS
CARTS23	Various		CARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2023	CARTS
CARTS23	Various		CARTS Planning	-	Planning	250 - TOTAL 200 - STBGP >200K 50 - Local	Local	2024	CARTS

2021-2024 CARTS TIP

ESTIMATED COST Funding Breakdown (in thousands)

AGENCY CARRYING OUT THE PROJECT

MPO

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	PROJECT	FFY	MPO
CARTS24	Various		Ozone Action Days	-	Miscellaneous	60 - TOTAL 48 - CMAQ Flex 12 - Local	Local	2021	CARTS
CARTS24	Various		Ozone Action Days	-	Miscellaneous	60 - TOTAL 48 - CMAQ Flex 12 - Local	Local	2022	CARTS
CARTS24	Various		Ozone Action Days	-	Miscellaneous	60 - TOTAL 48 - CMAQ Flex 12 - Local	Local	2023	CARTS
CARTS24	Various		Ozone Action Days	-	Miscellaneous	60 - TOTAL 48 - CMAQ Flex 12 - Local	Local	2024	CARTS
XX2021-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2021	All
XX2021-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2021	All
XX2021-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2021	All
XX2021-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2021	All
XX2021-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	300 - TOTAL 270 - Rail Hwy 30 - State	State/RR	2021	All
XX2021-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2021	All
XX2021-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2021	All
XX2021-08	Statewide		Various Resurf / Restore / Rehab / Recon / BR Repl / BR Rehab on County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	State	2021	All

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2021-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	State	2021	All
XX2021-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 7,726 - NHPP 1,047 - NHFP 2,000 - HSIP 147 - Rail Hwy 3,930 - STBGP 1,150 - CMAQ Flex 4,000 - State/Local	State	2021	All
Funding in this category may be used for the development of any project within the 2021-2024 STIP.									
XX2021-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	State	2021	All
XX2021-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	State	2021	All
XX2021-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	15,000 - TOTAL 13,500 - HSIP 1,500 - State	State	2021	All
XX2021-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 7,410 - NHPP 2,190 - STBGP 2,400 - State	State	2021	All
XX2021-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off-System Bridge	State	2021	All
XX2021-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	101,750 - TOTAL 33,600 - NHPP 1,000 - HSIP 1,000 - STBGP 66,150 - Act 416	State	2021	All
State funding includes \$14M for Fayetteville Shale severance tax projects.									
XX2021-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2021	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									

2021-2024 CARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT		
							State	FFY	MPO
XX2021-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2021	All
XX2021-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2021	All
XX2021-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2021	All
XX2021-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2021	All
Funding amount is approximate.									
XX2021-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2021	All
Funding amount is approximate.									
XX2022-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2022	All
XX2022-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2022	All
XX2022-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2022	All
XX2022-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2022	All
XX2022-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,600 - TOTAL 4,140 - Rail Hwy 460 - State	State/RR	2022	All
XX2022-06	Statewide		Various Transportation Alternative Projects	-	Miscellaneous	10,740 - TOTAL 8,592 - TAP 2,148 - Local	Local	2022	All
XX2022-07	Statewide		Various Trail Projects	-	Miscellaneous	1,868 - TOTAL 1,494 - RTP 374 - Local	Local	2022	All

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT		
							FFY	FFY	MPO
XX2022-08	Statewide		Various Resurf / Restore / Rehab / BR Repl / BR Repl / County Roads	-	4-R Strs. & Apprs.	7,459 - TOTAL 5,967 - STBGP 1,492 - Local	2022	2022	All
XX2022-09	Statewide		Various Bridge Rehab / Replacement on County Roads	-	Strs. & Apprs.	4,625 - TOTAL 3,700 - Off-System Bridge 925 - Local	2022	2022	All
XX2022-10	Statewide		PE / Right-of-Way / Utilities / CENG	-	Project Development	20,000 - TOTAL 8,000 - NHPP 600 - NHFP 2,000 - HSIP 150 - Rail Hwy 5,000 - STBGP 250 - CMAQ Flex 4,000 - State/Local	2022	2022	All
Funding in this category may be used for the development of any project within the 2021-2024 STIP.									
XX2022-11	Statewide		Various Wildflower Programs	-	Miscellaneous	30 - TOTAL 24 - STBGP 6 - State	2022	2022	All
XX2022-12	Statewide		Motor Fuel Enforcement Activities	-	Miscellaneous	20 - TOTAL 20 - STBGP	2022	2022	All
XX2022-13	Statewide		Various Statewide Safety Improvements	-	Safety Improvements	30,700 - TOTAL 27,630 - HSIP 3,070 - State	2022	2022	All
XX2022-14	Statewide		Statewide Pavement Markings & Signing Projects	-	System Preservation	12,000 - TOTAL 5,600 - NHPP 4,000 - STBGP 2,400 - State	2022	2022	All
XX2022-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL 700 - Off-System Bridge	2022	2022	All
XX2022-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	152,100 - TOTAL 29,000 - NHPP 3,000 - HSIP 42,700 - STBGP 77,400 - Act 416	2022	2022	All

2021-2024 CARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2022-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2022	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2022-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2022	All
XX2022-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2022	All
XX2022-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2022	All
XX2022-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2022	All
Funding amount is approximate.									
XX2022-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2022	All
Funding amount is approximate.									
XX2023-01	Statewide		IRP Debt Service	-	Miscellaneous	50,000 - TOTAL 50,000 - NHPP	State	2023	All
XX2023-02	Statewide		Various Bridge Preservation	-	System Preservation	18,000 - TOTAL 14,400 - NHPP 3,600 - State/Local	State/Local	2023	All
XX2023-03	Statewide		Various Off-System Bridge Rehab / Replacement on City Streets	-	Strs. & Apprs.	200 - TOTAL 160 - NHPP 40 - Local	State	2023	All
XX2023-04	Statewide		Bridge Inspection / Inspection Equipment	-	Miscellaneous	4,000 - TOTAL 2,400 - STBGP 800 - Off-System Bridge 800 - State/Local	State	2023	All
XX2023-05	Statewide		RR Xing Protect Devices / Surfacing / Hazard Elim	-	Safety Improvements	4,700 - TOTAL 3,230 - Rail Hwy 1,470 - State	State/RR	2023	All

AGENCY
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ESTIMATED COST
Funding Breakdown
(in thousands)

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

2021-2024 CARTS TIP

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

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

2021-2024 CARTS TIP

2021-2024 CARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
XX2024-15	Statewide		Workforce Training and Development	-	Miscellaneous	700 - TOTAL	State	2024	All
XX2024-16	Statewide		Various Pavement Preservation Projects	-	System Preservation	233,800 - TOTAL 63,400 - NHPP 1,000 - HSIP 53,100 - STBGP 29,000 - State 87,300 - Act 416	700 - Off-System Bridge State	2024	All
XX2024-17	Statewide		Various Signal and Intersection Improvements	-	Intersection Improvements	2,500 - TOTAL 2,000 - STBGP 500 - State/Local	State	2024	All
Includes all MPOs with the exception inside the urbanized areas of CARTS, NARTS & WMATS.									
XX2024-18	Statewide		Various Sealing Projects	-	System Preservation	9,000 - TOTAL 9,000 - Act 416	State	2024	All
XX2024-19	Statewide		Various Federal Lands Access Program (FLAP) Projects	-	Miscellaneous	3,700 - TOTAL 2,960 - FLAP 740 - State/Local	State/Local	2024	All
XX2024-20	Statewide		Various Ferry Boat Program Projects	-	Miscellaneous	125 - TOTAL 100 - Ferry Boat 25 - State	State	2024	All
XX2024-21	Statewide		Disadvantaged Business Enterprises (DBE) Supportive Services	-	Miscellaneous	150 - TOTAL 150 - DBE	State	2024	All
Funding amount is approximate.									
XX2024-22	Statewide		On-the-Job Training (OJT) Supportive Services	-	Miscellaneous	125 - TOTAL 100 - OJT 25 - State	State	2024	All
Funding amount is approximate.									
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2021	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2021	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2021	All

JOB	COUNTY	ROUTE	TERMINI	JOB	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT	FFY	MPO
116FTA	Statewide		Statewide Planning Program - FTA Planning		-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2021	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin		-	Transit	279 - TOTAL 279 - FTA-5310	Local	2021	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock		-	Transit	3,145 - TOTAL 2,516 - FTA-5310 629 - Local	Local	2021	All
119FTA	Statewide		Rural Transit - State Admin		-	Transit	1,343 - TOTAL 1,343 - FTA-5311	Local	2021	All
120FTA	Statewide		Rural Transit - Project Admin		-	Transit	3,590 - TOTAL 2,872 - FTA-5311 718 - Local	Local	2021	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM		-	Transit	274 - TOTAL 219 - FTA-5311 55 - Local	Local	2021	All
122FTA	Statewide		Rural Transit - Capital - Intercity		-	Transit	702 - TOTAL 562 - FTA-5311 140 - Local	Local	2021	All
123FTA	Statewide		Rural Transit - Operating - Rural		-	Transit	14,566 - TOTAL 7,283 - FTA-5311 7,283 - Local	Local	2021	All
124FTA	Statewide		Rural Transit - Operating - Intercity		-	Transit	2,304 - TOTAL 1,152 - FTA-5311 1,152 - Local	Local	2021	All
125FTA	Statewide		Rural Transit - RTAP		-	Transit	229 - TOTAL 229 - FTA-5311	Local	2021	All
200PTF	Statewide		Public Transit Trust Fund		-	Transit	5,000 - TOTAL 5,000 - State	Local	2021	All
201TLS	Statewide		Translease		-	Transit	775 - TOTAL 775 - Local	Local	2021	All
202HUA	Statewide		HUA		-	Transit	346 - TOTAL 346 - State	Local	2021	All

2021-2024 CARTS TIP

ESTIMATED COST
Funding Breakdown
(in thousands)

AGENCY
CARRYING
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JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	PROJECT	FFY	MPO
CONW01	Faulkner		Operating Assistance	-	Transit	1,500 - TOTAL 750 - FTA-5307 750 - Local	Local	2021	CARTS
CONW02	Faulkner		Capital Cost of Contracting	-	Transit	938 - TOTAL 188 - NHPP 750 - FTA-5307	Local	2021	CARTS
RRMTA01	Pulaski		Capital - Rolling Stock	-	Transit	1,849 - TOTAL 1,572 - FTA-5307 277 - Local	Local	2021	CARTS
RRMTA02	Pulaski		Capital - Bus Support Equipment/Facilities	-	Transit	1,651 - TOTAL 1,321 - FTA-5307 330 - Local	Local	2021	CARTS
RRMTA03	Pulaski		Capital - Paratransit Serv. (10% max)	-	Transit	620 - TOTAL 496 - FTA-5307 124 - Local	Local	2021	CARTS
RRMTA04	Pulaski		Capital - Preventive Maintenance	-	Transit	2,207 - TOTAL 1,766 - FTA-5307 441 - Local	Local	2021	CARTS
RRMTA05	Pulaski		Consolidated Planning Grant (MPO)	-	Transit	1,259 - TOTAL 1,007 - FTA-5305 252 - Local	Local	2021	CARTS
RRMTA06	Pulaski		Signal & Communications (Bus)	-	Transit	98 - TOTAL 78 - FTA-5307 20 - Local	Local	2021	CARTS
RRMTA07	Pulaski		Planning	-	Transit	313 - TOTAL 250 - FTA-5307 63 - Local	Local	2021	CARTS
RRMTA08	Pulaski		Capital - Rail Support Equipment/Facilities	-	Transit	480 - TOTAL 384 - FTA-5337 96 - Local	Local	2021	CARTS
RRMTA09	Pulaski		Capital - Rolling Stock	-	Transit	781 - TOTAL 625 - FTA-5339 156 - Local	Local	2021	CARTS
RRMTA10	Pulaski		Local Transit Operations	-	Transit	14,953 - TOTAL 14,953 - Local	Local	2021	CARTS

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT		
							LOCAL	FFY	MPO
RRMTA11	Pulaski		Capital Cost of Contracting	-	Transit	150 - TOTAL 150 - FTA-5307	Local	2021	CARTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2022	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2022	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2022	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2022	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	285 - TOTAL 285 - FTA-5310	Local	2022	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,208 - TOTAL 2,566 - FTA-5310 642 - Local	Local	2022	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,370 - TOTAL 1,370 - FTA-5311	Local	2022	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,661 - TOTAL 2,929 - FTA-5311 732 - Local	Local	2022	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	279 - TOTAL 223 - FTA-5311 56 - Local	Local	2022	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	716 - TOTAL 573 - FTA-5311 143 - Local	Local	2022	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	14,856 - TOTAL 7,428 - FTA-5311 7,428 - Local	Local	2022	All

2021-2024 CARTS TIP

2021-2024 CARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST		AGENCY CARRYING OUT THE PROJECT	
						Funding Breakdown (in thousands)			FFY
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,350 - TOTAL	Local	2022	All
						1,175 - FTA-5311			
						1,175 - Local			
125FTA	Statewide		Rural Transit - RTAP	-	Transit	233 - TOTAL	Local	2022	All
						233 - FTA-5311			
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL	Local	2022	All
						5,000 - State			
201TLS	Statewide		Translease	-	Transit	775 - TOTAL	Local	2022	All
						775 - Local			
202HUA	Statewide		HUA	-	Transit	346 - TOTAL	Local	2022	All
						346 - State			
CONW01	Faulkner		Operating Assistance	-	Transit	1,510 - TOTAL	Local	2022	CARTS
						755 - FTA-5307			
						755 - Local			
CONW02	Faulkner		Capital Cost of Contracting	-	Transit	944 - TOTAL	Local	2022	CARTS
						189 - NHPP			
						755 - FTA-5307			
RRMTA01	Pulaski		Capital - Rolling Stock	-	Transit	1,886 - TOTAL	Local	2022	CARTS
						1,603 - FTA-5307			
						283 - Local			
RRMTA02	Pulaski		Capital - Bus Support Equipment/Facilities	-	Transit	1,730 - TOTAL	Local	2022	CARTS
						1,384 - FTA-5307			
						346 - Local			
RRMTA03	Pulaski		Capital - Paratransit Serv. (10% max)	-	Transit	620 - TOTAL	Local	2022	CARTS
						496 - FTA-5307			
						124 - Local			
RRMTA04	Pulaski		Capital - Preventive Maintenance	-	Transit	2,207 - TOTAL	Local	2022	CARTS
						1,766 - FTA-5307			
						441 - Local			
RRMTA05	Pulaski		Consolidated Planning Grant (MPO)	-	Transit	1,284 - TOTAL	Local	2022	CARTS
						1,027 - FTA-5305			
						257 - Local			
RRMTA06	Pulaski		Signal & Communications (Bus)	-	Transit	100 - TOTAL	Local	2022	CARTS
						80 - FTA-5307			
						20 - Local			

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	OUT THE PROJECT	FFY	MPO
RRMTA07	Pulaski		Planning	-	Transit	319 - TOTAL 255 - FTA-5307 64 - Local	2022	CARTS
RRMTA08	Pulaski		Capital - Rail Support Equipment/Facilities	-	Transit	490 - TOTAL 392 - FTA-5337 98 - Local	2022	CARTS
RRMTA09	Pulaski		Capital- Rolling Stock	-	Transit	798 - TOTAL 638 - FTA-5339 160 - Local	2022	CARTS
RRMTA10	Pulaski		Local Transit Operations	-	Transit	15,402 - TOTAL 15,402 - Local	2022	CARTS
RRMTA11	Pulaski		Capital Cost of Contracting	-	Transit	150 - TOTAL 150 - FTA-5307	2022	CARTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	2023	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	2023	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	2023	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	2023	All
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	290 - TOTAL 290 - FTA-5310	2023	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,300 - TOTAL 2,640 - FTA-5310 660 - Local	2023	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,395 - TOTAL 1,395 - FTA-5311	2023	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,730 - TOTAL 2,984 - FTA-5311 746 - Local	2023	All

2021-2024 CARTS TIP

2021-2024 CARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST		AGENCY CARRYING OUT THE PROJECT		FFY	MPO
						Funding Breakdown (in thousands)		PROJECT			
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	283 - TOTAL	226 - FTA-5311 57 - Local	Local	Local	2023	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	718 - TOTAL	574 - FTA-5311 144 - Local	Local	Local	2023	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	15,096 - TOTAL	7,548 - FTA-5311 7,548 - Local	Local	Local	2023	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,390 - TOTAL	1,195 - FTA-5311 1,195 - Local	Local	Local	2023	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	235 - TOTAL	235 - FTA-5311	Local	Local	2023	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL	5,000 - State	Local	Local	2023	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL	775 - Local	Local	Local	2023	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL	346 - State	Local	Local	2023	All
CONW01	Faulkner		Operating Assistance	-	Transit	1,520 - TOTAL	760 - FTA-5307 760 - Local	Local	Local	2023	CARTS
CONW02	Faulkner		Capital Cost of Contracting	-	Transit	950 - TOTAL	760 - FTA-5307 190 - Local	Local	Local	2023	CARTS
RRMTA01	Pulaski		Capital - Rolling Stock	-	Transit	1,911 - TOTAL	1,624 - FTA-5307 287 - Local	Local	Local	2023	CARTS
RRMTA02	Pulaski		Capital - Bus Support Equipment/Facilities	-	Transit	1,760 - TOTAL	1,408 - FTA-5307 352 - Local	Local	Local	2023	CARTS
RRMTA03	Pulaski		Capital - Paratransit Serv. (10% max)	-	Transit	630 - TOTAL	504 - FTA-5307 126 - Local	Local	Local	2023	CARTS

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	Funding Breakdown (in thousands)	OUT THE PROJECT	FFY	MPO
RRMTA04	Pulaski		Capital - Preventive Maintenance	-	Transit	2,207 - TOTAL 1,766 - FTA-5307 441 - Local	Local	2023	CARTS
RRMTA05	Pulaski		Consolidated Planning Grant (MPO)	-	Transit	1,300 - TOTAL 1,040 - FTA-5305 260 - Local	Local	2023	CARTS
RRMTA06	Pulaski		Signal & Communications (Bus)	-	Transit	102 - TOTAL 82 - FTA-5307 20 - Local	Local	2023	CARTS
RRMTA07	Pulaski		Planning	-	Transit	323 - TOTAL 258 - FTA-5307 65 - Local	Local	2023	CARTS
RRMTA08	Pulaski		Capital - Rail Support Equipment/Facilities	-	Transit	500 - TOTAL 400 - FTA-5337 100 - Local	Local	2023	CARTS
RRMTA09	Pulaski		Capital – Rolling Stock	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2023	CARTS
RRMTA10	Pulaski		Local Transit Operations	-	Transit	15,800 - TOTAL 15,800 - Local	Local	2023	CARTS
RRMTA11	Pulaski		Capital Cost of Contracting	-	Transit	150 - TOTAL 150 - FTA-5307	Local	2023	CARTS
113FTA	Statewide		Bus and Bus Facilities < 200,000 (Capital-Rolling Stock/Support Equipment)	-	Transit	790 - TOTAL 632 - FTA-5339 158 - Local	Local	2024	All
114FTA	Statewide		Bus and Bus Facilities - Rural Areas (Capital-Rolling Stock/Support Equipment)	-	Transit	4,375 - TOTAL 3,500 - FTA-5339 875 - Local	Local	2024	All
115FTA	Statewide		Safety Oversight	-	Transit	264 - TOTAL 211 - FTA-5329 53 - Local	Local	2024	All
116FTA	Statewide		Statewide Planning Program - FTA Planning	-	Transit	146 - TOTAL 117 - FTA-5304 29 - Local	Local	2024	All

2021-2024 CARTS TIP

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	AGENCY CARRYING OUT THE PROJECT		
							Local	FFY	MPO
117FTA	Statewide		Seniors and Individuals with Disabilities - State Admin	-	Transit	292 - TOTAL 292 - FTA-5310	Local	2024	All
118FTA	Statewide		Seniors and Individuals with Disabilities - Rolling Stock	-	Transit	3,350 - TOTAL 2,680 - FTA-5310 670 - Local	Local	2024	All
119FTA	Statewide		Rural Transit - State Admin	-	Transit	1,420 - TOTAL 1,420 - FTA-5311	Local	2024	All
120FTA	Statewide		Rural Transit - Project Admin	-	Transit	3,800 - TOTAL 3,040 - FTA-5311 760 - Local	Local	2024	All
121FTA	Statewide		Rural Transit - Capital - Support Equipment/PM	-	Transit	287 - TOTAL 230 - FTA-5311 57 - Local	Local	2024	All
122FTA	Statewide		Rural Transit - Capital - Intercity	-	Transit	720 - TOTAL 576 - FTA-5311 144 - Local	Local	2024	All
123FTA	Statewide		Rural Transit - Operating - Rural	-	Transit	15,386 - TOTAL 7,693 - FTA-5311 7,693 - Local	Local	2024	All
124FTA	Statewide		Rural Transit - Operating - Intercity	-	Transit	2,430 - TOTAL 1,215 - FTA-5311 1,215 - Local	Local	2024	All
125FTA	Statewide		Rural Transit - RTAP	-	Transit	237 - TOTAL 237 - FTA-5311	Local	2024	All
200PTF	Statewide		Public Transit Trust Fund	-	Transit	5,000 - TOTAL 5,000 - State	Local	2024	All
201TLS	Statewide		Translease	-	Transit	775 - TOTAL 775 - Local	Local	2024	All
202HUA	Statewide		HUA	-	Transit	346 - TOTAL 346 - State	Local	2024	All
CONW01	Faulkner		Operating Assistance	-	Transit	1,530 - TOTAL 765 - FTA-5307 765 - Local	Local	2024	CARTS

ESTIMATED COST CARRYING
Funding Breakdown OUT THE
(in thousands) PROJECT

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST (in thousands)	CARRYING OUT THE PROJECT	FFY	MPO
CONW02	Faulkner		Capital Cost of Contracting	-	Transit	956 - TOTAL 765 - FTA-5307 191 - Local	Local	2024	CARTS
RRMTA01	Pulaski		Capital - Rolling Stock	-	Transit	1,931 - TOTAL 1,641 - FTA-5307 290 - Local	Local	2024	CARTS
RRMTA02	Pulaski		Capital - Bus Support Equipment/Facilities	-	Transit	1,790 - TOTAL 1,432 - FTA-5307 358 - Local	Local	2024	CARTS
RRMTA03	Pulaski		Capital - Paratransit Serv. (10% max)	-	Transit	630 - TOTAL 504 - FTA-5307 126 - Local	Local	2024	CARTS
RRMTA04	Pulaski		Capital - Preventive Maintenance	-	Transit	2,207 - TOTAL 1,766 - FTA-5307 441 - Local	Local	2024	CARTS
RRMTA05	Pulaski		Consolidated Planning Grant (MPO)	-	Transit	1,300 - TOTAL 1,040 - FTA-5305 260 - Local	Local	2024	CARTS
RRMTA06	Pulaski		Signal & Communications (Bus)	-	Transit	104 - TOTAL 83 - FTA-5307 21 - Local	Local	2024	CARTS
RRMTA07	Pulaski		Planning	-	Transit	327 - TOTAL 261 - FTA-5307 66 - Local	Local	2024	CARTS
RRMTA08	Pulaski		Capital - Rail Support Equipment/Facilities	-	Transit	510 - TOTAL 408 - FTA-5337 102 - Local	Local	2024	CARTS
RRMTA09	Pulaski		Capital - Rolling Stock	-	Transit	800 - TOTAL 640 - FTA-5339 160 - Local	Local	2024	CARTS
RRMTA10	Pulaski		Local Transit Operations	-	Transit	15,800 - TOTAL 15,800 - Local	Local	2024	CARTS
RRMTA11	Pulaski		Capital Cost of Contracting	-	Transit	150 - TOTAL 150 - FTA-5307	Local	2024	CARTS

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AGENCY
CARRYING
OUT THE
PROJECT

ESTIMATED COST
Funding Breakdown
(in thousands)

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	PROJECT	FFY	MPO
06X311	Hot Spring & Saline	I-30	Rockport – Hwy. 70 (S)	10.75	System Preservation	4,500 - TOTAL 4,050 - NHFP 450 - State	State	TBD	CARTS
06X313	Pulaski & Saline	I-30	South St. – I-430 (Frontage Rd.) (S)	26.18	System Preservation	5,500 - TOTAL 4,950 - STBGP 550 - State	State	TBD	CARTS
061591	Lonoke	5	Hwy. 367 – White Co. Line (Sel. Secs.) (S)	7.01	System Preservation	2,000 - TOTAL 1,600 - STBGP 400 - State	State	TBD	CARTS
06X203	Pulaski	10	Goodson Rd. – Chalament Rd. (Little Rock) (S)	2.51	System Preservation	500 - TOTAL 400 - STBGP 100 - State	State	TBD	CARTS
06X032	Pulaski	10	Hwy. 300 – Taylor Loop Rd. (Little Rock) (S)	2.80	System Preservation	2,000 - TOTAL 1,600 - NHPP 400 - State	State	TBD	CARTS
06X271	Pulaski	10	Pleasant Valley Dr. – Reservoir Rd. (Little Rock) (S)	0.81	System Preservation	600 - TOTAL 480 - NHPP 120 - State	State	TBD	CARTS
06X065	Lonoke	15	Hwy. 70 – Hwy. 89 (S)	5.41	System Preservation	1,200 - TOTAL 960 - STBGP 240 - State	State	TBD	CARTS
08X128	Faulkner	25	Friendship Rd. – Hwy. 65 (Greenbrier) (S)	8.33	System Preservation	2,000 - TOTAL 1,600 - STBGP 400 - State	State	TBD	CARTS
06X314	Saline	35	Narroway St. – Cox St. (Benton) (S)	1.82	System Preservation	700 - TOTAL 560 - STBGP 140 - State	State	TBD	CARTS
061594	Saline	35	Hwy. 183 – Grant Co. Line (Sel. Secs.) (S)	5.35	System Preservation	1,100 - TOTAL 880 - STBGP 220 - State	State	TBD	CARTS
08X065	Faulkner	60	Hwy. 365 – Arkansas River (S)	5.97	System Preservation	3,000 - TOTAL 2,400 - STBGP 600 - State	State	TBD	CARTS

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	Funding Breakdown (in thousands)	OUT THE PROJECT	FFY	MPO
080603	Faulkner	64	Cadron Creek – Hwy. 65B (Conway) (S)	4.65	System Preservation	1,300 - TOTAL 1,040 - NHPP 260 - State	State	TBD	CARTS
A80006	Faulkner	64	Hwy. 65B – East (Sel. Secs.) (Conway) (S)	3.29	System Preservation	1,400 - TOTAL 1,400 - Act 416	State	TBD	CARTS
080605	Faulkner	65	Damascus – S. of Greenbrier (S)	14.70	System Preservation	5,600 - TOTAL 4,480 - STBGP 1,120 - State	State	TBD	CARTS
08X069	Faulkner	65B	Fendley Dr. – I-40 (Conway) (Sel. Secs.) (S)	3.04	System Preservation	2,100 - TOTAL 1,680 - NHPP 420 - State	State	TBD	CARTS
061590	Pulaski	67	I-40 – S. Redmond Rd. (S)	8.39	System Preservation	4,500 - TOTAL 3,600 - NHPP 900 - State	State	TBD	CARTS
061582	Pulaski	70	Brodie Creek – Hwy. 70 (Little Rock) (S)	2.61	System Preservation	1,300 - TOTAL 1,040 - NHPP 260 - State	State	TBD	CARTS
061634	Lonoke & Prairie	70	Pulaski Co. Line – Monroe Co. Line (Sel. Secs.) (S)	37.66	System Preservation	14,300 - TOTAL 11,440 - STBGP 2,860 - State	State	TBD	CARTS
06X244	Saline	88	Hwy. 35 – Alcoa Blvd. (Benton) (S)	0.28	System Preservation	200 - TOTAL 160 - STBGP 40 - State	State	TBD	CARTS
06X255	Saline	88	Hwy. 35 – Benton Pkwy. (Benton) (S)	2.34	System Preservation	500 - TOTAL 400 - STBGP 100 - State	State	TBD	CARTS
06X263	Lonoke	89	Hwy. 236 – Hwy. 321 (S)	5.17	System Preservation	1,500 - TOTAL 1,200 - STBGP 300 - State	State	TBD	CARTS
A60003	Lonoke	89	Pine Terrace Dr. – Lincoln St. (Cabot) (S)	1.92	System Preservation	300 - TOTAL 300 - Act 416	State	TBD	CARTS

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AGENCY
CARRYING
OUT THE
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ESTIMATED COST
Funding Breakdown
(in thousands)

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	ESTIMATED COST Funding Breakdown (in thousands)	PROJECT	FFY	MPO
06X194	Loneke & Pulaski	89	Hwy. 67 – Hwy. 107 (S)	6.77	System Preservation	2,000 - TOTAL 1,600 - STBGP 400 - State	State	TBD	CARTS
A80007	Faulkner	89	Clinton Rd. – I-40 (S)	4.86	System Preservation	1,700 - TOTAL 1,700 - Act 416	State	TBD	CARTS
08X133	Faulkner	89	Mayflower – West (S)	3.42	System Preservation	1,200 - TOTAL 960 - STBGP 240 - State	State	TBD	CARTS
06X264	Pulaski	107	I-40 – McCain Blvd. (NLR) (S)	1.38	System Preservation	800 - TOTAL 640 - NHPP 160 - State	State	TBD	CARTS
06X261	Garland & Saline	128	Hwy. 70 – Hwy. 5 (S)	8.48	System Preservation	2,100 - TOTAL 1,680 - STBGP 420 - State	State	TBD	CARTS HSATS
061710	Pulaski	161	Hwy. 440 – Hwy. 70 (S)	5.73	System Preservation	2,000 - TOTAL 1,600 - NHPP 400 - State	State	TBD	CARTS
061592	Pulaski	176	Hwy. 107 – Hwy. 67 (Sherwood) (S)	3.00	System Preservation	1,000 - TOTAL 800 - STBGP 200 - State	State	TBD	CARTS
06X257	Saline	183	Hwy. 35 – 4th St. (S)	6.37	System Preservation	1,500 - TOTAL 1,200 - STBGP 300 - State	State	TBD	CARTS
06X248	Saline	183	4th St. – Hwy. 5 (Bryant) (S)	2.47	System Preservation	2,200 - TOTAL 1,760 - STBGP 440 - State	State	TBD	CARTS
06X337	Saline	229	Hwy. 67 – Grant Co. Line (S)	9.25	System Preservation	2,200 - TOTAL 1,760 - STBGP 440 - State	State	TBD	CARTS
06X349	Saline	229	I-30 – King Rd. (S)	2.13	System Preservation	500 - TOTAL 400 - STBGP 100 - State	State	TBD	CARTS

JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	Funding Breakdown (in thousands)		OUT THE PROJECT	FFY	MPO
06X194	Lonoke & Pulaski	89	Hwy. 67 - Hwy. 107	6.77	System Preservation	2,000 - TOTAL 1,600 - STBGP 400 - State			TBD	CARTS
A80007	Faulkner	89	Clinton Rd. - I-40 (S)	4.86	System Preservation	1,700 - TOTAL 1,700 - Act 416		State	TBD	CARTS
08X133	Faulkner	89	Mayflower - West	3.42	System Preservation	1,200 - TOTAL 960 - STBGP 240 - State			TBD	CARTS
06X264	Pulaski	107	I-40 - McCain Blvd. (NLR) (S)	1.38	System Preservation	800 - TOTAL 640 - NHPP 160 - State			TBD	CARTS
06X261	Garland & Saline	128	Hwy. 70 - Hwy. 5 (S)	8.48	System Preservation	2,100 - TOTAL 1,680 - STBGP 420 - State			TBD	CARTS HSATS
061710	Pulaski	161	Hwy. 440 – Hwy. 70 (S)	5.73	System Preservation	2,000 - TOTAL 1,600 - NHPP 400 - State		State	TBD	CARTS
06X269	Pulaski	161	Hwy. 440 - Fairfax Dr. (S)	4.04	System Preservation	1,400 - TOTAL 1,120 - STBGP 280 - State			TBD	CARTS
06X272	Pulaski	161	I-40 - Hwy. 70 (S)	1.69	System Preservation	900 - TOTAL 720 - NHPP 180 - State			TBD	CARTS
061592	Pulaski	176	Hwy. 107 - Hwy. 67 (Sherwood) (S)	3.00	System Preservation	1,000 - TOTAL 800 - STBGP 200 - State		State	TBD	CARTS
06X257	Saline	183	Hwy. 35 - 4th St. (S)	6.37	System Preservation	1,500 - TOTAL 1,200 - STBGP 300 - State			TBD	CARTS
06X248	Saline	183	4th St. - Hwy. 5 (Bryant) (S)	2.47	System Preservation	2,200 - TOTAL 1,760 - STBGP 440 - State			TBD	CARTS

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		ESTIMATED COST		AGENCY CARRYING OUT THE PROJECT		FFY		MPO	
JOB	COUNTY	ROUTE	TERMINI	LENGTH	TYPE WORK	Funding Breakdown (in thousands)		FFY	MPO
						TOTAL	STBGP		
06X337	Saline	229	Hwy. 67 - Grant Co. Line (S)	9.25	System Preservation	2,200 - TOTAL	1,760 - STBGP 440 - State	TBD	CARTS
06X349	Saline	229	I-30 - King Rd. (S)	2.13	System Preservation	500 - TOTAL	400 - STBGP 100 - State	TBD	CARTS
06X196	Lonoke	319	Hwy. 38 - Hwy. 367 (Ward) (S)	2.98	System Preservation	1,000 - TOTAL	800 - STBGP 200 - State	TBD	CARTS
061599	Pulaski	338	I-30 - Hwy. 367 (Little Rock) (S)	4.49	System Preservation	3,300 - TOTAL	2,640 - STBGP 660 - State	TBD	CARTS
080596	Faulkner	365	Hwy. 60 - Hwy. 89 (S)	6.75	System Preservation	3,100 - TOTAL	3,100 - Act 416	TBD	CARTS
061593	Pulaski	365	Hwy. 70 - E. Roosevelt Rd. (Little Rock) (S)	1.16	System Preservation	700 - TOTAL	560 - NHPP 140 - State	TBD	CARTS
06X064	Lonoke	381	Hwy. 70 - Hwy. 232 (S)	12.27	System Preservation	1,600 - TOTAL	1,280 - STBGP 320 - State	TBD	CARTS

Pavement preservation projects are shown for informational purposes. Projects have been established but no let year set. Actual locations are subject to change as schedules and priorities warrant.

Appendices

Appendix A: Glossary of Acronyms and Transportation Terms

Appendix B: Project Maps

Appendix C: Performance Measures

Appendix D: Environmental Justice

Appendix E: Financial Constraint

Appendix F: TIP Amendment Procedures

Reader Feedback Form

Appendix A: Glossary of Acronyms and Transportation Terms Used in this Publication

3-C	“Cooperative, Continuing, Comprehensive” (Federal requirement for metropolitan transportation planning)
4 E’s	Engineering, education, enforcement, and emergency services
4-R	Resurfacing, Restoration, Rehabilitation and Reconstruction
AASHTO	American Association of State Highway and Transportation Officials
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.
ALOP	Annual List of Obligated Projects
APHN	Arkansas Priority Highway Network
ArDOT	Arkansas Department of Transportation
Attrib	Attributable — funds that are sub-allocated to Metroplan through the State (See STBGP >200K)
Bond	Bond Proceeds
Bridge	Bridge
Bs & Surf.	Base and Surfacing — including, but not limited to, asphalt, and curb and gutter.
CAP	Connecting Arkansas Program — in 2012, through a voter-approved constitutional amendment the people of Arkansas passed a 10-year, half-cent sales tax to improve the State’s transportation system, including projects that widen and improve approximately 200 miles of highways and interstates.
Capacity Improvements	Widening of existing facilities or construction of new facilities to increase capacity.
CARTS	Central Arkansas Regional Transportation Study
CENG	Construction Engineering and Inspection
CMAQ	Congestion Mitigation and Air Quality
CFR	Code of Federal Regulations
CR	County Road
CS	City Street
DBE	Disadvantaged Business Enterprise
Earmark	Federal funds that are designated for a particular purpose
EFLHD	Eastern Federal Lands Highway Division of the Federal Highway Administration
EJ	Environmental Justice
Eng.	Engineering
Env.	Environmental
FAST Act	Fixing America’s Surface Transportation Act — this act funds the Federal Highway Program from Federal Fiscal Years (FFY) 2016 - 2020.
Federal Lands	Lands owned or administered by the Federal government. Examples are: national parks, national wildlife refuges, military reservations, federal prisons and public domain land.
FFY	Federal Fiscal Year — a pre-defined 12-month period from October 1 to September 30.
FHWA	Federal Highway Administration — an agency within the U.S. Department of Transportation that supports state and local governments in the design, construction, and maintenance of the nation’s transportation system.
FLAP	Federal Lands Access Program

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
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.
GHSA	Governor’s Highway Safety Association
Gr. & Strs.	Grading and Structures — includes dirt work and bridge building.
HIP	Highway Infrastructure Program
HSIP	Highway Safety Improvement Program — a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.
IM	Interstate Maintenance
Intching. Impvts.	Interchange Improvements — improvements to the junction between two or more roadways, typically including a grade separation and ramp.
Intersection Improvements	improvements to the junction between two or more roadways that meet at grade.
IRP	Interstate Rehabilitation Program — approved by a special election (November 2011) – allowed the Highway Commission to issue up to \$575 million in GARVEE Bonds to help finance repairs and improvements to Interstates.
Local	Local Funds / City or County
LRMTP	Long-Range Metropolitan Transportation Plan — a long range planning horizon of 20-25 years that provides a vision for how to invest in and improve the regional transportation infrastructure.
Miscellaneous	Any number of improvements
MPO	Metropolitan Planning Organization — A federally mandated and funded transportation policy-making organization that is made up of representative from local government and government transportation authorities.
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.
NFP	New Freedom Program (FTA 5317)
NHFP	National Highway Freight Program — The FAST Act established the Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN)
NHPP	National Highway Performance Program

NHS	National Highway System — includes the Interstate Highway System and other roads important to the nation’s economy, defense and mobility.
NHTSA	National Highway Traffic Safety Administration
Noise Abatement	Improvements to reduce noise pollution to a specific area.
Off System Bridge	Any bridge or road not on the National Highway System is considered to be off-system from the standpoint of Federal aid.
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.
PE or P.E.	Preliminary Engineering — includes surveys, environmental analysis, and design.
Planning	Determination of existing or future needs.
PPP	Public Participation Plan
Project Development	Combination of preliminary engineering, environmental analysis, design, right of way acquisition, and utility relocation activities.
Pvmt.	Pavement
Rail Hwy.	The Railway-Highway Crossings Program provides funds for the elimination of hazards at railway-highway crossings.
Reconstruction	Rebuilding of an existing roadway.
RR	Railroad
RR Grade Separation	Construction of a bridge over or under a railroad track(s) at an at-grade crossing.
RTE	Route
RTP	Recreational Trails Program
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.
Safety & Traf. Eng.	Various improvements to enhance and/or improve traffic flow.
Sealing	Application of an asphalt seal coat to an existing roadway
Sel. Secs.	Selected Sections
SHSP	Strategic Highway Safety Plan — a Federally required statewide-coordinated safety plan for reducing highway fatalities and serious injuries on all public roads.
State	State Funds
State Local	State funds, Local funds, or a combination of the two.
STBGP	Surface Transportation Block Grant Program
STBGP>200K	Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population.
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.

Strs & 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.
TAM	Transit Asset Management Plan
TAMP	Transportation Asset Management Plan
TAP	Transportation Alternatives Program
TAP>200k	Surface Transportation Block Grant Program / Transportation Alternative funds set aside for areas greater than 200,000 population. See Information on Federal Funding.
TIP	Transportation Improvement Program — a Federally required, financially constrained, four-year or more, list of upcoming transportation projects that identifies the schedule and the funding by Federal Fiscal Year in a Metropolitan Planning Organization area (MPO)
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.
TZD	Toward Zero Deaths
U.S.C.	United States Code
Util.	Utility Relocation
Widening	Widening an existing roadway — one or more lanes

ARIPOL
AN AMERICAN RESPONSE
TO POLICE
DETERMINATION

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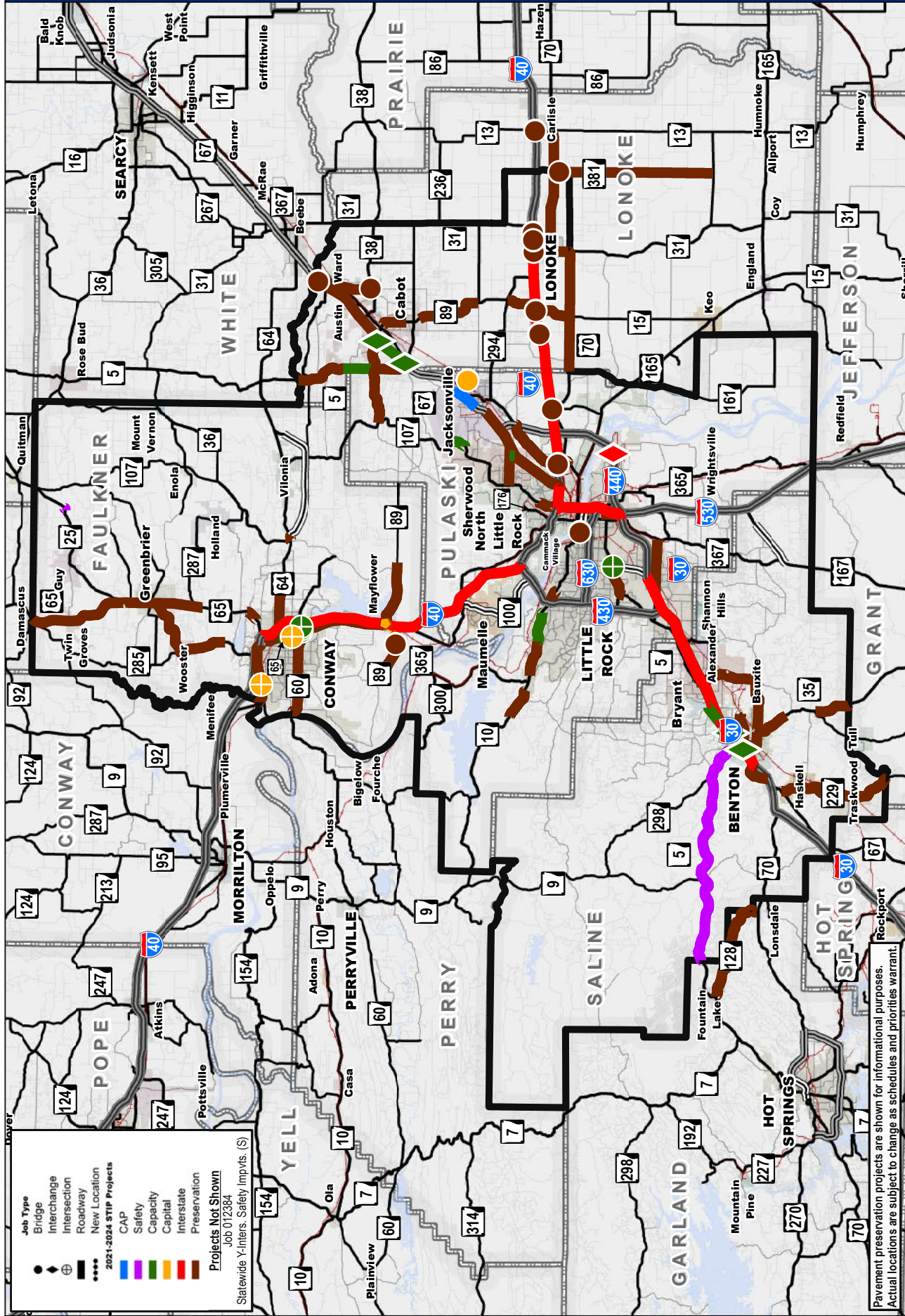


2021-2024 Statewide Transportation Improvement Program

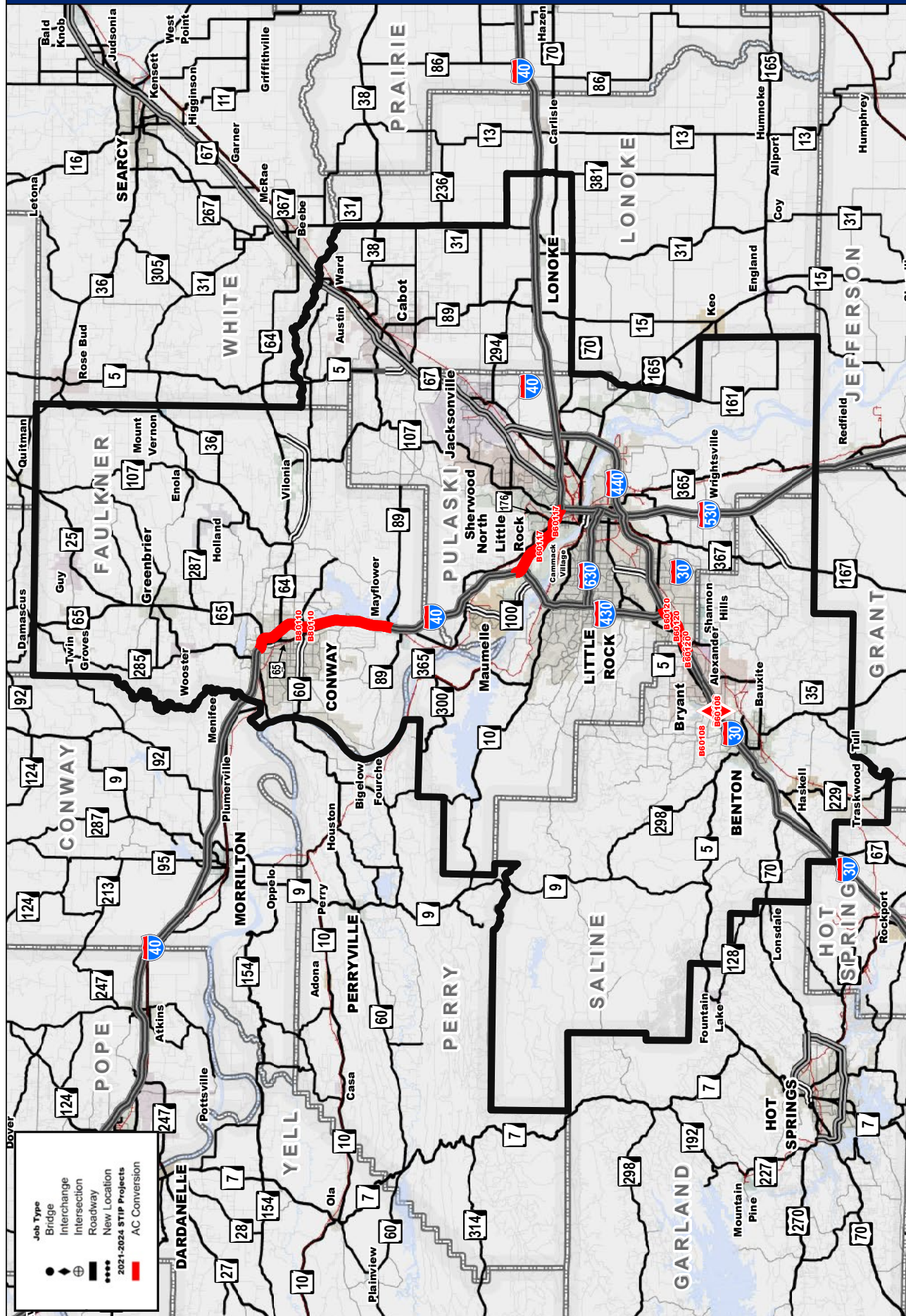
Central Arkansas Regional Transportation Study



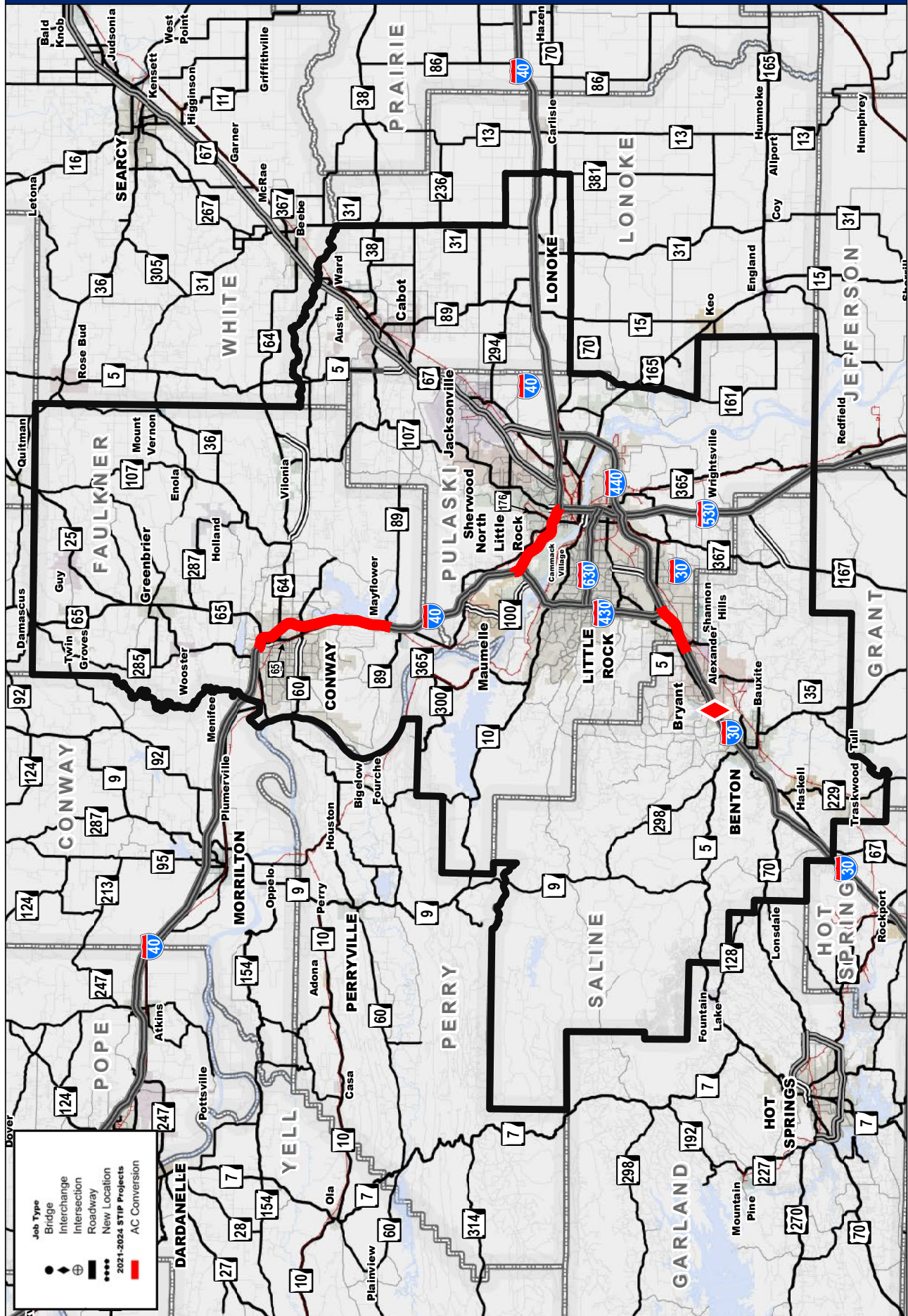
Appendix B: Project Maps



Central Arkansas Regional Transportation Study



Central Arkansas Regional Transportation Study



Central Arkansas Regional Transportation Study 2021-2024 STIP

Appendix B: Project List

Job Number	Job Name	District	County	Route	Section	Length	Cost (X \$1,000)
061442	Garland Co. Line - Benton (Safety Impvts.) (S)	6	Saline	5	7	18.01	\$ 8,200
061508	I-30 - Alcoa Rd. (Benton) (S)	6	Saline	5	8	1.24	\$ 10,500
061510	Hwy. 70/Hwy. 5/University Ave. Inters. Impvts. (Little Rock)	6	Pulaski	5 & 70	9 & 12	-	\$ 1,690
061582	Brodie Creek - Hwy. 70 (Little Rock) (S)	6	Pulaski	5	9	2.61	\$ 1,300
060906	Hwy. 89 - Greystone Blvd. (Cabot)	6	Lonoke	5	12	2.05	\$ 12,000
061591	Hwy. 367 - White Co. Line (Sel. Secs.) (S)	6	Lonoke	5	12	7.01	\$ 2,000
06X203	Goodson Rd. - Chalamont Rd. (Little Rock) (S)	6	Pulaski	10	7 & 8	2.42	\$ 500
061382	Taylor Loop Rd. - Pleasant Ridge Rd. (Little Rock)	6	Pulaski	10	8	2.31	\$ 22,000
061454	Gill St. & RR Overpass Strs. & Apprs. (Little Rock)	6	Pulaski	10	8	-	\$ 16,800
06X032	Hwy. 300 - Taylor Loop Rd. (Little Rock)	6	Pulaski	10	8	2.80	\$ 2,000
06X271	Pleasant Valley Dr. - Reservoir Rd. (Little Rock) (S)	6	Pulaski	10	8	0.81	\$ 600
061613	I-40 Strs. & Apprs. (Hwys. 13 & 31) (Carlisle & Lonoke)	6	Lonoke	13 & 31	3 & 10	-	\$ 2,600
061610	I-40 Str. & Apprs. (Hwy. 15) (S)	6	Lonoke	15	11	-	\$ 3,200
06X065	Hwy. 70 - Hwy. 89 (S)	6	Lonoke	15	11	5.41	\$ 1,200
08X128	Friendship Rd. - Hwy. 65 (Greenbrier) (S)	8	Faulkner	25	0	8.33	\$ 2,000
061594	Hwy. 183 - Grant Co. Line (Sel. Secs.) (S)	6	Saline	35	1	5.35	\$ 1,100
06X314	Narrowway St. - Cox St. (Benton) (S)	6	Saline	35	1	1.49	\$ 700
012227	Guy - Heber Springs (Safety Impvts.) (Sel. Secs.) (S)	5 & 8	Cleburne & Faulkner	25	1 & 2	8.39	\$ 1,600
061708	I-30 Ramp & Frontage Rd. Impvts. (Benton) (S)	6	Saline	I-30	22	-	\$ 9,000
061622	Sevier St. - Geyer Springs Rd. (Conc. Pvmnt. Pres.) (S)	6	Pulaski & Saline	I-30	22 & 23	17.00	\$ 35,400
CA0602	I-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F)	6	Pulaski	I-30 & I-40	23 & 33	7.37	\$ 355,180
06X313	South St. - I-430 (Frontage Rd.) (S)	6	Pulaski & Saline	I-30	Various	26.18	\$ 5,500
061609	Mill Creek Str. & Apprs. (Ward)	6	Lonoke	38	0	-	\$ 700

Central Arkansas Regional Transportation Study 2021-2024 STIP

Job Number	Job Name	District	County	Route	Section	Length	Cost (X \$1,000)
11X018	Conway - North Little Rock (S)	6 & 8	Faulkner & Pulaski	I-40	32 & 33	22.35	\$ 8,800
061685	Hwy. 161 - Lonoke Co. Line (S)	6	Pulaski	I-40	33	7.43	\$ 12,700
08X065	Hwy. 365 - Arkansas River (S)	8	Faulkner	60	0	5.97	\$ 1,200
080603	Cadron Creek - Hwy. 65B (Conway) (S)	8	Faulkner	64	8	4.65	\$ 1,300
080634	Hwy. 64/Hogan Ln. Roundabout (Conway) (S)	8	Faulkner	64	8	-	\$ 1,700
A80006	Hwy. 65B - East (Sel. Secs.) (Conway) (S)	8	Faulkner	64	9	3.29	\$ 1,400
080605	Damascus - S. of Greenbrier (S)	8	Faulkner	65	8 & 9	14.70	\$ 5,600
080633	Hwy. 65B/Robins St. Signal (Conway) (S)	8	Faulkner	65B	9B	-	\$ 1,100
080364	Hwy. 64 - Bruce St. (Conway) (S)	8	Faulkner	65B	9B	0.75	\$ 3,700
080619	Hwy. 60 – I-40 Inters. Impvts. (Conway) (F)	8	Faulkner	65B	9B	-	\$ 11,800
08X069	Fendley Dr. - I-40 (Conway) (Sel. Secs.)	8	Faulkner	65B	9B	3.04	\$ 2,100
061590	I-40 - S. Redmond Rd. (S)	6	Pulaski	67	10	8.39	\$ 4,500
CA0613	Jacksonville – Cabot (Widening & Intchng. Impvts.) (Sel. Secs.)	6	Lonoke & Pulaski	67	10 & 11	4.98	\$ 194,200
012328	Cypress Bayou Strs. & Apprs. (S)	6	Lonoke	67	11	-	\$ 3,000
061549	Hwy. 89 - White Co. Line (S)	6	Lonoke	67	11	6.38	\$ 40,900
061634	Pulaski Co. Line - Monroe Co. Line (Sel. Secs.) (S)	6	Lonoke & Prairie	70	14, 15 & 16	37.66	\$ 14,300
080457	UPRR Overpass & Realign. (Mayflower) (S)	8	Faulkner	89	0P	1.73	\$ 26,300
A60003	Pinewood Dr. - Lincoln St. (Cabot) (S)	6	Lonoke	89	1	1.75	\$ 300
06X263	Hwy. 236 - Hwy. 321 (S)	6	Lonoke	89	1	5.17	\$ 1,500
A80007	Clinton Rd. - I-40 (S)	8	Faulkner	89	4	4.86	\$ 1,700
08X133	Mayflower - West	8	Faulkner	89	5	3.42	\$ 1,200
06X244	Hwy. 35 - Alcoa Blvd. (Benton) (S)	6	Saline	88	7	0.28	\$ 200
06X255	Hwy. 35 - Benton Pkwy. (Benton) (S)	6	Saline	88	7	2.34	\$ 500

Central Arkansas Regional Transportation Study 2021-2024 STIP

Appendix B: Project List

Job Number	Job Name	District	County	Route	Section	Length	Cost (X \$1,000)
06X194	Hwy. 67 - Hwy. 107	6	Lonoke & Pulaski	89	1 & 2	6.77	\$ 2,000
06X080	General Samuels Rd. - Arnold Dr. (Sherwood)	6	Pulaski	107	1	1.20	\$ 10,000
06X264	I-40 - McCain Blvd. (NLR) (S)	6	Pulaski	107	1	1.38	\$ 800
06X261	Hwy. 70 - Hwy. 5 (S)	6	Garland & Saline	128	11	8.48	\$ 2,100
061710	Hwy. 440 - Hwy. 70 (S)	6	Pulaski	161	3	5.73	\$ 2,000
06X269	Hwy. 440 - Fairfax Dr. (S)	6	Pulaski	161	3	4.04	\$ 1,400
06X272	I-40 - Hwy. 70 (S)	6	Pulaski	161	3	0.80	\$ 900
061592	Hwy. 107 - Hwy. 67 (Sherwood) (S)	6	Pulaski	176	2	3.00	\$ 1,000
06X317	Hwy. 176 - Hwy. 67 (Sherwood)	6	Pulaski	176	2Y	0.40	\$ 2,000
06X248	4th St. - Hwy. 5 (Bryant) (S)	6	Saline	183	1	2.47	\$ 2,200
06X257	Hwy. 35 - 4th St. (S)	6	Saline	183	1	6.37	\$ 1,500
06X337	Hwy. 67 - Grant Co. Line (S)	6	Saline	229	4	9.25	\$ 2,200
06X349	I-30 - King Rd. (S)	6	Saline	229	5	2.13	\$ 500
06X196	Hwy. 38 - Hwy. 367 (Ward) (S)	6	Lonoke	319	1	2.976	\$ 1,000
061599	I-30 - Hwy. 367 (Little Rock) (S)	6	Pulaski	338	1	4.14	\$ 3,300
080596	Hwy. 60 - Hwy. 89 (S)	8	Faulkner	365	10	6.75	\$ 3,100
061593	Hwy. 70 - E. Roosevelt Rd. (Little Rock) (S)	6	Pulaski	365	12	1.16	\$ 700
06X064	Hwy. 70 - Hwy. 232 (S)	6	Lonoke	381	1	12.27	\$ 1,600
06X122	White Oak Branch Str. & Apprs.	6	Lonoke	381	1	-	\$ 1,000
061706	I-440/Fourche Dam Pike Intchg. Impvts. (Little Rock) (S)	6	Pulaski	440	1	-	\$ 1,000
012384	Statewide Y-Inters. Safety Impvts. (S)	Various	Various	Various	Various	-	\$ 3,300

Central Arkansas Regional Transportation Study
2021-2024 STIP
AC Conversion

Job Number	Job Name	District	County	Route	Section	Length	Cost (X \$1,000)
B60117	I-430 – I-30 (F)	6	Pulaski	I-40	33	6.52	\$ 2,600
B60120	West of Pulaski Co. Line – I-430 (F)	6	Pulaski & Saline	I-30	22 & 23	4.11	\$ 5,400
B60108	Alcoa Rd. Interchange (F)	6	Saline	I-30	22	-	\$ 6,100
B80110	Hwy. 25 – Mayflower (F)	8	Faulkner	I-40	32	11.28	\$ 500

2021–2024 CARTS Performance Measures

Federal Fiscal Year	Job Number	Job Name	County	Route	Job Type	PM 1 - Safety	PM 2 - Infrastructure Condition	PM 3 - System Reliability / Economic Vitality
2021	061622	Sevier St. – Geyer Springs Rd. (Conc. Pvmnt. Pres.) (S)	Pulaski & Saline	I-30	System Preservation		Check	
2022	061708	I-30 Ramp & Frontage Rd. Impvts. (Benton) (S)	Saline	I-30	Interchange Improvements	Check		Check
TBD	06X313	South St. - I-430 (Frontage Rd.) (S)	Pulaski & Saline	I-30	System Preservation		Check	
2021-2024	CA0602	I-530 - Hwy. 67 (Widening & Reconst.) (I-30 & I-40) (F)	Pulaski	I-30 & I-40	Capacity Improvements & Reconstruction	Check	Check	Check
2021	061685	Hwy. 161 – Hwy. 31 (S)	Pulaski	I-40	System Preservation		Check	
2024	11X018	Conway - North Little Rock (S)	Faulkner & Pulaski	I-40	System Preservation		Check	
2024	061706	I-440/Fourche Dam Pike Intchg. Impvts. (Little Rock) (S)	Pulaski	I-440	Interchange Improvements	Check	Check	Check
2021	061442	Garland Co. Line - Benton (Safety Impvts.) (S)	Saline	5	Safety Improvements	Check		
2021	061508	I-30 - Alcoa Rd. (Benton) (S)	Saline	5	Major Widening	Check	Check	Check
2022	061510	Hwy. 70/Hwy. 5/University Ave. Inters. Impvts. (Little Rock)	Pulaski	5 & 70	Intersection Improvements	Check		
2024	060906	Hwy. 89 - Greystone Blvd. (Cabot) (S)	Lonoke	5	Major Widening	Check	Check	Check
TBD	061582	Brodie Creek - Hwy. 70 (Little Rock) (S)	Pulaski	5	System Preservation		Check	
TBD	061591	Hwy. 367 - White Co. Line (Sel. Secs.) (S)	Lonoke	5	System Preservation		Check	
2022	061454	Gill St. & RR Overpass Strs. & Apprs. (Little Rock)	Pulaski	10	Strs. & Apprs.		Check	
2024	061382	Taylor Loop Rd. - Pleasant Ridge Rd. (Little Rock) (S)	Pulaski	10	Major Widening	Check	Check	Check
TBD	06X032	Hwy. 300 - Taylor Loop Rd. (Little Rock)	Pulaski	10	System Preservation		Check	
TBD	06X203	Goodson Rd. - Chalamont Rd. (Little Rock) (S)	Pulaski	10	System Preservation		Check	
TBD	06X271	Pleasant Valley Dr. - Reservoir Rd. (Little Rock) (S)	Pulaski	10	System Preservation		Check	
2022	061613	I-40 Strs. & Apprs. (Hwys. 13 & 31) (Carlisle & Lonoke)	Lonoke	13 & 31	Strs. & Apprs.		Check	
2021	061610	I-40 Str. & Apprs. (Hwy. 15) (S)	Lonoke	15	Str. & Apprs.		Check	
TBD	06X065	Hwy. 70 - Hwy. 89 (S)	Lonoke	15	System Preservation		Check	
2021	012227	Guy - Heber Springs (Safety Impvts.) (Sel. Secs.) (S)	Cleburne & Faulkner	25	Safety Improvements	Check		
TBD	08X128	Friendship Rd. - Hwy. 65 (Greenbrier) (S)	Faulkner	25	System Preservation		Check	
TBD	061594	Hwy. 183 – Grant Co. Line (Sel. Secs.) (S)	Saline	35	System Preservation		Check	
TBD	06X314	Narrowway St. - Cox St. (Benton) (S)	Saline	35	System Preservation		Check	
2021	061609	Mill Creek Str. & Apprs. (Ward)	Lonoke	38	Str. & Apprs.		Check	
TBD	08X065	Hwy. 365 - Arkansas River (S)	Faulkner	60	System Preservation		Check	
2022	080634	Hwy. 64/Hogan Ln. Roundabout (Conway) (S)	Faulkner	64	Intersection Improvements	Check		Check
TBD	080603	Cadron Creek - Hwy. 65B (Conway) (S)	Faulkner	64	System Preservation		Check	
TBD	A80006	Hwy. 65B - East (Sel. Secs.) (Conway) (S)	Faulkner	64	System Preservation		Check	
2022	080633	Hwy. 65B/Robins St. Signal (Conway) (S)	Faulkner	65B	Intersection Improvements	Check		Check
2023	080364	Hwy. 64 - Bruce St. (Conway) (S)	Faulkner	65B	Major Widening	Check	Check	Check
2024	080619	Hwy. 60 – I-40 Inters. Impvts. (Conway) (F)	Faulkner	65B	Intersection Improvements	Check		Check
TBD	080605	Damascus - S. of Greenbrier (S)	Faulkner	65	System Preservation		Check	
TBD	08X069	Fendley Dr. - I-40 (Conway) (Sel. Secs.)	Faulkner	65B	System Preservation		Check	
2021	CA0613	Jacksonville – Cabot (Widening & Intchg. Impvts.) (Sel. Secs.) (F)	Lonoke & Pulaski	67	Major Widening	Check	Check	Check

Federal Fiscal Year	Job Number	Job Name	County	Route	Job Type	PM 1 - Safety	PM 2 - Infrastructure Condition	PM 3 - System Reliability / Economic Vitality
2023	061549	Hwy. 89 - White Co. Line (S)	Lonoke	67	System Preservation		Check	
TBD	061590	I-40 - S. Redmond Rd. (S)	Pulaski	67	System Preservation		Check	
TBD	061634	Pulaski Co. Line - Monroe Co. Line (Sel. Secs.) (S)	Lonoke & Prairie	70	System Preservation		Check	
TBD	06X244	Hwy. 35 - Alcoa Blvd. (Benton) (S)	Saline	88	System Preservation		Check	
TBD	06X255	Hwy. 35 - Benton Pkwy. (Benton) (S)	Saline	88	System Preservation		Check	
2022	080457	UPRR Overpass & Realign. (Mayflower) (S)	Faulkner	89	New Location	Check	Check	Check
TBD	06X194	Hwy. 67 - Hwy. 107	Lonoke & Pulaski	89	System Preservation		Check	
TBD	06X263	Hwy. 236 - Hwy. 321 (S)	Lonoke	89	System Preservation		Check	
TBD	08X133	Mayflower - West	Faulkner	89	System Preservation		Check	
TBD	A60003	Pine Terrace Dr. - Lincoln St. (Cabot) (S)	Lonoke	89	System Preservation		Check	
TBD	A80007	Clinton Rd. - I-40 (S)	Faulkner	89	System Preservation		Check	
2024	06X080	General Samuels Rd. - Arnold Dr. (Sherwood)	Pulaski	107	Major Widening	Check	Check	Check
TBD	06X264	I-40 - McCain Blvd. (NLR) (S)	Pulaski	107	System Preservation		Check	
TBD	06X261	Hwy. 70 - Hwy. 5 (S)	Garland & Saline	128	System Preservation		Check	
TBD	061710	Hwy. 440 - Hwy. 70 (S)	Pulaski	161	System Preservation		Check	
TBD	06X269	Hwy. 440 - Fairfax Dr. (S)	Pulaski	161	System Preservation		Check	
TBD	06X272	I-40 - Hwy. 70 (S)	Pulaski	161	System Preservation		Check	
2023	06X317	Hwy. 176 - Hwy. 67 (Sherwood)	Pulaski	176	Minor Widening	Check	Check	Check
TBD	061592	Hwy. 107 - Hwy. 67 (Sherwood) (S)	Pulaski	176	System Preservation		Check	
TBD	06X248	4th St. - Hwy. 5 (Bryant) (S)	Saline	183	System Preservation		Check	
TBD	06X257	Hwy. 35 - 4th St. (S)	Saline	183	System Preservation		Check	
TBD	06X337	Hwy. 67 - Grant Co. Line (S)	Saline	229	System Preservation		Check	
TBD	06X349	I-30 - King Rd. (S)	Saline	229	System Preservation		Check	
TBD	06X196	Hwy. 38 - Hwy. 367 (Ward) (S)	Lonoke	319	System Preservation		Check	
TBD	061599	I-30 - Hwy. 367 (Little Rock) (S)	Pulaski	338	System Preservation		Check	
TBD	061593	Hwy. 70 - E. Roosevelt Rd. (Little Rock) (S)	Pulaski	365	System Preservation		Check	
TBD	080596	Hwy. 60 - Hwy. 89 (S)	Faulkner	365	System Preservation		Check	
2023	06X122	White Oak Branch Str. & Apprs.	Lonoke	381	Str. & Apprs.		Check	
TBD	06X064	Hwy. 70 - Hwy. 232 (S)	Lonoke	381	System Preservation		Check	
2021	CARTS21	Various CARTS Attrib Projects	Various		Miscellaneous	Check	Check	Check
2021	CARTS22	Various CARTS TAP Attrib Projects	Various		Miscellaneous	Check	Check	Check
2022	CARTS21	Various CARTS Attrib Projects	Various		Miscellaneous	Check	Check	Check
2022	CARTS22	Various CARTS TAP Attrib Projects	Various		Miscellaneous	Check	Check	Check
2023	CARTS21	Various CARTS Attrib Projects	Various		Miscellaneous	Check	Check	Check
2023	CARTS22	Various CARTS TAP Attrib Projects	Various		Miscellaneous	Check	Check	Check
2024	CARTS21	Various CARTS Attrib Projects	Various		Miscellaneous	Check	Check	Check
2024	CARTS22	Various CARTS TAP Attrib Projects	Various		Miscellaneous	Check	Check	Check

MAP-21 Fact Sheets

- Safety
- Safety: Bike/Ped
- Pavements
- Bridges: Infrastructure Condition
- Travel Time Reliability
- Truck Travel Time Reliability

MAP 21

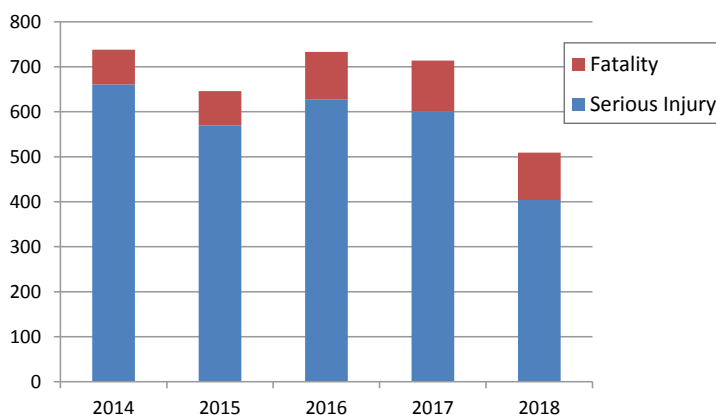
PERFORMANCE MEASURES

Safety in Central Arkansas

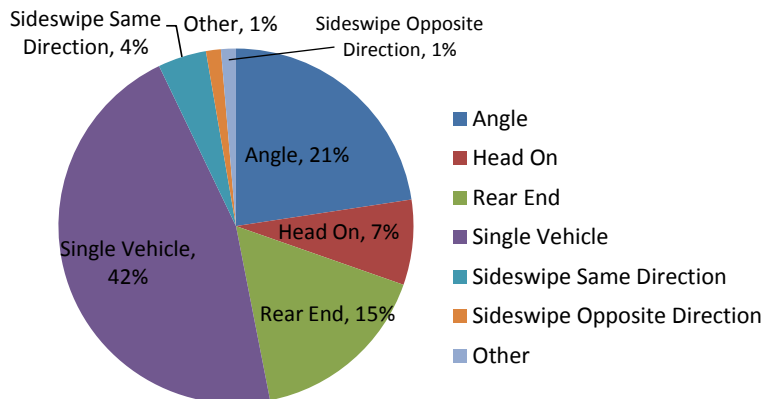
The national Safety goal is "To achieve a significant reduction in traffic fatalities and serious injuries on all public roads." Metroplan supports this goal by working with the Arkansas Department of Transportation (ArDOT) to reduce crashes within central Arkansas. Metroplan is developing a baseline to gauge future success.

From 2014–2018 central Arkansas averaged 95 fatalities and 572 serious injuries each year. The national average in fatalities and serious injuries has declined. Central Arkansas¹ fatalities and serious injuries also saw a decrease in 2018.

2014–2018 Fatalities and Serious Injuries



Serious Injury and Fatal Vehicle Crashes 2014–2018



¹For these studies central Arkansas is defined as Faulkner, Lonoke, Pulaski, and Saline Counties.

MAP 21

Moving Ahead for Progress in the 21st Century

Map-21 is the current funding and authorization bill that governs United States federal surface transportation policy and spending. It was passed by Congress on June 29, 2012, and President Barack Obama signed it into law on July 6, 2012.

Performance Management

A key and new feature of Map-21 is the establishment of a performance and outcome-based program. The states are required to invest resources toward the achievement of national goals for (1) Safety, (2) Infrastructure Condition, (3) Congestion Reduction, (4) System Reliability, (5) Freight Movement and Economic Vitality, (6) Environmental Sustainability, and (7) Reduced Project Delivery Delays.

Regional Performance Measures

Metroplan is responsible for tracking the first five performance measures for central Arkansas, and for assisting the state with reaching statewide targets. Metroplan has released a series of fact sheets on each performance measure. Metroplan is working with the Arkansas Department of Transportation (ArDOT) to identify policies and projects that can help reach targets.

Did you know? Over 40% of all fatal and serious injury crashes in central Arkansas from 2014–2018 involve single vehicles?



Did you know? Central Arkansas has a lower rate of alcohol-involved fatal crashes than the U.S.

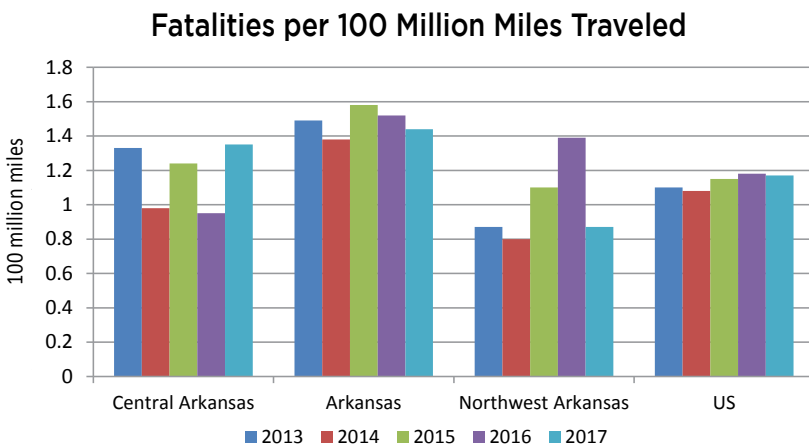
Did you know? In central Arkansas, fatal crashes (2014–2018) are split 50/50 between daylight and darkness. 15% of fatal crashes occur on wet or icy roadways.

2018 Crash Rate per 100,000 Population

Central Arkansas' fatal crash rate for 2018 was 14.6 per 100,000 compared with northwest Arkansas (Benton and Washington Counties) at 7.1 per 100,000. The national rate for 2018 was 10.3 per 100,000 and the rate for Arkansas was 17.1 per 100,000 (see chart at right).

Crash Rate per Vehicle Miles Traveled

In 2017, central Arkansas had about 1.35 fatalities for every 100 million miles traveled. This is higher than the U.S. and northwest Arkansas averages. While U.S. and northwest Arkansas showed an increase in fatalities 2013–2017, the rate in central Arkansas alternated between rising and falling.



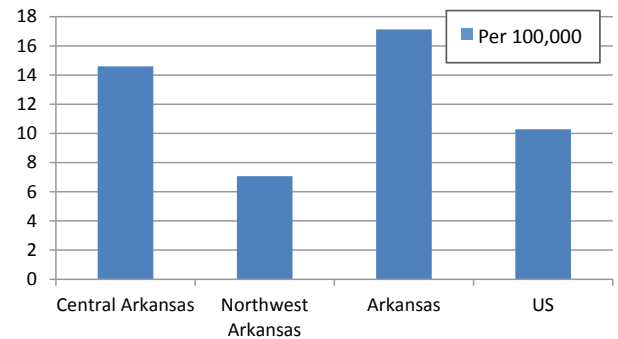
Alcohol

Alcohol was involved in 18% of the fatal crashes in central Arkansas from 2014–2018, in northwest Arkansas it accounted for 19%. The national average for alcohol involved fatal crashes for 2014–2018 was 29% while the average for Arkansas for the same time period was 26%.

Pedestrians and Bicyclists

Did you Know? Central Arkansas averages 14 pedestrian and bicyclist fatalities each year. Pedestrian and bicycle safety is an emphasis area for Metroplan. There is an additional fact sheet on pedestrian and bicycle safety.

2018 Fatalities



CARTS Baseline Data 2014–2018

96.4	Average Fatalities
1.16	Average Fatality Rate per 100 million vehicle miles traveled
636.7	Average Serious Injuries
7.98	Average Serious Injuries Rate per 100 million vehicle miles traveled
38.6	Average Pedestrian and Bicycle Serious Injuries and Fatalities

NEXT STEPS

Things that are being done regionally to improve roadway safety.

- Public outreach campaigns to reduce unsafe driving behaviors (Clickit or Ticket, Toward Zero Deaths, Don't Text and Drive)
- Improved lighting and signage
- Use of rumble strips and cable barriers
- Roadway reconstruction that includes raised medians and sidewalks
- High Friction Roadway Treatments
- Intersection Improvements

CARTS Targets

As an MPO, Metroplan can either choose to set its own targets or agree to support targets set by ArDOT for the state. On February 26, 2020 the Metroplan board of directors agreed by resolution to support ArDOT's targets for the state.

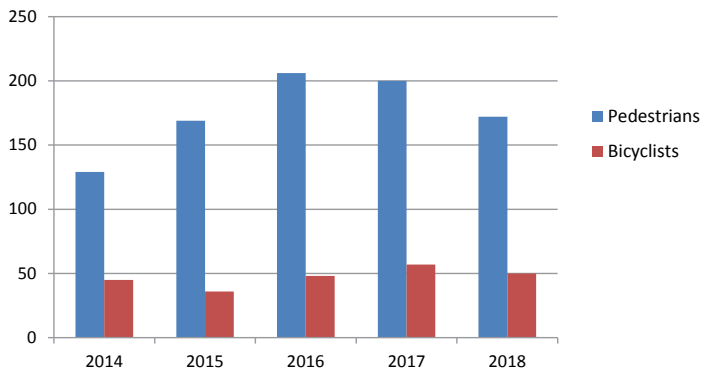
MAP 21

PERFORMANCE MEASURES

Safety in Central Arkansas: Pedestrians and Bicyclists

Metroplan has studied pedestrian/bike crashes in the region for over 10 years. The information gained from these studies is provided to local jurisdictions, who determine local safety project priorities. While pedestrians and bicyclist fatalities (2014–2018) only account for about 1% of total crashes in central Arkansas, they account for 15.8% of the total traffic fatalities. All persons are pedestrians at some point in their daily journeys, so pedestrian safety is important to all.

Central Arkansas Pedestrian and Bicyclist Crashes 2014–2018

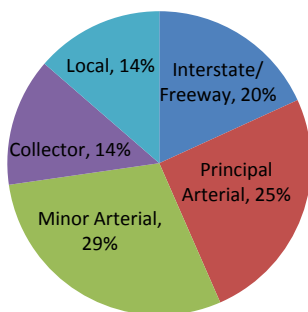


Did you know? From 2014–2018, about 1 in 7 fatal crash victims (15.8%) in central Arkansas was a pedestrian or bicyclist.

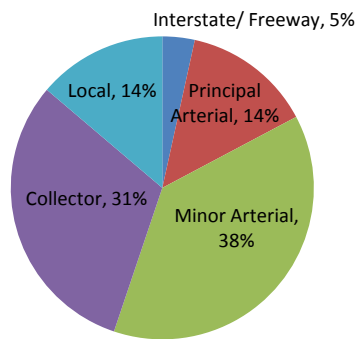
Central Arkansas Pedestrian and Bike Serious Injuries and Fatalities 2014–2018

Percentage by Roadway Class

Pedestrian



Bike



For these studies, central Arkansas is defined as Faulkner, Lonoke, Pulaski, and Saline Counties.

MAP 21

Moving Ahead for Progress in the 21st Century

Map-21 is the current funding and authorization bill that governs United States federal surface transportation policy and spending. It was passed by Congress on June 29, 2012, and President Barack Obama signed it into law on July 6, 2012.

Performance Management

A key and new feature of Map-21 is the establishment of a performance and outcome-based program. The states are required to invest resources toward the achievement of national goals for (1) Safety, (2) Infrastructure Condition, (3) Congestion Reduction, (4) System Reliability, (5) Freight Movement and Economic Vitality, (6) Environmental Sustainability, and (7) Reduced Project Delivery Delays.

Regional Performance Measures

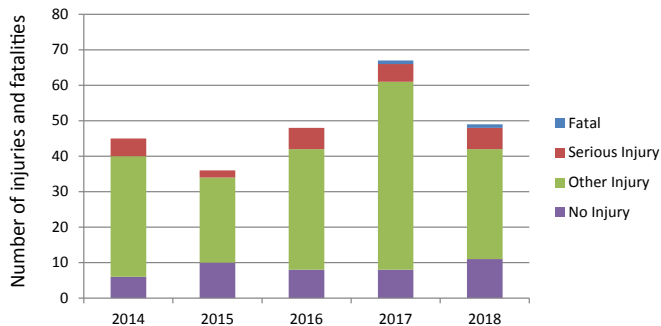
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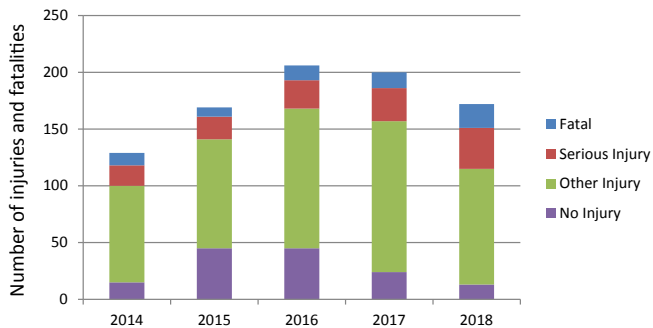
Photo credit: John Barton

Did you know? Males are more than twice as likely as females to be involved in a pedestrian or bike crash.

Central Arkansas Bicyclist Injuries and Fatalities 2014–2018



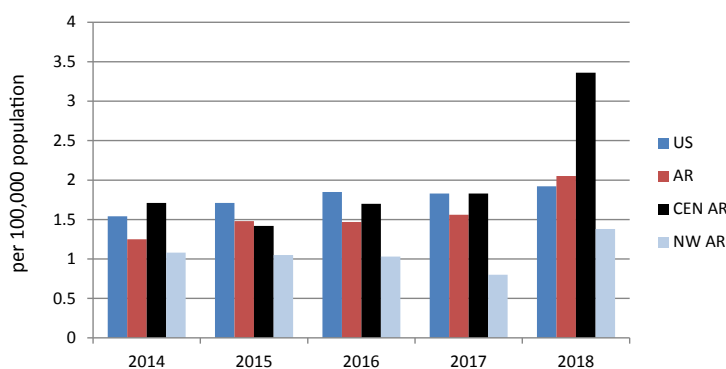
Central Arkansas Pedestrian Injuries and Fatalities 2014–2018



Serious Injuries require immediate medical attention, and cause reduced activity and personal mobility (severe lacerations, broken or distorted limbs, abdominal injuries, skull and chest injuries, unconsciousness). Other injuries include less serious injuries, reported but non-visible injuries, and non-reported injuries.

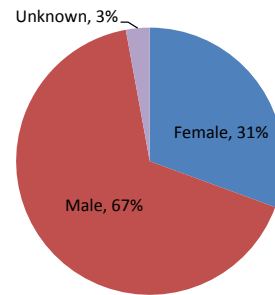
In the past, central Arkansas pedestrian and bike fatality rates have run higher than the U.S. average, but in 2018, the central Arkansas rate is much higher than the national rate. The U.S. as a whole has seen pedestrian and bike fatalities increase over the five year period (2014–2018).

Pedestrian/Bicyclist Fatalities per 100,000 2014–2018

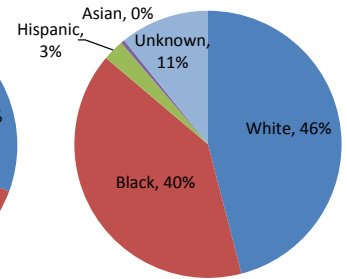


Over the 5 year period both pedestrian and bicycle crashes show a similar pattern of increasing.

Pedestrian/Bike Crashes by Sex 2014–2018



Pedestrian/Bike Crashes by Race 2014–2018



Black persons are involved in 40 percent of the ped/bike crashes while representing only 23 percent of regional population.

Reasons for higher crash rates among minorities may include: higher reliance on walking and public transit (due to lower rates of auto ownership), lack of pedestrian and bike infrastructure in low income areas, and lack of youth education on pedestrian and bike safety.

Did you Know? Central Arkansas (2014–2018) averages 15 pedestrian and bicyclist fatalities each year.

NEXT STEPS

- Metroplan will update the regional pedestrian and bicycle crash analysis. The study will be used to recommend safety projects and priorities to member jurisdictions.
- Special attention will be given to intersections and corridors with high crash rates.
- A mid-block crossing has been studied on Cantrell Road (Hwy 10) in Little Rock.
- Metroplan has adopted state targets for safety.

MAP 21

PERFORMANCE MEASURES

Pavements Performance

FHWA established performance measures for DOTs to use in managing pavement performance on the NHS. Central Arkansas has 145 centerline miles of Interstate and 172 centerline miles of non-Interstate NHS roadways. The following is a list of the required performance measures for pavements.

1. Percent of Interstate pavements in "Good" condition
2. Percent of Interstate pavements in "Poor" condition
3. Percent of non-Interstate NHS pavements in "Good" condition
4. Percent of non-Interstate NHS pavements in "Poor" condition

Pavement Condition Determination

Asphalt Pavement	Jointed Concrete Pavement (JCP)	Continuously Reinforced Concrete Pavement (CRCP)
IRI	IRI	IRI
Rutting	Faulting	--
Cracking %	Cracking %	Cracking %

1. Good: All measures are in good condition
2. Poor: 2 or more measures are in poor condition
3. Fair: Everything else

Pavement Condition Thresholds

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

Did you know? Application of maintenance, repair, preservation, and rehabilitation treatments can be used to extend the service provided by a pavement past the initial design life.

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Performance Management

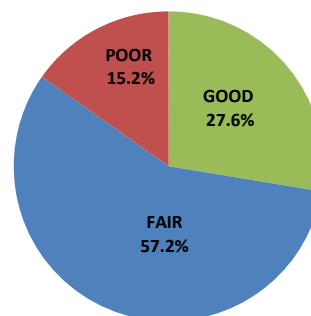
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Regional Performance Measures

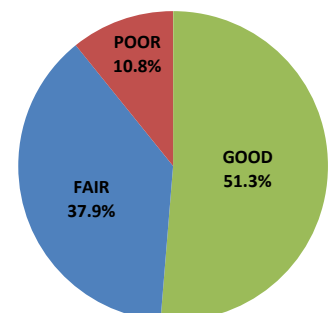
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CARTS Baseline

NHS Non-interstate



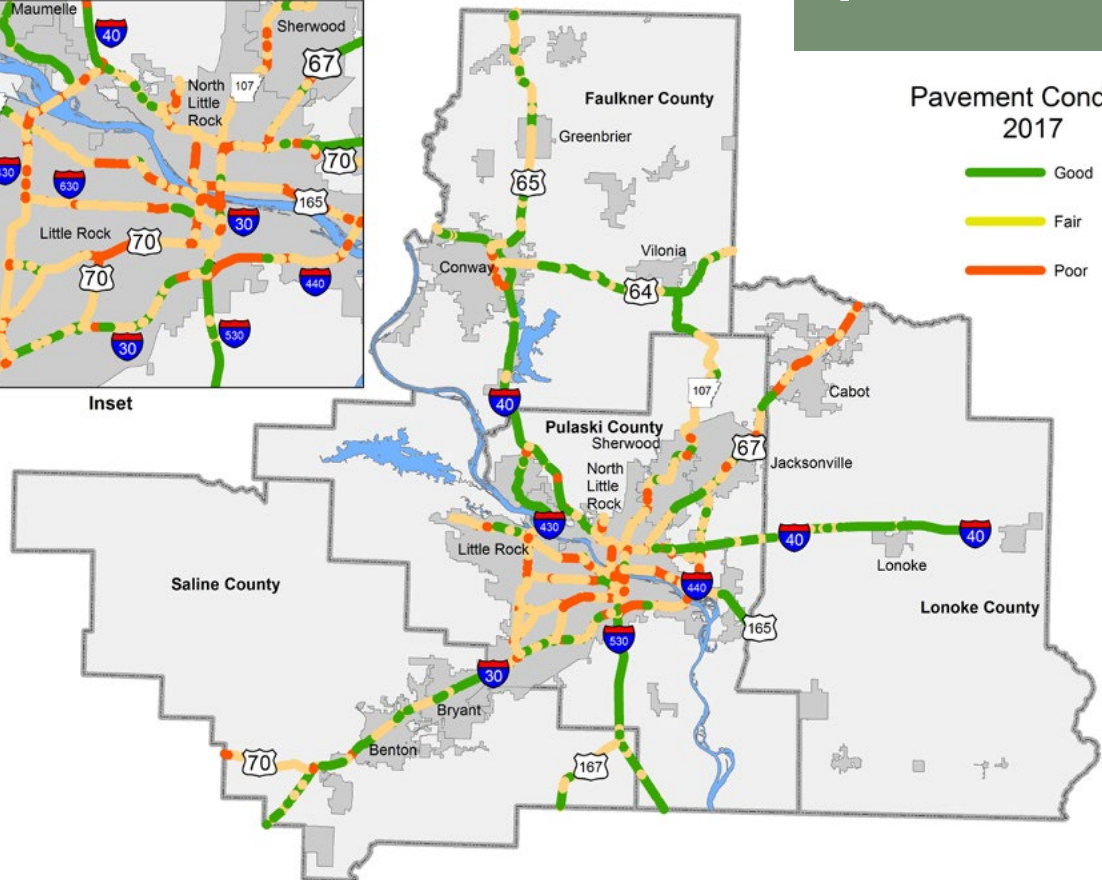
Interstate



pavements



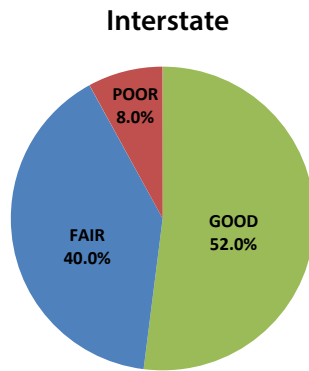
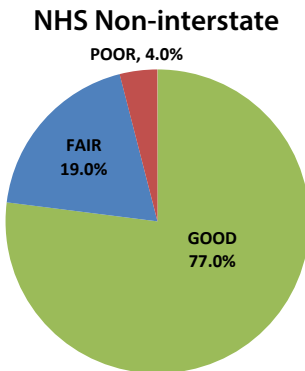
Inset



Pavement Condition
2017



Statewide Current Conditions

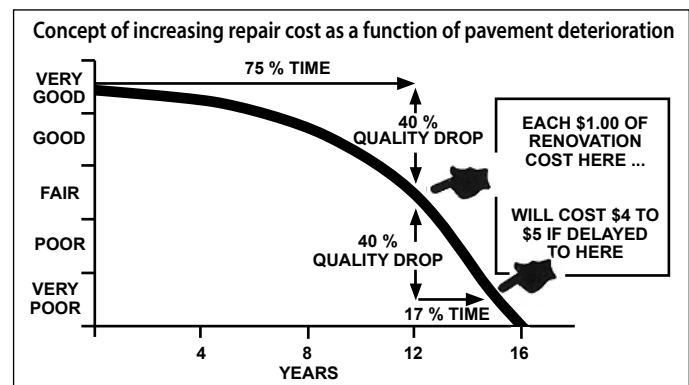


ArDOT Targets

Performance Targets	2-year	4-year
Percent of Interstate pavements in "Good" condition	N/A	79%
Percent of Interstate pavements in "Poor" condition	N/A	5%
Percent of non-Interstate NHS pavements in "Good" condition	48%	44%
Percent of non-Interstate NHS pavements in "Poor" condition	10%	12%

CARTS Targets

As an MPO, Metroplan can either choose to set its own targets or agree to support targets set by ArDOT for the state. On October 3, 2018 the Metroplan board of directors agreed by resolution to support ArDOT's targets for the state.



<https://www.fhwa.dot.gov/publications/research/infrastructure/pavements/13038/011.cfm>

MAP 21

PERFORMANCE MEASURES



Infrastructure Condition in Central Arkansas: Bridges

In CARTS there are 1,272 bridges from the National Bridge Inventory (NBI) from 2017. Bridges are important links in our transportation system. Bridges connect the transportation network over features that would otherwise be obstacles to movement. Maintaining safe bridges is one of the goals of the MAP-21 performance measures.

What is a Bridge? A structure including supports erected over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet.

National Bridge Inventory (NBI). The aggregation of structure inventory and appraisal data collected to fulfill the requirements of the National Bridge Inspection Standards. Each State shall prepare and maintain an inventory of all bridges subject to the NBIS.¹

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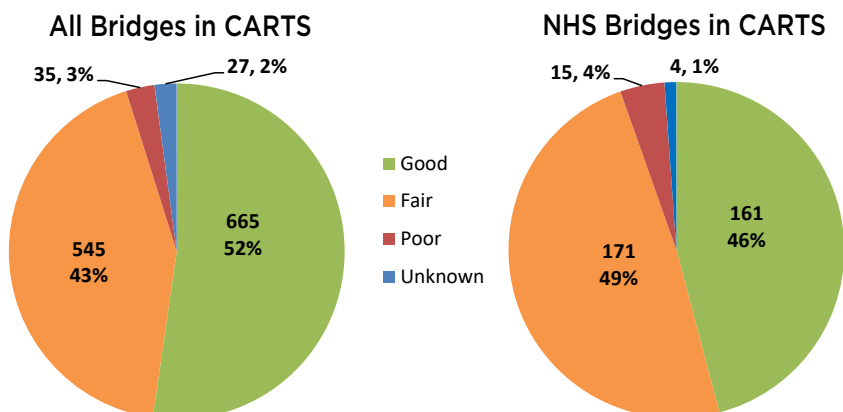
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Categories within the National Bridge Inventory:

The classification for bridges is determined from the lowest ranking from the deck, superstructure, substructure, or culvert from the National Bridge Inventory (NBI).

Ratings greater than or equal to 7 are considered in good condition while ratings of 4 or less are considered poor.²



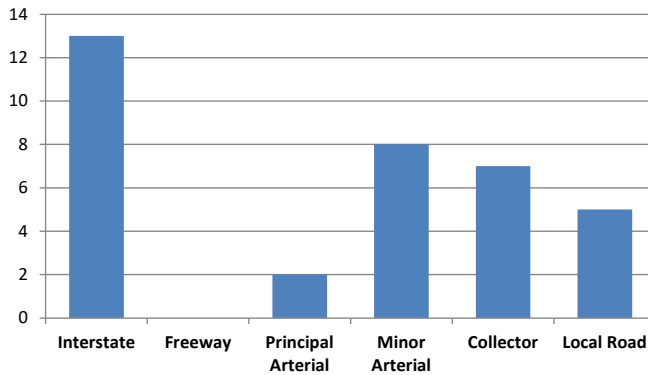
Bridges on the National Highway System (NHS) are similar in condition to the entire bridge inventory. The NHS has 28 percent of the bridges within central Arkansas.

Did you know? Only 3% of all bridges in the CARTS are classified in poor condition.

¹ <http://www.fhwa.dot.gov/bridge/mtguide.pdf>

² <http://nationalbridges.com/guide-to-ratings>

Poor Distribution by Functional Class



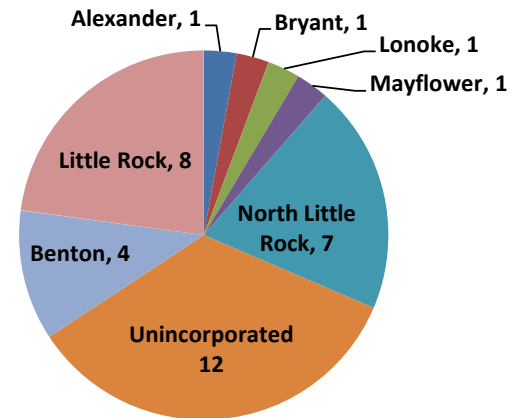
The poor bridges on functionally classed roads show that Interstate bridges are the class that has the most representation.

Bridges Classified as Poor

State Owned Bridge	Feature Over	NHS
Kerr Rd (Lonoke Co.)	I-40	No
Highway 31 (Lonoke)	I-40	No
Fairplay Rd (Saline Co.)	I-30	No
Highway 167 (Saline Co.)	I-530	Yes
*Highway 89 (Mayflower)	I-40	No
*I-30 EB (Benton)	Saline River Relief	Yes
*I-30 EB (Benton)	Saline River	Yes
*I-30 WB (Benton)	Highway 229	Yes
*I-30 WB (Benton)	Saline River Relief	Yes
*Highway 5 (Bryant)	Unnamed Creek	No
Highway 381 (Lonoke Co.)	Oak Branch	No
*Highway 365 (Pulaski/Faulkner Co.)	Palarm Creek	No
*Locust St (NLR)	UPRR	No
*I-30 (LR)	2nd St	Yes
Military (NLR)	I-40	No
Pratt Rd (Pulaski Co.)	I-530	No
I-440 Ramp (NLR)	I-40	Yes
*Highway 10 (LR)	Gill St, LRWRR, Rose Cr	Yes
*I-30 WB (LR)	UPRR	Yes
*I-630 WB (LR)	Rodney Paraham	Yes
I-440 EB (LR)	Lindsay Rd	Yes
*I-30 EB (LR)	UPRR	Yes
*I-630 EB (LR)	Rodney Paraham	Yes
I-440 WB (LR)	Lindsay Rd	Yes
*I-30 (NLR)	UPRR	Yes
*Highway 176 (NLR)	Shilcutt Bayou	No
County Bridge	Feature Over	
Mt Ida Rd (Saline)	Little Alum Fork	
Unity Rd (Saline)	Lees Creek	
Round Mt Road (Faulkner)	Gold Creek Fork	
Bob Long Lane (Lonoke)	White Oak Branch	
Fairview (Lonoke)	Wattensaw Bayou	
Oneida Dr (Pulaski)	Kellogg Creek	
City Bridge	Feature Over	
Main St (NLR)	UPRR	
W 14th St (NLR)	UPRR	
Cornerstone Rd (Alexander)	Branch Crooked Cr	

*scheduled for replacement

Poor Distribution by Entity



In the distribution of structurally deficient bridges, the unincorporated areas have the most with 12, but in terms of cities, both North Little Rock and Little Rock are close with 7 and 8 respectively.

CARTS Baseline Performance Measures

	2017
Percent of NHS bridges by deck area classified in "Good" condition	33.5%
Percent of NHS bridges by deck area classified in "Poor" condition	7.5%

Adopted Targets by ArDOT

	2-Year	4-Year
Percent of NHS bridges by deck area classified in "Good" condition	50%	50%
Percent of NHS bridges by deck area classified in "Poor" condition	4%	6%

Metroplan has adopted state targets for bridges.

Did you know? Of the 35 bridges classified as poor on the NHS in CARTS, 16 are to be replaced in upcoming projects.

MAP 21

PERFORMANCE MEASURES

Travel Time Reliability

Few people will dispute the fact that traffic congestion is common in many cities in the United States. In these cities, drivers are used to congestion and they expect and plan for some delay, particularly during peak driving times. Many drivers either adjust their schedules or budget extra time to allow for traffic delays. But what happens when traffic delays are much worse than expected? Most travelers are less tolerant of unexpected delays because they cause travelers to be late for work or important meetings, miss appointments, or incur extra childcare fees.

Travel time reliability measures the extent of this unexpected delay. A formal definition for travel time reliability is: the consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day.

In other words, commuters have to build in a time cushion or buffer to their trip planning to account for the variability. If they build in a buffer, they will arrive early on some days, which is not necessarily a bad thing, but the extra time is still carved out of their day—time they could be using for other pursuits besides commuting.¹

Travel Time Reliability Performance Measures

1. Percent of Person-Miles Traveled on the Interstate that are Reliable
2. Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable

CARTS Baseline Data 2017

Percent of Person-Miles Traveled on the Interstate that are Reliable	91.20%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	89.68%

Adopted Targets by ArDOT

Performance Targets	2-Year	4-Year
Percent of Person-Miles Traveled on the Interstate that are Reliable	91%	89%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	-	90%

¹https://ops.fhwa.dot.gov/publications/tt_reliability/ttr_report.htm

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Regional Performance Measures

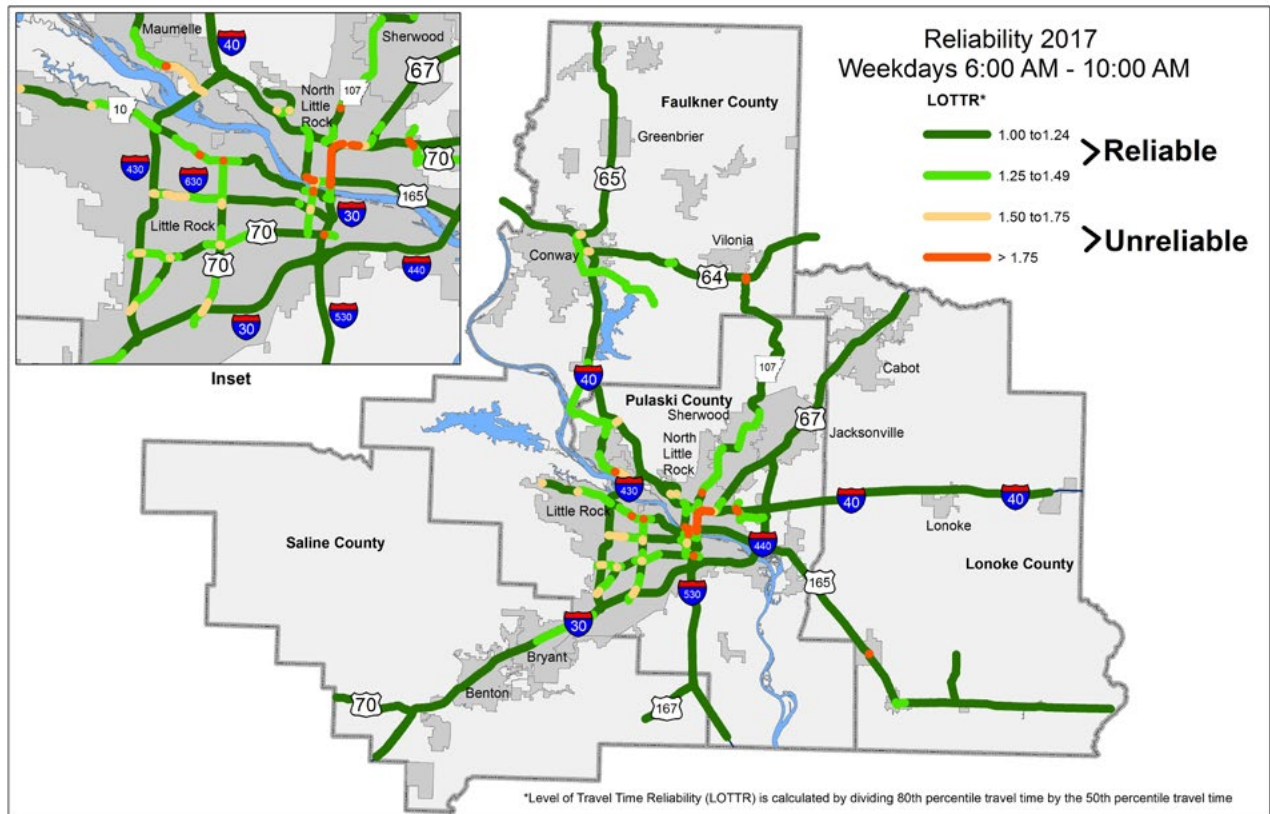
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CARTS Targets

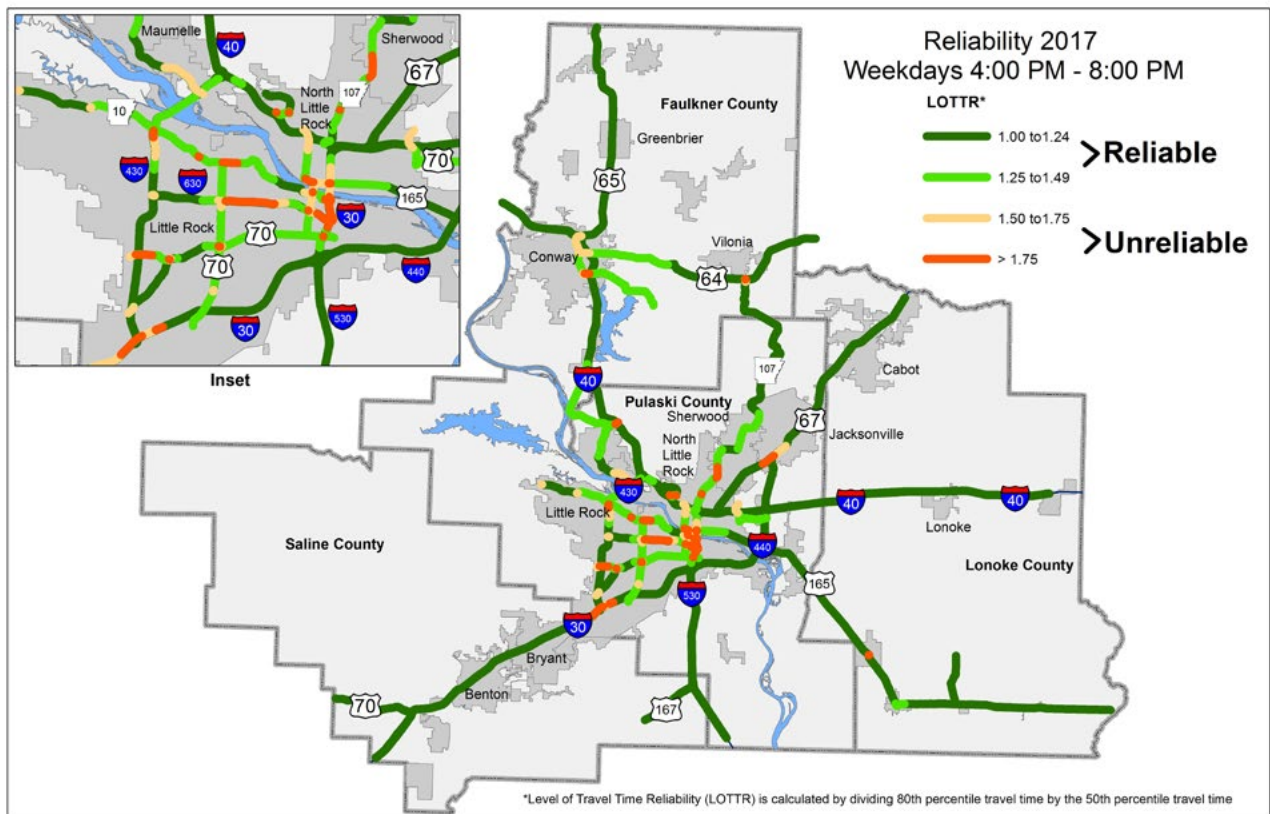
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Did you know? Commuters and travelers value reliability because it allows them to make better use of their own time.

travel time reliability



Source: 2017 ArDOT NPMRDS Data



Source: 2017 ArDOT NPMRDS Data

MAP 21

PERFORMANCE MEASURES

Truck Travel Time Reliability

Just as traffic congestion delays everyday commuters, it also delays freight. But instead of being late for work or meetings, delays in freight create supply chain issues for goods. Truck Travel Time Reliability (TTTR) is the measure used to determine delay within the Interstate Highway system for freight carriers. With TTTR only large commercial motor vehicle data is used to calculate the travel time index. The TTTR can show where “bottle necks” occur within the Interstate Highway system for freight carriers. The TTTR can also be used by freight carriers to avoid known unreliable time periods on the Interstate Highway System.

Performance Measure

Truck Travel Time Reliability of the Interstate System



CARTS Baseline Data

	2017
Truck Travel Time Reliability on the Interstate System	1.39

Adopted Targets by ArDOT

	2-Year	4-Year
Truck Travel Time Reliability on the Interstate System	1.45	1.52

Did you know? Commercial trucks account for more than 50% of vehicles traveling on I-40 in Lonoke County.

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Regional Performance Measures

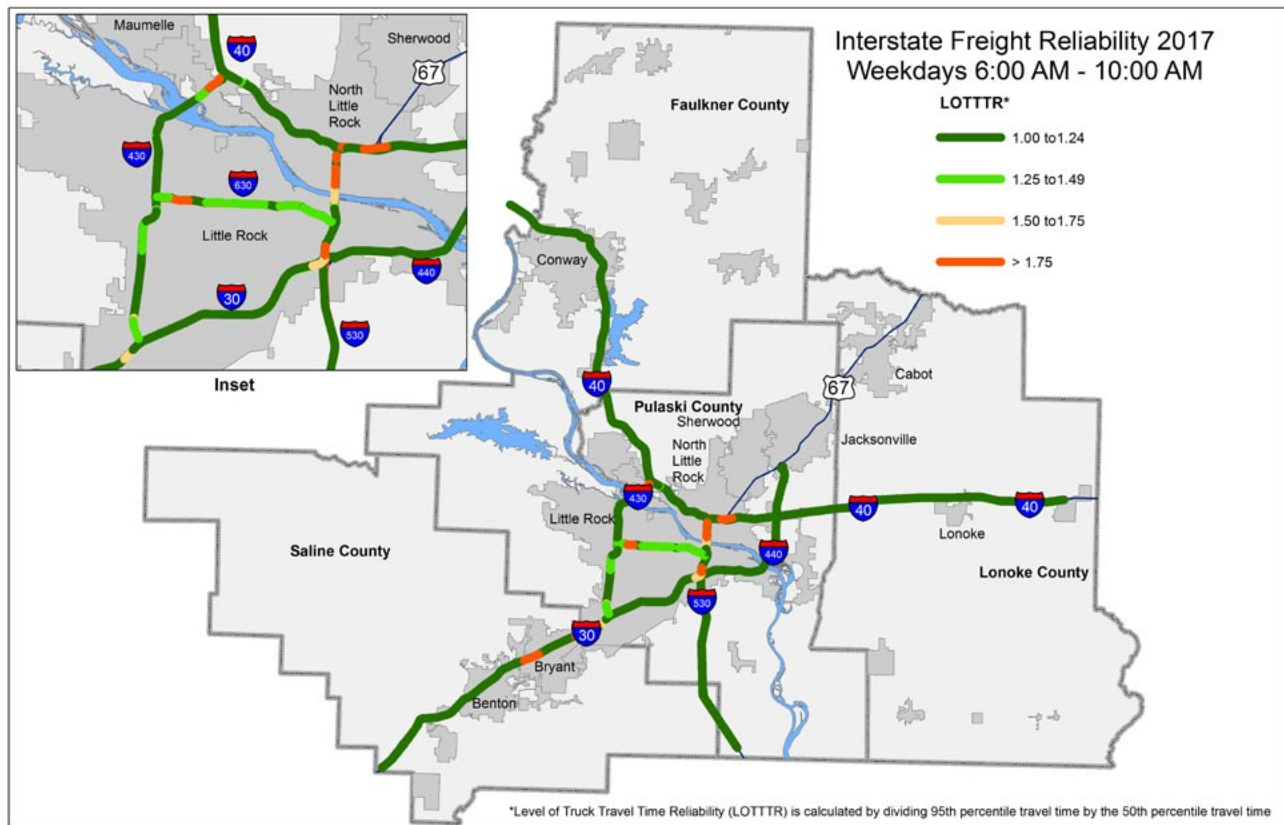
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Did you know? Shippers and freight carriers require predictable travel times to remain competitive.

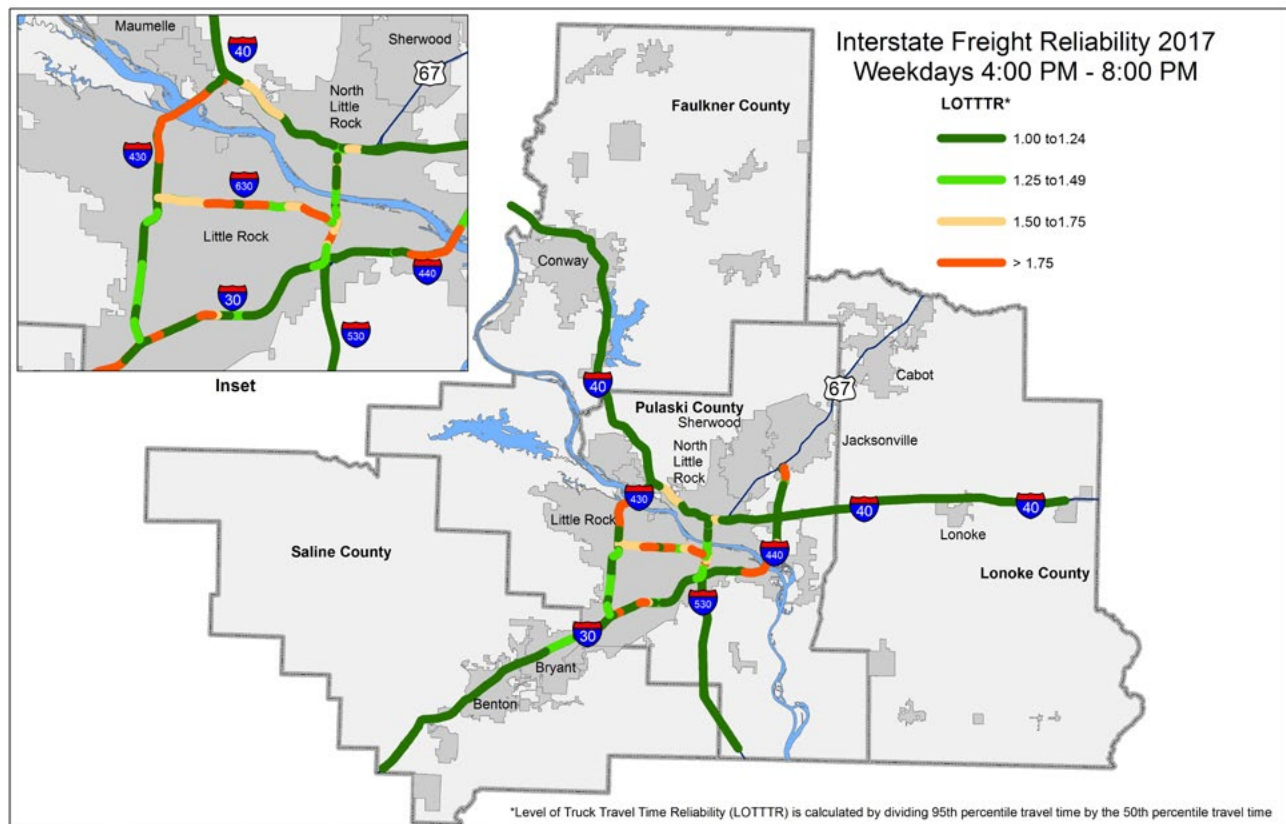
CARTS Targets

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truck travel time reliability



Source: 2017 ArDOT NPMRDS Data



Source: 2017 ArDOT NPMRDS Data



METROPLAN
SMART PLANNING MAKES SMART PLACES.

RESOLUTION 18 - 15

**SUPPORT FOR TRANSIT ASSET MANAGEMENT (TAM) PLAN TARGETS SET BY ROCK REGION
METRO**

WHEREAS, Metroplan is the officially designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan area; and

WHEREAS, the Fixing America's Surface Transportation (FAST) Act continues MAP-21's performance management approach, which mandated Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle; and


WHEREAS, Rock Region METRO, as a "Tier 1" transit provider, is charged with the responsibility of developing performance measures in accordance with FTA and has established targets for its rolling stock, non-revenue vehicles, support facilities, passenger facilities, and streetcar track segments;

Performance Measures	Target
Percent of fixed-route rolling stock that have exceeded their ULB	5%
Percent of Links-Cutaway rolling stock that will exceed their ULB	0%
Percent of Links-Minivan rolling stock that will exceed their ULB	0%
Percent of Streetcar rolling stock that will exceed their ULB	0%
Percent of non-revenue vehicles that have exceeded their ULB	20%
Percent of support facilities will have a condition rating below 3.0	0%
Percent of passenger facilities will have a condition rating below 3.0	0%
Percent of track segment that will require speed restrictions	0%

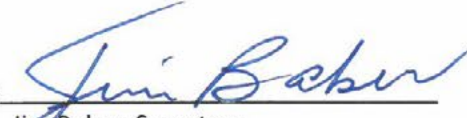
NOW, THEREFORE, BE IT RESOLVED that the Metroplan Board of Directors supports the targets included in the Transit Asset Management plan developed by Rock Region METRO and shall plan and program projects in support of these targets.

Duly adopted this 3rd day of October 2018.

SIGNED:


Jill Dabbs, President
Mayor, City of Bryant

Attest:


Jim Baker, Secretary
Faulkner County Judge

Attachment



RESOLUTION 20 - 21
SUPPORT FOR BRIDGE AND PAVEMENT PERFORMANCE TARGETS SET BY ARKANSAS
DEPARTMENT OF TRANSPORTATION (ArDOT)

WHEREAS, Metroplan is the officially designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan area; and

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

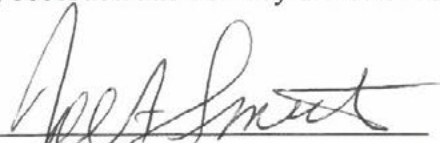
WHEREAS, ArDOT has established the following targets for bridge and pavement conditions:

Performance Target	2018 Baseline	Current 2020	Adjusted 4-Year Target (2022)
Percent of NHS bridges by deck area classified in "Good" condition	50.3%	44.5%	42.0%
Percent of NHS bridges by deck area classified in "Poor" condition	3.9%	3.6%	6.0%
Percent of Interstate pavements in "Good" condition	77%	78%	79%
Percent of Interstates in "Poor" condition	4%	4%	5%
Percent of non-Interstate NHS pavements in "Good" condition	52%	56%	59%
Percent of non-Interstate NHS pavements in "Poor"	8%	8%	7%

WHEREAS, pursuant to 23 CFR §490.105, the MPOs shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, the MPOs have the option of (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets of each performance measure, (2) setting their own targets for each performance measure, or, (3) a mix of both options.

NOW, THEREFORE, BE IT RESOLVED that the Metroplan Board of Directors has chosen to support the State's performance targets for bridges and pavements, and to plan and program projects in support of these targets.

Duly recorded this 16th day of December 2020.



Mayor Joe Smith, President



Judge Doug Erwin, Vice President



RESOLUTION 20 - 22
SUPPORT FOR SYSTEM RELIABILITY TARGETS SET BY ARKANSAS DEPARTMENT
OF TRANSPORTATION (ArDOT)

WHEREAS, Metroplan is the officially designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan area; and

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

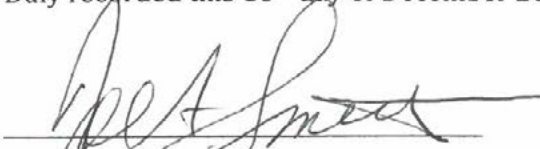
WHEREAS, ArDOT has established the following targets reliability targets:

Performance Target	2018 Baseline	Current 2020	Adjusted 4-Year Target (2022)
Percent of Person-Miles Traveled on the Interstate that are Reliable	95%	97%	93%
Percent of Person-Miles Traveled on the non-Interstate NHS that are Reliable	96%	96%	92%
Truck Travel Time Reliability on the Interstate System	1.21	1.21	1.40

WHEREAS, pursuant to 23 CFR §490.105, the MPOs shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, the MPOs have the option of (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets of each performance measure, (2) setting their own targets for each performance measure, or, (3) a mix of both options.

NOW, THEREFORE, BE IT RESOLVED that the Metroplan Board of Directors has chosen to support the State's targets for system reliability, and to plan and program projects in support of these targets.

Duly recorded this 16th day of December 2020.



Mayor Joe Smith, President



Judge Doug Erwin, Vice President



RESOLUTION 20-23
SAFETY PERFORMANCE TARGETS
SUPPORT FOR TARGETS BY ARKANSAS DEPARTMENT OF TRANSPORTATION

WHEREAS, Metroplan is the officially designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan area; and

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

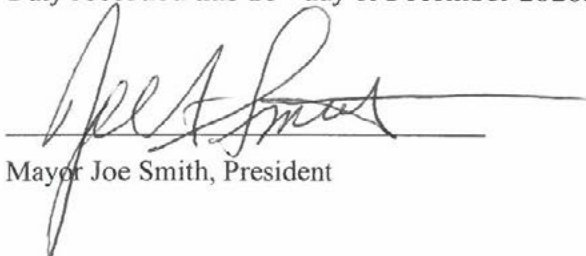
WHEREAS, pursuant to 23 USC 148, ArDOT prepared a Highway Safety Improvement Program (HSIP) Annual Report and has established 2021 HSIP targets for each of the five safety performance measures for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads:

Measure	2021 Target
Number of Fatalities 543 (Number)	Number of Fatalities 536.3 (Number)
Rate of Fatalities 1.615 (Rate)	Rate of Fatalities 1.560 (Rate)
Number of Serious Injuries 3,637 (Number)	Number of Serious Injuries 3,103.8 (Number)
Rate of Serious Injuries 10.824 (Rate)	Rate of Serious Injuries 9.043 (Rate)
Number of Non-motorized Fatalities and Serious Injuries 170 (Number)	Number of Non-motorized Fatalities and Serious Injuries 220.3 (Number)

WHEREAS, pursuant to 23 CFR §490.105, the MPOs shall establish targets no later than 180 days after the respective State DOT(s) establish their targets, the MPOs have the option of (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant State DOT targets of each performance measure, (2) setting their own targets for each performance measure, or, (3) a mix of both options.

NOW, THEREFORE, BE IT RESOLVED, that as the metropolitan planning organization for central Arkansas, the Metroplan Board of Directors, has chosen to support the State's safety performance targets for 2021, and plans and program projects in support of these targets.

Duly recorded this 16th day of December 2020.


Mayor Joe Smith, President

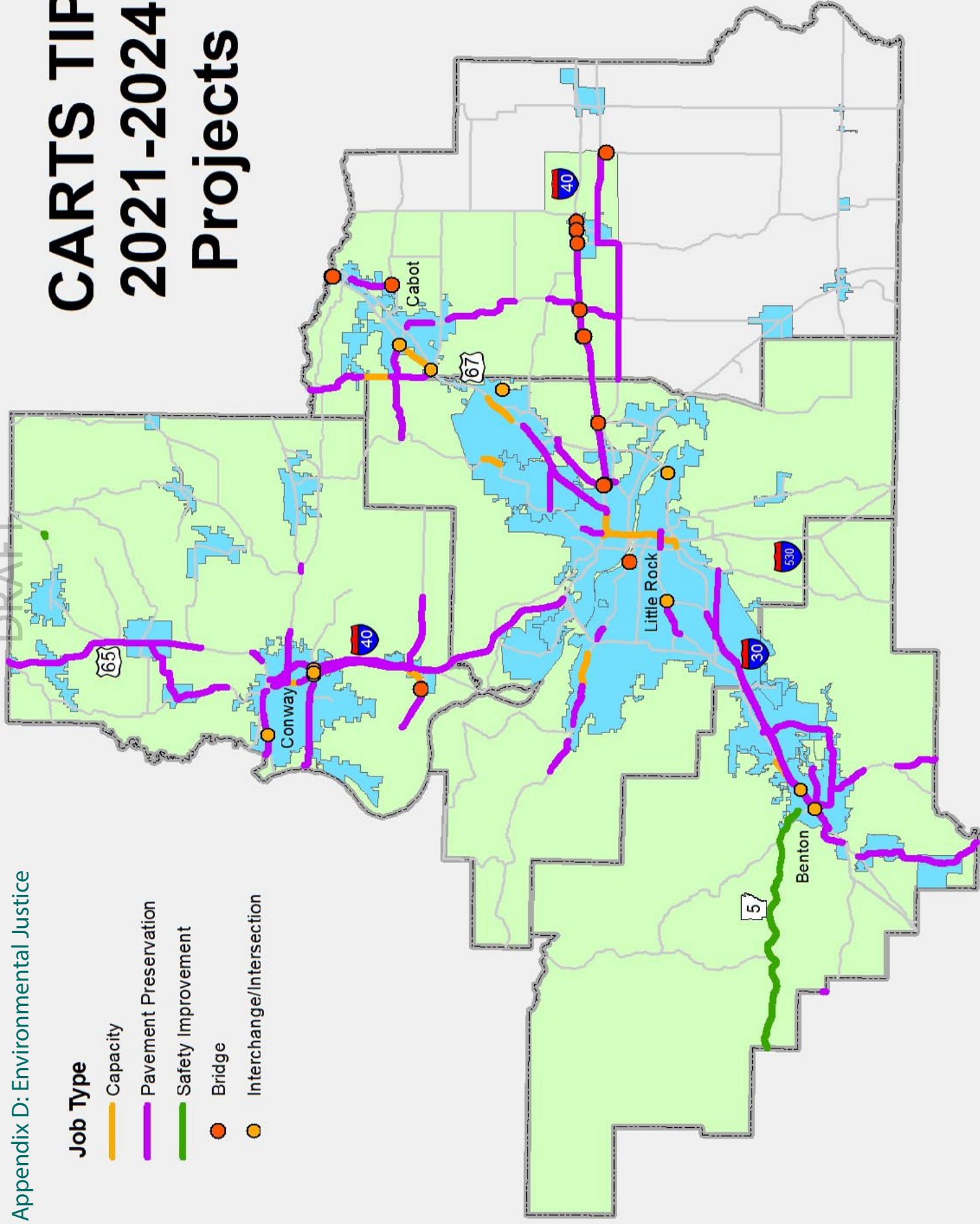

Judge Doug Erwin, Vice President

DRAFT

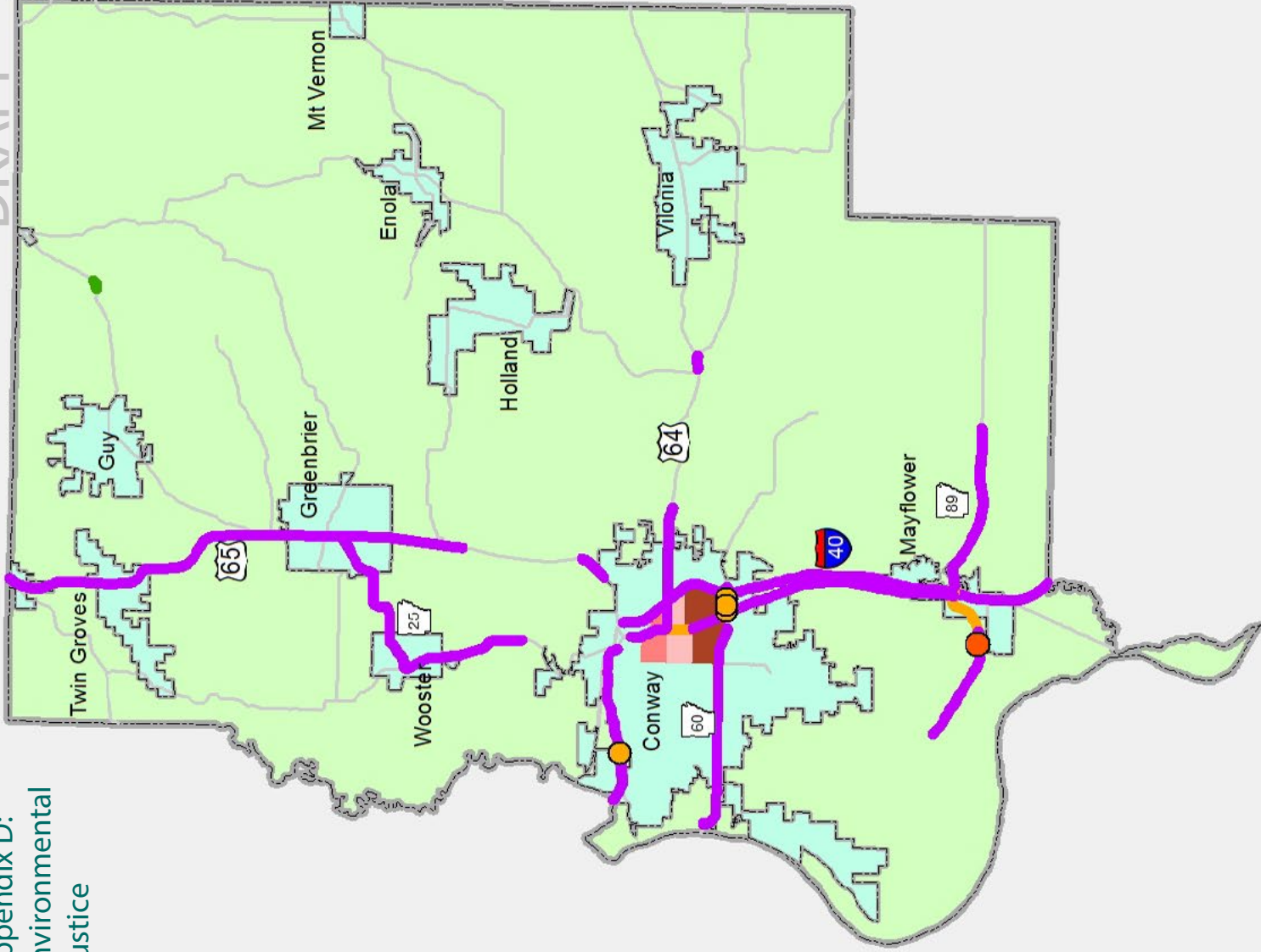
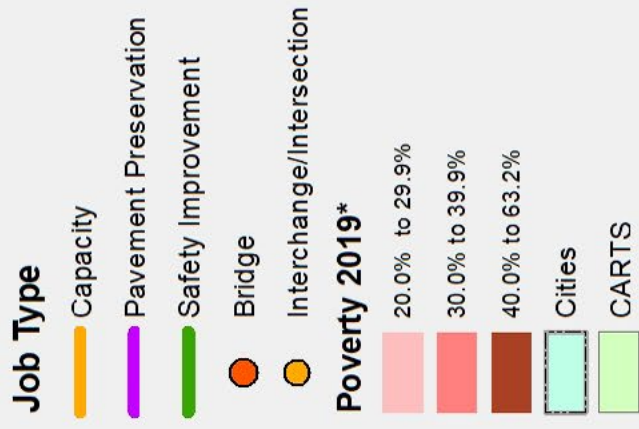
CARTS TIP 2021-2024 Projects

Job Type

- Capacity
- Pavement Preservation
- Safety Improvement
- Bridge
- Interchange/Intersection

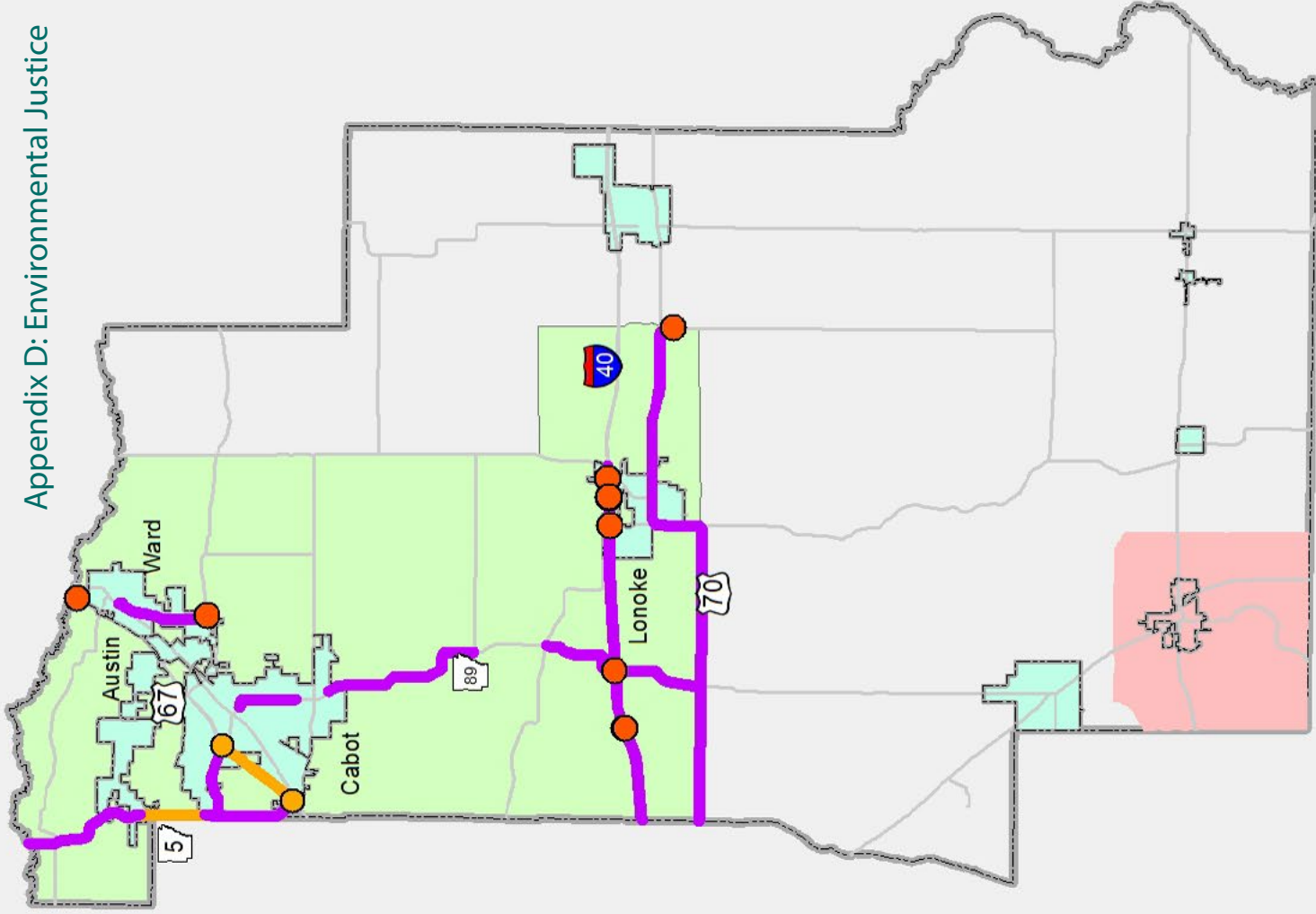
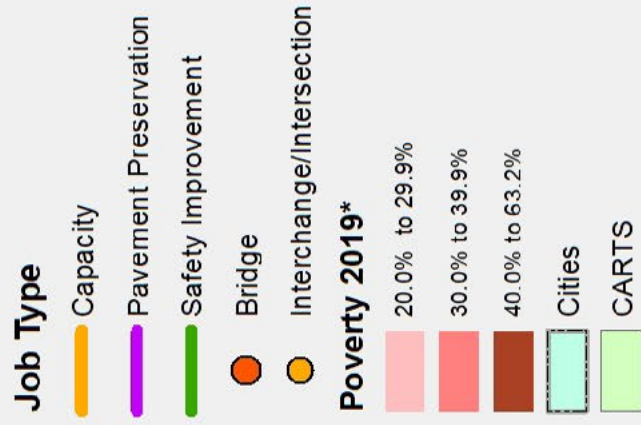


Faulkner County CARTS TIP 2021-2024 Projects



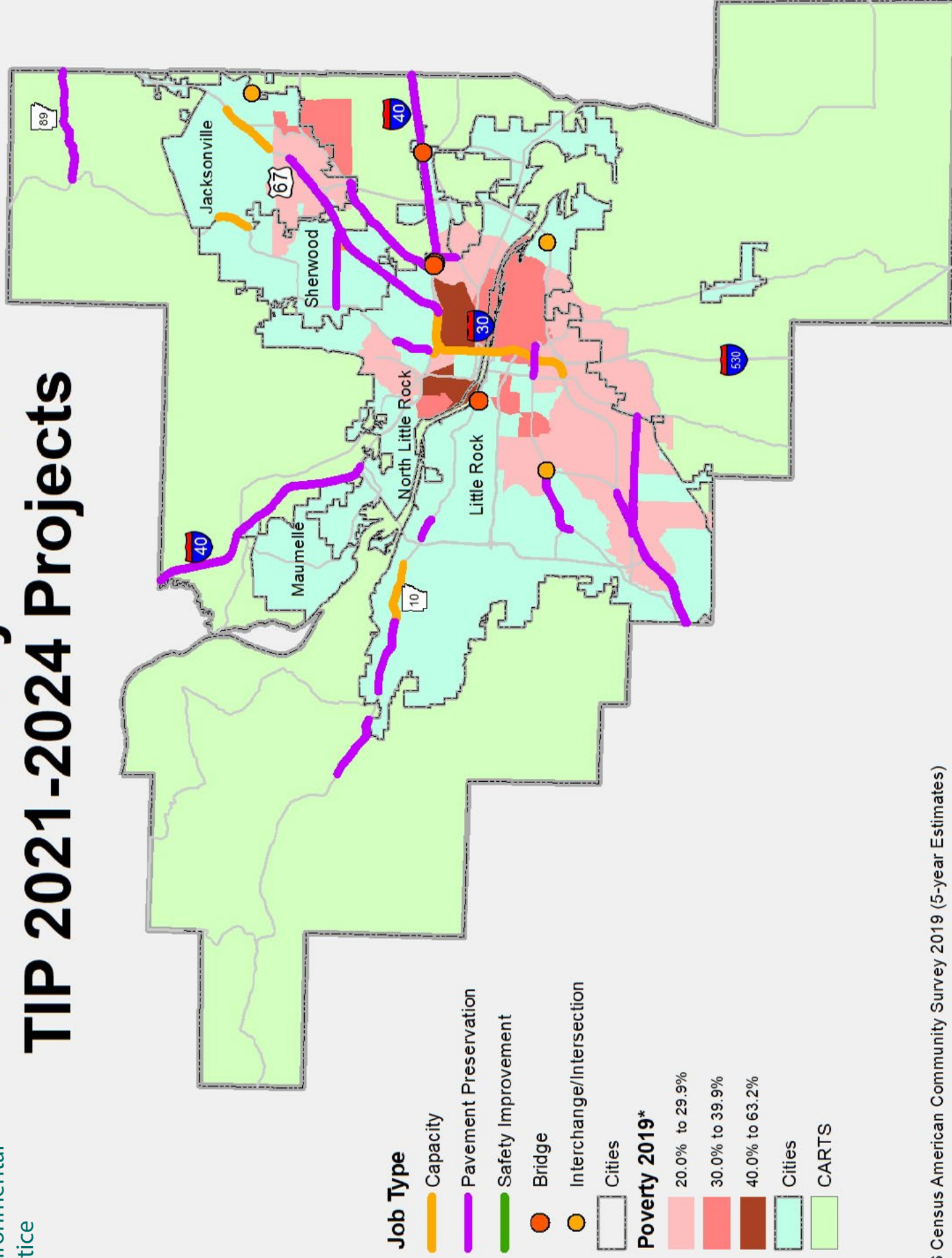
*US Census American Community Survey 2019 (5-year Estimates)

Lonoke County CARTS TIP 2021-2024 Projects



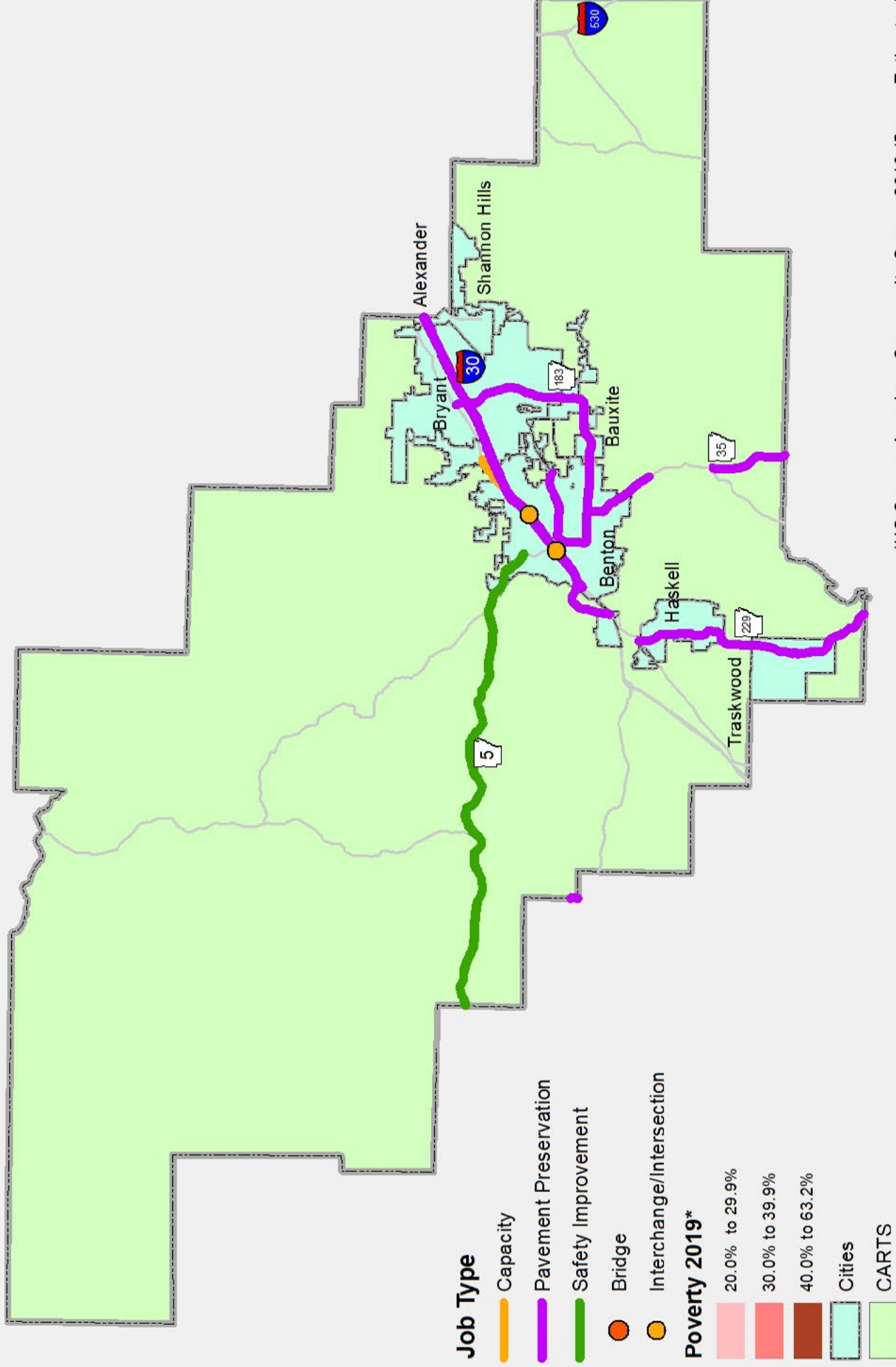
*US Census American Community Survey 2019 (5-year Estimates)

Pulaski County CARTS TIP 2021-2024 Projects



*US Census American Community Survey 2019 (5-year Estimates)

Saline County CARTS TIP 2021-2024 Projects



*US Census American Community Survey 2019 (5-year Estimates)



ARKANSAS DEPARTMENT OF TRANSPORTATION

ArDOT.gov | IDriveArkansas.com | Lorie H. Tudor, P.E., Director

10324 Interstate 30 | P.O. Box 2261 | Little Rock, AR 72203-2261

Phone: 501.569.2000 | Voice/TTY 711 | Fax: 501.569.2400

February 10, 2021

Mr. Tab Townsell
Executive Director, Metroplan
501 West Markham, Suite B
Little Rock, AR 72201

TAB
Dear Mr. Townsell:

Reference is made to Metroplan's Long-Range Metropolitan Transportation Plan (LRMTP) and 2021-2024 Transportation Improvement Program (TIP) updates for the Central Arkansas Regional Transportation Study (CARTS) Area.

To ensure consistency with Federal planning regulations, the Department provides Federal-aid fund marks for Metropolitan Planning Organizations (MPOs) to use in preparing financially-constrained LRMTPs. Those fund marks are estimates of reasonably anticipated revenues, but they are neither limits nor guarantees.

In developing the 2021-2024 Statewide Transportation Improvement Program (STIP), the Department has demonstrated financial constraint, which includes the projects proposed in the CARTS Area. The proposed funding in the Draft STIP for projects in the CARTS Area should be used as the fund marks by which financial constraint is determined for the 2021-2024 period of the CARTS LRMTP and associated TIP. The previously provided fund marks should continue to be used for the period beyond this TIP.

Funds from the Transportation Sales Tax Continuation Amendment of 2020, commonly known as Issue 1 of 2020, are not included as a revenue source in the 2021-2024 TIP. The Highway Commission will evaluate needs and identify priorities for the Renew Arkansas Program in the near future. We request the inclusion of a note in CARTS' TIP that provides clarity on future Issue 1 funding.

Regarding Job CA0602 (30 Crossing), the funding allocated to the Design-Build contract is presently sufficient for completion of Phase 1 of the project. In April 2020, at the request of the Department, Metroplan approved an amendment to the 2019-2022 TIP and LRMTP to include an additional \$350 million for Phase 2 using anticipated funding from Issue 1. That request reflected the Department's commitment to complete the project as originally intended, and Metroplan's approval of those amendments provided the Department flexibility to complete Phase 2 as funds became available. However, as mentioned above, the prioritization of the program of Issue 1 projects is in progress. It is also important to note that proceeds from Issue 1 will not be available until mid-2023. Therefore, we recommend that Phase 2 of 30 Crossing be shown in FFY 2025 in the LRMTP at this time.

Mr. Tab Townsell
February 10, 2021

Page Two

We recognize that there has been some confusion about future funding for this project. The Department's initial plan to immediately allocate \$350 million of Issue 1 funds to this project was communicated in good faith. We believe that the steps that were taken at the time to amend the TIP and LRMTF were appropriate to implement those plans and provide flexibility for the construction of those improvements. Despite the intervening circumstances that have impacted this project, the Department is committed to completing Phase 2 as funds become available.

If you would like to discuss these topics further, please feel free to contact me.

Sincerely,



Jared D. Wiley
Assistant Chief Engineer – Planning

c: Director
Deputy Director and Chief Operating Officer
Deputy Director and Chief Engineer
Assistant Chiefs
Program Management
Transportation Planning and Policy
Alternative Delivery Program Administrator
FHWA – Arkansas Division

Appendix F: TIP Amendment Procedures



RESOLUTION 14-09 TRANSPORTATION IMPROVEMENT PROGRAM TIP/STIP AMENDMENT PROCEDURES

WHEREAS, Metroplan is the officially designated Metropolitan Planning Organization (MPO) for the Little Rock-North Little Rock-Conway metropolitan area; and

WHEREAS, the MPO is charged with the responsibility of developing and administering the CARTS Transportation Improvement Program (TIP) for the local governments, the Central Arkansas Transit Authority, and the Arkansas State Highway and Transportation Department; and

WHEREAS, the Arkansas State Highway and Transportation Department is charged with the responsibility of developing and administering the State Transportation Improvement Program (STIP) including the CARTS TIP verbatim; and

WHEREAS, while the TIP development process normally follows a tri-annual cycle, amendments are frequently enacted to reflect the addition of new projects, as well as changes in scope or budget to existing projects;

NOW, THEREFORE, BE IT RESOLVED, that the Metroplan Board of Directors hereby adopts the attached procedures for amendments to the CARTS TIP and their subsequent inclusion in the STIP:

Duly recorded this 25th of November 2014.

SIGNED: _____

Jeff Aray, President
Mayor, City of Haskell

ATTEST: _____

Randy Holland, Vice President
Mayor, City of Mayflower

**Arkansas State Highway and Transportation Department
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

and

**Central Arkansas Regional Transportation Study
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

REVISION PROCEDURES

within the

Central Arkansas Transportation Study (CARTS) Area

November 14, 2014

Preamble:

Within the CARTS Area, the TIP is developed by Metroplan in cooperation with the Arkansas State Highway and Transportation Department (AHTD) and Central Arkansas Transit Authority (CATA). The TIP serves three primary functions: (1) informs the public of overall scheduling and funding of regionally significant transportation projects, (2) provides for the general programming and accounting document for the attributed surface transportation program funds allocated to Metroplan, and (3) serves as a tool for implementing the long range metropolitan transportation plan, and will serve as a tool to implement and track performance based programming as the performance standards set out in MAP-21 are implemented.

AHTD, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) use the STIP as a tracking document to insure the financial constraint of Arkansas' Federal-aid highway and transit programs. A key objective of these procedures is to meet the needs of both AHTD in administering the STIP and Metroplan in administering the TIP for the CARTS area and to do so in the most efficient way possible.

In order to meet this objective, the CARTS Study Director, AHTD Metropolitan Planning Organization (MPO) Coordinator, and CATA Senior Planner should regularly discuss projects listed in the TIP with routine status reports/updates made for all phases of a project; including environmental handling, engineering, right-of-way acquisition, utility relocation, and/or

construction in a continuing, cooperative, and comprehensive planning effort between agencies.

While the TIP development process normally follows a tri-annual cycle, amendments are frequently enacted between cycles to reflect the addition of new projects, as well as changes in scope or budget to existing projects. The following procedures have been set forth for revisions to the TIP/STIP.

Definitions:

Agreed upon list of projects – Consists of projects on the first year of the TIP that may be implemented by the implementing agencies without further action.

First year of the TIP – The first year of the TIP is the first year of a four year TIP. It contains the agreed upon list of projects for implementation. As the first year of a four year TIP expires, the subsequent year becomes the first year of the TIP and that practice continues until a new TIP is adopted. Affirmative action by the MPO is required to confirm that projects listed in each subsequent first year of the TIP are an agreed upon list of projects.

Procedures:

In accordance with the provisions of 23 CFR 450.216(b), TIPs adopted by MPOs and approved by the Governor are incorporated without change into the STIP. 23 CFR 450.104 defines Administrative Modifications and Amendments. The following procedures have been developed for processing Administrative Modifications and Amendments to the TIP and their subsequent inclusion in the STIP. A key element of the revision process is to assure that financial constraint is maintained.

- **Administrative Modifications** are revisions that do not require federal approval. If needed for clarification, these revisions to the STIP/TIP may be noted in the comment field on the Federal-aid Project Agreement form. The following identifies revisions to the STIP/TIP that are considered Administrative Modifications.
 1. Change in schedule (CFR 450.216(n)), excluding changes that move a project or project phase to the agreed upon list of projects in the first year of the TIP – (CFR 450.330(a)(c)).
 2. Minor modifications to the project description/length/termini that do not significantly change the project scope or conflict with the environmental document, or impact transportation conformity in non-attainment areas.
 3. Minor changes to project / project phase cost regarding environmental handling, engineering, right-of-way acquisition, utility relocation, and/or construction that does not impact financial constraint of the STIP or TIP. As a general rule, funding changes less than or equal to \$600,000 for projects estimated to cost less than or than or equal to \$3,000,000, and for projects estimated to cost greater than \$3,000,000 changes less than or equal to 20 percent, are in the range of changes to be considered for administrative modifications.
 4. A project split or a combination of individually listed projects that do not result in a significant change to the overall scope.
 5. Funding increases or decreases that are less than 20 percent of the TIP project estimate for FTA funded projects. Revised transit projects that are included in a statewide item may be considered an administrative modification for purposes of updating the MPO's TIP.
 5. Change in source of funds including advanced construction.
 6. Change in the project's lead agency.
 7. Obvious data entry errors.
 8. Selection and notification of projects from group category funding.

For Administrative Modifications requested by AHTD/CATA, the responsible AHTD/CATA staff will notify the CARTS Study Director in writing or via e-mail providing details on the requested changes. The CARTS Study Director will make every effort to respond within three business days. The CARTS Study Director may elect to notify Board members of the proposed change requesting their concurrence. The CARTS Study director will respond in writing or email should he concur with the modification. If the CARTS Study Director believes a proposed project change requires an Amendment, the Study Director will consult with the implementing agency and will provide such opinion in writing or e-mail to the implementing agency.

- **Amendments** are revisions that require FHWA/FTA approval and must go through a public involvement process in accordance with Metroplan's public involvement procedures. The following identifies revisions to the STIP/TIP that require Amendments.
 1. Funding a new or illustrative project or phase of a project.
 2. Deleting a project or phase of a project.
 3. Funding increases or decreases that are more than 20 percent of the TIP project estimate for FTA funded projects. Revised transit projects that are included in a statewide item may be considered an administrative modification for purposes of updating the MPO's TIP.
 4. Major changes to project / project phase cost regarding environmental handling, engineering, right-of-way acquisition, utility relocation, and/or construction that impacts the financial constraint of the STIP or TIP and does not qualify as an Administrative Modification.
 5. Modifications to the project description/length/termini that significantly changes the project scope, conflicts with the environmental document, or impacts transportation conformity in non-attainment areas.
 6. Any modification that impacts the financial constraint of the TIP.

7. Advancing a project or a project phase to the agreed upon list of projects (the first year of the TIP).

Following amendment of the TIP, formal notification of the amendment will be provided to the AHTD MPO Coordinator, CATA Senior Planner, FHWA, and FTA.

FINANCIAL CONSTRAINT –DETERMINATIONS AND DEMONSTRATIONS

23 CFR 450.216(m) states that “Financial constraint of the STIP shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally-supported facilities are being adequately operated and maintained.”

23 CFR 450.324(i) states “For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained.”

Federal funding in the STIP/TIP may be based on authorization levels for each year of the STIP/TIP, although obligation authority limitations could be used as a more conservative approach.

Determinations: In accordance with 23 CFR450.218(b), FHWA and FTA jointly determine prior to approval that the initial STIP and STIP amendments comply with the requirements of 23 USC 134 and 135, which include financial constraint demonstrations of administrative actions as needed.

It is also the responsibility of the FHWA and FTA to determine whether each project agreement or grant request maintains the financial constraint of the STIP. Therefore, the AHTD will provide information necessary to make that determination upon request.

In accordance with 23 CFR 450.328 (a), "The FHWA and the FTA shall jointly find that each metropolitan TIP is consistent with the metropolitan transportation plan produced by the continuing and comprehensive transportation process carried on cooperatively by the MPO(s), the State(s), and the public transportation operator(s) in accordance with 23 U.S.C. 134 and 49 U.S.C. 5303. This finding shall be based on the self-certification statement submitted by the State and MPO under §450.334, a review of the metropolitan transportation plan by the FHWA and the FTA, and upon other reviews as deemed necessary by the FHWA and the FTA."

AHTD is responsible for insuring the financial constraint of the STIP upon revision, subject to review and approval of FHWA and FTA. Metroplan is responsible for insuring the financial constraint of the TIP by year upon revision as required in 23CFR450.324 subject to self-certification requirements of 23CFR450.334.

Demonstrations: For FHWA funded projects, the demonstration of STIP financial constraint will summarize amendments and administrative actions on a quarterly and annual basis in a Funds Management Report. These reports will be provided by AHTD to the MPOs and FHWA.

For FHWA and FTA funded projects, financial constraint of the TIP will be determined from the CARTS Attrib Spreadsheet, Long-Range Transportation Financial Spreadsheet, and TIP Project Cost Spreadsheet, until such time as AHTD and Metroplan jointly adopt a single TIP Management Tool. See Attachments for examples of these reports.

STIP/TIP Funds Management Reports for FHWA Funded Projects: In order to better manage the STIP and the TIPs, and to provide decision makers with timely and accurate information about programmed projects, AHTD has established a financial reporting procedure. At the end of each quarter, AHTD will provide a STIP/TIP Funds Management Report on actual federal obligations and state encumbrances for that year to the MPOs and FHWA. At the end of the

federal fiscal year, AHTD will provide a Summary Report of all obligations and encumbrances to MPOs and FHWA. Metroplan will use this list to produce the Annual List of Obligated Projects Report required under 23 CFR 450.332

TIP Revisions and the Agreed Upon List of Projects

In accordance with 23 CFR 450.330(a), the first year of the TIP shall constitute the agreed upon list of projects for project selection purposes and no further action is required for implementing agencies to proceed with projects.

Metroplan, in consultation with AHTD and CATA, will amend the TIP at the end of each federal fiscal year to reflect the list of agreed upon projects or project phases in the subsequent federal fiscal year of the TIP, which shall become the first year of the TIP upon expiration of the previous federal fiscal year.

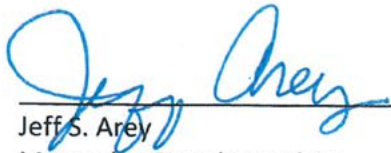


Scott E. Bennett, P.E.
Director of Highways and Transportation
Arkansas State Highway and Transportation Department

Date: 12-2-2014



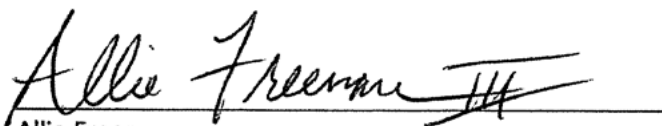
STIP/CARTS TIP Revision Procedures
November 14, 2014



Jeff S. Arey
Metropolitan Board President
Central Arkansas Regional Transportation Study

Date: _____

STIP/CARTS TIP Revision Procedures
November 14, 2014

A handwritten signature in black ink that reads "Allie Freeman III". The signature is written in a cursive style with a horizontal line underneath the name.

Allie Freeman
Chairman of the Board
Central Arkansas Transit Authority

Date: 8-19-15



Reader Feedback

By its nature, a Transportation Improvement Program is a “technical” document. However, because all such documents are open to the public—in fact, they require public review and comment—we try to prepare the TIP so that non-technical people can read it, learn about projects slated for their communities, and also about the planning process which determined those projects. Your comments and suggestions will enable Metroplan staff to evaluate the effectiveness of the document and to improve future documents.

Name: _____ Phone: _____

e-mail: _____

Organization: _____

Was the TIP informative? ☐ Yes ☐ No

Was the format easy to understand? ☐ Yes ☐ No

Were the terms clearly explained? ☐ Yes ☐ No

Do you have any questions that the TIP didn't answer? ☐ Yes ☐ No

How would you improve this publication?

Comments: _____

Return to:

METROPLAN

501 West Markham • Suite B • Little Rock, Arkansas 72201

e-mail: comments@metroplan.org Fax: 501-372-8060 Phone: 501-372-3300



METROPLAN

SMART PLANNING MAKES SMART PLACES.